

19-A-1

# 2007-0091

1 India St.

The Longfellow at Ocean Gateway  
Plan Amendment

Riverwalk, LLC.

**CITY OF PORTLAND, MAINE  
DEVELOPMENT REVIEW APPLICATION  
PLANNING DEPARTMENT PROCESSING FORM  
Planning Copy**

**2006-0235**  
Application I. D. Number

**Drew Swenson, Riverwalk, LLC.**  
Applicant  
**2 Market Street, Suite 500, Portland, ME 04101**  
Applicant's Mailing Address

**12/8/2006**  
Application Date

**Amendment to Plan - Longfellow Gara**  
Project Name/Description

Consultant/Agent  
**Applicant Ph: (207) 775-2464 Agent Fax:**  
Applicant or Agent Daytime Telephone, Fax

**India/Fore Street, Portland, Maine**  
Address of Proposed Site  
**020 C023001**  
Assessor's Reference: Chart-Block-Lot

Proposed Development (check all that apply):  New Building  Building Addition  Change Of Use  Residential  Office  Retail  
 Manufacturing  Warehouse/Distribution  Parking Lot  Apt 0  Condo 0  Other (specify) **Plan Amendment**

Proposed Building square Feet or # of Units \_\_\_\_\_ Acreage of Site \_\_\_\_\_ **B5b**  
Zoning

**Check Review Required:**

- Site Plan (major/minor)  Zoning Conditional - PB  Subdivision # of lots \_\_\_\_\_
- Amendment to Plan - Board Review  Zoning Conditional - ZBA  Shoreland  Historic Preservation  DEP Local Certification
- Amendment to Plan - Staff Review  Zoning Variance  Flood Hazard  Site Location
- After the Fact - Major  Stormwater  Traffic Movement  Other \_\_\_\_\_
- After the Fact - Minor  PAD Review  14-403 Streets Review

Fees Paid: Site Plan \$250.00 Subdivision \_\_\_\_\_ Engineer Review \_\_\_\_\_ Date 12/11/2006

**Planning Approval Status:**

Reviewer Bill Needelman

- Approved  Approved w/Conditions See Attached  Denied
- Approval Date \_\_\_\_\_ Approval Expiration \_\_\_\_\_ Extension to \_\_\_\_\_  Additional Sheets Attached
- OK to Issue Building Permit \_\_\_\_\_ signature \_\_\_\_\_ date \_\_\_\_\_

**Performance Guarantee**  Required\*  Not Required

\* No building permit may be issued until a performance guarantee has been submitted as indicated below

<input type="checkbox"/> Performance Guarantee Accepted	_____ date _____	_____ amount _____	_____ expiration date _____
<input type="checkbox"/> Inspection Fee Paid	_____ date _____	_____ amount _____	
<input type="checkbox"/> Building Permit Issue	_____ date _____		
<input type="checkbox"/> Performance Guarantee Reduced	_____ date _____	_____ remaining balance _____	_____ signature _____
<input type="checkbox"/> Temporary Certificate of Occupancy	_____ date _____	<input type="checkbox"/> Conditions (See Attached)	_____ expiration date _____
<input type="checkbox"/> Final Inspection	_____ date _____	_____ signature _____	
<input type="checkbox"/> Certificate Of Occupancy	_____ date _____		
<input type="checkbox"/> Performance Guarantee Released	_____ date _____	_____ signature _____	
<input type="checkbox"/> Defect Guarantee Submitted	_____ submitted date _____	_____ amount _____	_____ expiration date _____
<input type="checkbox"/> Defect Guarantee Released	_____ date _____		



# City of Portland, Maine Site Plan Checklist

Riverwalk LLC - Amendment to Longfellow Garage 2006-0235  
 Project Name, Address of Project Application  
 Number Received 12/8  
- reviewing 12/13

Section 14-525

Submitted ( ) & Date (b,c)

Item	Required Information	
(1)	Standard boundary survey (stamped by a registered surveyor, at a scale of not less than 1 inch to 100 feet and including:	1
(2)	Name and address of applicant and name of proposed development	a
(3)	Scale and north points	b
(4)	Boundaries of the site	c
(5)	Total land area of site	d
(6)	Topography - existing and proposed (2 feet intervals or less)	e
(7)	Plans based on the boundary survey including:	2
(8)	Existing soil conditions	a
(9)	Location of water courses, marshes, rock outcroppings and wooded areas	b
(10)	Location, ground floor area and grade elevations of building and other structures existing and proposed, elevation drawings of exterior facades, and materials to be used	
(11)	Approx location of buildings or other structures on parcels abutting the site	d
(12)	Location of on-site waste receptacles	e
(13)	Public utilities	e
(14)	Water and sewer mains	e
(15)	Culverts, drains, existing and proposed, showing size and directions of flows	e
(16)	Location and dimensions, and ownership of easements, public or private rights-of-way, both existing and proposed	f
(17)	Location and dimensions of on-site pedestrian and vehicular access ways	g
(18)	Parking areas	g
(19)	Loading facilities	g
(20)	Design of ingress and egress of vehicles to and from the site onto public streets	g
(21)	Curb and sidewalks	g
(22)	Landscape plan showing:	h
(23)	Location of existing proposed vegetation	h
(24)	Type of vegetation	h
(25)	Quantity of plantings	h
(26)	Size of proposed landscaping	h
(27)	Existing areas to be preserved	h
(28)	Preservation measures to be employed	h
(29)	Details of planting and preservation specifications	h
(30)	Location and dimensions of all fencing and screening	i
(31)	Location and intensity of outdoor lighting system	j
(32)	Location of fire hydrants, existing and proposed	k
(33)	Written statement	c
(34)	Description of proposed uses to be located on site	1
(35)	Quantity and type of residential, if any	1
(36)	Total land area of the site	b2
(37)	Total floor area and ground coverage of each proposed building and structure	b2
(38)	General summary of existing and proposed easements or other burdens	c3
(39)	Method of handling solid waste disposal	4
(40)	Applicant's evaluation of availability of off-site public facilities, including sewer, water and streets	5
(41)	Description of any problems of drainage or topography, or a representation that there are none	6
(42)	An estimate of the time period required for completion of the development	7
(43)	A list of all state and federal regulatory approvals to which the development may be subject to. **	8

No

Looking on separate plans

Yes

No

Yes

NA

Yes - describing grade changes

NA







## City of Portland Site Plan Application

If you or the property owner owes real estate taxes, personal property taxes or user charges on any property within the City, payment arrangements must be made before permit applications can be received by the Inspections Division.

<b>Address of Proposed Development:</b> 1 & 33 India Street, 127 & 158 Fore St Zone:		
<b>Existing Building Size:</b> sq. ft.	<b>Proposed Building Size:</b> sq. ft. No Changes	
<b>Existing Acreage of Site:</b> sq. ft.	<b>Proposed Acreage of Site:</b> sq. ft.	
<b>Tax Assessor's Chart, Block &amp; Lot:</b>  Chart#      Block#      Lot# 19-A-09 & 014; 20-C-023 & 009	<b>Property owner's mailing address:</b> Riverwalk LLC 2 Market St., Suite 500 Portland, ME 04101	<b>Telephone #:</b>  207-775-2464
<b>Consultant/Agent, mailing address, phone # &amp; contact person:</b> Drew Swenson 207-775-2464	<b>Applicant's name, mailing address, telephone #/Fax#/Pager#:</b> Drew Swenson 2 Market S., Suite 500 Portland, ME 04101	<b>Project name:</b> Longfellow Residence and Retail; Ocean Gateway Garage 25 India Street

**Fee For Service Deposit (all applications)**        X   (\$200.00)

**Proposed Development (check all that apply)**

New Building     Building Addition     Change of Use     Residential     Office     Retail

Manufacturing     Warehouse/Distribution     Parking lot

Subdivision (\$500.00) + amount of lots \_\_\_\_\_ (\$25.00 per lot) \$ \_\_\_\_\_ + major site plan fee if applicable

Site Location of Development (\$3,000.00)  
(except for residential projects which shall be \$200.00 per lot \_\_\_\_\_ )

Traffic Movement (\$1,000.00)     Storm water Quality (\$250.00)

Section 14-403 Review (\$400.00 + \$25.00 per lot)

Other \_\_\_\_\_

**Major Development (more than 10,000 sq. ft.)**

Under 50,000 sq. ft. (\$500.00)

50,000 - 100,000 sq. ft. (\$1,000.00)

Parking Lots over 100 spaces (\$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)

After-the-fact Review (\$1,000.00 + applicable application fee)

**Minor Site Plan Review**

Less than 10,000 sq. ft. (\$400.00)

After-the-fact Review (\$1,000.00 + applicable application fee)

**Plan Amendments**

Planning Staff Review (\$250.00)

Planning Board Review (\$500.00)

RECEIVED

RECEIVED DEC 08 2006

City of Portland  
Planning Division

~ Please see next page ~

Who billing will be sent to: (Company, Contact Person, Address, Phone #)

Submittals shall include (9) separate **folded** packets of the following:

- a. copy of application
- b. cover letter stating the nature of the project
- c. site plan containing the information found in the attached sample plans checklist
- d. 1 set of 11 x 17 plans

Amendment to Plans: **Amendment applications should include 9 separate packets of the above (a, b, & c)**

**ALL PLANS MUST BE FOLDED NEATLY AND IN PACKET FORM**

Section 14-522 of the Zoning Ordinance outlines the process which is available on our web site: [portlandmaine.gov](http://portlandmaine.gov)

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 Code Official'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.

Signature of applicant:

*William J. Crawford, Attorney for Applicant*

Date:

*6 December 2006*

This application is for site review **ONLY**; a building Permit application and associated fees will be required prior to construction.

207 774-1200 main  
207 774-1127 facsimile  
bernsteinshur.com

## **BERNSTEIN SHUR**

**C O U N S E L O R S   A T   L A W**

100 Middle Street  
PO Box 9729  
Portland, ME 04104-5029

Robert J. Crawford  
207 228-7203 direct  
rcrawford@bernsteinshur.com

December 9, 2006

Department of Planning & Development  
Attn: William Needelman, Sr. Planner  
City of Portland  
Portland City Hall, 4<sup>th</sup> Floor  
389 Congress Street  
Portland ME 04101

Re: Longfellow Residence and Retail, Ocean Gateway Garage and 25 India Street  
Office Projects, Chart/Block/Lots 19-A001 and 014 and 20-C 009 and 023-Minor  
modifications to Garage

Dear Bill:

Enclosed please find Riverwalk, LLC's updated drawings and materials related to minor changes proposed for the Ocean Gateway Garage. The submissions are provided for planning staff review of minor changes and refinements proposed for the garage façade, covering materials and to show how the proposed retail space on the street level will be incorporated into the garage. Our understanding is that the review will be completed under authority of Section 14-525, part (g) of the Land use Ordinance of the City's Code which authorizes planning staff to approve such minor changes.

Riverwalk's architects for the garage, the firm of Scott Simons Architects, have provided plans showing and a letter of yesterday's date describing in detail the proposed changes. I also enclose an completed application form and the required \$450.00 to cover the review fees.

We look forward to your comments and approval of the minor changes.

Very truly yours,

  
Robert J. Crawford

Cc: Drew Swenson  
Stephen Fraser



Scott Simons Architects

75 York Street  
Portland, Maine 04101  
phone 207 772 4656  
fax 207 828 4656

December 7, 2006

Bill Nedelman  
Planning and Development Department  
City of Portland  
City Hall  
389 Congress Street  
Portland, ME  
04101

Dear Bill,

Thank you for reviewing our amended drawings and submittal for the Ocean Gateway Garage Project. As discussed with you earlier in the fall when we reviewed some of these revisions with you, we have made a number of minor changes to maintain the overall project budget. It is our belief that these revisions are minor in nature and do not substantially effect the overall design intent, appearance, or quality of the project. According to Section 14-525 (g) of the City's Land Use Ordinance, it is our understanding that planning staff is authorized to review and approve minor amendments to a site plan without planning board review when they are not considered substantial alterations. We would like to request that the planning staff review these minor changes and that we be not be required to go back to the planning board for an additional review. We are not seeking any waivers of the conditions of approval already received for the project under the Site Plan Approval granted on May 5, 2006.

The changes we are proposing include the following:

1. Retail Space: The retail space along Fore Street, which was originally scheduled to be built as a second phase of development, is now going to be built with the garage in the first phase of development.
2. Green Screen Panels: These panels, which occur at the columns along Fore and Hancock Streets and alongside the two stair towers, were changes from the "Green Screen" wire mesh to another type of wire mesh. The new mesh has a denser weave than the Green Screen, but is in one layer vs. the two layers of the Green Screen. The new wire mesh will have welded, galvanized, and colored steel frames surrounding each panel vs. the Green Screen panels, which were more free-standing. We have also revised the shapes of these panels from slightly rounded to rectangular.

3. Guardrails: In the earlier drawings the guardrails at each level of the garage were designed to stop above the floor decks and there was a steel channel welded to the structural steel frame to cover the ends of the "T's". These steel channels have been removed and the guardrails have been revised to extend down over the edges of the precast "T's". The result is a simpler, more economical way of covering the "butt ends" of the precast "T's" that we think actually looks better.

4. Canopies: The size and location of the canopies at the two stair towers have been revised to coordinate with some of the other revisions mentioned above. They were originally designed as shallow curves; now they are shown as rectangular. The canopy on the east/main entrance stair was originally shown as aligning with the floor of the third deck (approx. 24'-8" above the sidewalk); the revised location is 5'-9" lower (approx. 19'-0" above the sidewalk), to align with the landing between the second and third floor decks.

5. Brick: The brick size has been revised from standard (2-2/3" x 4" x 8") to jumbo (4" x 4" x 8"), which we think will be fine given the large scale of the structure. The color and texture will be the same as originally submitted.

All other aspects of the design are as originally submitted. We appreciate your consideration of these minor revisions. Please feel free to call me directly if you have any questions or concerns about the project.

Sincerely,



Scott Simons  
Principal

Encs.

# I. INTRODUCTION

Drew Swenson and Riverwalk, LLC request a Public Hearing with the Planning Board to review amendments to the recently approved Riverwalk Residences and Retail Project. As the Board will remember, the Longfellow project included development of three buildings on two blocks. The proposed amendments are limited to the southerly block located on the parcel defined by India Street, Fore Street, Hancock Street (extension) and Commercial Street (extension, aka Thames Street.) As an update, a brief status report on the upper block is provided below. The project is to be reviewed under the standards for major site plan, and as an amended subdivision.

The site is entirely located within the B-6 zone. 143 notices were sent to area residents.

## A. Longfellow Garage Status:

The Longfellow Garage, located on the northerly project block, has been issued a foundation-only building permit to allow the most time-sensitive portion of the project to proceed while other details are resolved. A performance guarantee for the entire site – north and south blocks - has been provided.

Prior to issuing the foundation-only building permit, the Planning Staff approved minor amendments to the building exterior, the location of stair wells, and the phasing of retail development (the garage was approved with retail as a future phase, but the applicant now proposes retail development along Fore Street simultaneous with garage construction.) As promised at the previous workshop, a revised perspective drawing showing the approved design is attached to this report in the plan set Attachment G for the Board's information.

With the revised phasing and the construction of the retail space, the space count for the garage drops from 720 to 702; however, the applicant recently received Zoning Board of Appeals approval to increase the garage height by a marginal amount and the final space count will likely increase back up to 719 or 720 spaces. The process for reviewing the increase in height to the new ZBA maximum will be determined pending receipt of revised plans.

## B. Approval Status and Conditions of Approval:

The project was previously approved in April of 2006. At the time of approval there were a number of conditions of approval that the applicant has worked to resolve. The applicant has provided a summary of the conditions of approval in table format, along with the applicant's response, in Attachment 4. Some of these conditions are standing requirements and others necessitate additional review and approval.

1. Stormwater: As a condition of Planning Board approval, at the suggestion of the City Engineer, the applicant was required to design and fund a stormwater bypass device at the stormwater quality unit at the Ocean Gateway outfall. Technical constraints required that this approach be abandoned and the applicant proposed an alternative design where stormwater is detained on-site in subsurface chambers. Then City Engineer, Eric Labelle, approved this design as a substitution for the bypass concept and as satisfying the stormwater condition of approval. Materials documenting the stormwater changes are included in Attachment 7 and are reflected in the revised utility plan provided in Attachment B. Please note that this material was submitted and approved in satisfaction of a condition of approval and is not presented here as a proposed amendment.

2. Utility and Landscaping Plans: Like with the stormwater issues above, the Board required a revised utility plan and landscaping details as conditions of approval. The public works department has reviewed and approved the revised utility details (and the associated plan provided in Attachment B.)

Per Planning Board condition of approval, the applicant has provided a revised landscape plan for review and approval. The City Arborist had previously provided comment to the project landscape architect and the attached Landscaping Plan (Attachment C) reflects recent comments from Mr. Tarling and is currently under review. As these plans have been submitted in response to the original conditions of approval, they are not technically part of the amendment application. Of course Board comment on their development is welcome.

**II. SUMMARY OF FINDINGS**

Zoning:	B-6
Parking Spaces:	Previously approved (on-site) 75 spaces
Residential Units	Proposed (on-site) 105 spaces
Building Height:	Previously approved 116 units
Uses:	Proposed 130 units
	Retail and residential 65 feet

**III. PROPOSED AMENDMENTS:**

The applicant has provided narrative descriptions of changes in Attachments 2 and 3 (an updated architectural narrative is included in Attachment 3a) and a tabled summary of the proposed amendments, with statements on impacts, in Attachment 5.

