

019-A-001-001

1-1 India St, Portland, ME

The Longfellow at Ocean Gateway

Riverwalk, LLC



THE ARCHITECTURAL TEAM, INC.
 SCHEMATIC PLAN
 DECEMBER 8, 2005

RESIDENTIAL CONDOMINIUMS

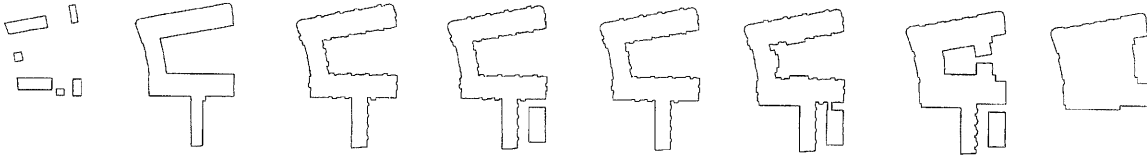
	1ST	2ND	3RD	4TH	5TH	6TH	TOT.
1 BEDROOM	0	0	6	6	2	2	16
1 BEDROOM + DEN	0	1	0	0	0	0	1
2 BEDROOM	0	11	11	11	11	11	55
2 BEDROOM + DEN	0	4	3	3	3	3	16
3 BEDROOM	0	3	4	4	2	2	16
TOTAL FLATS	0	17	24	24	20	20	105

TOWN HOUSE #1	2,060 S.F.
TOWN HOUSE #2	2,180 S.F.
TOWN HOUSE #3	2,030 S.F.
TOWN HOUSE #4	2,060 S.F.
TOWN HOUSE #5	1,780 S.F.
TOWN HOUSE #6	1,995 S.F.
TOWN HOUSE #7	1,995 S.F.
TOWN HOUSE #8	1,865 S.F.
TOWN HOUSE #9	1,630 S.F.
TOWN HOUSE #10	1,585 S.F.
TOWN HOUSE #11	1,605 S.F.

GAR-48,165 GSF
1ST-50,250 GSF
2ND-44,050 GSF
3RD-37,720 GSF
4TH-31,490 GSF
5TH-25,260 GSF
6TH-19,030 GSF
RR-2,595 GSF
TOT-296,530 GSF

RIVERWALK - PORTLAND, MAINE

RIVERWALK LLC



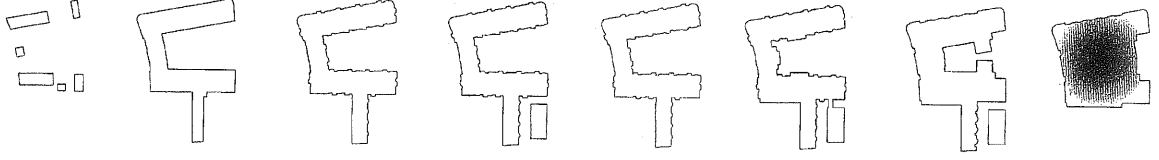
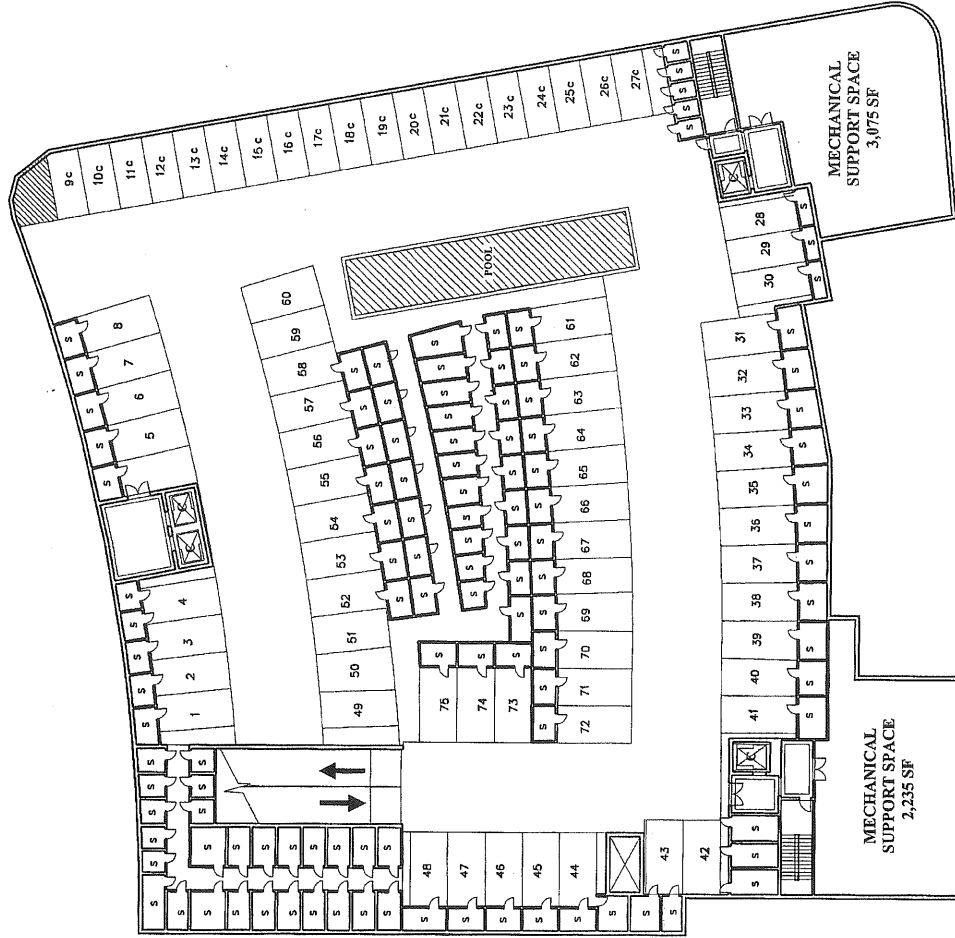
THE ARCHITECTURAL TEAM, INC.
SCHEMATIC PLAN
DECEMBER 1, 2005

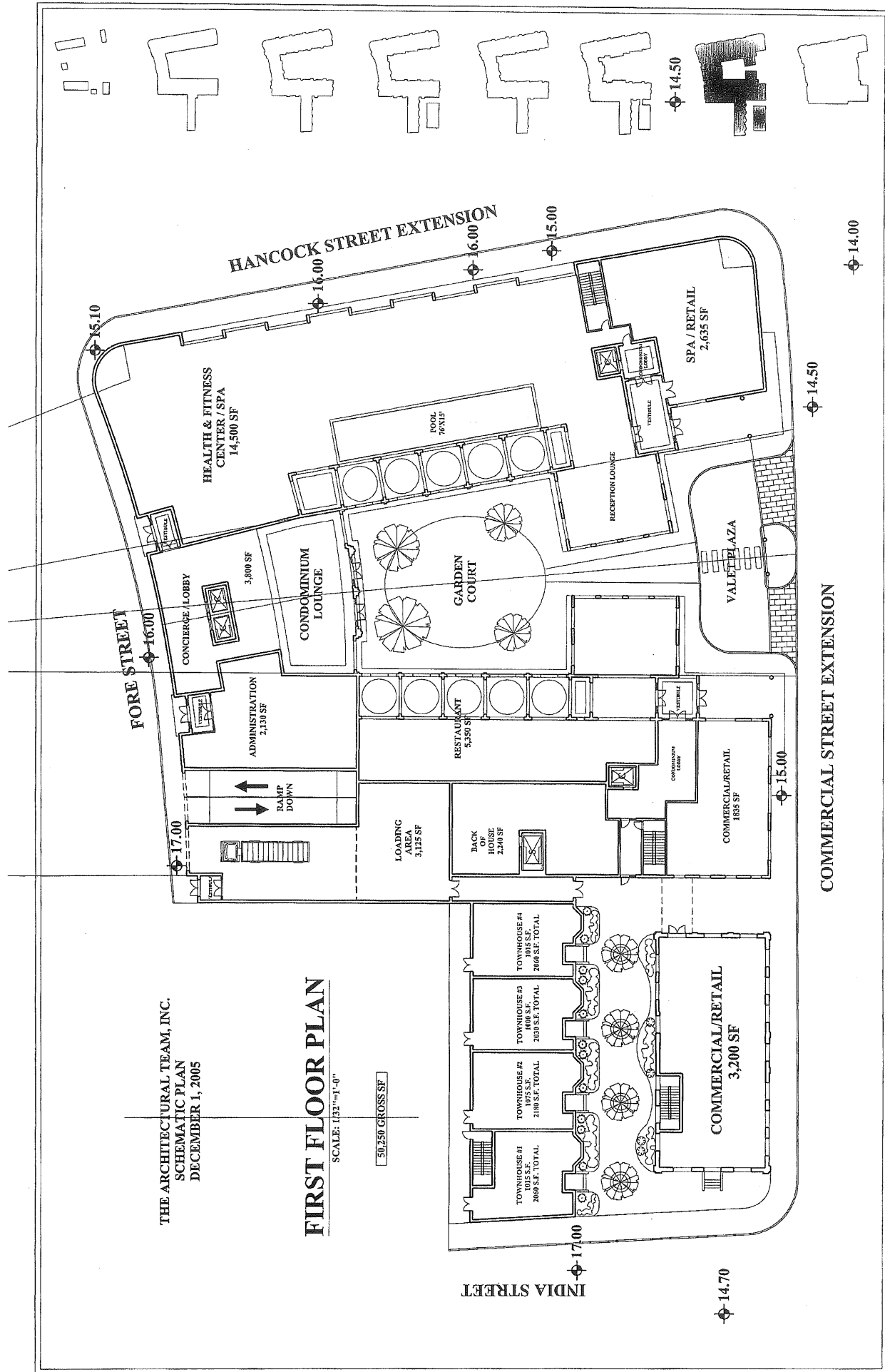
GARAGE FLOOR PLAN

SCALE: 1/32"=1'-0"

48,165 GROSS SF

56 STANDARD
19 COMPACT
75 PARKING SPACES
115 STORAGE SPACES (VARIOUS SIZES)





THE ARCHITECTURAL TEAM, INC.
 SCHEMATIC PLAN
 DECEMBER 1, 2005

FIRST FLOOR PLAN
 SCALE: 1/32"=1'-0"

50,250 GROSS SF

INDIA STREET

TOWNHOUSE #1
 1015 S.F.
 2860 S.F. TOTAL

TOWNHOUSE #2
 1075 S.F.
 2190 S.F. TOTAL

TOWNHOUSE #3
 1008 S.F.
 2038 S.F. TOTAL

TOWNHOUSE #4
 1015 S.F.
 2460 S.F. TOTAL

COMMERCIAL/RETAIL
 3,200 SF

COMMERCIAL/RETAIL
 1,855 SF

COMMERCIAL/RETAIL
 2,635 SF

VALET PLAZA

RECEPTION LOUNGE

RESTAURANT
 5,350 SF

LOADING AREA
 3,125 SF

BACK OF HOUSE
 2,249 SF

CONCERGE / LOBBY
 3,800 SF

ADMINISTRATION
 2,130 SF

CONDOMINIUM LOUNGE

HEALTH & FITNESS CENTER / SPA
 14,500 SF

SPA / RETAIL

POOL
 1650 SF

14.70

15.00

15.10

16.00

16.00

15.00

14.50

14.00

17.00

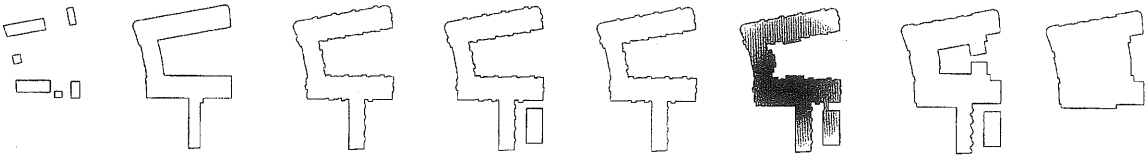
15.00

14.70

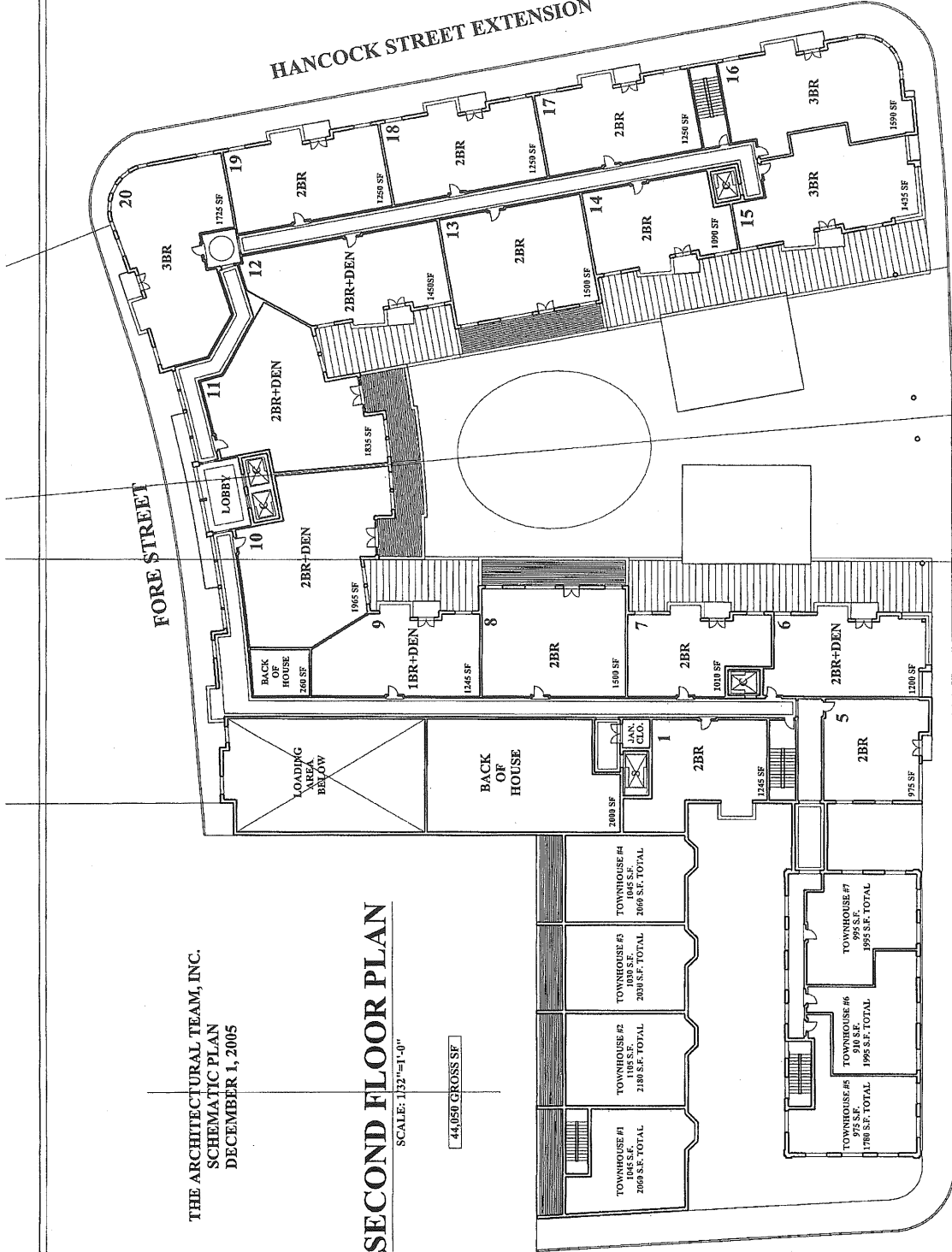
FORE STREET

HANCOCK STREET EXTENSION

COMMERCIAL STREET EXTENSION



HANCOCK STREET EXTENSION



FORE STREET

COMMERCIAL STREET EXTENSION

INDIA STREET

THE ARCHITECTURAL TEAM, INC.
SCHEMATIC PLAN
DECEMBER 1, 2005

SECOND FLOOR PLAN

SCALE: 1/32"=1'-0"

44,050 GROSS SF

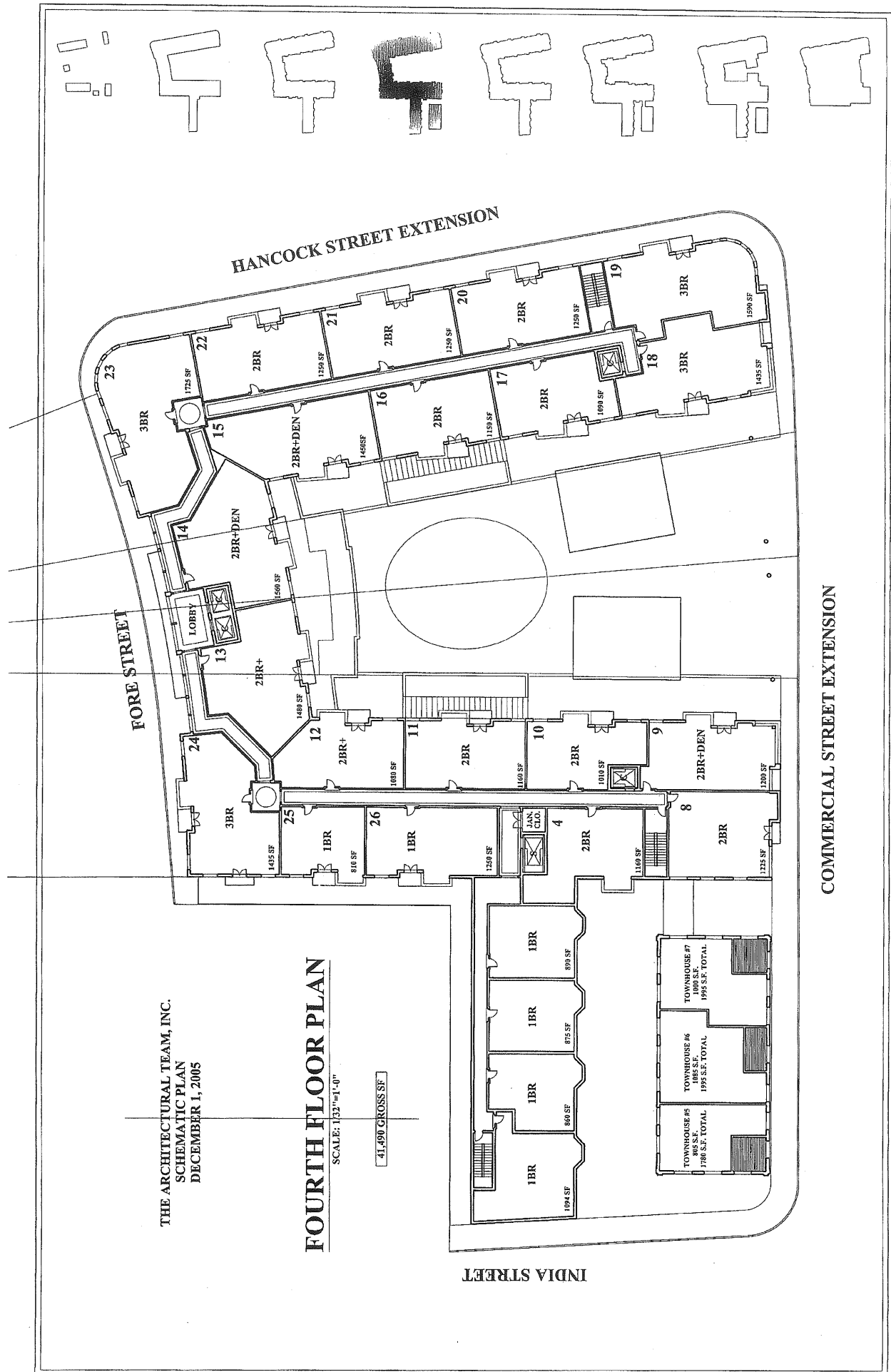
TOWNHOUSE #1 184 S.F. 200 S.F. TOTAL	TOWNHOUSE #2 184 S.F. 210 S.F. TOTAL	TOWNHOUSE #3 184 S.F. 200 S.F. TOTAL	TOWNHOUSE #4 184 S.F. 200 S.F. TOTAL	TOWNHOUSE #5 184 S.F. 195 S.F. TOTAL	TOWNHOUSE #6 184 S.F. 195 S.F. TOTAL	TOWNHOUSE #7 184 S.F. 195 S.F. TOTAL
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LOADING AREA BELOW

BACK OF HOUSE

JAN. CLO.

LOBBY



THE ARCHITECTURAL TEAM, INC.
 SCHEMATIC PLAN
 DECEMBER 1, 2005

FOURTH FLOOR PLAN

SCALE: 1/32"=1'-0"

41,490 GROSS SF

INDIA STREET

FORE STREET

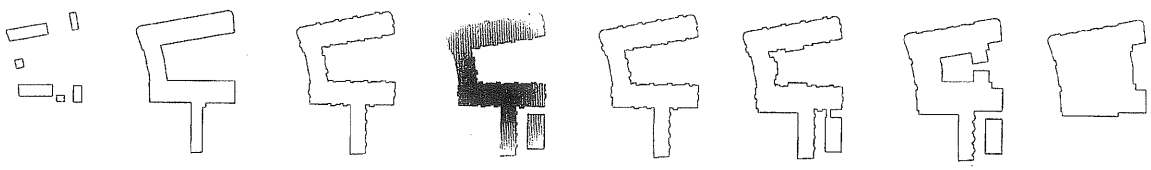
HANCOCK STREET EXTENSION

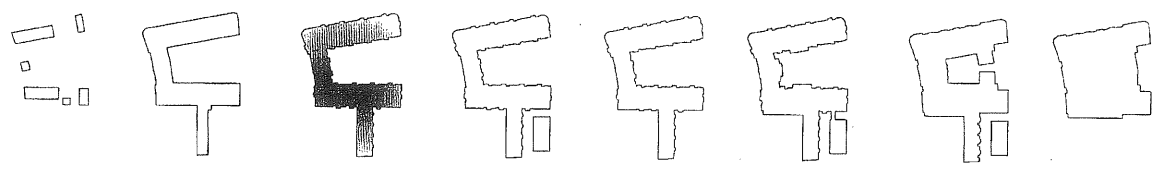
COMMERCIAL STREET EXTENSION

TOWNHOUSE #5
 1,786 S.F. TOTAL
 1995 S.F. TOTAL

TOWNHOUSE #6
 1,786 S.F. TOTAL
 1995 S.F. TOTAL

TOWNHOUSE #7
 1,786 S.F. TOTAL
 1995 S.F. TOTAL



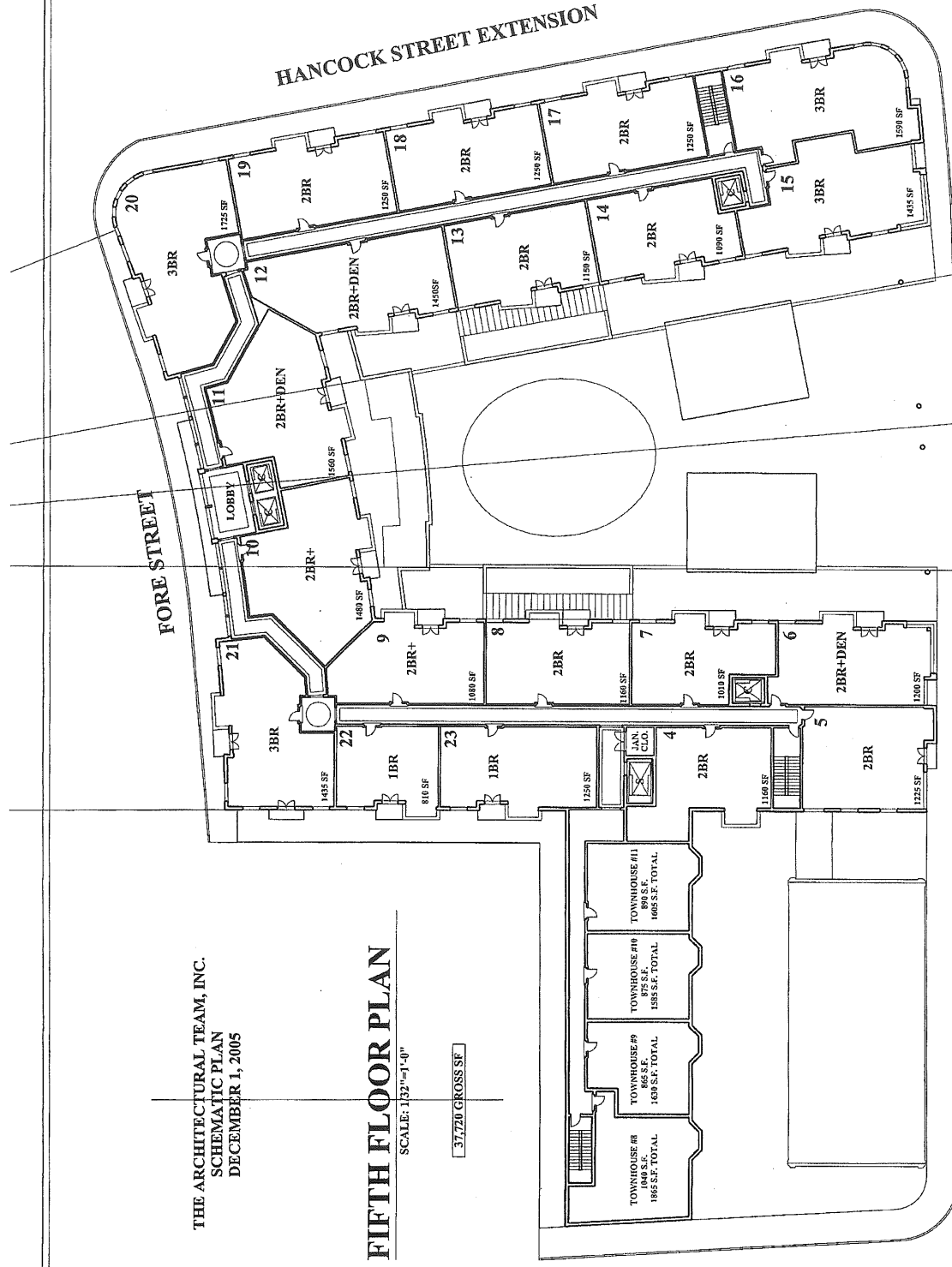


HANCOCK STREET EXTENSION

FORE STREET

COMMERCIAL STREET EXTENSION

INDIA STREET



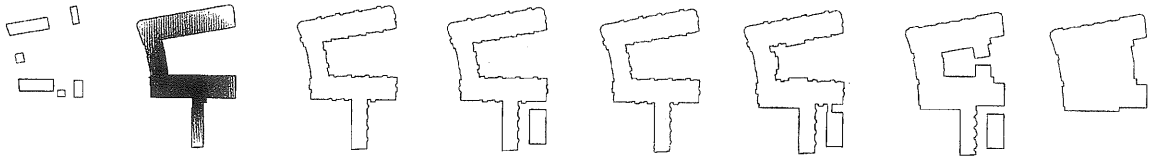
THE ARCHITECTURAL TEAM, INC.
SCHEMATIC PLAN
DECEMBER 1, 2005

FIFTH FLOOR PLAN

SCALE: 1/32"=1'-0"