The proposed amendments include minor changes to the building footprint, the addition of 14 residential units (making a total of 130), additional subsurface parking (30 additional spaces, totaling 105 in the southerly block), and redesign of architectural detailing of the building exterior. The Board should also note that the original design anticipated a significant portion of the first floor was to be dedicated to a "spa" type use. In the latest proposal, this space is anticipated to be up to five retail units located along Commercial (Thames) Street and Hancock Street.

*Footprint:* The building footprint has evolved to reflect interior amendments associated with unit design and changes to the court yard "pavilions." The Fore Street building line now pulls back away from the sidewalk by a small degree (+/- 9 feet maximum), but not in a way that will degrade the street wall presence of the building. The Zoning Administrator has approved the Fore Street building setback as consistent with the ten-foot maximum street line setback requirements of the B-6 zone.

*Additional Units:* The applicants were approved for 16 residential units and are now asking for approval of 130. The final unit design and count are not complete, but the applicant would like the flexibility of the higher count as they finalize the design of complex. The higher unit count was achieved by creation of double loaded corridors along the central Fore Street wing of the building and optimizing unit layout elsewhere.

At the previous workshop, there was some confusion as to how many commercial units would be created on the first floor. The applicant has clarified the retail units with a revised first floor plan shown in the plan set Attachment D2. This plan shows how first floor units will be divided for sale or lease and will be the basis for subdivision documentation (understanding that the units could be combined for larger tenants without requiring subdivision amendment.).

For all of the final unit layouts (residential and commercial), the applicant will need to provide a subdivision plat for Planning Board signature showing divisions of ownership within the condominium complex. A condition of approval is suggested in the motions.

*Parking:* The previous approval showed 75 parking spaces in the basement of the southerly block. The revised plan achieves improved spatial efficiency by combining storage areas and now 105 spaces are provided. The revised parking layout has been reviewed by City traffic and transportation staff and finds the design acceptable. The balance of parking for the project is proposed for the Longfellow Garage in the northerly block.



*Traffic:* As stated above, the proposed amendments add 14 residential units, decrease the amount of "spa" use, and increase the amount of retail space. A breakdown of these changes are summarized in the latest Traffic Management Submittal by Gorrill Palmer and found in Attachment 6a. One should note that the parking changes noted above will have no impact on traffic generation, but may impact slightly the distribution of trips between the garage and the southerly block.

The applicant had previously provided a revised traffic report (Attachment 6) showing the total number of additional trips associated with the changes to be modest (between 4 and 6 trips in the peak hour,) but did not account for changes to the retail component of the project. By accounting for the shift from spa to retail use, the latest traffic generation projections (found in Attachment 6a) actually show a reduction of overall traffic generation for the project. Reviewing traffic engineering consultant, Tom Errico has reviewed the Gorrill Palmer submission, and agrees with its findings. With the overall reduction in the number of trips generated by the project, the proposed changes no longer require an amendment to the previously approved traffic movement permit.

*Building Design:* The changes to the building design are shown in the architectural drawings provided in plan set Attachments E (elevations,) and F (perspective drawings.) Urban Designer, Carrie Marsh, has provided a description and review of the amendments in Attachment 9.

At the previous Planning Board workshop, the Board expressed reservations regarding the design of the project as a retreat from the high level of articulation and design detail provided in the original approval. In response to the Board's concerns, the applicant's design team has added a selection of rendered perspective drawings to the submission packet. The new elements are described in Attachment 3a, and are found in plan set section F (F1 through F4). Please note that the applicant has also provided renderings of the original proposal (F6) through F8) – taken from the same perspectives as the newly generated design to provide a "before and after" review.

When reviewing the perspective drawings in attachment section F, the hand-drawn perspectives are the current proposal and the computer generated drawings are the previous approved design.

Board members will remember that portions of the site are included in the Waterfront Historic District. The Historic Preservation Board has recently enthusiastically endorsed the design amendments to the westerly townhouse wing and the main body of the building under their jurisdiction. They also provided positive feedback on the Fore Street façade changes, but did not comment on the proposed alternatives provided for the Thames Street "pavilions" or, as described in Ms. Marsh's memo, vestibules.

At the workshop, the issue of entrances on Hancock Street was discussed. The proposed health club would have had entry from the courtyard and no entry on Hancock Street. The current proposal calls for multiple retail spaces with their entrances on Hancock Street, however, the final configuration could change depending on the retail tenancies. The Board might want to stipulate a minimum number of entrances, (say 2), on Hancock Street.

#### IV. STAFF REVIEW

The proposed amendments have been reviewed by staff for conformance with the relevant review standards of the subdivision and site plan ordinances. Staff comments are highlighted in this report. Comments are only provided for standards impacted by the proposed amendments.

#### V. SUBDIVISION REVIEW

##### 1. Water and Air Pollution

No impact from proposed amendment.

##### 2/3. Water

The amendments do not require an upgrade in service above that required for the previous approval.

##### 4. Soil Erosion

No impact from proposed amendment.

##### 5. Traffic and Parking

Please see the comments provided in Section III of this report. The proposed amendments will not significantly alter the findings or conditions of the original approval.

##### 6. Sanitary Sewer/Soils

The amendments do not require an upgrade in service above that required for the previous approval.

##### 7. Stormwater

The amendments do not require an upgrade in service above that required for the previous approval.

The provisions included in the previous approval (a trash room in the basement with private hauling) should adequately address the increase in residential units

8. Solid Waste Disposal

9. Scenic Beauty

No impact from proposed amendment.

10. Comprehensive Plan

No impact from proposed amendment.

11. Financial Capability

No impact from proposed amendment.

12. Groundwater

No impact from proposed amendment.

13. Flood Hazard/Shoreland

No impact from proposed amendment.

14. Wetlands

No impact from proposed amendment.

## VI. SITE PLAN REVIEW

1/2. Traffic

Please see Subdivision Review, above.

3. Bulk, Location, Health, Safety Air

No impact from proposed amendment.

4. Bulk, Location, Height of Proposed Buildings

No impact from proposed amendment.

5. Sewers, Stormdrains, Water

Please see Subdivision Review, above.

6. Landscaping and Existing Vegetation

Landscaping issues were addressed in the introduction of this report in section I.B.2.

7. Soils and Drainage

No impact from proposed amendment.

8. Exterior Lighting

No impact from proposed amendment.

9. Fire

No impact from proposed amendment.

10. City Infrastructure

No impact from proposed amendment.

11. Planned Residential Unit Development Review

Not applicable.

12. Condominium Documents

Revised condominium documents reflecting the proposed layout and design will need to be provided to City legal staff for review and approval. A condition of approval is suggested in the motions.

13. Easements

No impact from proposed amendment.

VI. MOTIONS FOR THE BOARD TO CONSIDER

On the basis of plans and materials submitted by the applicant and on the basis of information contained in Planning Report #10-07 relevant to standards for subdivision and site plan regulations, and other findings as follows:

1. That the plan is in conformance with the subdivision standards of the land use code.

Potential Conditions of Approval:

- i. That the applicant will provide a subdivision plat for Planning Board signature.

- ii. The applicant will provide condominium documents to City legal staff for review and approval prior to release of the signed subdivision plat for registration with the Registry of Deeds.

2. That the plan is in conformance with the site plan standards of the land use code.

Potential Conditions of Approval:

- i. That the revised landscape plan provided receive review and approval from the City Arborist prior to issuance of a building permit.

- ii. That there be at least 2 publicly accessible entrances facing Hancock Street.

*Work for Tilton, Auto Garage - Support of the  
 1. That the special fire treatment of the  
 "doorways area" will allow  
 to staff at the time of permit  
 job up!*

*Robt*



**Attachments:**

1. Amendment application
2. Amendment cover letter
3. Architectural narrative, November 27, 2006
- 3a. Architectural narrative, updated, February 13, 2007
4. Summary table of approvals and conditions
5. Summary table of amendments
6. Revised Traffic and Parking Analysis, November 27, 2006
- 6a. Traffic Analysis addendum, trip generation, February 13, 2007
7. Stormwater Update – approved by Public Works
8. Neighborhood meeting material
9. Urban Design memo, updated, March 8, 2007
- A. Site Plan
- B. Utility Plan
- C. Landscape Plans and Details, revised
- D. Architectural Plans
- E. Architectural Elevation Drawings
- F. Architectural Perspective Drawings - New
- G. Approved garage renderings

Att. 1.1

CITY OF PORTLAND, MAINE  
DEVELOPMENT REVIEW APPLICATION  
PLANNING DEPARTMENT PROCESSING FORM

2006-0231

Application I. D. Number

12/5/2006

Application Date

Amendment to Plan - Riverwalk LLC.

Project Name/Description

India/Fore Street, Portland, Maine

Address of Proposed Site

019 A014001

Assessor's Reference: Chart-Block-Lot

Proposed Development (check all that apply):  New Building  Building Addition  Change Of Use  Residential  Office  Retail  Manufacturing  Warehouse/Distribution  Parking Lot  Apt  Condo  Other (specify) Plan Amendment

Proposed Building square Feet or # of Units

Acreage of Site

Zoning

Check Review Required:

Site Plan (major/minor)  Zoning Conditional - PB  Subdivision # of lots

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Amendment to Plan - Staff Review  Zoning Variance  Flood Hazard  Site Location

After the Fact - Major  Stormwater  Traffic Movement  Other

After the Fact - Minor  PAD Review  14-403 Streets Review

Fees Paid: Site Plan \$500.00 Subdivision Engineer Review Date 12/6/2006

DRC Approval Status:

Reviewer

Approved

Approved w/Conditions

Denied

See Attached

Approval Date

Approval Expiration

Extension to

Additional Sheets Attached

Condition Compliance

signature

date

Performance Guarantee  Required\*  Not Required

\* No building permit may be issued until a performance guarantee has been submitted as indicated below

Performance Guarantee Accepted

Inspection Fee Paid

Building Permit Issue

Performance Guarantee Reduced

Temporary Certificate of Occupancy

Final Inspection

Certificate Of Occupancy

Performance Guarantee Released

Defect Guarantee Submitted

Defect Guarantee Released

date

submitted date

signature

amount

expiration date

date

signature

date

signature

date

Conditions (See Attached)

date

remaining balance

signature

date

amount

date

amount

expiration date



# City of Portland Site Plan Application

If you or the property owner owes real estate taxes, personal property taxes or user charges on any property within the City, payment arrangements must be made before permit applications can be received by the Inspections Division.

Address of Proposed Development: 1 & 33 India Street, 127 & 158 Fore Stone:	
Existing Building Size: sq. ft.	Proposed Building Size: sq. ft.
Existing Acreage of Site: sq. ft.	Proposed Acreage of Site: sq. ft.
Tax Assessor's Chart, Block & Lot: Chart# 19-A-09 & 014; 20-C-023 & 009 Block# Lot#	Property owner's mailing address: Riverwalk LLC 2 Market St., Suite 500 Portland, ME 04101
Consultant/Agent, mailing address, phone # & contact person: Robert J. Crawford, Esq Bernstein Shur Sawyer & Nelson P. O. Box 9729, Portland, ME 04104	Applicant's name, mailing address, telephone #/Fax#/Pager#: Drew Swenson 2 Market S., Suite 500 Portland, ME 04101
Project name: Longfellow Residence and Retail; Ocean Gateway Garage 25 India Street	Telephone #: 207-775-2464

Fee For Service Deposit (all applications)  (\$200.00)

Proposed Development (check all that apply)

- New Building
- Building Addition
- Change of Use
- Residential
- Office
- Retail
- Manufacturing
- Warehouse/Distribution
- Parking lot
- Subdivision (\$500.00) + amount of lots
- Site Location of Development (\$3,000.00)
- (except for residential projects which shall be \$200.00 per lot)
- Traffic Movement (\$1,000.00)
- Storm water Quality (\$250.00)
- Section 14-403 Review (\$400.00 + \$25.00 per lot)
- Other

Major Development (more than 10,000 sq. ft.)

- Under 50,000 sq. ft. (\$500.00)
- 50,000 - 100,000 sq. ft. (\$1,000.00)
- Parking Lots over 100 spaces (\$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)
- After-the-fact Review (\$1,000.00 + applicable application fee)

Minor Site Plan Review

- Less than 10,000 sq. ft. (\$400.00)
- After-the-fact Review (\$1,000.00 + applicable application fee)

Plan Amendments

- Planning Staff Review (\$250.00)
- Planning Board Review (\$500.00)

~ Please see next page ~

Aff. 1.2



This application is for site review ONLY; a building Permit application and associated fees will be required prior to construction.

Date: 11/15/2006	Signature of Applicant: Robert J. Swenson, Eng., Attorney for Riverwalk LLC
------------------	--

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 Code Official'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.

Section 14-522 of the Zoning Ordinance outlines the process which is available on our web site: [portlandmaine.gov](http://portlandmaine.gov)

ALL PLANS MUST BE FOLDED NEATLY AND IN PACKET FORM

Amendment to Plans: Amendment applications should include 9 separate packets of the above (a, b, & c)

- a. copy of application
- b. cover letter stating the nature of the project
- c. site plan containing the information found in the attached sample plans checklist
- d. 1 set of 11 x 17 plans.

Submittals shall include (9) separate folded packets of the following:

Who billing will be sent to: (Company, Contact Person, Address, Phone #) Drew Swenson Riverwalk LLC 2 Market St., Suite 500 Portland, ME 04101
--

AH.1.3

AH 2.1

207 774-1200 main  
207 774-1127 facsimile  
bernsteinshur.com  
100 Middle Street  
PO Box 9729  
Portland, ME 04104-5029

Robert J. Crawford  
207 228-7203 direct  
rcrawford@bernsteinshur.com

December 4, 2006

Department of Planning & Development  
Attn: William Needelman, Sr. Planner

City of Portland  
Portland City Hall, 4<sup>th</sup> Floor  
389 Congress Street  
Portland ME 04101

Re: Longfellow Residence and Retail, Ocean Gateway Garage and 25 India Street  
Office Projects, Chart/Block/Lots 19-A001 and 014 and 20-C 009 and 023

Dear Bill:

Enclosed please find Riverwalk, LLC's Application for Amendment to the Site Plan and Subdivision approvals issued May 5, 2006. The application and submissions are made under Section 14-525, parts (g) and (l) of the Land use Ordinance of the City's Code.

The Amendment is necessitated by Riverwalk's need to include additional residential units in the Longfellow Residential and Retail building and to receive approval for certain other minor modifications to the project which are necessitated by the final details in design and construction planning.

To assist with review of the Application and to update the Planning Staff and the Planning Board on the status of Riverwalk's progress in completing the Conditions of Approval related to the May 5, 2006 Site Plan, Traffic and Subdivision Approvals, we have included two summary schedules. The first is entitled "Summary of Approvals and Conditions." This schedule summarizes the Approvals, Conditions of Approval and the current status of Riverwalk's compliance with each such Condition.

The second schedule is entitled "Proposed Site Plan and Subdivision Amendment Summary Table". In our consultations with Planning Staff it was determined that certain of the preexisting approvals would not likely be impacted from the proposed changes in the number of residential units at the Longfellow Residence or by the other minor siting and configuration adjustments necessitated by the project. We have therefore listed each of the topic areas related to the Site Plan and Subdivision approvals issued in May and provided comments related to anticipated changes and impacts due to the increased number of units.

Also included in this submission is a summary of the design changes to the Longfellow Residences provided by Riverwalk's architects, The Architectural Team, Inc. In the original site plan and subdivision approvals issued by the Planning Board on May 15, Riverwalk was authorized to develop 116 residential and five commercial condominiums at

AH 2.2

the Longfellow Residences and Retail building. Included in this submission are a revised set of plans showing a configuration with a proposal of 125 residential units and retail condominium space of 27,520 square feet, which, based on tenants will be fitted up for an expected up to five retail condominium spaces.

Based on further refinements in the design process and to reflect market preferences related to the residential condominium units, Riverwalk would like authorization from the Planning Board in the amendment for a total of up to 130 residential units. Riverwalk has therefore reviewed and summarized the potential impacts related to this increase of up to 130 units in the enclosed materials. Please note that the traffic and parking updated prepared by Gorrill-Palmer Consulting Engineers, Inc. and the Summary Table of the proposed site plan and subdivision amendments and impacts are both premised on an increased number of residential units to 130 units.

Riverwalk, LLC anticipates commencement of construction of the project early next year. At this time, the proposed course of development will be to first construct the garage, relying on the adjacent project areas for the proposed Longfellow Residences and Retail and the proposed 25 India Street office building as the lay down and staging areas for construction of the garage. Upon completion of the construction of the garage, Riverwalk will then commence construction of the Longfellow Residences and Retail building, relying on the land area proposed for the 25 India Street office building as the construction staging and lay down area. Upon completion of the Longfellow Residences and Retail building, Riverwalk then anticipates commencement of construction of the office building at 25 India Street. The public improvements will be constructed in a way that coordinates with this proposed development. In the event that this anticipated scheduling and build out sequence changes, Riverwalk will take up such changes with the planning authority and Planning Board as required.

Finally, Riverwalk, LLC's consulting engineers, Woodard & Curran, have completed their analysis for the performance guarantees and also completed a revised Grading and Utility Plan for the project area. These will be submitted for Planning Staff review and approval later this week.

We look forward to your comments and completing the amendment process.

Very truly yours,

Robert J. Crawford  
RJG/jid  
Enclosures  
Mr. Drew Swenson

Att. 3.1

The Architectural Team, Inc.  
50 Commandant's Way At Admiral's Hill Chelsea, MA 02150  
Telephone: 617.889.4402 Fax: 617.884.4329  
Web: www.architecturalteam.com

November 27, 2006

Department of Planning and Development  
Portland City Hall, 4<sup>th</sup> Floor  
389 Congress Street  
Portland, Maine 04101

Re: THE LONGFELLOW – Residences and Retail at Ocean Gateway

One India Street  
Portland, Maine 04101

**Planning and Zoning Re-submission**

The purpose of this letter is to outline the new material submitted and to highlight the differences between the approved April submission and the current plans.

**Unit Count (116 approved – new proposal 125)**

The approved submission was designed with a greater number of large units. The current proposal offers a larger selection of different size units that reflect the current market demand. In short, one bedroom units have increased and three bedroom units have decreased. There is no change to the overall building size and volume.

**Refer to Drawing T1.1 for the specified new unit count.**

**Underground Parking (75 approved – new proposal 105)**

The approved submission included a ground level pool and large storage rooms for all residents. The current proposal has removed the pool and the storage rooms have been reduced in size. The circulation scheme has been revised in order to make the parking as efficient as possible. The net result is an increase in 30 spaces.

**Refer to Drawing AP.1 for the parking level plan.**

**Footprint**

The approved submission had shown the new construction on Fore Street as being built out almost to the property line for the entire length. The current proposal indicates the massing pulled back from that original proposal. The proposed setback from the property line will range from 3'-6" on the South-Westerly edge to 9'-6" at the corner of Fore Street and Hancock Street. The setback will provide for more generous sidewalks and will allow for larger species of trees to be utilized.

**Refer to Drawing AS.9 for a diagram that highlights the differences between the approved footprint and the proposed new footprint.**

**Building Design**

a. Contemporary Detailing: In response to the feedback received during the initial approvals, we have toned down the traditional detailing of various building elements so that it the vocabulary produces a more contemporary look. These aesthetic changes are also in conformance with the order of conditions stated in the Historic Preservation Boards approval.

**Refer to Drawings ELEV-S10 through ELEV-S17 for the new proposed elevations.**

Att. 3.2

b. Balconies and Bays: The approved submission included a coupled balcony/window bay at each Living Room. The approved submission also had a 60'-0" floor plate width. These two elements combined to limit flexibility of the overall unit designs. The proposed submission increases the floor plate width to 63'-0" and provides independent balconies at all living rooms and separate bays to be used at Bedroom locations only. By changing these two elements, we have increased the design flexibility of the units.

*Refer to Drawings ELEV-S10 through ELEV-S17 for the new proposed elevations.*

c. Fore Street: In the approved submission, the building had a single-loaded corridor along Fore Street. The units opened up to the waterfront views and four of the floors along Fore Street had corridor and elevator lobby walls fronting the street. The proposed scheme currently changes this entire wing to a double loaded corridor. The result is a more residential feel to the Fore Street Elevation as well as greater efficiency in the building floor plan.

*Refer to Drawing ELEV-S11 for the new proposed elevation.*

d. Pavilion redesign: The approved submission contained two paired symmetrical pavilions that were approximately 24'-0" feet tall. The current proposal seeks to reduce the overall pavilion height in order to open up the views into and out of the interior courtyard. This design maintains the general footprint, building setback and entrance locations of that in the approved scheme. *Refer to the last two color renderings in the packet that depict two versions of the pavilion currently under review.*

We look forward to the opportunity to present the material included in this submission. If there is anything that we can do in the interim that will assist the Board, feel free to contact me at any time.

Regards,

THE ARCHITECTURAL TEAM, INC.



Gary M. Kane, project manager

CC: Drew Swenwson, Nick Iselein / Riverwalk, LLC  
Michael Liu, TAT File / The Architectural Team, Inc.

Att. 3, a. 1

The Architectural Team, Inc.  
50 Commandant's Way At Admiral's Hill Chelsea, MA 02150  
Telephone: 617.889.4402 Fax: 617.884.4329  
Web: www.architecturalteam.com

February 13, 2007

Mr. William Needelman  
Department of Planning and Development  
Portland City Hall, 4<sup>th</sup> Floor  
389 Congress Street  
Portland, Maine 04101

Re: THE LONGFELLOW – Residences and Retail at Ocean Gateway

One India Street

Portland, Maine 04101

### Planning and Zoning Re-submission

The purpose of this letter is to outline the new material submitted. This package is in response to the comments and discussions made during the January 23<sup>rd</sup> workshop. Please refer to our letter of November 27<sup>th</sup>, 2006 for the description high-lighting the differences between the approved April submission and the current proposal.

### Retail Subdivisions and Access Points

There was some confusion between the plans, elevations and the anticipated number of commercial condominiums that were to be Permitted. There are a total of seven commercial spaces envisioned. The access doors for each of these spaces has been depicted on both the plans and corresponding elevations. All of the tenant spaces are speculative. Internal tenant separations and sizes may change to some degree. Changes would be handled with the Planning Staff as prospective tenants are brought on board.

*Refer to Drawings A-2 and ELEV-S10 through ELEV-S17 for the changes.*

### Elevation Drawings

During the January 23<sup>rd</sup> workshop, it was suggested that the approved facades from April 2006 might be color rendered along with the current proposed facades to better analyze the before and after. A color copy of the original design for the Hancock Street Elevation is shown here in this package. In looking at this 2-D comparison, the level of detail between the two designs is just not conveyed. The Ownership contracted a professional artist to depict the more public faces of the building. This package contains 5 color renderings that better animate the facades and show the level of interest that the current designs maintains.

*Refer to ELEV-S10 for the Color copy of the original Hancock Street Elevation*

*Refer to the five artists drawings at the end of the package.*

Att. 3.a.2

**Commercial Street Pavilions**

This submission further develops the final design of the pavilions. The design is quite similar to that which was approved in April 2006. The vaulted roof has been tilted away from the street. Even though the overall height of the roof is lower, the leading edge is actually higher than the approved design. The windows facing Commercial Street on the pavilions have been changed to full height operable windows for use in temperate weather. The entrance canopies over the door remain as upturned awnings, similar to what was approved in April.

*Refer to Drawings ELEV-S12 and ELEV-S13 for the new pavilion design.*

We look forward to the opportunity to present the material included in this submission. If there is anything that we can do in the interim that will assist the Board, feel free to contact me at any time.

Regards,

**THE ARCHITECTURAL TEAM, INC.**



Gary M. Kane, project manager

CC: Drew Swenwson, Nick Iselein / Riverwalk, LLC  
Michael Liu, TAT File / The Architectural Team, Inc.

**RIVERWALK LLC**  
**LONGFELLOW RESIDENCE AND RETAIL, OCEAN GATEWAY GARAGE**  
**AND 25 INDIA STREET OFFICE PROJECTS**

**SUMMARY OF APPROVALS AND CONDITIONS**

Chart/Block/Lots 19-A-001, 19-A-014, 20-C-023, 20-C-009

Date: December 4, 2006

Approval	Conditions	Status of Condition
<p><b><u>PLANNING BOARD APPROVALS:</u></b></p> <p><b>A. Traffic Movement Permit:</b>  Date of Approval: May 5, 2006  Approval: Project is in conformance with the standards of a Traffic Movement Permit.</p>	<ol style="list-style-type: none"> <li>1. Contribution of \$1,100 in an escrow account to be applied for future transportation improvements including signalization at the Middle Street/India Street intersection. If money not used within 10 years, to be returned to applicant.</li> <li>2. Conduct all necessary work for installation of a multi-way stop-controlled intersection at Middle Street/India Street intersection prior to occupancy. Plans for installation to be reviewed and approved by City prior to installation.</li> </ol>	<ol style="list-style-type: none"> <li>1. Applicant will fund as soon as escrow account is set up by City</li> <li>2. The plans have been created by Gorrill-Palmer Consulting Engineers and have been submitted as part of this package.</li> </ol>

Att. 4.1



Approval	Conditions	Status of Condition
<p><b>B. Subdivision Approval:</b></p> <p>Date of Approval: May 5, 2006</p> <p>Approval: The proposed plan for the three projects was approved subject to one condition:</p> <p><b>C. Waivers:</b></p> <p>1. Finding that an increase in stormwater flow to the City drainage system will not cause negative downstream impacts, waiver of Technical Design Standards and Guidelines (Section V.B.) for Stormwater Quantity, subject to one condition.</p>	<p>3. \$5,000 to the partial funding of a post-occupancy traffic monitoring study for the Eastern Promenade area.</p> <p>1. Applicant to provide recording plats for both the northerly and southerly blocks Planning Board signature prior to issuance of a building permit.</p> <p>1. Applicant to design and fund stormwater bypass at the Ocean Gateway stormwater quality unit.</p>	<p>3. applicant will fund as soon as escrow account is set up by City.</p> <p>1. Corrections/amendments to the plats previously submitted to the City are in process. Anticipated date of submission December 22, 2006.</p> <p>1. In consultation with Portland Water District and the City Engineer, Applicant's engineers have designed an alternative stormwater detention system that best addresses the stormwater issues. Woodard &amp; Curran has submitted design to the City Engineer Eric Lebel for final sign-off.</p>

Approval	Conditions	Status of Condition
<p>2. Lighting standard: Planning Board found that non-cutoff decorative lighting fixtures proposed in the lighting submission dated 4-11-06 will not cause undue glare or light trespass and waived Technical Design Standards and guidelines (Section XV.3).</p>	<p>2. On April 10, 2006 the applicant provided Planning Staff with revised lighting studies and details.</p>	<p>2. Nothing to complete at this time.</p>
<p><b>D. Site Plan</b></p> <p>Date of Approval: May 5, 2006 Approval: the proposed plan for the project was granted, subject to 12 conditions:</p>	<p>1. Additional signage to be submitted for planning, zoning and historic preservation staff review and approval.</p> <p>2. Long term landscape plan for the lot on the corner of Middle and Hancock Streets, shown in Attachment C, to be constructed as shown prior to final release of project performance guarantee if no alternative development applicant receives a building permit.</p>	<p>1. Signage requirements and designs not yet finalized and will not be for several months. When finalized, signage details will be submitted to Riverwalk staff.</p> <p>2. The landscape plan to be completed as agreed to in the Approval.</p>

Approval	Conditions	Status of Condition
	<p>3. Materials and construction details including paving and tree grating choices for both short and long-term landscape plans to be submitted to planning authority and City arborist for review and approval prior to issuance of a building permit.</p>	<p>3. Tree grate details previously submitted to Planning Staff for review and approval during the month of May of 2006. Applicant's landscape designers, Carroll and Associates, are to follow up with City Arborist to secure final approval letter.</p>
	<p>4. Applicant to submit a revised lighting plan for roof of garage with reduced illumination levels consistent with City lighting standards and to provide lighting details for lower decks of garage for review and approval of planning authority.</p>	<p>4. Revised lighting plans prepared by Applicant's lighting engineers Bartlett Design, dated April 10, 2006 were submitted to Planning Staff on that same date for review and approval.</p>
	<p>5. Applicant to submit a revised utility plan showing limits of work and trench details for India Street utility work and underground electrical/cable/telephone connection for review and approval by the City's Public Works Department prior to issuance of a building permit.</p>	<p>5. Applicants construction and utility engineers are preparing this plan for review and approval of the City's Public Works Department.</p>
	<p>6. Applicant to revise valet area along Commercial Street extension with a straight curb line and sidewalk within City right-of-way.</p>	<p>6. The valet area has been revised accordingly in the revised plans submitted with this application for the proposed amendment.</p>

Approval	Conditions	Status of Condition
	<p>7. Applicant to provide rendering of Fore Street (northerly) elevation of the southerly block for staff review. Design treatment of service doors for the loading and parking areas to be evaluated by planning staff regarding final treatment of these doors for purposes of enhancing pedestrian experience on Fore Street.</p>	<p>7. The Applicant has been working with planning and historic preservation board staff to arrive at appropriate treatment of the loading and parking areas. The plans are part of the revised plans submitted with this application for the proposed amendment.</p>
	<p>8. Material samples for 25 India Street office building to be provided for review and approval by planning staff.</p>	<p>8. The final materials the 25 India Street office building have not been finalized at this time and will be provided for planning staff review and approval at a later date.</p>
	<p>9. Applicant to provide revised plan for changes to the massing of rooftop mechanicals over the Fore Street frontage for review and approval by the planning staff.</p>	<p>9. Revised plans have been prepared after discussions with planning and historic preservation staff and have been submitted with this application for the proposed amendment.</p>
	<p>10. Applicant to receive a license from the City for any portion of any structure in the project projecting into or over any City Right-of-way before issuance of a building permit.</p>	<p>10. Upon receiving approval of the proposed amendment and final building locations, the Applicant will comply with this requirement as necessary.</p>

Approval	Conditions	Status of Condition
<p><b>E. Ocean Gateway Site Plan Amendment</b></p> <p>Date of Approval: May 5, 2006</p> <p>Planning Board determined that removal of the lot at the corner of Commercial and Hancock Street extensions Ocean Gateway Site Plan and transfer to Riverwalk LLC, and associated site improvement shown on Attachment E of Planning Board Report #26-06 to be in conformance with Site Plan Standards of the Land Use Code.</p>	<p>11. Applicant to provide assumptions and basis for building height calculations to zoning administrator prior to issuance of a building permit.</p> <p>12. Zoning administrator to receive from applicant a time schedule related to the construction of the retail phase of the parking garage along Fore Street before issuance of a building permit</p>	<p>11. The applicant is working with the zoning administrator to confirm the appropriate method and details regarding building height calculations.</p> <p>12. The retail phase of the garage will be constructed at the same time as the garage.</p> <p>(Nothing to complete)</p>

Approval	Conditions	Status of Condition
<p><b>F. Additional Conditions of Approval, Performance and Defect guarantees.</b></p> <ol style="list-style-type: none"> <li>1. Performance guarantee covering the site improvements as well as inspection fee payment of 2% of the guaranteed amount and seven final sets of plans to be submitted to and approved by Planning Division and Public Works before release of the building permit.</li> <li>2. Defect guarantee consisting of 10% of the performance guarantee to be posted before the performance guarantee will be released.</li> <li>3. Pre-construction meeting to be held at project site with contractor, development review coordinator, Public Works representative and owner for purposes of reviewing the construction schedule and critical aspects of the work at such time the contractor to provide three copies of a detailed construction schedule to the attending City representatives.</li> </ol>		<ol style="list-style-type: none"> <li>1. Applicant's engineers Woodard &amp; Curran, are in the process of preparing the cost estimates of the improvements to be covered by the performance guarantee for review and approval by City's engineers and Public Works Department. Anticipated final submission December 22, 2006.</li> <li>2. Nothing to complete at this time.</li> <li>3. Nothing to complete at this time.</li> </ol>

RIVERWALK LLC  
 LONGFELLOW RESIDENCE AND RETAIL, OCEAN GATEWAY GARAGE  
 AND 25 INDIA STREET OFFICE PROJECTS

**PROPOSED SITE PLAN AND SUBDIVISION AMENDMENT SUMMARY TABLE**

Anticipated Changes and Impacts Related to Proposed Increases in Number of Residential Units and Parking Spots; Minor Changes to Approved Building Footprint and Building Design Due to Structural Reconfiguration, Design Simplification and Comments from Planning and Historic Preservation Board and Staff

Date: December 4, 2006

Planning Board Submissions and Approvals	Anticipated Change	Anticipated Impact
<p><b>1. Municipal Solid Waste.</b></p> <p>In the approved application, that municipal solid waste will be generated and handled wholly for and by each component of the development by receptacles to be provided within each distinct building.</p> <p>The building solid waste disposal needs were estimated for each building from estimates created by the applicant's engineers for debris created during the construction/demolition phase and during the operation phase for each building.</p> <p>The engineers relied on data from the Maine State Planning Office for the City of Portland for the expected solid waste to be generated from the condominiums. For expected solid waste and</p>	<p>No significant changes.</p>	<p>Applicant does not expect proposed changes will have any significant impacts on the waste streams generated by the construction or operation of the project.</p>

Planning Board Submissions and Approvals	Anticipated Change	Anticipated Impact
<p>recyclables for the retail and office space. Engineers relied on standards based on unit area values as published in the Environmental Protection Agency and State Planning Office. Estimated and approved quantities below are stated in tons per year.</p>		
<p>(a) For construction debris during construction estimates were as follows: 25 India Street – 219 tons, Longfellow Garage – 37 tons and Longfellow Residences and Retail – 458 tons.</p>	<p>No significant changes on expected quantity of construction debris.</p>	<p>Applicant does not expect that the proposed configuration changes will have any significant impacts on expected quantity of construction debris.</p>
<p>(b) For general waste during operation: 25 India Street – 23 tons, Longfellow Garage – 7 tons, Longfellow Residences and Retail – 135 tons.</p>	<p>10% change due to similar increase in number of units in Longfellow Residences &amp; Retail.</p>	<p>None anticipated, the service capacities in the community will be able to handle any additional waste generation.</p>
<p>(c) Paper 25 India Street – 6.7 tons, Longfellow Garage – .3 tons, Longfellow Residences and Retail – 9.8 tons.</p>	<p>10% change due to similar increase in number of units in Longfellow Residences &amp; Retail.</p>	<p>None anticipated, the service capacities in the community will be able to handle any additional waste generation.</p>



Planning Board Submissions and Approvals	Anticipated Change	Anticipated Impact
(d) Cardboard. 25 India Street – 1.8 tons, Longfellow Garage – .4 tons, Longfellow Residences and Retail – 9.5 tons.	10% change due to similar increase in number of units in Longfellow Residences & Retail.	None anticipated, the service capacities in the community will be able to handle additional waste generation.
(e) Glass, Cans and Aluminum. 25 India Street – .9 tons, Longfellow Garage – .5 tons, Longfellow Residences and Retail – 5.4 tons.	10% change due to similar increase in number of units in Longfellow Residences & Retail.	None anticipated, the service capacities in the community will be able to handle additional waste generation.
(f) Plastic. 25 India Street – .7 tons, Longfellow Garage – .2 tons, Longfellow Residences and Retail – 5.8 tons.	10% change due to similar increase in number of units in Longfellow Residences & Retail.	None anticipated, the service capacities in the community will be able to handle additional waste generation.