37,720 GROSS SF

TOWNHOUSE #8	186 S.F. TOTAL
TOWNHOUSE #9	180 S.F. TOTAL
TOWNHOUSE #10	158 S.F. TOTAL
TOWNHOUSE #11	168 S.F. TOTAL

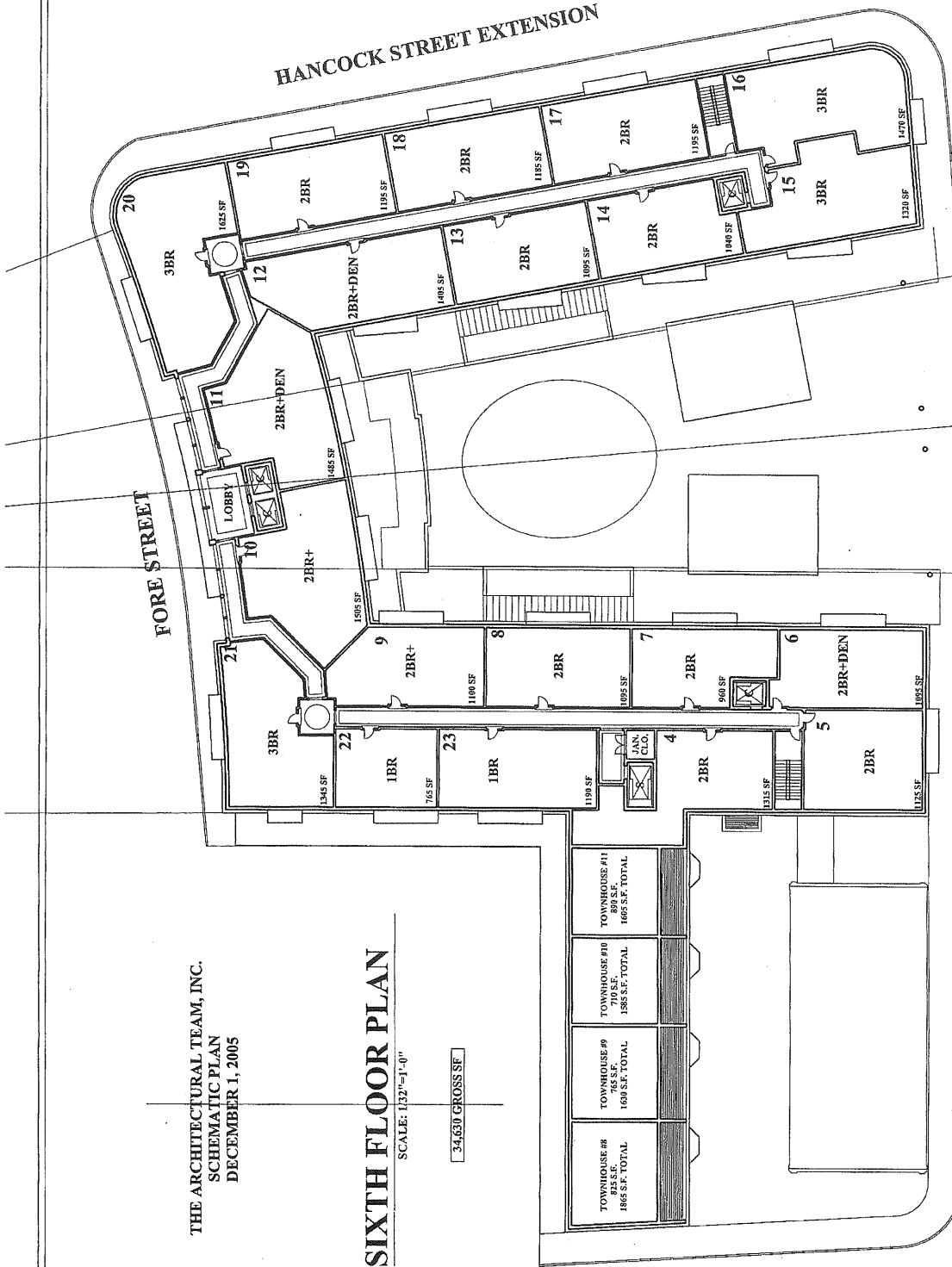


THE ARCHITECTURAL TEAM, INC.
 SCHEMATIC PLAN
 DECEMBER 1, 2005

SIXTH FLOOR PLAN

SCALE: 1/32"=1'-0"

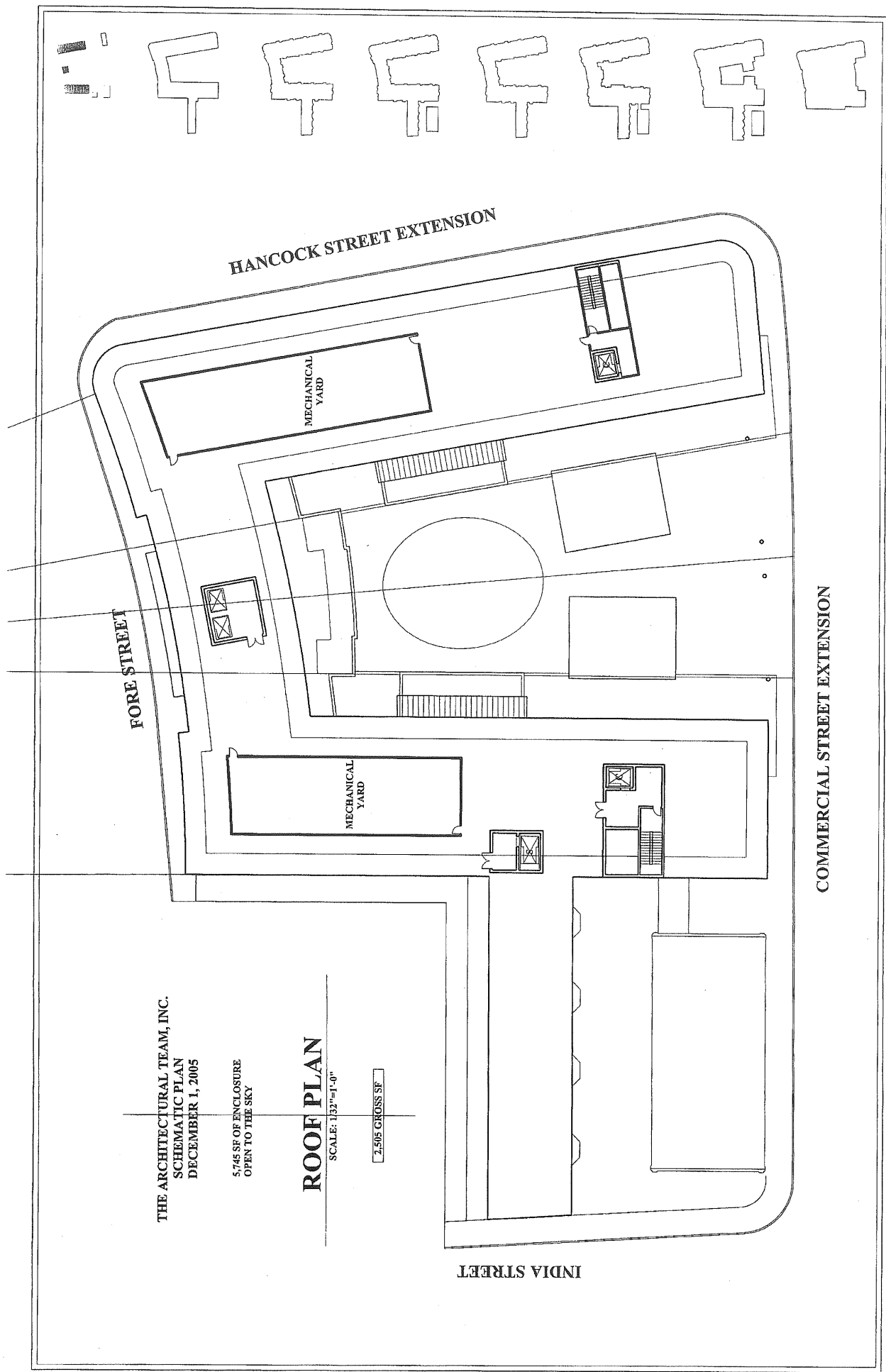
34,630 GROSS SF



INDIA STREET

COMMERCIAL STREET EXTENSION

TOWNHOUSE #8 1865 S.F. TOTAL	TOWNHOUSE #9 1600 S.F. TOTAL	TOWNHOUSE #10 1585 S.F. TOTAL	TOWNHOUSE #11 1665 S.F. TOTAL
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THE ARCHITECTURAL TEAM, INC.
SCHEMATIC PLAN
DECEMBER 1, 2005

5,745 SF OF ENCLOSURE
OPEN TO THE SKY

ROOF PLAN

SCALE: 1/32"=1'-0"

2,505 GROSS SF

Submitted by: Bill Needelman, Senior Planner

Submitted to: Portland Planning Board
April 25, 2006

OCEAN GATEWAY GARAGE, 25 INDIA STREET OFFICE BUILDING, AND
THE LONGFELLOW RESIDENCES AND RETAIL
AND
AMENDMENT TO THE OCEAN GATEWAY, MARINE PASSENGER
FACILITY SITEPLAN
SUBDIVISION, MAJOR SITE PLAN AND TRAFFIC MOVEMENT PERMIT
REVIEW
IN THE VICINITY OF INDIA STREET, FORE STREET, MIDDLE STREET
AND HANCOCK STREET
RIVERWALK, LLC; OCEAN GATEWAY GARAGE, LLC; MIDDLE AND
HANCOCK, LLC; 25 INDIA, LLC; AND LRAR, LLC, APPLICANTS

PLANNING BOARD REPORT #20-06 76-06

M. J. Koz
Needelman

1. Introduction

Riverwalk, LLC, developers of the project, request a public hearing to review a proposed mixed condominium, retail, office building and parking garage project located in the lower India Street neighborhood. The project has been heard at three previous workshops and has held the required neighborhood meeting. (Please see attachment 26 for neighborhood meeting information.)

Please note that subsequent to the previous meeting, the applicant provided options for sale of portions of the project to four related LLC corporations: Hancock and Middle, LLC, 25 India LLC, Ocean Gateway Garage, LLC, and LRAR, LLC. These entities are all wholly owned by Riverwalk LLC and are now considered co-applicants to the Planning Board's application. Please refer to Attachment 10a to view the material documenting these transactions.

New Information

Among the new information provided with this report, the Board is asked to pay particular attention to the following: Revised architectural renderings (Attachment A1 and A2), revised civil engineering plans (Attachment D), revised landscaping plans for both short and long-term phasing (Attachment C), draft subdivision recording plat for the northerly block (Attachment H), and site lighting (Attachments 25 and I). In addition to the above referenced supporting documentation, Woodard and Curran Engineers have provided a revised response narrative answering questions raised by City review authorities, Planning Board members, and the public. This document provides a helpful update on the status of issues that were outstanding as of the last workshop on April 11.

Scope of Review:

Zoning: The site is located in both the B-6 and B-5b zones. The Zoning Administrator has provided her approval of the project, subject to two conditions, which are included in the suggested motions.

Site Plan and Subdivision: The project will be reviewed for conformance with the Site Plan and Subdivision Ordinances. The southerly block, as described below, is to hold 117 residential units in a single connected multi-family condominium development with retail/restaurant use of the first floor. There is to be no division of land associated with the development of the southerly block. The northerly block is to be divided into four lots, each with a specific development purpose. Final recording plats have not been provided and a condition of approval is suggested in the motions.

Traffic: The project requires a Traffic Movement Permit to be issued under the City's delegated review authority.

Historic Preservation: Portions of the project are located in the Waterfront Historic Preservation District requiring review by the Historic Preservation (HP) Board under the standards for alteration of historic structures and for new construction. The Planning Board will review those portions of the project that are located outside of, but within 100 feet of, the HP district under Site Plan Standard 14-526 (18), the so-called “not in congruous standard.” The Historic Preservation Board has recently unanimously approved the portions of the project under their jurisdiction, subject to conditions. Please refer to HP Report #10-06 in attachment 17 to review the issues addressed. A summary of the HP Board’s findings will be provided at the Public Hearing.

Previous Review: Portions of the site are included within the scope of the Ocean Gateway site plan. Accordingly, the Longfellow project constitutes an amendment to the Ocean Gateway Site Plan at the local level, as well as an amendment to the Ocean Gateway Site Location of Development permit with the State DEP. A revised Ocean Gateway site plan has been provided and is included in Attachment E.

Comprehensive Plan: Finally, the applicant’s agreement with the City for purchase of a major portion of the site includes a provision recognizing the City’s goals as expressed in the Comprehensive Plan. The applicable comprehensive plan elements include the *Eastern Waterfront Master Plan* and its associated *Design Guidelines*. Additionally, as a subdivision, the Board is required to find that the project “is in conformance with the land development plan or its successor;” 14-497 (a)(9). Please note that current elements of the Comprehensive Plan are the successor to the “land development plan.” The applicant has provided a narrative addressing the design review suggested by the applicable Comprehensive Plan elements and the City’s Urban Designer, Carrie Marsh, has prepared a review memo in Attachment 20. Corporation Counsel has provided additional direction regarding the application of policy documents in a memo presented at the last workshop and included herein as Attachment 23.

Design and Review Team

Applicant: Riverwalk, LLC, Drew Swenson, Principal

Design Team:

Engineering – Woodard and Curran Engineers, Barry Sheff, P.E. and David Senus, P.E.

Architecture - Scott Simons, Garage and Office Structure
The Architectural Team, Inc., Residences and Retail

Traffic - Gorrill Palmer Engineers, Tom Gorrill

City Reviewing Engineer: Deluca Hoffman Engineers, Steve Bushey, P.E.

2. Site and Development Description

Site Description

The total building site encompasses 2.92 acres of land located on four parcels split between two city blocks in the Eastern Waterfront District.

Southerly block - The block located east of India Street, south of Fore Street, west of Hancock Street (extension), and north of Commercial Street (extension) includes 1.62 acres of project site split between two parcels. The applicant has a purchase and sale agreement with the City of Portland over 1.06 acres that previously was included in the Ocean Gateway project site. Previously designed as a gravel parking lot, the City parcel was the subject of a recent request for proposals for development with Riverwalk, LLC being the selected developer. The City parcel has been combined with a .56 acre parcel at 1 India Street. Currently occupied by the former administrative building for the Grand Trunk Railroad (now Turner Barker Insurance), the 1 India Street parcel is included in the City's Waterfront Historic District. A portion of the 1 India Street parcel is subject to an easement with the City and will be incorporated into the expanded Commercial Street right of way. The balance of this block is comprised of the Portland Water District pump station parcel.

The southerly block is entirely located within the newly established B-6 zone and is subject to a maximum 65 foot building height restriction.

Northerly Block - The block east of India Street, north of Fore Street, west of Hancock Street (extension), and south of Middle Street includes 1.30 acres of project site located on two parcels. The 0.11 acre parcel at 33 India Street currently houses the "Breakaway Tavern" building, which is to be demolished. The larger 1.11 acre parcel located along a Hancock Street extension between Middle and Fore Streets is currently part of the Shipyard Brewery complex. The shipyard parcel is largely devoted to surface parking along with two shed structures slated for removal. The balance of this block is owned and occupied by the Miccuci's grocery store at India and Middle Streets.