Planning Board Submissions and Approvals	Anticipated Change	Anticipated Impact
<p><b>2. Wastewater Disposal and Adequate Water Service.</b></p> <p>(a) Wastewater.  Expected wastewater quantities were based on equivalent domestic water needs estimated on unite area (per square foot) of the building areas.</p> <p>(b) Domestic water supply.  Longfellow Residences and Retail: 246,000 square feet. Average daily water demand of 40,300 gallons per day.  Longfellow Garage – 204,270 square feet of garage and 5,200 of retail. Average daily demand 1,600 gallons per day.  25 India Street: 29,460 square feet. Average daily water demand of 7,200 gallons per day.  Total expected demand for project of 49,100 gallons per day average daily water demand.</p>	<p>No anticipated change because no significant changes in areas of proposed structures.</p> <p>No anticipated change.</p>	<p>No new impacts anticipated.</p> <p>No new impacts anticipated</p>

Att. SW

Planning Board Submissions and Approvals	Anticipated Change	Anticipated Impact
<p><b>3. Traffic and Parking Approval.</b></p> <p>Approval was premised on the Traffic Engineer report prepared by Gorrill-Palmer.</p>	<p>Anticipated changes due to increased units have been reviewed and analyzed in the updated Gorrill-Palmer Report dated November 27, 2006.</p>	<p>None anticipated because differences in traffic or parking are not significant.</p>
<p><b>4. Stormwater Management.</b></p> <p>Approval of site plan was subject to applicant's designing and funding a stormwater bypass.</p>	<p>No anticipated changes in stormwater conditions. Proposed changes are primarily internal reconfiguration and only minor site changes.</p>	<p>City Engineer has indicated proposed stormwater detention system will be sufficient to meet the approval criteria and City's needs.</p>
<p><b>5. State and Federal Permitting.</b></p> <p>On April 10, 2006, the Project received review and approval by the MDEP as a "Minor Revision" to the "Permit for Site Location of Development, Natural Resources Protection, Coastal Wetland Alteration and Water Quality Certification Amendment".</p>	<p>No changes are anticipated due to minor nature of changes, the changes being internal reconfigurations of the approved building and the fact that the other changes are minor in scope.</p>	<p>No material impacts anticipated.</p>
<p><b>6. Recyclable Materials.</b></p> <p>Please see discussion on Municipal Solid Waste (Part I above).</p>	<p>Please see discussion on Municipal Solid Waste (Part I, above).</p>	<p>Please see discussion on Municipal Solid Waste (Part I, above).</p>

Planning Board Submissions and Approvals	Anticipated Change	Anticipated Impact
<p>7. Subdivision.</p> <p>116 Units approved, lot reconfigurations approved.</p>	<p>Approval of a total of 130 residential is being sought. There will be no material changes to building footprints and no changes to lot configurations. The total square footage of the building will remain the same as previously approved.</p>	<p>No new material impacts are anticipated. The additional units are a result of internal structural changes and attempts by the developer to make sure that the interior layout and façade are consistent with the requests and expectations of the Planning Staff, the Historic Preservation Board and staff, and to better serve the expected market for condominium units.</p> <p>The changes in utility demands anticipated from the proposed change will have nominal, if any, impacts on domestic and wastewater services.</p> <p>Since there are no significant external changes, there will be no impacts related to changes in impervious service, construction, erosion, sedimentation or other items associated with the construction or completion of the project.</p> <p>Similarly, the potential new impacts to traffic and parking issues have been separately addressed by the updated report of Gorrill &amp; Palmer engineers.</p>

Planning Board Submissions and Approvals	Anticipated Change	Anticipated Impact
		<p>Issues concerning the generation of solid waste and recyclables have also been covered in the review under the Site Plan criteria above.</p> <p>Concerning environmental and historical considerations, the simplification and related revisions related to the façade of the proposed Longfellow Residences and Retail were requested by, and will be given further review by, the Historic Preservation Board and its staff.</p> <p>The internal nature of the proposed changes do not otherwise impact the conditions or criteria for approval under the subdivision standards set forth in Section XIV of the City of Portland Code of Ordinances.</p>

AH.6.1



Gorill-Palmer Consulting Engineers, Inc.

PO Box 1237  
15 Shaker Rd.  
Gorham, ME 04039

Traffic and Civil Engineering Services

November 27, 2006

207-657-6910  
FAX: 207-657-6912  
E-Mail: mail@gorillpalmer.com

Mr. Bill Needelman  
City of Portland  
389 Congress Street  
Portland, ME 04101

RE: Longfellow at Ocean Gateway  
Project Update  
Portland, Maine

Dear Bill:

Riverwalk, LLC, is proposing minor modifications to the parking layout and total number of units for the Longfellow at Ocean Gateway project. The changes are shown in the following table:

Update to Longfellow at Ocean Gateway

Project as Approved	116 Residential Units 75 Underground Parking Spaces 720 Ocean Gateway Spaces
Proposed Project	130 Residential Units* 105 Underground Parking Spaces 702 Ocean Gateway Spaces

\*Currently anticipating 123 units; 130 utilized for purposes of analysis at request of Applicant.

As shown in the above table, the project will add from eight to fourteen housing units, depending on the efficiencies realized during final internal architectural design. In addition, some of the parking for the residential units will be relocated to the underground garage, and the overall parking capacity will be increased by twelve spaces, from 795 to 807 spaces.

Trip Generation

Gorill-Palmer Consulting Engineers, Inc. updated trip generation for the proposed change to the total residential units utilizing ITE Land Use Code 934, Residential Condominium/Townhouse. As with the traffic impact study, a reduction of ten percent for overall trip generation was utilized to account for journey-to-work patterns (walking, etc.) in downtown Portland as well as shared use with other uses on site. The total change in trip generation is shown on the following table:

Estimated Net Trip Generation for The Longfellow at Ocean Gateway

Use	Weekday	AM	PM	Saturday
		99	205	
Previous Proposal	2,047	99	205	265
Current Proposal*	2,114	105	210	269
Change in Trip Generation		+67	+5	+4

\*Based on 130 units.

As the above table shows, total trip generation will increase for the project by no more than six trip ends, or one vehicle every ten minutes. This change therefore, is negligible. If the project

Att. 6.2

Gorill-Palmer Consulting Engineers, Inc.

Mr. William Needelman

November 27, 2006

Page 2 of 2

moves forward with 123 units as opposed to the 130 used for this assessment, the increase will be even less.

*Trip Assignment*

As the parking has been slightly adjusted to provide more spaces inside the residential component of the project, our office has compiled an updated trip assignment sheet as well as a postdevelopment figure, which are enclosed with this letter. As the figures show, the changes to forecast traffic volumes are small, and are not anticipated to have a significant impact on buildout traffic operations in the study area. The total change in traffic volumes from the original volumes indicate that the Franklin Street Arterial corridor should see little to no change in traffic. Along India Street, only India at Fore shows increases in traffic. However, the total increase, at eleven vehicles, represents a change of less than one percent in the total entering volumes. As this location is to be signalized, it is anticipated that the differences in operation will not be significant.

*Parking*

Our office utilized a rate of 1.75 parking spaces per unit for the project, which translates into a peak demand for the housing of 228 spaces. This represents an increase in the peak parking demand for the housing of 25 spaces from the 16 units established originally. However, during the peak demand for the overall project at 7:00 PM, only 72 percent of peak demand is forecast to be realized for the housing, resulting in a peak increase in demand of eighteen spaces (72 percent of 25). Parking demand for the overall project is now forecast to be 336 spaces. With a proposed total parking supply of 807 spaces, the reserve parking spaces available for other uses will be 471 spaces, or five fewer spaces than the cited in the original parking study. This change in available supply is not anticipated to have a significant impact on the provision of parking for proposed adjacent uses.

Please contact our office with any questions regarding this matter.

Sincerely,

Gorill-Palmer Consulting Engineers, Inc.

*William Needelman*  
for  
Thomas L. Gorill, P.E., PTOE

President

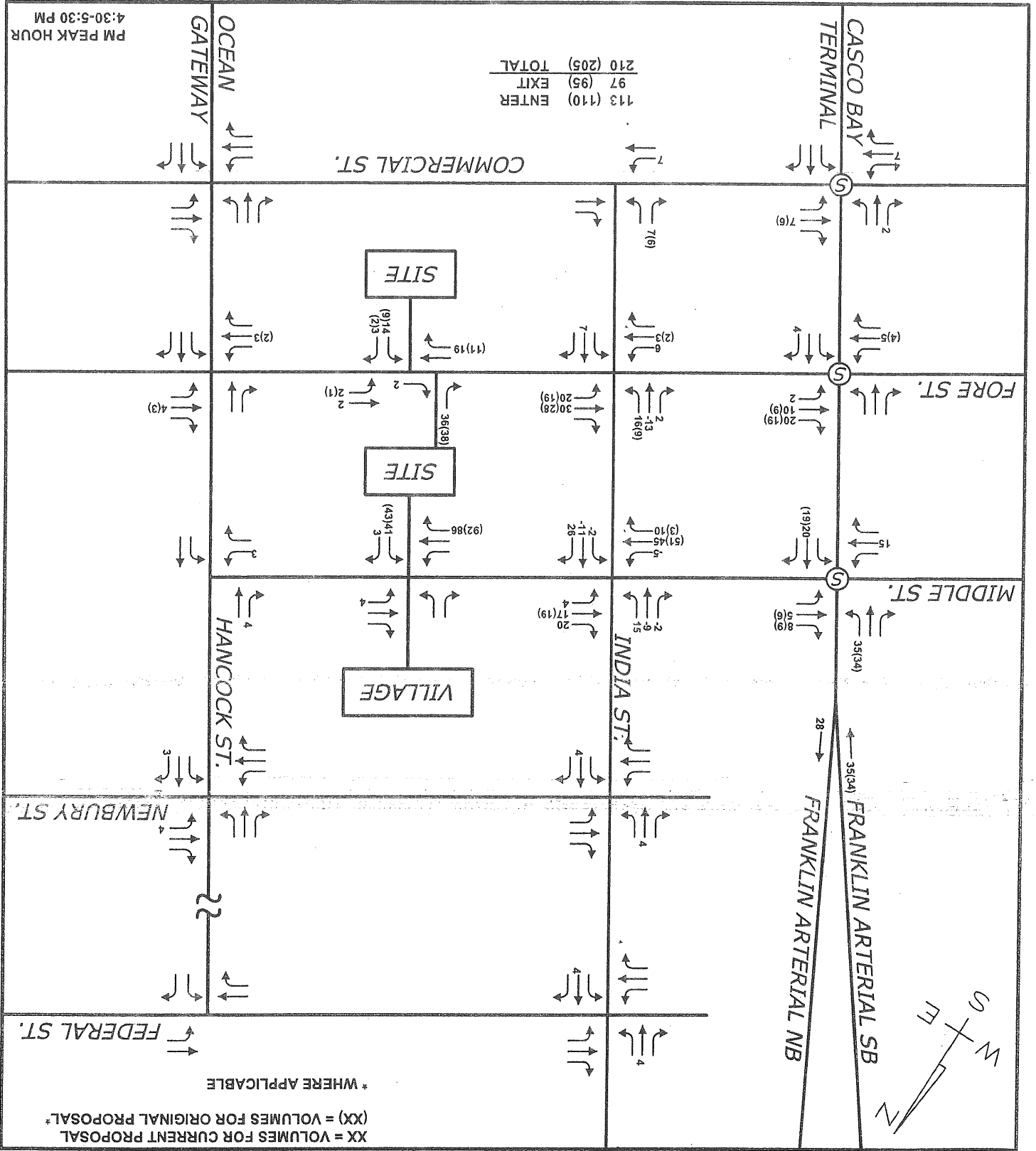
Enclosure

Copy: Drew Swenson

Dave Sennus, Woodard and Curran

Tom Errico, Wilbur Smith

# Trip Assignment



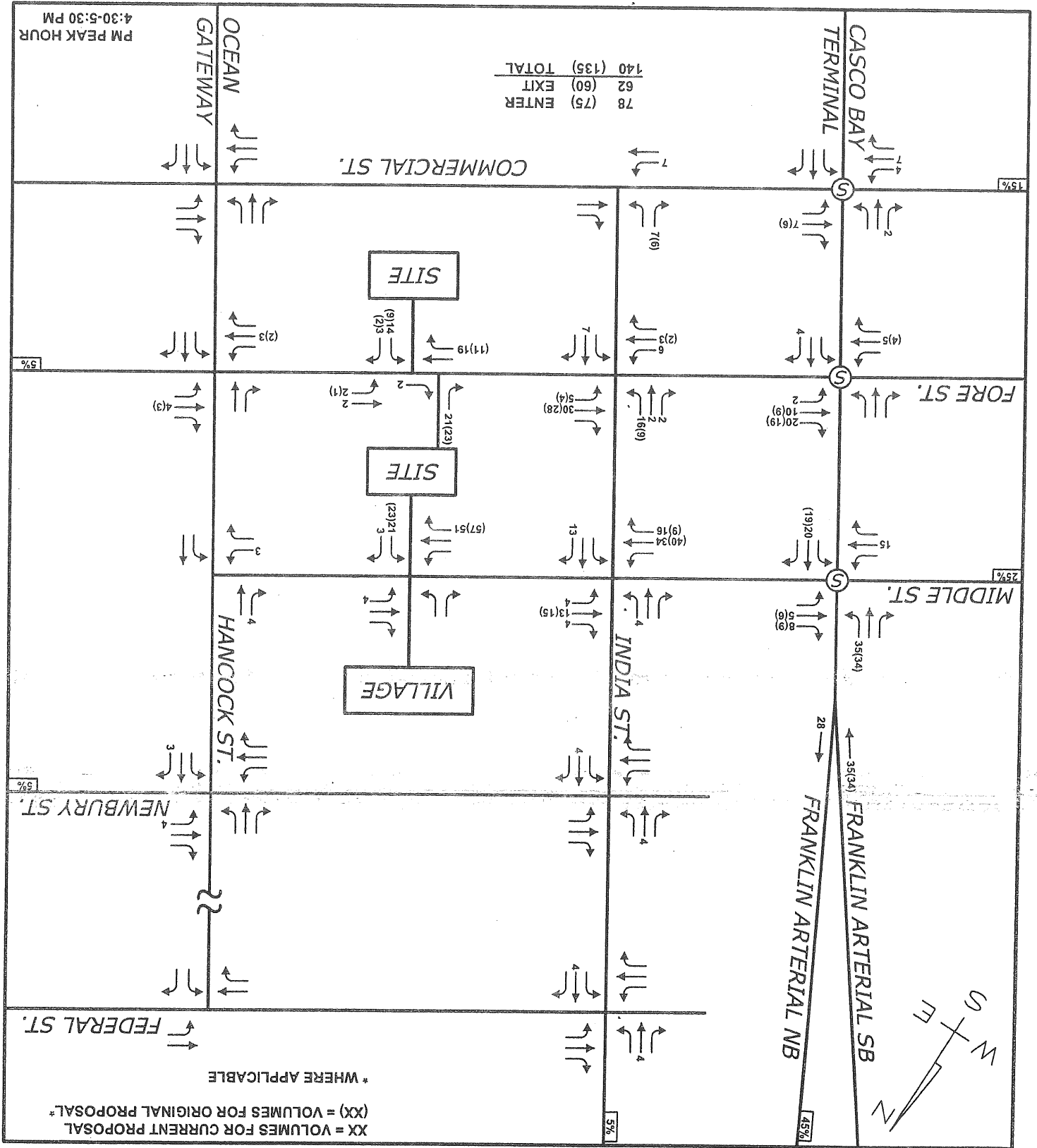
## THE LONGFELLOW AT OCEAN GATEWAY, PORTLAND, MAINE



# Primary Trip Assignment

Figure No. 8A

Att. 6.4



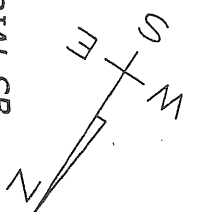
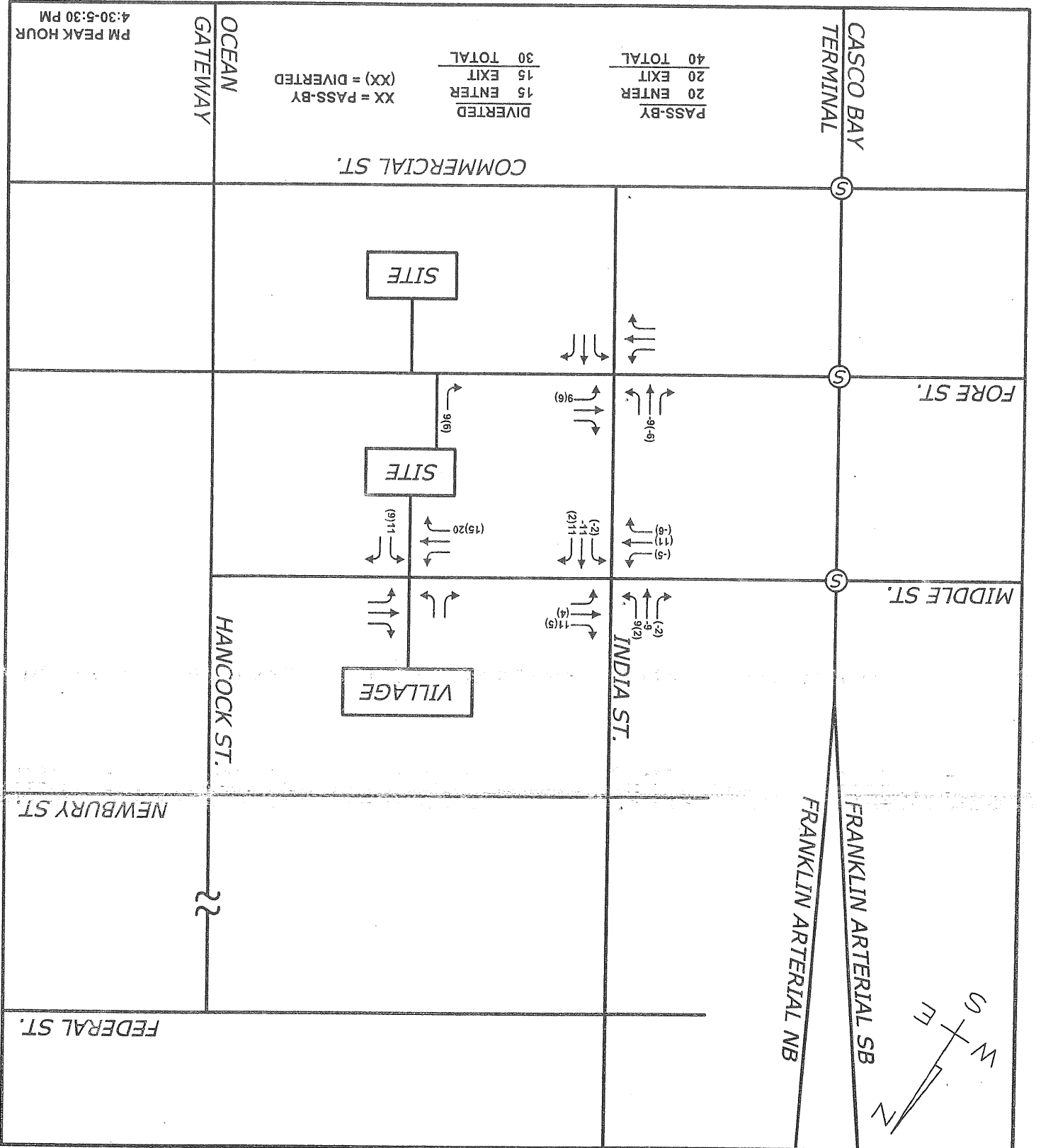
## THE LONGFELLOW AT OCEAN GATEWAY, PORTLAND, MAINE

**GP**  
 Gorrill-Palmer Consulting Engineers, Inc.  
 Traffic and Civil Engineering Services  
 207-657-6910  
 Fax: 207-657-6912  
 mailbox@gorrillpalmer.com  
 www.gorrillpalmer.com

Design: JJB  
 Draft: DMB  
 Checked: JLV

Date: NOVEMBER 2006  
 File Name: 934-TRAF3.dwg

PO Box 1237  
 15 Shaker Road  
 Gray, ME 04039

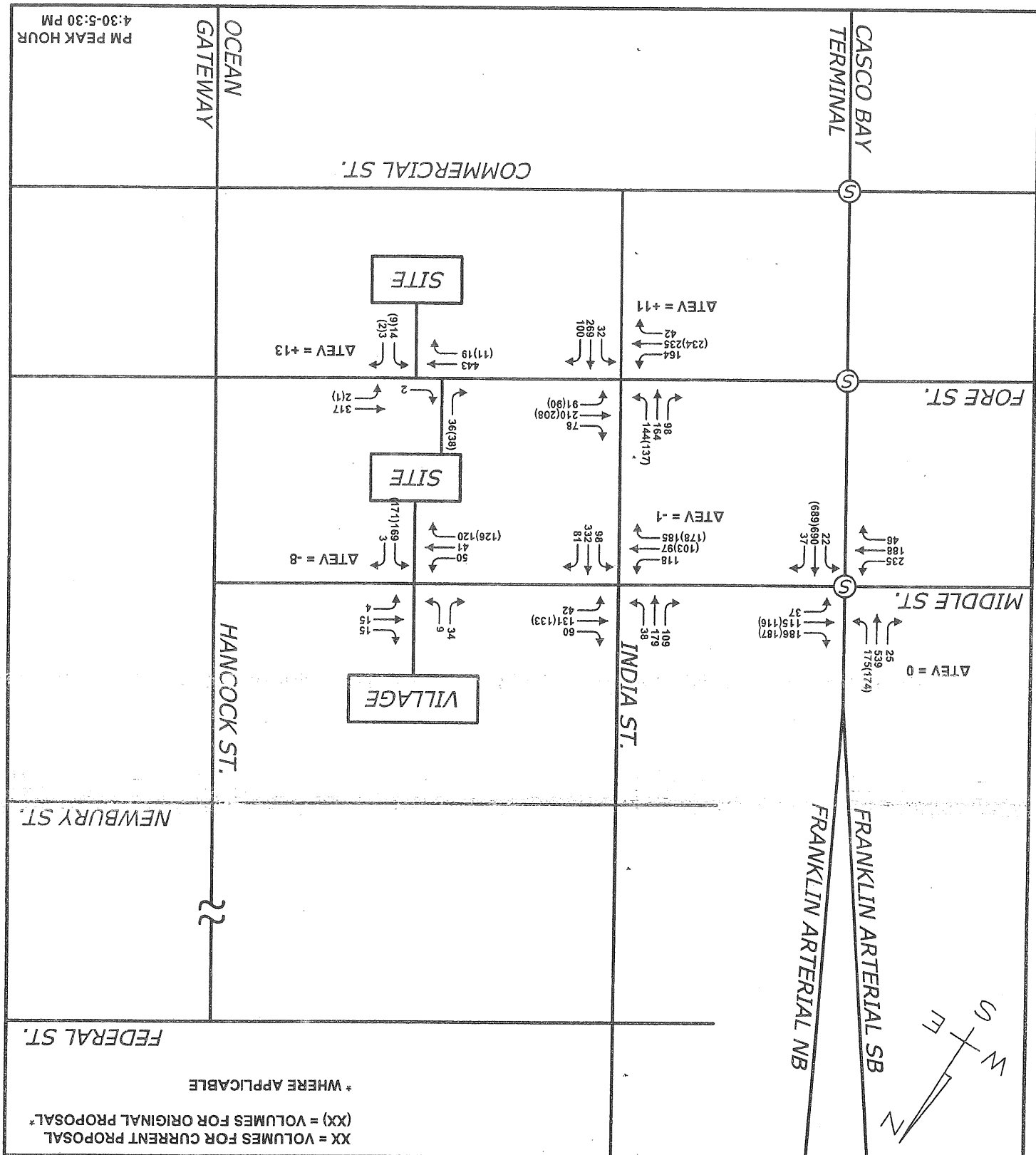


**GP**  
 Gorrill-Palmer Consulting Engineers, Inc.  
 Traffic and Civil Engineering Services  
 PO Box 1237  
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 Gray, ME 04039  
 Fax: 207-657-6912  
 www.gorillpalmer.com

Design: JJB  
 Draft: DMB  
 Checked: JLMW

Date: NOVEMBER 2006  
 File Name: 934-TRAF3.dwg

# THE LONGFELLOW AT OCEAN GATEWAY, PORTLAND, MAINE



XX = VOLUMES FOR CURRENT PROPOSAL  
 (XX) = VOLUMES FOR ORIGINAL PROPOSAL  
 \* WHERE APPLICABLE

2007 Postdevelopment  
 Figure No. 9

Att. 6.6

JN:  
 Project Description: 934  
 The Longfellow  
 Project Location: Portland, Maine  
 Date: November 27, 2006

Gorill-Palmer Consulting Engineers, Inc.  
 P.O. Box 1237  
 15 Shaker Road  
 Gray, Maine 04039

**Residential Condominium/Townhouse  
 Land Use Code (LUC) 230**

Dwelling Units: 130  
 Average Rate

Time Period	ITE Trip Rate	Sample Size	Trip Ends	Directional Split *	Directional Distribution	R <sup>2</sup>
Weekday	T = 5.86 (X) T = 0.44 (X) T = 0.52 (X) T = 0.44 (X)	54	762	IN 50%	381	N/A
				OUT 50%	381	N/A
				IN 15%	9	N/A
				OUT 85%	48	N/A
Peak Hour of Adjacent Street Traffic 7-9 AM	T = 0.44 (X) T = 0.52 (X) T = 0.44 (X)	59	57	IN 65%	44	N/A
				OUT 35%	24	N/A
				IN 20%	11	N/A
				OUT 80%	46	N/A
Peak Hour of Adjacent Street Traffic 4-6 PM	T = 0.44 (X) T = 0.52 (X)	52	57	IN 65%	44	N/A
				OUT 35%	24	N/A
				IN 20%	11	N/A
				OUT 80%	46	N/A
AM Peak Hour of Generator	T = 0.52 (X)	50	68	IN 50%	369	N/A
				OUT 50%	368	N/A
				IN 55%	34	N/A
				OUT 45%	27	N/A
Saturday	T = 5.67 (X) T = 0.47 (X)	30	737	IN 50%	369	N/A
				OUT 50%	368	N/A
Saturday Peak Hour of Gen.	T = 0.47 (X)	27	61	IN 55%	34	N/A
				OUT 45%	27	N/A

\* Percentages rounded to nearest 5%

**Fitted Curve Equation**

Time Period	ITE Trip Rate	Sample Size	Trip Ends	Directional Split *	Directional Distribution	R <sup>2</sup>
Weekday	Ln(T) = 0.85 Ln(X) + 2.55 Ln(T) = 0.80 Ln(X) + 0.26 Ln(T) = 0.82 Ln(X) + 0.32 Ln(T) = 0.82 Ln(X) + 0.17	54	802	IN 50%	401	0.83
				OUT 50%	401	0.76
				IN 15%	10	0.80
				OUT 85%	54	0.80
Peak Hour of Adjacent Street Traffic 7-9 AM	T = 0.34 (X) + 38.31	52	75	IN 65%	49	0.80
				OUT 35%	26	0.80
				IN 20%	13	0.80
				OUT 80%	51	0.80
Peak Hour of Adjacent Street Traffic 4-6 PM	T = 3.62 (X) + 427.93	50	64	IN 65%	54	0.83
				OUT 35%	29	0.83
				IN 20%	13	0.83
				OUT 80%	51	0.83
AM Peak Hour of Generator	T = 0.29 (X) + 42.63	30	899	IN 50%	450	0.84
				OUT 50%	449	0.84
PM Peak Hour of Generator	T = 0.29 (X) + 42.63	27	80	IN 55%	44	0.84
				OUT 45%	36	0.84
Saturday	T = 3.62 (X) + 427.93	30	899	IN 50%	450	0.84
Saturday Peak Hour of Gen.	T = 0.29 (X) + 42.63	27	80	IN 55%	44	0.84
				OUT 45%	36	0.84

\* Percentages rounded to nearest 5%

Att. 6.7

AH. 6a. 1



Gorrill-Palmer Consulting Engineers, Inc.

PO Box 1237  
15 Shaker Rd.  
Gray, ME 04039

Traffic and Civil Engineering Services

February 13, 2007

207-657-6910  
FAX: 207-657-6912  
E-Mail: mcllbox@gorrillpalmer.com

Mr. Bill Needelman  
City of Portland  
389 Congress Street  
Portland, ME 04101

RE: Longfellow at Ocean Gateway  
Current Site Plan Proposal  
Portland, Maine

Dear Bill:

As you are aware, Riverwalk, LLC, has proposed changes to the Longfellow at Ocean Gateway project. Based on conversations with Gary Kane and Scott Simon, project architects, the project changes to uses and sizes are shown below, and compared to the original study:

Update to Longfellow at Ocean Gateway

Project as Approved	Proposed Project
116 Residential Units	130 Residential Units
19,994 s.f. Specialty Retail	19,600 Specialty Retail*
5,400 s.f. Quality Restaurant	7,550 s.f. Quality Restaurant
14,500 s.f. Health and Fitness Spa	No Spa
23,789 s.f. General Office Building	23,789 s.f. General Office Building

\*Includes 2,900 s.f. retail in the Grand Trunk Building.

As can be seen in the above table, the spa use is no longer included in the project, and the overall size of the retail has declined somewhat. The restaurant and the residential component have increased in size, while the office component has remained the same.

The following table summarizes trip generation proposed for the current project and compares it to that utilized in the traffic impact study:

AH. 6a.2

Gorriil-Palmer Consulting Engineers, Inc.

Mr. William Needelman  
 February 13, 2007  
 Page 2 of 2

Updated Trip Generation Summary for The Longfellow at Ocean Gateway

Use	Weekday	Peak Hour Trip Ends	
		AM	PM
130 Residential Condominiums	795	64	83
19,600 s.f. Specialty Retail	869	19	69
7,550 s.f. Quality Restaurant	679	6	57
23,789 s.f. General Office Building	442	59	57
<b>Subtotal</b>	<b>2785</b>	<b>148</b>	<b>266</b>
Shared Use/Trip Red for Residential, Retail, Restaurant, Health Club (10%)	-278	-15	-27
<b>TOTAL</b>	<b>2,507</b>	<b>133</b>	<b>239</b>
Traffic Permitted in Original Study	2,723	142	273
<b>Net Change</b>	<b>-216</b>	<b>-9</b>	<b>-34</b>
			-11

As can be seen from the above table, with the uses on the current plan, trip generation is expected to decline from that originally proposed. Therefore, it is the opinion of our office that the findings are recommendations from the previous traffic study are valid, and in anything, conservative.

Please contact our office with any questions regarding this matter.

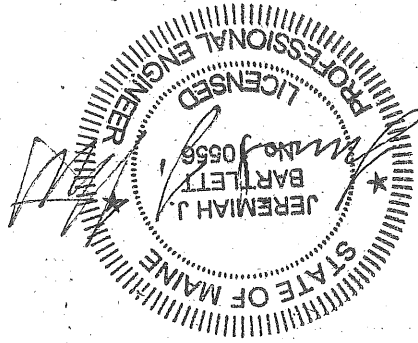
Sincerely,

Gorriil-Palmer Consulting Engineers, Inc.

Jeremiah J. Bartlett, P.E., PTOE  
 Project Engineer

Enclosure

Copy: Drew Swenson  
 Jim Carmody, City of Portland  
 Tom Errico, Wilbur Smith



2-13-07

JN: 934  
 Project Description: The Longfellow  
 Project Location: Portland, Maine  
 Date: November 27, 2006

Gorrell-Palmer Consulting Engineers, Inc.  
 P.O. Box 1237  
 15 Shaker Road  
 Gray, Maine 04039

**Residential Condominium/Townhouse  
 Land Use Code (LUC) 230**

Dwelling Units: 130  
 Average Rate

Time Period	ITE Trip Rate	Sample Size	Trip Ends	Directional Split * IN OUT	Directional Distribution IN OUT	R <sup>2</sup>
Weekday Peak Hour of Adjacent Street Traffic 7-9 AM Peak Hour of Adjacent Street Traffic 4-6 PM AM Peak Hour of Generator PM Peak Hour of Generator	T = 5.86 (X)	54	762	50% IN 50% OUT	381 IN 381 OUT	N/A
	T = 0.44 (X)	59	57	15% IN 85% OUT	9 IN 48 OUT	N/A
	T = 0.52 (X)	62	68	65% IN 35% OUT	44 IN 24 OUT	N/A
	T = 0.44 (X)	52	57	20% IN 80% OUT	11 IN 46 OUT	N/A
Saturday Saturday Peak Hour of Gen.	T = 0.52 (X)	50	68	65% IN 35% OUT	44 IN 24 OUT	N/A
	T = 5.67 (X) T = 0.47 (X)	30 27	737 61	50% IN 50% OUT 55% IN 45% OUT	369 IN 368 OUT 34 IN 27 OUT	N/A N/A

\* Percentages rounded to nearest 5%

**Fitted Curve Equation**

Time Period	ITE Trip Rate	Sample Size	Trip Ends	Directional Split * IN OUT	Directional Distribution IN OUT	R <sup>2</sup>
Weekday Peak Hour of Adjacent Street Traffic 7-9 AM Peak Hour of Adjacent Street Traffic 4-6 PM AM Peak Hour of Generator PM Peak Hour of Generator	$\ln(T) = 0.85 \ln(X) + 2.55$	54	802	50% IN 50% OUT	401 IN 401 OUT	0.83
	$\ln(T) = 0.80 \ln(X) + 0.26$	59	64	15% IN 85% OUT	10 IN 54 OUT	0.76
	$\ln(T) = 0.82 \ln(X) + 0.32$	62	75	65% IN 35% OUT	49 IN 26 OUT	0.80
	$\ln(T) = 0.82 \ln(X) + 0.17$	52	64	20% IN 80% OUT	13 IN 51 OUT	0.80
Saturday Saturday Peak Hour of Gen.	T = 0.34 (X) + 38.31	50	83	65% IN 35% OUT	54 IN 29 OUT	0.83
	T = 3.62 (X) + 427.93 T = 0.29 (X) + 42.63	30 27	899 80	50% IN 50% OUT 55% IN 45% OUT	450 IN 449 OUT 44 IN 36 OUT	0.84 0.84

\* Percentages rounded to nearest 5%

Att. 6a.3

JN:  
 Project Description:  
 Project Location:  
 Date:

934  
 The Longfellow  
 Portland, Maine  
 February 13, 2007

Gorrill-Palmer Consulting Engineers, Inc.  
 P.O. Box 1237  
 15 Shaker Road  
 Gray, Maine 04039