The northerly block is entirely located within the B-5b zone and is subject also subject to a maximum 65 foot building height restriction.

Project Description and Design Review

The project is fully described in the applicant's packet as provided in Attachment 1 and briefly summarized below. The total projected development includes over 530,000 square feet of new building area making the Longfellow project one of the largest developments on the Portland peninsula in recent memory. For comparison, the recently approved Westin Hotel project totals 470,000 square feet.

Southerly Block – The southerly block, described above, is proposed to hold the residential core of the project, as well as the reuse of the 1 India Street building, within a 50,500 square ft footprint. The first floor of the southerly block includes retail, restaurant, spa, lobby, and service space in a “u” shaped layout around private courtyard. Additionally, there is a row of townhouse residential units set adjacent to India Street, running parallel to the 1 India Street building. The majority of the southerly block will be constructed above a sub-grade parking structure holding 75 parking spaces. Please refer to the attached rendered plans for floor plan layouts and program delineation. Attachment B shows the program layout of the southerly block.

Northerly Block. – The northerly block includes two separate structures: A six-story, 719 space parking garage set along Fore Street, and a five-story, 29,000 square foot retail/office structure at the corner of Fore and India Streets. The garage structure is proposed to have a 5000 square foot, two story (one floor) retail face at Fore Street as a second phase. This later development is mandated in the purchase and sale agreement with the City and is required to allow the building to meet the maximum building setback requirement of the B5-b zone.

In addition to the updated visual material (rendered drawings, Attachment A, plans and elevations, Attachment B), the applicant has provided two design related narratives for the Board’s review: a response to previously drafted design comments by Carrie Marsh, Urban Designer (included at the end of Attachment 1a), and a lengthy memo comparing the project against the Eastern Waterfront Master Plan and Design Guidelines (Attachment 15.) Ms. Marsh’s updated design review is included in Attachment 20.

In summary, the design of the project has been developed to sufficient degree to allow adequate design review and in general appears to be consistent with applicable standards and guideline documents. Two areas of concern remain: (1) A general lack of detail on the Fore Street façade of the southerly block, specifically regarding the design of service entrances and a lack prominence of pedestrian entrances; and (2) A lack of clarity on the materials choices for the office building at 25 India Street. Ms. Marsh suggests two condition of approval referring these issues to Planning staff for further clarification and development.

As noted above, the Historic Preservation Board has conditionally approved the portions of the project located in the HP district. HP Report #10-06 is included as Attachment 17 for the Board’s information and additional architectural description.

Note on New Streets

Please note that the parcel blocks described above are defined by new sections of public streets – the Commercial Street and Hancock Street extensions. The Ocean Gateway project, as designed and currently under way, will construct the southerly link in the Hancock Street right of way between Fore and Commercial Street, as well as the Commercial Street extension along the entire project site. These sections of public streets include full utility infrastructure available for connection to private development. The

project will, however, be responsible for the installation of brick sidewalks adjacent to the Longfellow project.

The project anticipates a further extension of Hancock Street north of Fore Street to its intersection with the existing right of way at Middle Street. This portion of Hancock Street is not part of the Ocean Gateway site and is to be developed by the City. The property proposed for the northerly Hancock Street link is currently owned by the Shipyard Brewery and is to be transferred to the City (as a separate lot within the subject subdivision) as part of the deal established with the garage RFP. The Board should that while the applicant's landscaping and lighting plans (Attachments C, I and 25, respectively) show a fully developed Hancock Street, the link between Middle and Fore Street has not yet been designed and is not considered part of this project.

3. Site Plan Standards Review

Please note that the standards are shown in italics with staff comments provided below.

Sec. 14-526. Standards.

Traffic and Parking

- (1) *The provisions for vehicular loading and unloading and parking and for vehicular and pedestrian circulation on the site and onto adjacent public streets and ways; and the incremental volume of traffic will not create or aggravate any significant hazard to safety at or to and including intersections in any direction where traffic could be expected to be impacted; and will not cause traffic congestion on any street which reduces the level of service below Level "D" as described in the 1985 Highway Capacity Manual published by the Transportation Research Board of the National Research Council, a copy of which manual is on file with the public works authority, or substantially increase congestion on any street which is already at a level of service below Level "D";*

The project is not anticipated to reduce levels of service to below "D" assuming improvements to be constructed as part of the ongoing Ocean Gateway project. Please see the traffic discussion below.

- (2)
 - a. NA
 - b. *Where construction is proposed of new structures having a total floor area in excess of fifty thousand (50,000) square feet, the planning board shall establish the parking requirement for such structures. The parking requirement shall be determined based upon a parking analysis submitted by the applicant, which shall be reviewed by the city traffic engineer, and upon the recommendation of the city traffic engineer.*

Circulation:

The project anticipates introducing new curb cuts into both of the blocks described above.

Southerly block: The southerly block is proposed to have two areas of primary vehicular circulation: one on Fore Street and one on Commercial Street extension.

Fore Street shows a three-lane entrance adjacent to the pump station at the northwest corner of the site. This entrance will provide ramped access to the lower level garage (in and out) and a Fore Street level loading area (Please look to attachment B1.) Three pedestrian entrances to the building are also located on Fore Street serving the condominium lobby, administrative area and loading area.

Valet Parking: The Commercial Street side of the building shows a “valet plaza” between the primary wings of the structure. This area previously showed two curb cuts totaling in a +/-120 foot disruption in the sidewalk and a loss of potential on-street parking. The revised plan shows a “bump in” to allow pick up, drop off and valet service at the front of the building while being somewhat removed from the westerly flow of traffic along the new Commercial Street. The valet area has room for three cars and is further separated from Commercial Street traffic by a proposed cobble stone “rumble strip” set flush within the pavement parallel with the west bound travel lane.

Traffic Review: The applicants have engaged Gorrill Palmer Engineers to produce a traffic management plan for the project (Attachment 15a.) The applicant’s traffic summary anticipates that the project will add 187 pm peak hour vehicular trips into the India Street area. Please note that the cars parking in the proposed garage, which are not attributable to the project, are not included in this number. The impacts of those cars will be assessed as part of projects generating their use.

The traffic considerations of the project were presented in detail at the April 4 workshop. As of that time, City consulting traffic engineer, Tom Errico, had provided a list of comments and the applicant’s traffic engineer, Gorrill Palmer provided an itemized reply. The traffic engineers continue to have a dialogue over specific details regarding elements of the traffic design, the record of which are included in the attachments. Please refer to the following:

- 1b. *Updated written statement* (4-5-06) with Woodard and Curran responses to Tom Errico’s, (City consulting traffic engineer) and John Peverada’s, (City Parking Manger) previous comments.
- 15b. *Traffic update*, Gorrill Palmer (4-4-06), response to Tom Errico review included in the 4-4-06 Planning Board memo.
- 15c. *Traffic Review memo* (4-7-06), Tom Errico
- 15d. *Traffic Review memo*, Final (4-14-06), Tom Errico
- 15e. *Traffic update*, Gorrill Palmer (4-11-06),

In Mr. Errico's latest review memo, he addressed several specific design issues that should be addressed prior to public hearing. The applicant has, in response indicated concurrence on many of these issues, Mr. Errico and the City Engineer, Eric Labelle, currently find the project acceptable from a Traffic Movement permit perspective and from a City infrastructure perspective.

In summary, Mr. Errico recommends three conditions of approval:

- i. *The applicant shall contribute \$8,100.00 to the implementation of possible future improvements (including signalization) at the Middle Street/India Street intersection. I would suggest that the monetary contribution be placed in an escrow account to be applied to unspecified future transportation improvements at the subject intersection. If the escrow money is not used within ten years of the escrow agreement date, the money and accrued interest shall be returned to the applicant.*
- ii. *The applicant shall conduct all work necessary for the installation of a multi-way stop controlled intersection at the Middle Street/India Street intersection prior to occupancy. Plans for the installation of subject improvements shall be reviewed by the City prior to implementation.*
- iii. *The applicant shall contribute \$5,000.00 to the partial-funding of a post-occupancy traffic monitoring study for the eastern promenade area of the City.*

Furthermore, the City's Transportation Engineer, Jim Carmody, Mr. Errico and the City Engineer, Eric Labelle, all recommend that the "valet area" at the Commercial Street extension of the southerly block be revised to show a straight curb line with no "bump in." The reasons expressed behind this recommendation regard the loss of at least two on-street parking spaces, more difficult winter maintenance, and the precedent set for other residential developments. A condition of approval is suggested in the motions.

Traffic Demand Management: Included in the applicant's proposal, the Gorrill Palmer report recommends Traffic Demand Management (TDM) techniques to further reduce the total traffic impact of the project. Planning Board members asked the applicant to elaborate how these measures would be maintained over the life of the project.

No new information has been provided on this issue by the applicant. In conversations with the applicant and Mr. Errico, it is clear that the recommendation for TDM is a preference for the project, but does not underlie the assumptions of the traffic study, nor the anticipated impacts (i.e., the project did not discount trips assuming a lower impact because of TDM.) As a result, Mr. Errico's finding that the project meets the applicable traffic standards (with conditions) does not depend on TDM.

In attachment 1c, the applicant's updated response narrative, on page 10 the specifics for provision of bike storage are described in detail.

Parking:

The project will supply 75 spaces below the southerly residential and retail block and provide 719 spaces in the "Ocean Gateway Garage" on the northerly block. Of the 719 spaces, the subject project is proposed to generate a 243 demand for the garage. Mr. Errico has agreed that these proposed spaces will adequately serve the project.

As stated previously, the southerly block site is currently occupied by commercial parking. These displaced parkers, along with area island parkers, are to be offered space in the garage at market rates. Once the garage is full, islanders will be given preference on any waiting lists that may develop in the future.

(3)(4) The bulk, location or height of proposed buildings and structures.

The bulk, height and location of the proposed structure are not anticipated to cause harm to or substantially diminish the value of neighboring structures.

(5) The development will not overburden the sewers, sanitary and storm drains, water, solid waste disposal or similar public facilities and utilities;

Sewer: The applicant has provided Public Works with their anticipated impact and a sewer capacity letter is provided in Attachment 27. Board members should note that the project will remove a significant amount of stormwater from the India Street combined sewer system, resulting in a significant reduction in demand during large rain events. Please see below.

Stormwater: The project has provided a revised stormwater management plan (attachment 6). The plan has been reviewed by the City's consulting review engineer, Steve Bushey, P.E., and Mr. Bushey finds that the proposal meets City Standards for stormwater management.

In the existing condition, which anticipates the Ocean Gateway project infrastructure currently under construction, the site is entirely impervious. Under Ocean Gateway, the southerly block drains into a separated system and receives treatment in a stormwater quality unit prior to outletting into Portland Harbor. The Northerly block drains entirely into the surrounding street system, which is combined with sanitary waste and pumped to the East End wastewater treatment facility. Combined sewer overflow is a problem in this area during large rain storms.

The proposed system would route stormwater from the majority of both blocks into the Ocean Gateway system (Commercial and Hancock Street extensions.) The resulting system would continue to use the combined sewer in India Street for only 14% of the total site (for that area directly adjacent to India Street at the proposed office building.) Mr. Bushey's review of the Woodard and Curran stormwater plan is included as Attachment 6b.

Responses to Mr. Bushey's comments are provided in Attachment 1c, and have been reviewed by the City Engineer, Eric Labelle. Given that the project, as noted above, will increase the amount and rate of stormwater flow in the City's separated system (which is a desirable condition to alleviate overflow in the combined system,) Mr. Labelle recommends a waiver of the technical standard requiring detain stormwater on-site to pre-development conditions. Mr. Labelle further recommends that the outfall and stormwater quality unit that ultimately processes the project stormwater through the City system (located at the water's edge east of the Ocean Gateway project) be provided with a bypass structure to account for a reduction in system capacity. Both the stormwater quantity waiver and the bypass requirement are suggested in the motions.

(6) *The on-site landscaping provides adequate buffering between the development and neighboring properties so as to adequately protect each from any detrimental features of the other;*

The proposed landscape plan has been developed with the input of the City arborist and has been designed in conjunction with the neighboring scheme at the Ocean Gateway project.

At the previous workshop, Board members asked to see additional landscaping in the "future phase" areas of the site at Fore Street and Middle Street portions of the northerly block. Attachment C includes both short and long-term plans for the "future phase" areas at both the southerly and northerly portion of the garage block.

In review of the landscaping for the project, Jeff Tarling, City Arborist, has provided the following comments:

I reviewed the proposed landscape plan for the Longfellow projectwith Pat Carroll (project landscape architect.) We discussed various vine options to grow onto the columns of the parking garage. I reviewed and agree with the tree types shown on the plan. The applicant proposes to submit a revised plan reflecting changes. I noted two areas that could use some landscape treatment, the first one is the sidewalk area on the Southeast side or the Fore Street side of the parking garage and the open area in the northerly corner that are future building addition sites.

Revised plans propose a double row of street trees along Fore Street which would improve the Fore Street front. This would leave the northerly lot, I would recommend a grove of trees near the garage to soften that view.

Jeff Tarling
City Arborist

The plans submitted in Attachment C reflect Mr. Tarling's comments and two conditions of approval are suggested in the minutes regarding the timing of landscaping for the Middle and Hancock Street lot and the need for greater detail in paving, materials and construction details for the plaza and sidewalk grates.

- (7) *The site plan minimizes, to the extent feasible, any disturbance or destruction of significant existing vegetation;*

There is no significant vegetation on site.

- (8) *The site plan does not create any significant soil and drainage problems, whether on- or off-site, and adequately provides for control of erosion and sedimentation during construction and afterward;*

The original submittal contains a sedimentation and control plan that has received review and a recommendation for approval by Mr. Bushey.

- (9) *The provision for exterior lighting will not be hazardous to motorists traveling on adjacent public streets; is adequate for the safety of occupants or users of the site; and such lighting, will not cause significant glare or direct spillover onto adjacent properties and complies with the applicable specifications of the City of Portland Technical and Design Standards and Guidelines;*

A comprehensive lighting plan has been provided in Attachment 25 with a photometric contour map provided in Attachment I. The applicants propose several non-cutoff building mounted and bollard fixtures for the area around the One India Street building and at the southerly entrance to the Longfellow structure. These fixtures are not anticipated to cause undue glare or problems to sensitive areas and a waiver of the cutoff fixture requirement is provided in the motions.