**Specialty Retail Center  
 Land Use Code (LUC) 814**

Gross Floor Area (ft<sup>2</sup>): 19,600

Average Rate

Time Period	ITE Trip Rate	Trip Ends	Number of Studies	Directional Split* IN	Directional Split* OUT	Directional Distribution IN	Directional Distribution OUT	R <sup>2</sup>
Weekday	T = 44.32 (X)	869	4	50%	50%	435	434	---
Peak Hour of Adjacent Street Traffic 7-9 AM**	T = 0.74 (X)	15	N/A	60%	40%	9	6	---
Peak Hour of Adjacent Street Traffic 4-6 PM	T = 2.71 (X)	53	5	45%	55%	24	29	---
AM Peak Hour of Generator	T = 6.84 (X)	134	4	50%	50%	67	67	---
PM Peak Hour of Generator	T = 5.02 (X)	98	3	55%	45%	54	44	---
Saturday	T = 42.04 (X)	824	3	50%	50%	412	412	---
Saturday Peak Hour of Gen.***	T = 6.63 (X)	130	3	50%	50%	65	65	---

\*\*Based on ratio of AM/PM traffic for LUC 820, Shopping Center and applied to 814 PM rate.  
 \*\*\*Saturday Peak Hour comes from a ratio of PM to Saturday trip rates from LUC 820 - Shopping Center

**Fitted Curve Equation**

Time Period	ITE Trip Rate	Trip Ends	Number of Studies	Directional Split* IN	Directional Split* OUT	Directional Distribution IN	Directional Distribution OUT	R <sup>2</sup>
Weekday	T = 42.78 (X) + 37.66	876	4	50%	50%	438	438	0.69
Peak Hour of Adjacent Street Traffic 7-9 AM	T = 2.40 (X) + 21.48	69	5	45%	55%	31	38	0.98
Peak Hour of Adjacent Street Traffic 4-6 PM	T = 4.91 (X) + 115.59	212	4	50%	50%	106	106	0.90
AM Peak Hour of Generator	---	---	3	---	---	---	---	---
PM Peak Hour of Generator	---	---	3	---	---	---	---	---
Saturday	---	---	3	---	---	---	---	---
Saturday Peak Hour of Gen.	---	---	3	---	---	---	---	---

\* Percentages rounded to nearest 5%  
 (---) Not Given

AM Peak of Adjacent Street 7-9 AM\*\*  
 Saturday Peak Hour\*\*  
 T = 0.275 (PM Peak Hour)  
 T = 1.325 (PM Peak Hour)

\*\*Saturday Peak Hour comes from a ratio of PM to Saturday trip rates from LUC 820 - Shopping Center  
 \*\*\*AM Peak Hour of Adjacent Street comes from a ratio of PM to AM trip rates from LUC 820 - Shopping Center

Att. G.A. 4



JN: 934  
 Project Description: The Longfellow  
 Project Location: Portland, Maine  
 Date: February 22, 2006

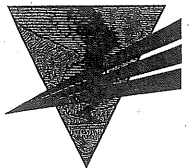
Gorriti-Palmer Consulting Engineers, Inc.  
 P. O. Box 1237  
 15 Shaker Road  
 Gray, Maine 04039

**Quality Restaurant  
 Land Use Code (LUC) 931**

Gross Floor Area (ft<sup>2</sup>): 7,550

Time Period	ITE Trip Rate (Average Rate)	Trip Ends	Directional Split		Directional Distribution	
			IN	OUT	IN	OUT
Weekday	T = 89.95 (X)	679	50%	50%	340	339
AM Peak Adjacent Street	T = 0.81 (X)	6	50%	50%	3	3
PM Peak Adjacent Street	T = 7.49 (X)	57	65%	35%	37	20
AM Peak of Generator	T = 5.57 (X)	42	80%	20%	34	8
PM Peak of Generator	T = 9.02 (X)	68	60%	40%	41	27
Saturday	T = 94.36 (X)	712	50%	50%	356	356
Saturday Peak Hour of Gen.	T = 10.82 (X)	82	60%	40%	49	33

Att. 6a. 51



WOODARD & CURRAN  
Engineering • Science • Operations

CORPORATE OFFICES: Maine, Massachusetts,  
New Hampshire, New York, Connecticut, Florida  
Operational offices throughout the U.S.

AH.7

November 22, 2006

Bill Needelman  
Senior Planner  
City of Portland  
389 Congress Street  
Portland, ME 04101

Re: The Longfellow at Ocean Gateway, Stormwater Quantity Standard Condition Compliance

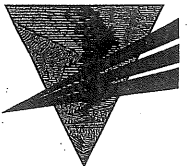
Dear Bill:

On behalf of Riverwalk, LLC, we are submitting information related to condition compliance for the Major Site Plan for The Longfellow at Ocean Gateway, originally submitted December 19, 2005, and approved by the Planning Board on May 5, 2006. In response to comments received from Mike Farmer at Public Works, this submittal packet replaces that submitted on November 15, 2006. We have not included additional copies of the Geotechnical Reports with this submittal.

The purpose of this information is to address Planning Board Motion C-Waivers, 1-Stormwater Quantity Standard, Condition (i). Specifically, the Condition states "[t]hat the applicant shall design and fund a stormwater bypass at the Ocean Gateway stormwater quality unit to mitigate increased flow through the City stormwater system resulting from the subject project. The design of the bypass shall be presented to the Public Works Department for review and approval prior to issuance of the building permit."

After approval by the Board, and during site design of the Longfellow project, it was thought that a bypass structure could be constructed at the Ocean Gateway stormwater quality unit that would allow an increase in the peak runoff rate from the upstream areas without exceeding the capacity of the unit. However, during construction of the Ocean Gateway project, piping to the stormwater treatment unit was modified to accommodate utility conflicts thus limiting bypass options at the treatment device. With the new configuration, stormwater will not build up in the upstream manhole enough to allow the use of a conventional bypass technique such as a weir wall or secondary (higher) outlet pipe. We further considered a parallel stormdrain system and new outfall options. With study, each of these options were determined not to be feasible given cost implication, physical impossibilities, or permissibility.

As an alternative to the bypass structure, the Applicant proposes the use of subsurface stormwater detention structures at the Longfellow Residences and Retail complex and at the Parking Garage to mitigate the increased flow through the City stormwater system. As you know, we have held preliminary discussions with Eric Labelle, City Engineer, regarding this and he generally supports the proposal. Subsequent to our November 15 submittal, we spoke with Mike Farmer at Public Works and have made a

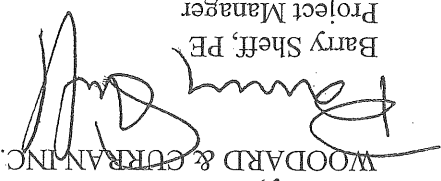


Bill Needelman  
Senior Planner  
November 22, 2006  
Page 2 of 2

Few minor modifications to respond to concerns offered. The subsurface detention structures have been indicated on Sheet C201A Stormwater Detention Plan, attached to this submission.

The subsurface detention structures will detain runoff to decrease the post-development peak runoff rate to less than the pre-development condition by nearly 40% (see Table 6.2 in attached Section 6- Stormwater Management). Stormwater runoff from the Longfellow project will subsequently be treated by the Ocean Gateway Treatment Unit #2 without impacting the hydraulic or treatment capacity of the unit. The proposed stormwater detention structures are described in further detail in Section 6- Stormwater Management, revised November 22, 2006 and attached to this submission with appropriate sizing calculations.

With this, we are seeking confirmation that this submission satisfies Condition (i) of the Board approval. Thank you for your continued assistance with this project. Please do not hesitate to contact me if you have any questions or comments.

Sincerely,  
WOODARD & CURRAN INC.  
  
Barry Sheff, PE  
Project Manager

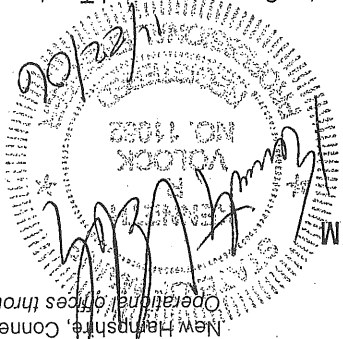
BSS  
203555.05

Enclosure

cc: Drew Swenson, Riverwalk LLC  
Eric Labelle, City Engineer, Department of Public Works

Att. 7.0

**TO:** Barry Sheff, P.E.  
**FROM:** Kenneth Volock, P.E.  
**DATE:** October 13, 2006, revised November 22, 2006  
**RE:** The Longfellow - Impacts on Ocean Gateway Stormwater Conveyance and Treatment Measures



**MEMORANDUM**

The purpose of this memorandum is to investigate the impacts that The Longfellow project will have on the stormwater conveyance and treatment measures that have been constructed for the Ocean Gateway Project. As newly proposed, runoff from several aspects of the Longfellow project would be collected in the City stormwater collection system, recently constructed as part of the Ocean Gateway Project. These areas would include: the Residences and Retail complex and plaza; the Grand Trunk Building and adjacent courtyard; the Parking Garage; and the open area to the North of the Parking Garage (at Hancock and Middle Streets). Runoff from the Residences and Retail complex and plaza and the Parking Garage would be collected in subsurface detention structures before being discharged to the City stormwater collection system. Either the StormChamber product by Hydrologic Solutions, the StormTech system, or some other equivalent product will be used in constructing the subsurface detention structures. Runoff from all areas would then pass through a stormwater treatment unit, identified on the Ocean Gateway Drawings as Stormwater Treatment Unit 2.

The Ocean Gateway treatment measures were permitted and sized to provide a TSS removal rate of 40.3% across the entire site; the site encompassed the Residences and Retail complex and plaza. In achieving the 40.3% TSS removal for the entire site, Stormwater Treatment Unit 2 must maintain a 60% TSS Removal rate. Should the removal rate drop below 60% for the treatment unit, TSS removal for the entire site would drop below 40%, the minimum TSS removal rate required by the Maine Department of Environmental Protection (MEDEP) as part of the Ocean Gateway permit # L-7866-26-E-N & L-7866-4E-F-N.

On March 8, 2006, the Ocean Gateway contractor, Reed & Reed, submitted a 10-foot diameter Downstream Defender for the project. The submittal was reviewed and, after additional information was provided on March 29, 2006, the unit was accepted on April 6, 2006. The unit has been installed by Reed & Reed as part of the construction project.

A stormwater runoff model was developed by combining the areas of the Ocean Gateway Project for which runoff is collected and passed through the treatment unit in question. The model was then modified to reflect the proposed Longfellow project. The model was run twice for each of the potential detention structure products: once with the Residences and Retail complex, central plaza, the Grand Trunk Building and adjacent courtyard collected and passed through the treatment unit; and once with the Parking Garage and open area to the North also collected and treated.

Peak runoff capacities for the 10-foot diameter Downstream Defender and results of the model runs for each product are summarized in Table 1 below. Capacities are provided for 60% TSS Removal based on the 1-year storm and the peak flow rate through the unit based on the 25-year storm. Flow rates are present for both detention systems; results for the StormChamber system are designated with a "C" and results for the StormTech system are designated with a "D". Supporting HydroCad data has been attached to this Memorandum for reference.

Table 1: Runoff Summary

COLLECTION AREA		1 Year PEAK RUNOFF (CFS)	25 Year PEAK RUNOFF (CFS)
Ocean Gateway Stormwater Treatment Unit #2	Capacity	12.85 <sup>a</sup>	25.00 <sup>b</sup>
Ocean Gateway Project (Currently under construction)		9.8	23.5
Ocean Gateway Project with addition of Residences and Retail complex and the Grand Trunk Building		8.9 <sup>c</sup>	21.2 <sup>c</sup>
Ocean Gateway Project and addition of Residences and Retail complex, the Grand Trunk Building and Parking Garage		9.7 <sup>c</sup>	23.0 <sup>c</sup>
		9.5 <sup>d</sup>	23.1 <sup>d</sup>

- A - Peak runoff rate for the 1-year storm to achieve 60% TSS removal as approved by the Maine Department of Environmental Protection.
- B - Peak runoff rates for the 25-year storm as specified by the manufacturer.
- C - Detention using StormChamber system by Hydrologic Solutions.
- D - Detention using StormTech system.

As shown in Table 2, the peak runoff rate through the stormwater treatment unit will be reduced as a result of the Longfellow project. The reduction in peak runoff will be accomplished through the use of subsurface stormwater detention at the Longfellow Residences and Retail complex and the Parking Garage.

**Conclusion**

Subsurface stormwater detention will be used at the Longfellow Residences and Retail complex and at the Parking Garage to control runoff. Through the use of subsurface detention, the area that drains to the City stormwater collection system will be expanded to include the Longfellow Parking Garage and adjacent open area without increasing the peak runoff rate at the Ocean Gateway Stormwater Treatment Unit #2. In fact, the peak runoff rate is slightly decreased. No additional infrastructure is required at the Ocean Gateway site to accommodate runoff from the Longfellow project.

KRV/

203555.05

Attachments

cc: File

Aff. 7.2

Currently, the entire area of the site located to the north of Fore Street is collected in catch basins and discharged to the City of Portland combined sewer. The runoff joins the municipal wastewater flow and is piped to the India Street Pump Station and then pumped to the East End Wastewater Treatment Plant. During large rain events, when capacity of the municipal combined (sanitary and storm) sewer is

### 6.3 STORMWATER MANAGEMENT DESIGN

CHANGE	Total Area (acres)	Impervious Area (acres)	Percent Impervious (%)
Post-Development	2.92	2.58	88.4
Pre-Development	2.92	2.92	100.0

Table 6.1: Impervious Area Summary

Table 6.1 indicates the changes in impervious surfaces on the site as a result of the proposed project:

Buildings and structures to be constructed include three buildings with a combined footprint of approximately 85,100 square feet. The proposed mixed-use complex will incorporate the existing Grand Trunk Building. The other two proposed buildings are a parking garage and professional office building. An open-air plaza is proposed in the center of the condominium portion of the mixed-use complex. Landscaping totaling about 0.34 acres is proposed in and around proposed structures.

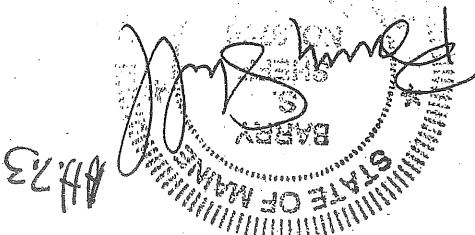
### 6.2 SITE CHANGES

The Eastern Waterfront Development project comprises three distinct components, an office building at the corner of Fore and India Streets, a parking garage on the northwest side of Fore Street between India Street and the proposed Hancock Street extension, and a mixed-use complex that will include residential condominiums, retail shops, a restaurant and subsurface parking, inland from Commercial Street between India and Hancock Streets. Each aspect of the project is further explained and indicated on site plans in Section 1 of this application.

The site consists of four lots, three of which are privately owned and one City owned (under a Purchase & Sale Agreement with Riverwalk LLC), occupying a total area of approximately 2.92 acres. The current use of the proposed development site is primarily surface parking with a few small commercial (storage/restaurant/office) and residential buildings. Use of the properties adjacent to the development site include manufacturing, restaurant/lounge, government and multi- and single-family residential. A copy of Sheet C-101: Existing Site Plan is attached in Section 1 of this application.

### 6.1 OVERVIEW

## 6. STORMWATER MANAGEMENT



exceeded, the combined sewer overflow (#23) is activated at the foot of India Street and discharges to Casco Bay occur.

A small portion of the project area between Fore Street and Commercial Street also drains to the City of Portland combined sewer. This area is located nearest India Street. The majority of the area between Fore Street and Commercial Street drains to the east onto the adjacent Ocean Gateway site before discharging into the Fore River. Presently, approximately 51% of the proposed site discharges stormwater runoff to the combined sewer.

As a result of the proposed project, all of the area between Fore Street and Commercial Street will discharge into the stormwater collection system along Hancock Street (currently under construction as part of the Ocean Gateway Project). Runoff from the Parking Garage and the adjacent landscaped areas will be discharged to the stormwater collection system along the connection between the two segments of Hancock Street (to be constructed by the City adjacent to the proposed project). Only the proposed office building at 25 India Street will continue to discharge runoff into the combined sewer. As a result of the proposed project, area discharging to the combined sewer is reduced to only about 14%.

During design of the Ocean Gateway project, the proposed storm drain system and outfall were designed to hydraulically accommodate flows that could be anticipated from future build-out of the area. During initial design of the Longfellow project, the increased area discharged to the Ocean Gateway stormwater system resulted in an increase in the peak runoff rates in the Ocean Gateway system. In order to prevent this increase in the peak runoff rate, subsurface stormwater detention structures will be provided at the Longfellow Residences and Retail complex and at the Parking Garage. The structures to be used will be similar product. A Product Installation Brochure, consisting of specifications and details, for the StormChamber system by Hydrologic Solutions, the StormTech system by StormTech, or another StormChamber system has been attached to this section. Product Specifications and Typical Details for the StormTech product have also been attached. Inspection and Maintenance procedures have been included in Section 6.4.3.

The subsurface detention structures will be designed with each detention system embedded within a layer of stone extending 1 foot below the system to 6 inches above the system. Due to differing heights between the two systems, the depth of this stone layer will be 4.5 feet for the StormChamber system and 4 feet for the StormTech system. The StormChamber system is slightly taller and results in a slightly smaller footprint for equivalent storage. The final design of the subsurface stormwater detention structure will be performed by the selected vendor.

At the Parking Garage detention structure, a 6" outlet is at the base of the stone layer (elevation 19.0'), another 6" outlet is at the base of the manufactured structure (elevation 20.0'), and a third 12" outlet is provided one foot below the top of the manufactured structure (22.0' for the StormChamber system and 21.50' for the StormTech system). At the Residences and Retail complex detention structure, an 8" outlet is at the base of the stone layer (elevation 9.5'), another 8" outlet is at the base of the manufactured structure (elevation 10.5'), and a third 12" outlet is provided one foot below the top of the manufactured structure (12.5' for the StormChamber system and 12.0' for the StormTech system).

The detention structure at the Residences and Retail complex is site limited in size; the detention results in a drop in peak runoff rate of approximately 15% through the system during the 25-year storm. The detention structure at the Parking Garage results in a reduction of the peak runoff rate of approximately 45%.

Att. 7.4

The intent of this section is to address the effects of site runoff from a proposed development project on the local watershed. The stormwater modeling presented herein compares the existing site conditions with the proposed site conditions (pre-development and post-development). Stormwater modeling was done using the HydroCAD Stormwater Modeling System by Applied Microcomputer Systems. HydroCAD uses TR20 runoff calculation methodology. The computation sheets resulting from the models are attached at the end of this section.

### 6.3.2 Stormwater Quantity Calculations

The City of Portland Technical and Design Standards and Guidelines (City Standards), Section V - Stormwater Management Standards states that all developments must comply with the standards set forth in MeDEP Chapter 500 as discussed above. Additionally, the standards state that pre-development peak runoff rates from the site must be maintained, though it is unclear whether this requirement will remain once the City has amended its standards to more closely reflect the updated MeDEP Chapter 500. As a result, the project has been designed to comply with Section V of the City Standards to the extent that MeDEP Chapter 500 can still be met. Should occasion arise where the two sets of standards conflict, MeDEP Chapter 500 will govern.

The standards from Chapter 500 that could be considered applicable to the project are: 4A, "Basic Standard" because more than one acre will be disturbed; and 5E "Discharge to Public Storm Sewer System" because a portion of the development will discharge runoff to the City of Portland combined sewer system. An Erosion and Sedimentation Control Plan has been prepared to address the Basic Standards and was attached previously. The City and PWD were contacted to get approval to continue discharging runoff to the combined sewer at the same time that the two entities were contacted to obtain sewer capacity letters. These letters and all responses were attached previously to Section 5 of this Application.

Paragraph 13 of Chapter 500 states that "[n]ew construction on an impervious area created prior to July 1, 1997 is not counted when determining the amount of impervious area on a parcel." Because the entire site is impervious (gravel parking, concrete, pavement and buildings), and has been since before July 1, 1997, the proposed project will not create any impervious surface. Further, there will be less than 5 acres of developed area. Therefore, the proposed project qualifies for a Stormwater Permit by Rule.

The latest version of the MeDEP Chapter 500: Stormwater Management (MeDEP Chapter 500) was consulted to determine the standards to which the proposed project must be designed. More than one acre of area will be disturbed during construction of the project; therefore, some level of stormwater permitting is required.

### 6.3.1 Applicable Standards

An evaluation was performed to determine whether the capacity designed into the Ocean Gateway project could accommodate stormwater discharge from the project site. Although the area that drains to the City stormwater collection system will be expanded to include the Longfellow Parking Garage and adjacent open area, the peak runoff rate at the Ocean Gateway Stormwater Treatment Unit #2 is slightly decreased. No additional infrastructure is required at the Ocean Gateway site to accommodate runoff from the Longfellow project. For further information, see the Woodard & Curran Design Memorandum dated October 13, 2006, revised November 22, 2006, regarding The Longfellow - Impacts on Ocean Gateway Stormwater Conveyance and Treatment Measures, which has been attached to this section.

Att. 7.5



For the proposed conditions, two models have been developed, one for each potential subsurface detention unit. For each, Subcatchments IAP, IBP, 2P, 3P, 4P, 5AP, 5BP and 5CP define the Post-Development subcatchments. These subcatchments are depicted in Figure 6.2 attached to this section.

### 6.3.2.2 Post-Development Condition

The Pre-Development Stormwater Plan drawing, attached to this section, depicts the subcatchments, reaches, and time of concentration paths utilized in the model.

Two study points have been identified at the site for the purpose of quantity modeling, represented by Reaches FR and CS. Reach FR is used to quantify the amount of runoff that flows from the site to an adjacent parcel without any true collection, and ultimately into the Fore River. Reach CS is used to quantify the runoff that flows into the City of Portland combined sewer.

The stormwater collection system, currently under construction as part of the Ocean Gateway project, has been included in the Pre-Development condition using zero area Ponds at the catch basins. Zero area Ponds were used so that the storm drain piping could be modeled as outlets. With the piping modeled as outlets, the HydroCAD software is able to account for entrance losses and pressure flow, rather than simply Manning's flow. Ponds D2 and D3 represent the stormwater collection system along the extension of Commercial Street. Ponds D7 and D8 represent the stormwater collection system along the extension of Hancock Street.

To model the project, the existing site was separated into multiple drainage area subcatchments. Subcatchments IX through 5X represent the Pre-Development conditions. These subcatchments are depicted in Figure 6.1 attached to this section. Subcatchments IX and 2X represent the area of the project to the north of Fore Street. Subcatchments 3X through 5X represent the portions of the project south of Fore Street.

### 6.3.2.1 Pre-Development Condition

For this project, the 2-, 10-, and 25-year return frequency storms of 24-hour duration were analyzed. A Type III rainfall distribution was applied to these storms. The 2-, 10-, and 25-year 24-hour precipitation measurements (3.0 inch, 4.7 inch, and 5.5 inch, respectively) were taken from Appendix D of the BMPs.

Soils information used in the computations was obtained from the Soil Survey of Cumberland County, Maine, USDA Soil Conservation Service (SCS Survey). Although the majority of the site lies on land made up of fill material, the soil surrounding the project site is Hinckley gravelly sandy loam, Hydrologic Soils Group (HSG) "A". As such, HSG "A" was used to model the project site. Geotechnical Reports for each building associated with the proposed project were later referenced to confirm the use of HSG "A". Copies of each Geotechnical Report have been included with this submission.

The time of concentration (Tc) paths for the subcatchments were selected to represent the most hydrologically remote point of the watershed. The Tc paths are shown respectively on the Pre-Development and Post-Development Stormwater Plans. Note that the Tc computations contain time calculations using TR55 sheet flow, shallow concentrated flow equations, and circular channel (pipe).

The runoff curve numbers (RCN) for the subcatchments have been computed using the TR55 methodology. The subcatchments were divided based on land use and acreage measurements were used to compute a weighted (composite) RCN.

AH.7.6

The subcatchments have been numbered to roughly correspond to similarly named Pre-Development subcatchments. Ponds UH1 and UH2 have been added, representing the additional stormwater collection system along the connection between the two segments of Hancock Street (to be constructed by the City adjacent to the proposed project).

Ponds 1B and 5C have also been added to the post development models, representing the subsurface detention structures. These two ponds are the only elements that differ between the two post-development models. The HydroCAD software includes both the StormChamber system and the StormTech system as available default storage types. The ponds were modeled as they will be designed, with each detention system embedded within a layer of stone (40% void space) extending 1 foot below the system to 6 inches above the system.

The same two Study Points identified in the Pre-Development condition have also been included in the Post-Development condition in order to compare runoff. The Post-Development Stormwater Plan (Figure 6.2) is attached at the end of this section, depicting the subcatchments, reaches, ponds, and time of concentration paths utilized in the model.

### 6.3.2.3 Summary

Peak runoff values calculated for the Pre-Development and Post-Development conditions are listed in Table 6.2. The peak discharge to the Combined Sewer does not occur exactly at the same point in time as the peak discharge to the Fore River. The "TOTAL" peak discharge is the peak discharge associated with a particular point in time, and therefore is not simply the sum of the Combined Sewer and Fore River peak discharges. Flow rates are present for both detention systems; results for the StormChamber system are designated with an "A" and results for the StormTech system are designated with a "B".

Table 6.2: Runoff Summary

STUDY POINT	PEAK RUNOFF 2 Year (CFS)	PEAK RUNOFF 10 Year (CFS)	PEAK RUNOFF 25 Year (CFS)
Fore River - FR (Pre-Development)	4.7	6.6	7.7
Fore River - FR (Post-Development)	4.8 <sup>A</sup> / 4.6 <sup>B</sup>	7.2 <sup>A</sup> / 7.0 <sup>B</sup>	8.7 <sup>A</sup> / 8.4 <sup>B</sup>
CHANGE IN RUNOFF	0.1 <sup>A</sup> / -0.1 <sup>B</sup>	0.6 <sup>A</sup> / 0.4 <sup>B</sup>	1.0 <sup>A</sup> / 0.7 <sup>B</sup>
Combined Sewer - CS (Pre-Development)	5.2	8.2	9.6
Combined Sewer - CS (Post-Development)	1.0	1.7	2.1
CHANGE IN RUNOFF	-4.2	-6.5	-7.5
TOTAL (Pre-Development)	9.1	14.5	17.1
TOTAL (Post-Development)	5.6 <sup>A</sup> / 5.3 <sup>B</sup>	8.5 <sup>A</sup> / 8.3 <sup>B</sup>	10.1 <sup>A</sup> / 10.1 <sup>B</sup>
CHANGE IN RUNOFF	-3.5 <sup>A</sup> / -3.8 <sup>B</sup>	-6.0 <sup>A</sup> / -6.2 <sup>B</sup>	-7.0 <sup>A</sup> / -7.0 <sup>B</sup>

<sup>A</sup> - Detention using StormChamber system by Hydrologic Solutions.  
<sup>B</sup> - Detention using StormTech system.

Att. 7.7

As shown in Table 6.2 and the appended calculations, overall runoff from the site decreases during the 2-, 10- and 25-year storms as a result of the proposed project. This decrease is possible by design and with the use of subsurface stormwater detention. There is a significant decrease in the amount of runoff to the City's combined sewer system, with a corresponding, though much less significant, increase in the amount of runoff to the Fore River during the 10- and 25-year storms. During the 2-year storm, peak runoff to the Fore River is slightly increased using the StormChamber system, and slightly decreased using the StormTech system; however, the 0.1 cfs difference in flow in each case is negligible (+/- 2%).

The Fore River is tidal in the area where runoff from the site is discharged and therefore represents an ocean discharge. Further, during the Ocean Gateway design, the stormwater collection system was sized to accommodate the area between Commercial Street and Fore Street. Since the total runoff from the site will be decreased from the pre-development condition, the proposed development is in compliance with Section V of the City Standards.

The watershed routing diagram and model output from HydroCAD is attached at the end of this section for both the Pre and Post-Development conditions.

### 6.3.3 Stormwater Quality

As stated previously, the site is currently 100% impervious surface. Under the Pre-Development conditions, 51% of stormwater runoff at the project site discharges to the City's combined sewer system. In the Pre-Development condition, the remaining 49% of the site drains untreated off site, and ultimately into Portland Harbor at the mouth of the Fore River by overland flow.

In the Post-Development condition, approximately 14% of the site will continue to be discharged to the City's combined sewer system. Under most conditions, the runoff from this area will combine with the City's municipal wastewater and be treated at the East End Wastewater Treatment Plant. However, during large rain events, when capacity of the municipal combined sewer is exceeded, runoff from this area may be discharged to Casco Bay untreated.

For the remaining 86% of the Post-Development site, runoff will be collected and discharged to the stormwater collection system constructed as part of the Ocean Gateway project. The runoff that passes from the site into the stormwater collection system will be treated through the use of water quality inlets in the catch basins (Casco Traps) and the Ocean Gateway Stormwater Treatment Unit 2.

In addition, non-structural measures to control non-point source pollution will be used. These non-structural measures include those specified as basic standards in the new MeDEP Chapter 500. Some maintenance aspects of the non-structural methods have been included in Section 6.4 below, but a more comprehensive list and description is included in the Erosion and Sedimentation Control Plan previously submitted.

### 6.4 MAINTENANCE OF STORMWATER SYSTEMS

Upon completion of the project, Riverwalk LLC will assume responsibility for overseeing the property, including the inspection and maintenance of the site's stormwater drainage system, treatment measures, roadways, parking areas, permanent erosion control measures, buffers, and landscaped areas located outside of City right-of-ways. Inspection and Maintenance Forms have been attached to this section. A Maintenance Supervisor will be hired prior to occupancy. Riverwalk, LLC can be contacted at: 2 Market Street, Suite 500, Portland, ME, 04101; (207) 775-2464 (phone) and (207) 775-2465 (fax).

#### 6.4.1 Catch Basins

The Maintenance Supervisor will inspect all catch basins in the project site. Catch basins will be inspected semi-annually in spring and fall. These visual inspections ensure the catch basin grate is free of debris and that sediment in the sump has not accumulated above the pipe inverts. If cleaning is required, the Maintenance Supervisor will contract the services of Catch Basin Cleaners [P.O. Box 1579; Meredith, N.H., 03253; (603) 279-3118] or a similar firm.

#### 6.4.2 Parking and Paved Areas

Parking and paved areas will be inspected annually each spring. Visual inspections will enable site roads and parking areas to be kept clean and clear through contracting periodic sweeping and winter plowing as required. The inspections will also ensure pavement markings are repainted as needed to maintain property traffic circulation and parking space delineation. Damaged islands will be repaired promptly. Paved areas will be plowed and sanded as often as necessary to maintain public safety.

The Maintenance Supervisor will have the pavement swept and cleaned within the project site on an annual, as-needed basis. This work will be contracted with Zebra Striping, Inc. [101 Pleasant Hill Rd.; Scarborough, ME, 04074; (207) 883-7081] or a similar firm.

#### 6.4.3 Subsurface Detention Structures

The subsurface detention structure will be inspected semi-annually, in spring and fall, and following major storms, through the maintenance port. These inspections will ensure that runoff continues to drain from the structure and sediment does not build up.

Should the structure fail to drain completely, an attempt will first be made to remove blockage from the outlet by either snaking or high pressure water. If sediment is observed to have built up in the structure, outlet will be resuspended using high pressure water through the maintenance port and captured at the outlet of the structures for removal from the system. If these efforts are unsuccessful, a portion of the structure will need to be excavated to remove the blockage within the structure itself. The Maintenance Supervisor would hire a local contractor to perform this work.

#### 6.5 CONCLUSION

The project has been designed to comply with the new MedEP Chapter 500: Stormwater Management and with Section V of the City Standards to the extent possible. The site has been designed to reduce the area discharging stormwater runoff to the combined sewer from 51% of the site to 14% of the site.

The proposed project will have only minimal effect on runoff relationships at, and downstream of, the site. The amount of runoff discharged to the City of Portland combined sewer will be greatly decreased. Depending upon pricing and selection of the subsurface detention structures, the rate of runoff discharged from the site to the Fore River will increase or decrease slightly during the 2-year storm, though either would be negligible. The rate of runoff will decrease during the 10- and 25-year storms. Since the total runoff from the site will be decreased from the pre-development condition, the proposed development is in compliance with Section V of the City Standards. The project will have no adverse effect on any runoff relationship and will maintain available capacity within the Ocean Gateway Stormwater Treatment Unit #2.

An Erosion and Sedimentation Control Plan has been previously submitted which describes non-structural measures to be used at the site both during and after construction to protect water quality to the extent practicable. Upon completion of the project, maintenance responsibility for the site stormwater conveyance and treatment measures will be the responsibility of Riverwalk, LLC.

## 6.6 ATTACHMENTS

Stormwater System Inspection and Maintenance Forms

StormChamber Installation Brochure

StormTech Product Specifications

StormTech SC-740 Chamber Detail Sheet

Woodard & Curran Design Memorandum dated October 13, 2006, revised November 22, 2006, regarding The Longfellow - Impacts on Ocean Gateway Stormwater Conveyance and Treatment Measures

Figure 6.1 - Pre-Development Stormwater Management Plan.

Figure 6.2 - Post-Development Stormwater Management Plan.

HydroCAD Calculations (Pre-Development).

HydroCAD Calculations (Post-Development with StormChamber system).

HydroCAD Calculations (Post-Development with StormTech system).

**Drew Swenson**

Drew E. Swenson, CPA, JD, LL.M.  
2 Market Street, Suite 500  
Portland, Maine 04101  
dswenson@swensonandco.com  
tel: 207-775-2464  
fax: 207-775-2465

Real Estate Development &  
Financial Advisory Services

March 3, 2007

Bill Needelman  
City of Portland  
389 Congress Street  
Portland, ME 04101

Re: The Longfellow Residences and Retail  
Neighborhood Meeting, March 2, 2007

Dear Bill:

I hereby certify that in accordance with the Planning Board's review procedures, on February 22, 2007 and on behalf of Riverwalk LLC, Woodard & Curran mailed notices by US Postal Service to 198 "neighbors" and "interested parties" with an invitation to a Neighborhood Meeting. The list of neighbors and interested parties was provided by the City of Portland Planning Office.

I also certify that the Neighborhood Meeting was held at 6pm on Friday March 2, 2007 at the Shipyard Brewing Company Public Museum and Screening Room, 86 Newbury Street, Portland. Attached to this letter is copy of the invitation sent, meeting minutes, and sign-in sheet.

Please do not hesitate to contact me at 415-3829 if you have any questions or comments.

Sincerely,



Drew Swenson

Attachments:  
1. Copy of the Invitation sent  
2. Sign-in sheet  
3. Meeting minutes

cc: Barry Sheff, Woodard & Curran

On behalf of LRAR, LLC, please join us for a neighborhood meeting to discuss our plans for Amendment to Approved Plans for The Longfellow Residences and Retail, located on the eastern waterfront, adjacent to the Ocean Gateway facility. The project is roughly bounded by India Street, Middle Street, and the "under construction" city streets of Hancock and Commercial.