The exterior lighting for the roof of the garage show some portion at the interior where the foot candle illumination levels are higher than required by the technical standards. A condition of approval is provided that suggests a revised lighting plan for the garage roof. Additionally, no "interior" lighting information for the garage is provided. Given open nature of the garage design, Planning staff requests details on these fixtures as well to ensure a lack of exterior light impacts.

- (10) *The development will not create fire or other safety hazards and provides adequate access to the site and to the buildings on the site for emergency vehicles;*

The buildings are all to be sprinklered and review of the interior fire safety will be conducted as part of the building permit process. The project area has fire hydrants located along all of the adjacent streets within 500 feet of the subject site. No new hydrants are proposed. And adequate access to the buildings is provided.

Hydrants approved
Planning staff has not received final confirmation from the City Fire Prevention officer that the existing hydrants are sufficient. It is assumed that this confirmation will be provided for the Public Hearing. If no confirmation is provided, or if Fire Prevention requests additional hydrants, a condition of approval will be provided for the Board's consideration at the Public Hearing.

- (11) *The proposed development is designed so as to be consistent with off-premises infrastructure, existing or planned by the city;*

As stated previously, the site has been anticipated for intensive redevelopment as part of the Eastern Waterfront Master Plan and is consistent with existing and planned off-site infrastructure.

(12) NA

(13) NA

(14) NA

- (15) *Multiple-family development.. shall meet the following standards:*

Please refer to the Urban Designer's memo as previously distributed as attachment 20.

a. *Proposed structures and related site improvements shall meet the following standards:*

1. (a) *The exterior design of the proposed two-family structures, lodging houses and emergency shelters, including architectural style, facade materials, roof pitch, building form and height, shall be designed to complement and enhance the nearest residential neighborhood;*

The design of the facility is proposed to be an extension of the downtown. The design is compatible with the recently approved Westin Hotel and condominium project, which is the nearest residential neighbor. The design, while larger in scale, responds to the integrated One India Street (Grand Trunk Railroad) building and is designed to provide a complement to the broader India Street neighborhood.

- (b) *The exterior design of the proposed special needs independent living unit, bed and breakfast or multiple-family structures, including architectural style, facade materials, roof pitch, building form and height, window pattern and spacing, porches and entryways, cornerboard and trim details, and facade variation in projecting or recessed building elements, shall be designed to complement and enhance the nearest residential neighborhood. The design of exterior facades shall provide positive visual interest by incorporating appropriate architectural elements;*

The design is a highly detailed composition, though certain elements have been identified as needing additional articulation. The Fore Street elevation, particularly, has been identified as needing more emphasis on pedestrian entrances and detailing on the service entrances. A condition of approval is provided in the motions.

2. *The proposed development shall respect the existing relationship of buildings to public streets. New development shall be integrated with the existing city fabric and streetscape including building placement, landscaping, lawn areas, porch and entrance areas, fencing, and other streetscape elements;*

As noted above, greater emphasis on pedestrian entrances is generally encouraged.

3. *Open space on the site for all two-family, special needs independent living unit, bed and breakfast and multiple-family development shall be integrated into the development site. Such open space in a special needs independent living unit or a multiple-family development shall be designed to complement and enhance the building form and development proposed on the site. Open space functions may include but are not limited to buffers and screening from streets and neighboring properties, yard space for residents, play areas, and planting strips along the perimeter of proposed buildings;*

In general, the open space is integrated into the design of the project subject to the suggested condition of approval regarding the development of the Middle and Hancock Street lot.

Suggested condition
Re: Roof tops

4. *The design of proposed dwellings shall provide ample windows to enhance opportunities for sunlight and air in each dwelling in principal living areas and shall also provide sufficient storage areas;*

The project is amply fenestrated.

5. *The scale and surface area of parking, driveways and paved areas are arranged and landscaped to properly screen vehicles from adjacent properties and streets;*

All parking is structured.

a. NA

(16) NA

- (17) *The applicant has submitted all information required by this article and the development complies with all applicable provisions of this Code;*

With the exception of a signage plan, the project application is complete.

- (18) *If any part of a proposed structure or object is within one hundred (100) feet of any landmark, historic district, or historic landscape district designated or otherwise subject to the protection of article IX and not separated from such landmark or district by any public street, or any portion of any such street, such structure or object shall be determined not to be incongruous to the architectural style or character of those portions of such designated landmark or district as are currently visible to the development when viewed from a street or public open space;*

As stated previously, portions of the site lie within the Waterfront Historic District. The Historic Preservation Board continues to review the project. Those areas outside of the district, but within 100 feet of its bounds, are subject to the "not incongruous" standard quoted above. The greatest inconsistency between the current design and the character of the prevailing development pattern, as noted before, is the lack of a continuous street wall along Commercial Street. The Zoning Administrator has provided an opinion that any development within 25 feet of the Commercial Street side line needs to be at least three floors tall, creating a conflict between the developer's program, the desire for street wall development, and the market necessity for views from the interior courtyard residential units.

Roof tops — HP suggests consideration of re-eval. of Roof tops

- (19) *View corridors: The placement and massing of proposed development shall not substantially obstruct those public views to landmarks and natural features from those locations identified on the View Corridor Protection Plan, a copy of which is on file in the department of planning and urban development;*

No identified view corridors are impacted

- (20) *The proposed development shall have no adverse impact upon the existing natural resources including groundwater quantity and quality, surface water quantity and quality, wetlands, unusual natural areas, and wildlife and fisheries habitats. Stormwater runoff from paved areas shall be treated to the extent practicable to minimize contaminants;*

Please see discussion above.

- (21) *The proposed development shall not pose an unreasonable risk that a discharge to a significant groundwater aquifer will occur.*

No groundwater impacts are anticipated

- (22) *Signs:*

No signage information has been provided.

- (23) *NA*

- (24) *All major or minor businesses shall meet the following requirements:*

- a. *Signs: Signs shall not adversely affect visibility at intersections or access drives. Such signs shall be constructed, installed and maintained so as to ensure the safety of the public. Such signs shall advertise only services or goods available on the premises.*

Please see above.

- b. *Circulation: No ingress or egress driveways shall be located within thirty (30) feet from an intersection. No entrance or exit for vehicles shall be in such proximity to a playground, school, church, other places of public assembly, or any residential zone that the nearness poses a threat or potential danger to the safety of the public.*

Please see traffic section above.

c. *Drive-up features:*

NA

d. *Car washes:*

NA

(25) NA

(26) *Development located in the B-5 and B-5b zones shall meet the following additional standards:*

a. *Shared infrastructure:*

The project provides shared parking for other uses in the vicinity, as suggested by this standard.

b. *Buildings and uses shall be located close to the street where practicable. Corner lots shall fill into the corner and shall provide an architectural presence and focus to mark the corner.*

Assuming the the retail phase of development is achieved, this standard is met.

c. *Buildings shall be oriented toward the street and shall include prominent facades with windows and entrances oriented toward the street. Uses that include public access to a building or commercial/office uses in mixed-use developments shall be oriented toward major streets whenever possible.*

As stated above, greater emphasis on pedestrian entrances is encouraged.

d. *Parking lots shall be located to the maximum extent practicable toward the rear of the property and shall be located along property lines where joint use or combined parking areas with abutting properties are proposed or anticipated.*

No surface lots are proposed.

e. *Modifications to siting standards for the B-5 zone: In the B-5 zone, the planning board may modify or waive standards a. through d. of this subsection as may be reasonably necessary to suit the operational or marketing needs of the user(s) of the property.*

4. Subdivision Review under Sec. 14-497

(a) *Review criteria. When reviewing any subdivision for approval, the planning board shall consider, among others, the following review criteria and before granting approval shall determine that the proposed subdivision:*

(1) *Will not result in undue water or air pollution. In making this determination it shall at least consider the elevation of land above sea level and its relation to the flood plains, the nature of soils and subsoils and their ability to adequately support waste disposal; the slope of the land and its effect on effluents; the availability of streams for disposal of effluents; the conformity to the applicable state and local health and water resources regulations;*

No undue pollution is anticipated. Given the reduction in flow of stormwater to the combined system, fewer raw sewer overflows are hoped for at the India Street outfall.

(2) *Has sufficient water available for the reasonably foreseeable needs of the subdivision;*

A water capacity letter was previously submitted in attachment 5.

(3) *Will not cause unreasonable burden on an existing water supply;*

Please see above.

(4) *Will not cause unreasonable soil erosion or reduction in the capacity of the land to hold water so that a dangerous or unhealthy condition may result;*

Please see the site plan section above.

(5) *Will not cause unreasonable highway or public road congestion or unsafe conditions with respect to use of the highway or public roads existing or proposed;*

Please see the site plan section above.

(6) *Will provide for adequate sanitary waste and storm water disposal and will not cause an unreasonable burden on municipal services if they are utilized;*

Please see the site plan section above.

- (7) *Will not cause an unreasonable burden on the ability of the city to dispose of solid waste and sewage if municipal services are to be utilized;*

Solid waste is the responsibility of the developer. For sewage, please see the site plan section above.

- (8) *Will not have an undue adverse effect on the scenic or natural beauty of the area, aesthetics, historic sites, significant wildlife habitat identified by the department of inland fisheries and wildlife or by the city, or rare and irreplaceable natural areas or any public rights for physical or visual access to the shoreline. For subdivisions within historic districts designated pursuant to article IX of this chapter, the planning board shall apply the standards of section 14-651(c) of article IX. (Standards for review of construction) The planning board may request that the historic preservation committee prepare an evaluation of the proposed subdivision based upon the standards of section 14-651(c);*

Review pending by Historic Preservation Board.

Concerns have also been raised regarding impacts to potentially significant archeological resources in the area. While no direct protections exist outside of the Historic Preservation district, the applicant is encouraged to allow for the exploration of these resources if at all possible.

- (9) *Is in conformance with the land development plan or its successor;*

Corporation Counsel has provided a memo for the Board regarding the application of the Comprehensive Plan to this project. Please see attachment 23.

- (10) *The subdivider has adequate financial and technical capacity to meet the standards of this section;*

Please see attachment 9 of the original submission.

- (11) *Whenever situated, in whole or in part, within the watershed of any pond or lake or within two hundred fifty (250) feet of any wetland, great pond or river as defined in Title 38, chapter 3, subchapter I, article 2-B, will not adversely affect the quality of such body of water or unreasonably affect the shoreline of such body of water;*

Adverse impacts to coastal wetlands are not anticipated. As noted above, CSO impacts may be reduced.

(12) *Will not, alone or in conjunction with existing activities, adversely affect the quality or quantity of groundwater;*

Please see the site plan section above.

(13) *Is or is not in a flood-prone area,*

NA

(14) *Wetlands*

NA

(15) *River, stream or brook*

NA

5. Ocean Gateway Amendments

Attachment E shows a revised Ocean Gateway site plan that removes the Riverwalk (Longfellow) site from the transportation facility. Physically, the Ocean Gateway site is otherwise unchanged. Board Members should note that during the completion of construction documents, the Ocean Gateway plan did experience some minor modifications from the plan that was approved by the Planning Board in May of 2005.

- The Receiving Station (the smaller building located near to Commercial Street) has moved closer to the water, resulting in a wider sidewalk and pedestrian drop off area between the station and the vehicle area.
- The Maine Narrow Gauge Railroad line has been changed to have a platform in front of the Receiving Station.
- Street lighting has been modified to a revised fixture consistent with the Eastern Prom Trail light.
- Sidewalks adjacent to the gravel parking lots north of Commercial Street have been modified to bituminous material in anticipation of future redevelopment of these sites (as seen with the subject property.)

Functionally, the project is anticipated to work as approved. The parking displaced by the subject project is currently occupied by Auto Europe commercial tenants and the City has the ability to relocate these spaces to the proposed garage, assuming the tenants so desire. The City's parking lease with Riverwalk, LLC. and a statement of parking changes to the Ocean Gateway plan provided by City Marine Operations Manager, Ben Snow, is included in Attachment 22.

6. Recommendations

Subject to the conditions suggested below, the Planning staff recommends that the Planning Board approve the subject project for Site Plan, Subdivision, Traffic Movement Permit, and the specified waivers requested.

7. Motions for Consideration

On the basis of plans and materials submitted by the applicant and on the basis of information contained in Planning Report #26-06 relevant to standards for site plan, subdivision regulations, and other findings, the Planning Board makes the following motions:

A. Zoning

1. Building Height

That the applicant provides the basis for building height calculations to the zoning administrator prior to issuance of a building permit.

2. B5-b, Maximum setback line

The applicant shall construct the retail phase of the parking garage along Fore Street within (2 years) of issuance of any certificate of occupancy for the garage.

B. Traffic Movement Permit

The Planning Board finds that the project is in conformance with the standards of a Traffic Movement Permit subject to the following condition of approval:

- i. *The applicant shall contribute \$8,100.00 to the implementation of possible future improvements (including signalization) at the Middle Street/India Street intersection. I would suggest that the monetary contribution be placed in an escrow account to be applied to unspecified future transportation improvements at the subject intersection. If the escrow money is not used within ten years of the escrow agreement date, the money and accrued interest shall be returned to the applicant.*
- ii. *The applicant shall conduct all work necessary for the installation of a multi-way stop controlled intersection at the Middle Street/India Street intersection prior to occupancy. Plans for the installation of subject improvements shall be reviewed by the City prior to implementation.*
- iii. *The applicant shall contribute \$5,000.00 to the partial-funding of a post-occupancy traffic monitoring study for the eastern promenade area of the City.*

C. Subdivision

The Planning Board finds that the plan is in conformance with the subdivision standards of the land use code subject to the following condition of approval:

- i. That the applicant provides recording plats (for both northerly and southerly blocks) for Planning Board signature prior to issuance of a building permit.*

D. Waivers

1. Stormwater Quantity Standard

The Planning Board finds that an increase in the stormwater flow in the City drainage system will not cause negative downstream impacts, and therefore waives the technical standards for stormwater quantity, subject to the following condition of approval:

- i. That 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.*

2. Lighting Standard

The Planning Board finds that the non-cutoff decorative lighting fixtures proposed by the applicant (namely, S8, S9, S10, S11, and S12 in the lighting submission dated 4-11-06) will not cause undue glare or light trespass, and therefore waives the full cutoff requirement for these fixtures in the locations shown on the submitted lighting plan.