Dear Neighbor:

February 22, 2007

Meeting Location: Shipyard Retail Store, 86 Newbury Street, Portland

Meeting Date: Friday March 2, 2007

Meeting Time: 6:00 PM

The City code requires that property owners within 500 feet of the proposed development (1000 feet for proposed industrial development) and residents on an "interested parties list" be invited to participate in a neighborhood meeting. A sign-in sheet will be circulated and minutes of the meeting will be taken. Both the sign-in sheet and minutes will be submitted to the Planning Board.

If you have any questions please contact Barry Sheff at (207) 774-2112, or via email at [bsheff@woodardcurran.com](mailto:bsheff@woodardcurran.com).

Sincerely,

WOODARD & CURRAN INC.

Barry Sheff, P.E.  
Project Manager





BSS/djt  
203555.01/1.1

Note: Under Section 14-32(C) of the City Code of Ordinances, an applicant for a major development, subdivision of over five lots/units, or zone change is required to hold a neighborhood meeting at least seven days prior to the Planning Board public hearing on the proposal.

Lined area for handwritten notes or signatures.

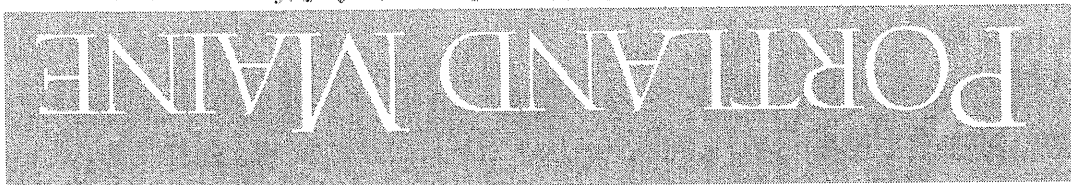
The Longfellow Residences and Retail  
 Neighborhood Meeting  
 March 2, 2007  
 Shipyard Retail Store  
 86 Newbury Street

Att. 8.3

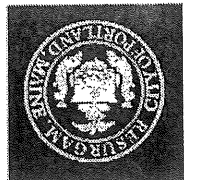
Mailing Address	Signature	Name
2 MARKET ST SUITE 300 PORTLAND ME		PAUL G. JOHNSON
55 STOKANS AVE PORTLAND 04102		PAUL G. JOHNSON
17 ATLANTIC ST. PORTLAND ME 04101		MARK MILLER
51 GARDNER ST PORTLAND ME		KATE BROWN



Att. 8.4



Strengthening a Remarkable City, Building a Community for Life • www.portlandmaine.gov



Dear Neighbor:

Thank you for attending this evening's neighborhood meeting.

Applicants for major developments, zone changes, and subdivisions of more than five units/lots are required to hold a neighborhood meeting prior to the Planning Board's public hearing on the development proposal.

The purpose of these meetings is to improve communication between neighbors and applicants for development. We have found that neighbors raise questions and offer insight that often improves the design or compatibility of a proposed development.

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.

Should you wish to offer additional comments on this proposed development, you may send correspondence to:

Planning Division  
Department of Planning and Development  
City Hall  
389 Congress Street  
Portland, ME 04101;

Or email:  
sh@portlandmaine.gov;

Or call 874-8720.

Thank you for taking the time to attend tonight's meeting.

Sincerely,

Sarah Hopkins  
Development Review Services Manager

Att. 8-5

Meeting Minutes

Longfellow Neighborhood Meeting

March 2, 2007

Shipyard Brewing Company Public Museum and Screening Room

Design Team Attendees:

Drew Swenson, Riverwalk LLC

Public Attendees:

Paul Leblond

Markos Miller

Pursuant to Planning Board Policy, the Neighborhood Meeting for The Longfellow project was held on March 2, 2007. The Meeting was held at the Shipyard Brewing Company museum and theatre room in Portland, Maine. Drew Swenson made the presentation to the attendees, utilizing a PowerPoint presentation as the visual aid to the project. A summary of the discussions which took place at the meeting is contained below.

1. Presentation was started at 6:11pm, providing an introduction and broad overview of the project utilizing the neighborhood and site "Contextual Plans".

2. Provided explanation of the City's RFP process, regarding the 1.06-acre parcel of City land for which Drew was the winning proposer. Drew offered that he has met with Munjoy Hill Neighborhood Association, neighbors, other abutting developers and interested persons on numerous occasions to attempt to solicit feedback and report on progress of project.

3. Primary access / egress of the Ocean Gateway Garage is located on Middle Street; Secondary garage access with right-turn only exit is located on Fore Street to minimize traffic on the Hill.

4. Design accommodates two-way traffic on Hancock Street, but with the placement of the exits and entrances, is intended to keep the traffic off the hill.

5. Portland Water District (PWD) odor control improvements, beautification, and historical arcade is a project that Drew is working with PWD to refine and will include physical plant landscaping, public artwork roofing, informational kiosk as well as odor control systems and vent stack.

6. Longfellow Residences and Retail (LRAR) ground floor plan, with flexible retail space and residence subsurface parking was reviewed; reviewed LRAR typical floor plan for units per floor with 1,2-,3-bedroom units.

7. Provided explanation for the "semi-private" courtyard at LRAR as being accessible to the public with entrances to the residences. Some discussion of the Arnie Hanson house residents followed with the attendees.

8. Provided explanation for the landscape areas at Hancock / Middle Street parcel, as well as where the Garage retail is to be located. Retail space fit up, entries, bike racks and facade treatment was highlighted.

9. Reviewed model image aerial views of the project from the northeast; from Ocean Gateway pier; and several other vantage points, as well as artist renderings with greater detailing and pedestrian activity.

Att. 8.6

10. Provided lengthy explanation of the elegance and flexibility in the design and store front of the LRAR building to provide potential for future storefronts entering onto Hancock Street.

11. Reviewed the 25 India Street Office Building and the potential for the building to be environmentally green; currently designing to the LBBD Standards, but, may or may not seek certification.

12. Reviewed the courtyard between Grand Trunk building and LRAR townhouses; explained that courtyard to be similarly semi-private as open to public but part of residences.

13. Reviewed Ocean Gateway Garage and architectural design methodology. Explained that retail space is a requirement of Riverwalk agreement with City and that we agreed to immediate construction thereof. Explained that retail space will be designed to provide flexible storefronts for single, or multiple entrances given tenant desires. Explained that bike storage racks would be provided interior to and on the exterior of the garage.

14. Reviewed 25 India Street Office Building layout to include ground floor retail with office space on the upper floors.

15. Explained the use of the mural on SW corner of garage and MBCA interest in involvement.

16. Reviewed the potential for a future project to potentially include a 40-unit apartment building at the Hancock/Middle Street parcel, with ground floor retail or additional parking bays.

At the end of Drew's presentation, he opened to discussion up to questions and comments from the attendees. Drew provided responses to the questions and comments and they have been included in the minutes below.

*Comment – What is the total number of parking spaces provided by the project, and where is there islander storage for shopping carts?*

*Response –* Roughly 720 spaces in the garage, plus an additional 105 spaces in the LRAR subsurface parking. Roughly 59 spaces on the ground floor with two shopping cart secure storage areas under the ramp.

*Comment – Will the parking relieve islander concerns?*

*Response –* Explained the agreement between Riverwalk LLC and the City that sets aside up to 125 spaces for islander parking.

*Comment – How many total units will there be at the LRAR?*

*Response –* LRAR includes 125 residential condominium units and 3 commercial ground floor units in the designed floor plans, however we expect some through-wall connections of units to provide larger condominiums, potentially driving the total number to maybe 90 units. The market will drive the number of units. The commercial units may be divided to create several smaller units if that is what the market needs.

*Comment – What will the price range be for the LRAR units?*

*Response –* The price range is undetermined as of yet but will probably start around \$400 to \$500K.

Att. 8.5

**Comment** – *When will construction start?*

**Response** – We have permits from the City for the garage and will break ground in April 2007, with completion in April 2008 in time for the ferry season, and anticipate City permits before the end of the summer of 2007, with expectation to break ground in the late summer; final completion scheduled for Q1 2009 for the condos.

**Comment** – *Do you have any sense of who will want the retail space?*

**Response** – Preliminary market research and experience tells us that it would likely be local purveyors, similar to those in the Old Port; this is in part given to the requirements that “chain stores” have for floor-to-floor heights, service/delivery space demands, and need for free parking. Our goal is to work with local business owners such as local coffee shop and deli owners, but the 7,500 square foot, four star restaurant space may be a national tenant such as a Morton’s or Capital Grille because of the substantial capital costs to fit it up.

**Comment** – *What are the heights of the buildings and what will it do to the views from Congress Street?*

**Response** – All the buildings are to be built to the zone height. The office building and condos will be about 65 feet high (with mechanical rooms on top thereof), and the garage will be about 72 feet on Fore Street and 55 feet on Middle Street, which will average about 65 feet. The Fore Street side is set back with the two story retail to lesson the view impact. The topographical change between Middle and Newbury Streets and between Newbury and Federal Streets will prevent any degradation of views. Most views have already been lost by the construction of the Federal Street condos, which will rise many feet higher than the garage and the condos. Thus the views from Congress Street and Mountfort Street will be of the Federal Street condos only or of the Village Cafe condos.

**Comment** – *What is there for on street parking?*

**Response** – The parking site plans were reviewed for changes to the south side of Fore Street and East side of the new Hancock Street.

**Comment** – *What will the public art component be?*

**Response** – The mural on the garage will cost about \$50,000 and there will be sculptures and ornamental landscaping in the courtyard and at the pump station.

**Comment** – *Will there be some public access to the courtyards?*

**Response** – Yes, and it will be monitored for safety and security of the residents and general public.

**Comment** – *What will the facade materials be?*

**Response** – Brick, glass and metal to break up the large walls and create interesting but recognized variations and patterns.

**Comment** – *Will there be some greenscape on the garage walls?*

Att. 8.8

Response – We determined that the frost cycle and shadows will prevent us from using drip irrigation and other vine systems on the garage so we have added ornamental architectural details for an enhanced image.

The Neighborhood Meeting was concluded at 7:32 pm.

Memorandum  
Department of Planning and Development  
Planning Division

To: Chair Patterson and Members of the Portland Planning Board

From: Carrie M. Marsh, AICP, Urban Designer, City of Portland, Planning Division

Date: 02/01/06 3/1/07

Re: The Longfellow

**Introduction**  
The Longfellow Residences and Retail site is bounded by India Street, Fore Street, and the future Hancock and Commercial Street Extensions. This part of the project will be a mix of uses that includes condominiums, a restaurant, retail, a health club and spa and underground parking.

The existing Grand Trunk Building at the corner of India and Commercial Street Extension will be commercial and residential use. It will connect to the Longfellow Residences by a skywalk.

The design of the project was approved in April 2006. Modifications to the approved design have been presented for review. This memo discusses the design of the Longfellow at Ocean Gateway project as shown in plans, elevations and renderings submitted on February 13, 2007.

**Description**

The Longfellow Residences, and the Grand Trunk Building, are in the B-6 Zone, and have been subject to review under the *Design Guidelines of the Eastern Waterfront Master Plan*. This portion of the project extends a full block in depth from Fore Street to the Commercial Street Extension. The building is generally defined as a "U" shape with an inner garden court, and the open end facing the water. Covered walkways line the perimeter of the garden courtyard. A building wing extends to India Street parallel to the Grand Trunk Building.

Proposed changes to the building facade in general include the realignment of windows; provision of alternating balconies; simplification of window bays; change in the double cornice line; adjustments to the storefronts; reconfiguration of the main entrance on Fore Street; and changes to the pavilions on the Commercial Street Extension. Specific changes are noted below.

*South Elevation*

The South Elevation along the Commercial Street Extension is defined by two ends of the "U" shape, separated by a plaza. Retail uses are proposed at the street frontage, with residential units above. There are one story pavilions connected to either wing of the Longfellow. These building elements set back behind the plaza, and serve to define the edges of the inner garden courtyard. These are shown as restaurant space, and a lounge for a health spa.



Att 9

The design currently under review has been modified since the project was approved. The storefronts along Commercial Street Extension have been raised in height. The windows on the upper floors have been realigned. The balconies have been alternated in the orientation. The one story pavilions flanking the plaza have been modified slightly in the roof design. The applicant's architect notes in a letter of February 13, 2007, that the design is quite similar to that which was previously approved. The vaulted roof has been tilted away for the street. The overall height of the roof is lower, but the leading edge is higher than the approved design. The windows on the pavilions facing Commercial Street have been changed to full height operable windows. The entrance canopies over the door remain as upturned awnings.

The design of the skywalk to the Grand Trunk Building appears to have been modified slightly from the previously approved plans. This is not a significant change.

*West Elevation*

The West Elevation along India Street is a narrow building extension which is the width of a single townhouse unit. There are entrances from the courtyard, and a door at India Street. The revised design remains nearly identical in massing and fenestration to the originally approved design. The building details and elements have been simplified to provide cleaner lines. This was recommended during the review by the Historic Preservation Board.

*North Elevation*

The North Elevation along Fore Street is defined by the health center, the concierge lobby and main entrances to the building, and access to parking and loading areas. This elevation includes the main entrance to the building, as well as service and parking garage entrances. Parking for the project is placed below grade with access at Fore Street.

The facade has been changed since the April 2006 approval to include balconies which alternate in orientation. The detailing of the building has been simplified, but the window bays and balconies provide fenestration which breaks up the perceived massing. The storefronts have been changed from a horizontal orientation to a vertical orientation. The storefronts have been raised in height, and consolidated. The entrance has been redesigned for a more cohesive image and impact, with an awning above. The entrances to the garage and service entrances have been modified to provide a more uniformed approach.

*East Elevation*

The East Elevation along the Hancock Street Extension is a health and fitness center and spa on the first floor, with residential units above. The facade has been changed since the April 2006 approval to include balconies which alternate in orientation. The detailing of the building has been simplified, but the window bays and balconies provide fenestration which breaks up the perceived massing. The balcony railings have been changed from a horizontal orientation to a vertical orientation (this change is consistent across the building). There are four entrances into retail spaces along the street level of this elevation, in addition to entrances at each corner.

## Staff Comment

The design of the project was approved in April 2006. Modifications to the approved design have been presented in this memo. In general, the changes to the design are consistent with the *Design Guidelines for the Eastern Waterfront Master Plan*.

Staff feels that the changes to the design have improved the entrance along Fore Street; positively enhanced the storefronts; provided appropriate detailing to the pavilions; and overall kept the general design intent of the building intact; while simplifying the facade somewhat.

One small matter for consideration is the orientation of the balcony railings, which staff preferred with a horizontal alignment, in order to enhance the more contemporary facade design. There are currently four retail entrances shown on Hancock Street, in addition to the corner entrances. It is also recommended that the storefronts on Hancock Street shall retain the ability to have entrances re-inserted in to the design, in the event that the retail configuration changes over time. Staff recommends that there shall be a minimum of two active doors along Hancock Street, in addition to the corner entrances, regardless of the retail configuration.



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February 13, 2007

Mr. William Needelman  
Department of Planning and Development  
Portland City Hall, 4<sup>th</sup> Floor  
389 Congress Street  
Portland, Maine 04101

Re: THE LONGFELLOW – Residences and Retail at Ocean Gateway  
One India Street  
Portland, Maine 04101

#### Planning and Zoning Re-submission

The purpose of this letter is to outline the new material submitted. This package is in response to the comments and discussions made during the January 23<sup>rd</sup> workshop. Please refer to our letter of November 27<sup>th</sup>, 2006 for the description high-lighting the differences between the approved April submission and the current proposal.

#### Retail Subdivisions and Access Points

There was some confusion between the plans, elevations and the anticipated number of commercial condominiums that were to be Permitted. There are a total of seven commercial spaces envisioned. The access doors for each of these spaces has been depicted on both the plans and corresponding elevations. All of the tenant spaces are speculative. Internal tenant separations and sizes may change to some degree. Changes would be handled with the Planning Staff as prospective tenants are brought on board.

*Refer to Drawings A-2 and ELEV-S10 through ELEV-S17 for the changes.*

#### Elevation Drawings

During the January 23<sup>rd</sup> workshop, it was suggested that the approved facades from April 2006 might be color rendered along with the current proposed facades to better analyze the before and after. A color copy of the original design for the Hancock Street Elevation is shown here in this package. In looking at this 2-D comparison, the level of detail between the two designs is just not conveyed. The Ownership contracted a professional artist to depict the more public faces of the building. This package contains 5 color renderings that better animate the facades and show the level of interest that the current designs maintains.

*Refer to ELEV-S10 for the Color copy of the original Hancock Street Elevation*

*Refer to the five artists drawings at the end of the package.*

**Commercial Street Pavilions**  
This submission further develops the final design of the pavilions. The design is quite similar to that which was approved in April 2006. The vaulted roof has been tilted away from the street. Even though the overall height of the roof is lower, the leading edge is actually higher than the approved design. The windows facing Commercial Street on the pavilions have been changed to full height operable windows for use in temperate weather. The entrance canopies over the door remain as upturned awnings, similar to what was approved in April.  
*Refer to Drawings ELEV-S12 and ELEV-S13 for the new pavilion design.*

We look forward to the opportunity to present the material included in this submission. If there is anything that we can do in the interim that will assist the Board, feel free to contact me at any time.

Regards,  
**THE ARCHITECTURAL TEAM, INC.**



Gary M. Kane, project manager

CC: Drew Swenson, Nick Iselein / Riverwalk, LLC  
Michael Liu, TAT File / The Architectural Team, Inc.