E. Site Plan

The Planning Board finds that the plan is in conformance with the Site Plan Standards of the Land Use Code subject to the following conditions of approval:

- i. That any additional signage be provided for Planning, Zoning and Historic Preservation staff review and approval, as applicable.*
- ii. The long-term landscape plan for the lot at the corner of Middle Street and Hancock Street, as shown in attachment C, shall be constructed as shown prior to final release of the project performance guarantee if no alternative development application has been submitted to the City.*

- iii. *Materials and construction details, including but not limited to paving and tree grate choices, for both short and long-term landscape plans shall be submitted to the Planning Authority and City Arborist for review and approval prior to issuance of a building permit.*
- iv. *The applicant shall submit a revised lighting plan for the roof of the garage showing reduced illumination levels consistent with City Lighting Standards. The applicant shall also provide lighting details for the lower decks of the garage for review and approval of the Planning Authority.*
- v. *The applicant shall submit a revised utility plan showing, limits of work and trench details for India Street utility work, and underground electrical/telephone/cable connections to Public Works for review and approval prior to issuance of a building permit.*
- vi. *The applicant shall revise the valet area along the Commercial Street extension to show a straight curb line and sidewalk.*
- vii. *The applicant shall provide rendering of the Fore Street (northerly) elevation of the southerly block for staff review. The design treatment of the service doors to the loading and parking areas shall be evaluated and the applicant shall work with Planning staff on the final treatment of these doors in order to enhance the pedestrian experience on Fore Street.*
- viii. *Material samples for the 25 India Street office building shall be provided, and the final selection of this mix of materials be reviewed and approved by the Planning staff.*

Attachments:

- 1. Development Description with Vicinity Maps
- 1a. Updated written statement (4-4-06)
- 1b. Updated written statement (4-5-06) with Woodard and Curran responses to Tom Errico's, (City consulting traffic engineer) and John Peverada's, (City Parking Manger) previous comments.
- 1c. Updated written statement (4-13-06) with Woodard and Curran summary responses to civil engineering, traffic, and planning Board comments
- 2. Development Project Area – Tab 1
- 3. Easements
- 4. Solid Waste
- 5. Utility Capacity and Off Site Facilities
- 6. *Revised Stormwater Report* (Please replace previously submitted attachment 6 from the 2-7-06 workshop Planning Board memo.

- 6b. *Engineering Review memo*, Steve Bushey, P.E., City consulting review engineer, review of stormwater and civil engineering (4-6-06)
- 6c. Stormwater report addendum, Haley and Aldrich (4-12-06)
- 7. Construction Plan
- 8. State and Federal Permitting
- 9. Technical and Financial Capacity
- 10. Right, Title and Interest (including purchase and sale with the City)
- 10a. Option Documents between co-applicants
- 11. Environmental and Historic Resources Statement
- 12. Electronic Submission
- 13. Solid Waste
- 14. Subdivision Statement
- 15. Traffic – preliminary information/request for Traffic Movement Permit
- 15a. Traffic Impact Study
- 15b. *Traffic update*, Gorrill Palmer (4-4-06), response to Tom Errico review included in the 4-4-06 Planning Board memo.
- 15c. *Traffic review memo* (4-7-06), Tom Errico
- 15d. Traffic review memo (4-14-06), Tom Errico, final comments and suggested conditions of approval.
- 15e. Updated traffic statement, Gorrill Palmer Engineers (4-11-06)
- 16. Letter from Woodard and Curran, utility updates
- 17. Historic Preservation Report #10-06 (4-12-06)
- 18. Fish and Wildlife Department letter of minimal impact (1-13-06)
- 19. Applicant's narrative on compliance with Eastern Waterfront Master Plan and Design Guidelines.
- 20. Updated Urban Design memo (4-20-06)
- 21. City Valet Parking Policy
- 22. City Parking Lease with Riverwalk, LLC and Parking Statement regarding Ocean Gateway amendment.
- 23. City Corporation Counsel memo on Comprehensive Plan jurisdiction to the subject application.
- 24. City Zoning Memos
- 25. Lighting submission
- 26. Neighborhood meeting information
- 27. Sewer capacity letter (4-20-06)

- A1 Architectural Renderings, southerly block (updated)
- A2. Architectural Renderings, northerly block (updated)
- B1. Architectural plan and elevation set, southerly block (residential and retail)
- B2 Architectural elevations, Northerly block (office and garage)
- C. Landscape plans (updated)
- D. Civil engineering plans (updated)
- E. Revised Ocean Gateway Siteplan
- F. Stormwater Plans, revised
- G. Vehicle turning movement plans
- H. Subdivision Plan, Northerly Block

I. Lighting photometric plan



1. DEVELOPMENT DESCRIPTION

The following statement is made in accordance with City of Portland Code of Ordinances, Chapter 14 Land Use, Section 14-525(c)(1).

1.1 INTRODUCTION

Riverwalk, LLC proposes to develop a six-story mixed-use complex that will include residential condominiums, spa, retail shops and below grade parking on a parcel of land under a Purchase and Sale agreement with the City; and a five-story professional office building and parking garage to serve owners, employees and patrons of the development and the surrounding area of Portland's Eastern Waterfront on privately owned land.

The six-story mixed use complex will be known as "The Longfellow Residences and Retail". The five story office building will be known as "25 India Street". The six story plus grade parking garage will be known as "Longfellow Garage".

The project encompasses several parcels of land in Portland's Eastern Waterfront, adjacent to the Ocean Gateway site and bounded by Middle Street to the north, India Street to the west, the Ocean Gateway development to the south and the extension of Hancock Street to the east. Figures 1.1 and 1.2 display the project's location on a USGS map and aerial photograph respectively.

The current use of the proposed development site is primarily surface parking with a few small commercial buildings (storage/restaurant/lounge/office), and four apartment buildings in the upper floors of the building at 33 India Street (Breakaway Tavern). Use of the properties adjacent to the development site include manufacturing, restaurant/lounge, governmental and multi- and single-family residential.

The project is part of the highly anticipated in-fill development that is an outcome of the Ocean Gateway project. An essential element of the project is structured parking that serves to satisfy the current and anticipated parking demand that will arise as a result of this project and the adjacent Ocean Gateway development.

1.2 PROJECT PURPOSE AND NEED

The purposes of the proposed project are listed below for each proposed project component:

- The Longfellow Residences and Retail complex shall revitalize an underutilized area of the Eastern Waterfront and take advantage of the harbor atmosphere and waterfront views to create an attractive, active, mixed-use urban development that is a destination unto itself and becomes an integral and necessary part of the vibrant year-round community envisioned in the Eastern Waterfront Master Plan.
- The 25 India Street office building shall provide attractive professional office space for and complement the stable commercial services that extend from the nearby Old Port area of Portland.
- The Longfellow Garage shall meet clearly identified Eastern Waterfront parking needs during and after Ocean Gateway construction, by providing accessible 24/7 year-round parking for monthly patrons and plentiful parking consistent with Portland's various programs for daily users.

- The Longfellow Garage shall relocate public parking away from the waterfront, leaving that space available for a higher and better use.
- The Longfellow Garage shall serve to replace and improve the waterfront parking situation to create surplus parking and seed further development, increasing property tax revenues.

The project is necessary to:

- Enhance the Portland waterfront economy.
- Create additional potential for professional services and residential living in Portland's Eastern Waterfront.
- Enhance public access to the water and Eastern Promenade Trail system.
- Make a positive reuse of an historic building.
- Reuse City property in a manner that is fiscally responsible for both the City and the taxpayers.
- Provide parking to meet the existing demand and to attract investors and tenants to revitalize the Eastern Waterfront. This includes safe and secure intermodal parking for island residents, marine and other waterfront users, city residents, bicyclists, tourists and others.
- Increase tax revenue by making best use of the property.
- Replace unattractive and environmentally unfriendly surface parking.
- Implement the City's and residents' vision for revitalization and redevelopment that is consistent with the Eastern Waterfront Master Plan.

1.3 EXISTING CONDITIONS

The lot designations referenced in the following paragraphs are shown on Figure C100, which is at the end of this section of the application. The SCS Soils Map for the site is attached as Figure 1.3.

1.3.1 Development Site History

Portions of the subject property (1 India Street-Lot A and 158 Fore Street-Lot B) were once occupied by various piers and shipping facilities. Prior to the late 1800s, these sections were submerged land in the Fore River. It is estimated that the land was filled during the 1870s to create land.

During the early 1840s, Canadian grain merchants realized that their country was in need of an ice-free port from which wheat could be shipped in the winter months. As a result, a rail connection was constructed, and Portland became eastern Canada's winter port for 120 years. The heavy industry in the vicinity of the subject area began in part to produce locomotives for the rail line to Montreal. The railroad ceased operation in 1989 and portions of the property were leased to other parties.

Specific information about each parcel is written below.

1.3.1.1 1 India Street – One India Street Associates LLC

Canadian National Railway Co. owned the property at 1 India Street (depicted on C100 as Lot A) when it was purchased by One India Street Associates (until October 25, 1993). The property was used as a



AH.3

railroad switching yard from the late 1800s until 1989. Sometime between 1896 and 1909, the Canadian National Railways/Grand Trunk Railways System Depot was constructed on a portion of the parcel. It consisted of a dining room, kitchen, waiting room, baggage area, smoking room, parlor, and restrooms. In 1960, passenger service ceased. Between 1994 and 1995, the boiler and associated shed were removed.

1.3.1.2 158 Fore Street – City of Portland

Canadian National Railway Co. owned the property at 158 Fore Street (Lot B) until August 30, 1993, when it was purchased by the City of Portland. Historic 1886 and 1896 maps indicate that the locomotive Round House was located on the property. Passenger car and freight car building and repair shops were located to the east of the roundhouse, adjacent to the subject property. By 1909, the Round House was removed and relocated, and Grand Trunk Railroad tracks were extended towards the Canadian National Railways/Grand Trunk Railways System Depot located at 1 India Street. In addition, the passenger car and freight car building and repair shops were removed. By 1930, elaborate grain loading facilities were becoming popular, and two grain elevators were installed at the site. By 1954, only one grain elevator was left on the property, and in 1972, Canadian National signed a contract for the demolition of it. The railroad tracks were removed sometime between 1980 and 1986, and no buildings were located on the property. Currently, the only structure present on the portion of the property is a parking lot and a small vacant metal building that was previously a work shop and storage building; the remainder is parking lot.

1.3.1.3 33 India Street – Gilbert Enterprises

Albert L. Noyes owned the parcel (Lot C) until October 23, 1998, when it was sold to Gilbert Enterprises. According to Mr. Jim Gilbert of Gilbert Enterprises, the building housed a restaurant/bar and four apartment units prior to the 1998 purchase. He also stated that the parcel once contained a laundromat. The most recent property transfer information indicates that the building currently located on the parcel was constructed in 1912. Prior to 1912, two unnamed buildings were located on the parcel.

1.3.1.4 127 Fore Street – Shipyard Brewing Company LLC

Longfellow Inc. owned the property (Lot D) until November 9, 1995, when it was purchased by Shipyard Brewing Co., LLC. Longfellow, developers of the brewery, purchased the property from Amdura Inc. in January 1994. Amdura Inc. is an affiliate company to Crosby Laughlin and the American Hoist and Derrick Company (AHDC), which operated the site as an industrial hardware manufacturing facility (forge, metal plating, etc) for approximately 100 years.

1.3.2 Current Use

As previously mentioned, the four parcels of the development site are owned by three private parties, One India Street Associates, LLC – Lot A, Gilbert Enterprises – Lot C, and Shipyard Brewing Company – Lot D, and the City of Portland – Lot B. Riverwalk, LLC has signed purchase and sale agreements and/or option agreements for each of the properties (refer to Section 10 of this Application). The most current use of the four parcels is listed in Table 1-1, and described in the paragraphs that follow the table.

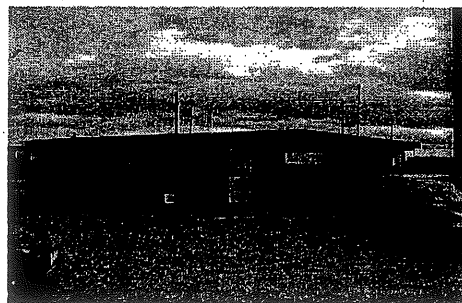
Table 1-1: Existing Developed Areas

Address (Tax Lot)	Property Owner	Acres	Parking and other impervious non-building areas (sq. ft.)	Building Footprint (sq. ft.)	Approx. year of construction	Current Use
1 India Street (19-A-1)	One India Street Associates LLC	0.56*	16,903	4,895	1900	Office & Business Service
158 Fore Street (19-A-14)	City of Portland	1.06	45,291	846	Unknown	Governmental/ Parking
33 India Street (20-C-23)	Gilbert Enterprises	0.19	2,224	6,122	1912	Multi-Use Commercial
127 Fore Street (20-C-9)	Shipyards Brewing Company LLC	1.11	45,812	2,038	Unknown	Manufacturing & Construction
Totals		2.92	110,230	13,901	n/a	n/a

*Refer to Section 3 - Easements and Other Burdens

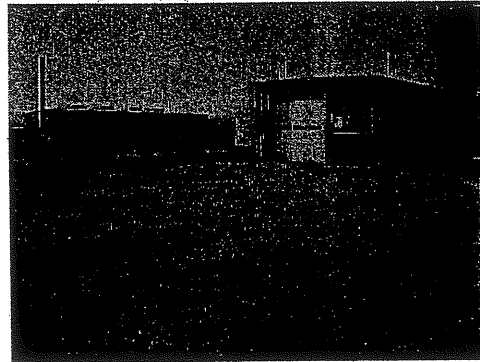
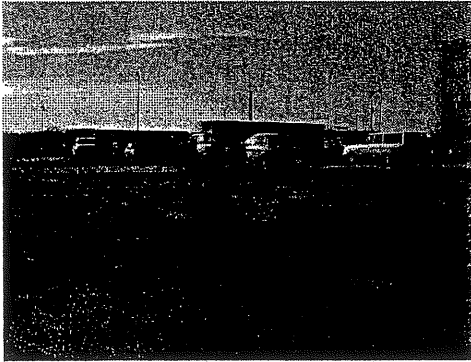
1.3.2.1 1 India Street

This parcel, Lot A, is the site of a three-story brick building known as the Grand Trunk Building, a small wooden building, and a parking lot. The Grand Trunk Building is presumed to have been constructed around 1900, based on available maps and the owner's information. The small wooden building on the parcel is located just behind the brick building. The building is owned by One India Street Associates, and is currently occupied by Robbie Marine Inflatable Boat Repairs. The repair shop occupies about two-thirds of the building, and the remaining one-third is used for the storage of files by Turner Barker Insurance. The small wooden building will be demolished. The three-story brick building will be preserved in the proposed development and renovated to include townhouses, with connection to the mixed use condominium complex on the adjacent site. The existing site is shown as Lot A of Figure C100. Photos of the buildings are below.



1.3.2.2 158 Fore Street

This property, Lot B, is currently owned by the City of Portland. A gravel surface parking lot currently exists on Lot B. The property, which is southwest of the new Hancock Street extension, will be sold to Riverwalk, LLC and will be the site of the mixed use six story condominium portion of the project. The existing site is shown as Lot B of Figure C100. Photos of the existing site are below.



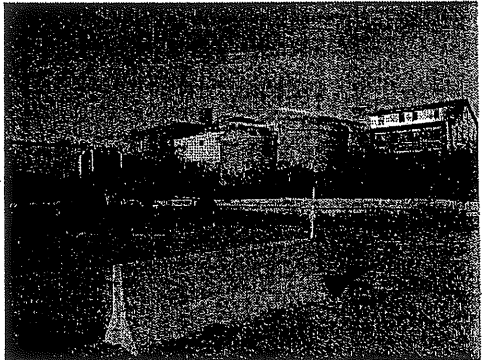
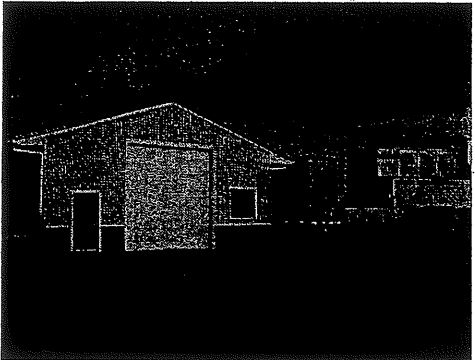
1.3.2.3 33 India Street

This parcel, Lot C, is the site of a three-story structure that has a one story addition. The original structure, built around 1912 currently houses a restaurant/lounge and apartments. This parcel of land is virtually covered by the existing building that will be removed for construction of the garage/office/retail portion of the project. The existing site is shown as Lot C of Figure C100. A photo of the existing building is below.



1.3.2.4 127 Fore Street

This parcel, Lot D, is the site of a Shipyard Brewing Company facility. Lot D is a piece of the larger Shipyard property (20-C-009) that will be sold to Riverwalk, LLC. Lot D currently has two buildings; one storage building on the north end of the lot near the Micucci property (2,002 sq ft) and a small utility building (36 sq ft) on the northeast side of the lot adjacent to the paved sidewalk on Middle Street. Most of the site is currently used for surface parking, with a ground surface of concrete slab on grade, gravel and bituminous pavement. The existing site is shown as Lot D of Figure C100. Photos of the site are below.



1.4 PROPOSED DEVELOPMENT

The proposed development comprises a six-story complex that will include residential condominiums, retail shops, a restaurant and subsurface parking, a five-story office building with retail space and a parking garage. The location of the site is shown in Figure 1-1, and the build-out of the condominium complex, professional office building, and garage are shown on Figure C200.

The architectural and engineering designs for the development follow the Design Guidelines for Portland's Eastern Waterfront, the City's Land Use Ordinance and the Technical Design Standards and Guidelines, as explained in this application. The project is located on four parcels of land, both private and City owned, on the east end of Portland's waterfront at the mouth of the Fore River in Portland Harbor. Riverwalk's interest in the real estate is explained in Section 10 – Title, Right, and Interest, of this application.

The combined footprint of the three proposed buildings is approximately 86,500 square feet. The Longfellow Residences and Retail will cover approximately 50,500 square feet and will incorporate an existing Grand Trunk Building at One India Street, which has a footprint of 4,000 square feet. The Longfellow Residences and Retail will be located in the block bounded by India Street to the west, Fore Street to the north, Hancock Street to the east and Commercial Street to the south. The 25 India Street office building will have a footprint of approximately 5,800 square feet and will be situated at the northeast corner of Fore and India Streets. The six-story plus grade Longfellow Garage will have a footprint of approximately 30,200 square feet and will be located directly to the northeast of the office building, between Fore Street and Middle Street. The location of the proposed development is shown on Figure C200.

Table 1-2 lists the square feet of development associated with each component. Each part of the proposed project is described in the paragraphs that follow the table.

Table 1-2: Proposed Eastern Waterfront Development

Component	Building Footprint (sq. ft.)	Total Building Area (sq. ft.)	Building Height** (ft)
The Longfellow Residences and Retail	50,500*	296,530*	64.5'
The Longfellow Garage	30,200	204,270	61.5'
25 India Street Offices	5,800	29,460	64'
Total	86,500	530,260	N/A

*Total includes existing 3 story Grand Trunk Building

**Building heights have been calculated based on a weighted area average of top of structure elevation less the average adjacent grade

1.4.1 The Longfellow Residences and Retail

The Longfellow Residences and Retail will be a six-story structure that is designed to complement the recent and proposed development of Portland's Eastern Waterfront. It is in the vicinity of the Ocean Gateway municipal pier development where passenger vessels will be boarding and disembarking passengers.

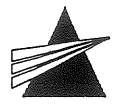
The proposed mixed-use building will include a below grade parking garage with 75 parking spaces (56 standard and 19 compact) and storage space for the occupants of the building's residential units. The first floor will be the location of a health and fitness/spa center, complete with a swimming pool that will occupy approximately 17,000 square feet. Over 10,000 square feet of commercial / retail space, including a 5,400 square foot restaurant (240 inside seats, 75 outside seats) will also be located on the first floor. Other first floor space will be occupied by administrative and service space, including a concierge lobby and condominium lounge. All floors above the first floor will be residential. In all, the residential space will hold 105 residential condominiums that range in size from approximately 810 square feet to 1,700 square feet. We anticipate the interior of the second through fifth floors may be configured to accommodate larger and smaller units as desired.

In addition, 11 townhouses ranging in size from 1,600 square feet to just over 2,000 square feet are proposed. These townhouses will be constructed within the Grand Trunk building and in a wing that extends to the west of the main building, adjacent and parallel to the Grand Trunk building.

The architecture of the building and its inclusion of the Grand Trunk building are all in keeping with the character of the Waterfront district. The design develops the street wall continuity standard of the district and the primary entrance is from Commercial Street Extension, the main street in the front of the building. A site plan, floor plans, and elevations of the building follow at the end of this section.

1.4.2 25 India Street Office Building

The professional office building will be five stories in height and have a footprint of approximately 5,800 square feet. The architecture works to preserve the street wall continuity standard for the district. The first floor of the office building will include approximately 4,000 square feet of retail space, and a lobby.



The primary entrance will be from India Street, the main street by the building. Floors two through five will offer approximately 19,800 sq ft of net office space. The interior of the professional office building will be finished to meet the needs of the tenants. A site plan, elevations, and typical floor plans follow at the end of this section.

1.4.3 Longfellow Garage

The Longfellow Garage between Fore and Middle Streets will have six stories plus grade level parking. It will have a "greenscreen" ivy-clad architectural facade and will be designed for future space for retail shops on the ground floor of the Fore Street side of the building, meeting the mixed-use standard for parking garages in the District. The parking garage will have 719 vehicle spaces and will have access on both Fore Street and Middle Street. The Fore Street access will be limited to valet and condominium resident access only. The parking garage will be complete with elevators, office space and restrooms. The Fore Street side of the Parking Garage has been designed for the possible future addition of approximately 5,200 sq ft of retail space. Floor plans and elevations follow at the end of this section.

1.5 ATTACHMENTS

- Figure 1.1 Location map on USGS Quadrangle base
- Figure 1.2 Location map on Aerial Photograph
- Figure 1.3 USDA Medium Intensity Soils Map

Appended under Attachment A – Design Plans:

- Boundary Survey of City Parcel
- Boundary Survey of Shipyard Property
- Boundary Survey of 33 India Street
- Boundary Survey of 1 India Street
- C001 General Notes
- C100 Existing Site Plan
- C200 Preliminary Plan Proposed Conditions
- C201 Utility Plan
- C301-304 Civil Details
- The Longfellow Residences and Retail Floor Plans
- The Longfellow Residences and Retail Exterior Elevations
- 25 India Street Office Building Floor Plans
- 25 India Street Office Building Exterior Elevations
- Longfellow Garage Floor Plans
- Longfellow Garage Exterior Elevations



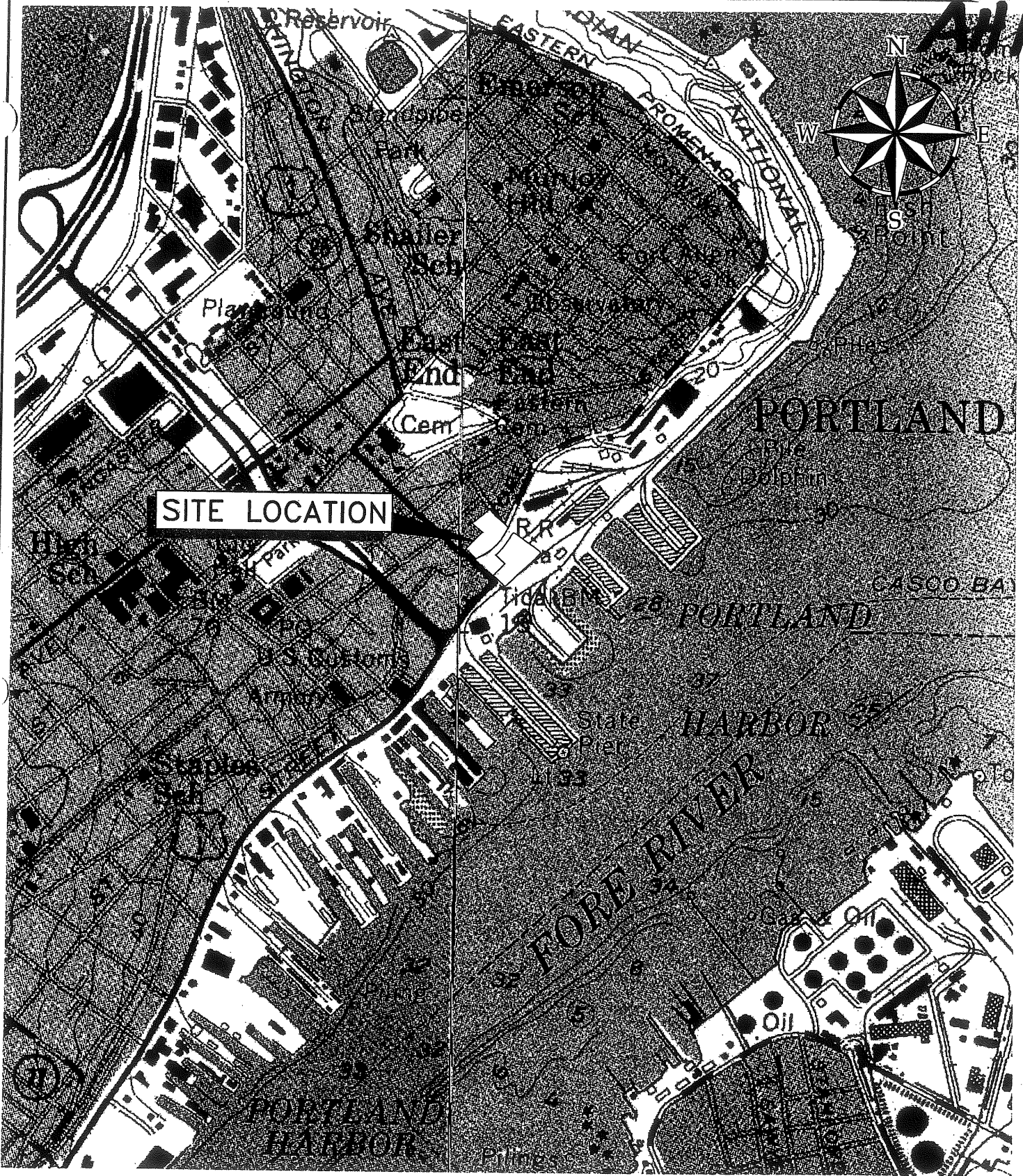
AH 1.9

In accordance with Section 14-525(b)(2),

§14-525(b)(2)(a) *Existing Soil Conditions*: Figure 1.3, attached to this section, indicates the existing soils on the project site as determined by the USDA Medium Intensity Soil Survey of the area. A geotechnical survey of the site was completed by Haley & Aldrich to ascertain foundation conditions for design of the buildings. A copy of the report can be submitted upon request from the City.

§14-525(b)(2)(h) *Landscape Plans*: A Landscape design plan for the project is in process of being developed by a Professional Landscape Architect, Pat Carroll of Carroll Associates. This plan shall be provided upon completion.

§14-525(b)(2)(j) *Lighting*: Site lighting design for the project has not been completed at the time of this submittal. The site lighting design is to be completed by the project architect. A photometric plan and supporting information will be submitted as an addendum to this application.



ANA 19

SITE LOCATION

NOTE:

SOURCE: UNITED STATES GEOLOGICAL SURVEY, 1:24,000 QUADRANGLE, 7.5 MINUTE SERIES - PORTLAND EAST AND WEST



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PORTLAND, MAINE 800-426-4262

USGS TOPOGRAPHIC MAP

DESIGNED BY: JBC/DAS	CHECKED BY: BSS
DRAWN BY: JBC/DAS	20355505-U001.1.dwg

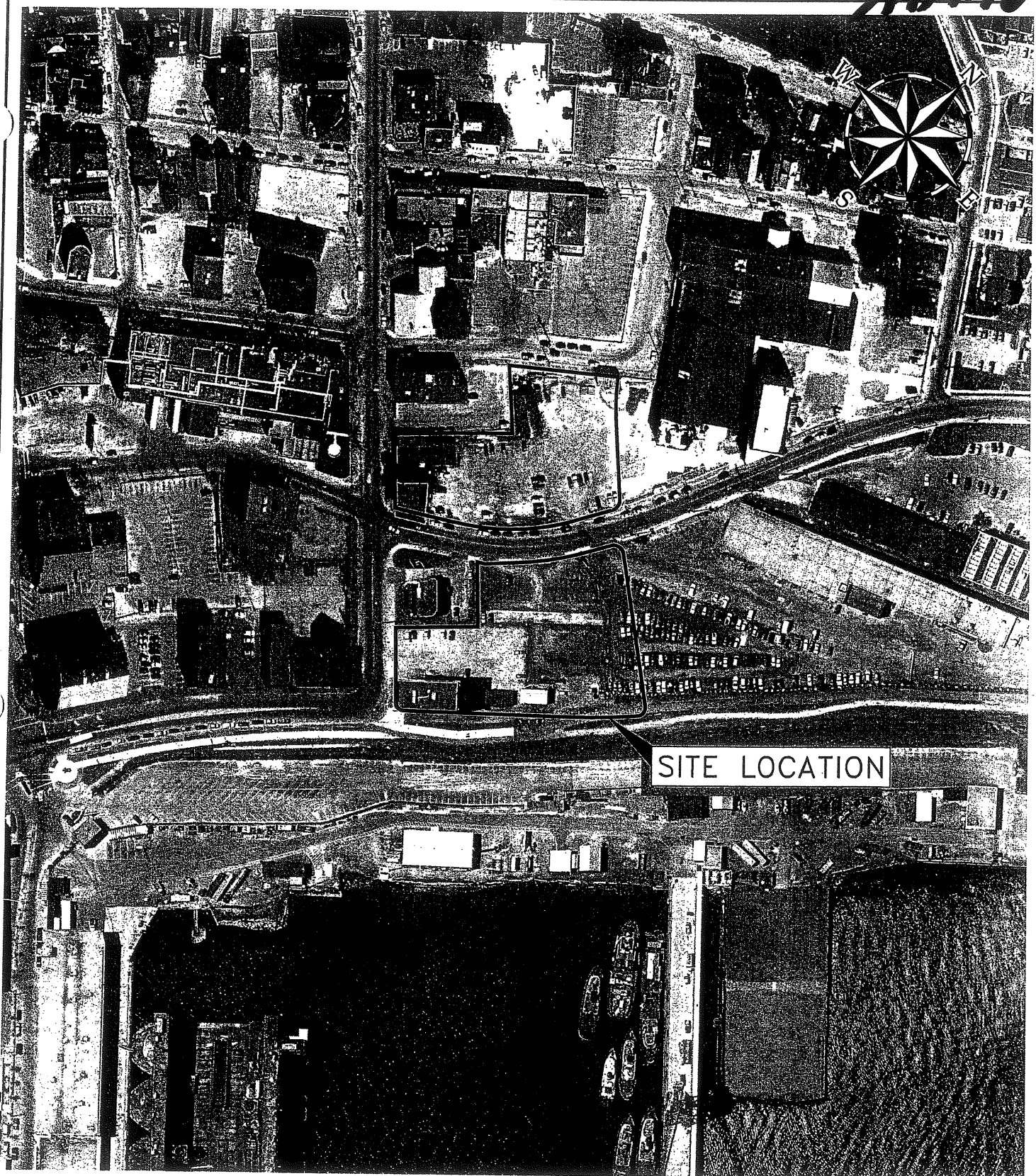
RIVERWALK LLC
2 MARKET STREET, SUITE 500
PORTLAND, ME 04101

THE LONGFELLOW AT OCEAN GATEWAY

JOB NO: 203555.05
DATE: DECEMBER 2005
SCALE: 1" = 1000'±

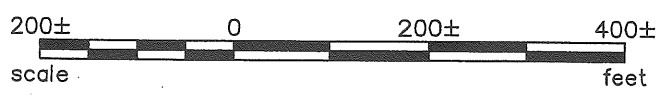
Figure 1.1

AH-10



NOTE:

AERIAL PHOTOGRAPHS TAKEN ON APRIL 28TH AND 29TH, 2001. ORTHOGRAPHIC PHOTOS PROVIDED BY GREATER PORTLAND COUNCIL OF GOVERNMENTS AND CITIPIX.



WOODARD & CURRAN
 Engineering • Science • Operations
 PORTLAND, MAINE 800-426-4262

AERIAL PHOTOGRAPH

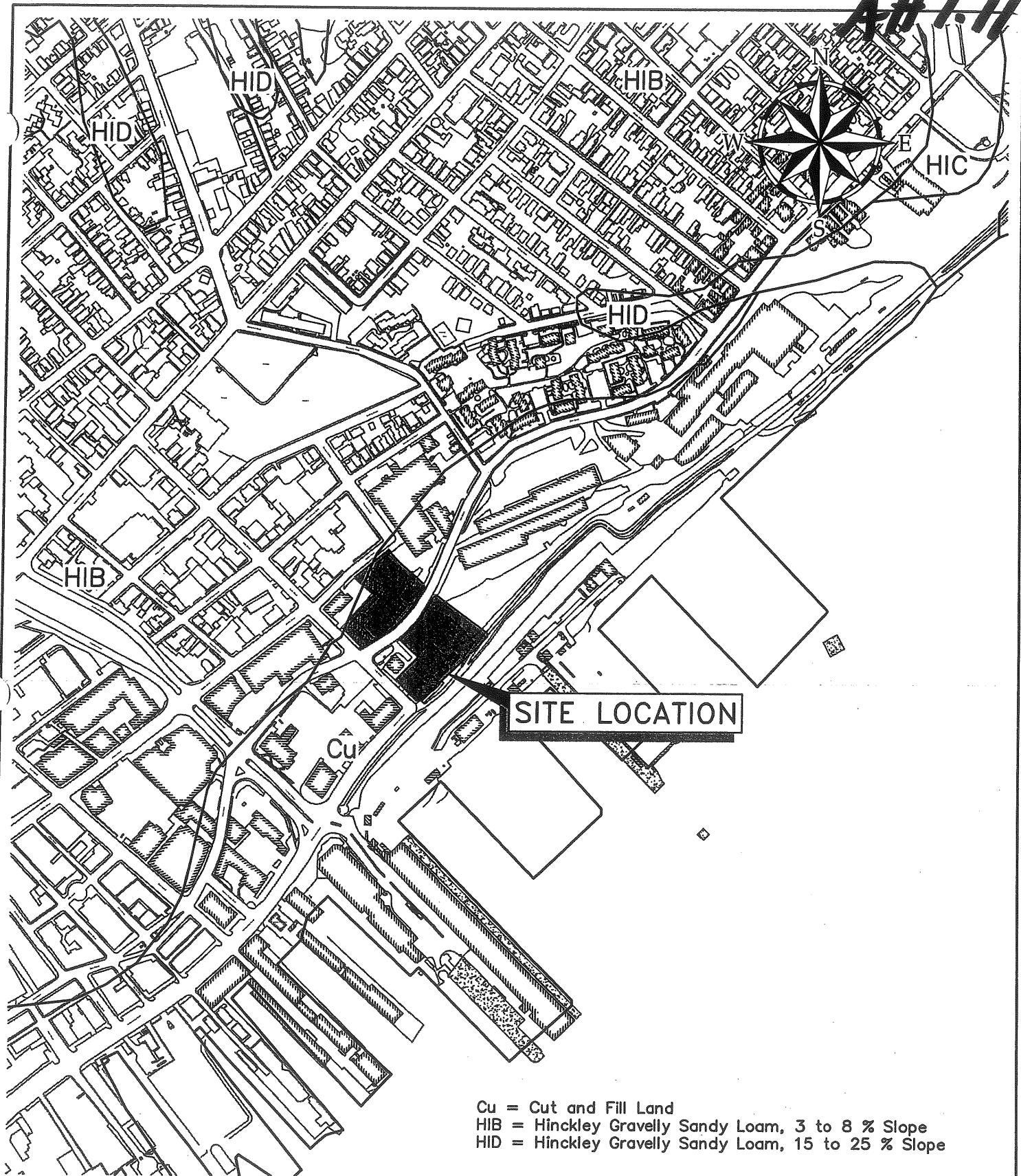
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RIVERWALK LLC
 2 MARKET STREET, SUITE 500
 PORTLAND, ME 04101

THE LONGFELLOW AT OCEAN GATEWAY

JOB NO: 203555.05
 DATE: DECEMBER 2005
 SCALE: 1" = 200'±

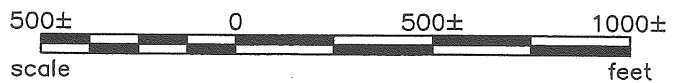
Figure 1.2



Cu = Cut and Fill Land
 HIB = Hinckley Gravelly Sandy Loam, 3 to 8 % Slope
 HID = Hinckley Gravelly Sandy Loam, 15 to 25 % Slope

NOTE:

SOURCE: DIGITIZED FROM US DEPARTMENT OF AGRICULTURE, SOIL SURVEY, CUMBERLAND COUNTY, MAINE - SHEET NO. 82 1974



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 PORTLAND, MAINE 800-426-4262

USDA MEDIUM INTENSITY
 SOILS MAP

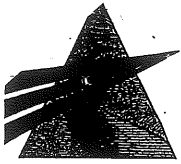
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RIVERWALK LLC
 2 MARKET STREET, SUITE 500
 PORTLAND, ME 04101

JOB NO: 203555.05
 DATE: DECEMBER 2005
 SCALE: 1" = 500'±

THE LONGFELLOW AT OCEAN GATEWAY

Figure 1.3



April 5, 2006

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

Re: The Longfellow at Ocean Gateway
Major Site Plan Review - Additional Information

Dear Bill:

On behalf of Riverwalk, LLC, we are submitting additional information in support of the Major Site Plan and Subdivision Application for The Longfellow at Ocean Gateway, originally submitted December 16, 2005, to be used in Planning Board review. These documents were prepared in accordance with Chapter 14, Land Use, of the Code of Ordinances of the City of Portland, Maine, and meet the applicable sections of the City of Portland, Maine Technical and Design Standards and Guidelines adopted September 1987, last amended March 2000. The additional information that follows has been organized by section within the Application.

Section 1 – Development Description

Section 1.5 – Attachments:

A full sized Utility Plan (C201) was submitted with the original application on December 16, 2005. Since that time, design has progressed with the internal building plumbing, providing a better indication of utility service locations. In addition, revisions to the originally submitted stormwater management plan have resulted in a number of changes to the Utility Plan. Please find enclosed five (5) full size copies of a revised Utility Plan. Please replace the following sheets within Attachment A of the Application:

- C201 Utility Plan with enclosed C201 Utility Plan

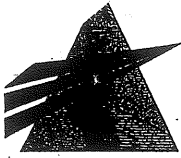
Please find enclosed fifteen (15) reduced size copies of the Utility Plan (11"x17"). Please include the following sheets within Attachment A of the Application:

- Reduced size C201 Utility Plan

Section 6 – Stormwater Management

The Stormwater Management section of the Application, as submitted with the original Application in December, was developed under a scenario where all of the stormwater falling on the development north of Fore Street would be collected and conveyed into the combined sewer in Fore Street. The Fore Street combined sewer conveys stormwater into a combined sewer in India Street, which passes through the Regulator Station at Combined Sewer Overflow (CSO) #23 and eventually into the India Street Pump Station.

Since that time, the Applicant has taken a proactive approach to design a scenario that minimizes the amount of stormwater entering the combined sewer system. The revised Section 6 – Stormwater



Bill Needelman, City of Portland
April 5, 2006
Page 2 of 6

Management, enclosed, proposes to collect and convey stormwater falling on the area north of Fore Street and east of the 25 India Street Office Building to the separated storm drain system in Hancock Street.

We understand the section of Hancock Street between Fore Street and Middle Street will be constructed by the City of Portland as a condition of the Purchase and Sale Agreement with the Applicant, Riverwalk, LLC. The design of utility connections for the Ocean Gateway Garage is predicated on storm and sanitary sewer mains being constructed by the City of Portland in Hancock Street. Hancock Street between Fore Street and the extension of Commercial Street is currently under contract to be constructed as part of the Ocean Gateway project.

The design of the Hancock Street storm drain system, as part of Ocean Gateway, provided for additional capacity within the system. Hydraulic capacity of the storm drain system was analyzed and can accommodate the 25-year storm event runoff from The Longfellow project. The Hancock Street storm drain conveys storm flow into the storm drain in Commercial Street Extension; which is also under contract to be constructed as part of Ocean Gateway. This separate system then passes through a stormwater treatment unit, rated by the Maine Department of Environmental Protection to provide 60% removal of Total Suspended Solids (TSS) from the stormwater flow. The storm drain system and the treatment unit are both capable of handling the 25 year storm flow.

The revised Section 6 – Stormwater Management, enclosed, reflect the revisions described above. Included with Section 6 are associated attachments and the Pre- and Post-Development Stormwater Plans, Figures 6.1 and 6.2, respectively. Five copies (5) of revised Section 6, associated attachments and figures are enclosed. Please replace the following sections and figures within your application:

- Section 6 – Stormwater Management and associated Figures 6.1 and 6.2 within your Application with Section 6*, associated attachments and Figures 6.1 and 6.2 enclosed.

*The Erosion and Sediment Control Plan submitted with the original Application has not changed and therefore has not been resubmitted. Please keep the original Erosion and Sediment Control Plan in Section 6 of the Application.

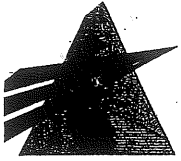
Please find enclosed fifteen (15) reduced size copies of Figures 6.1 and 6.2. Please include the following sheets within Attachment A of the Application:

- Reduced size Figure 6.1 – Pre-Development and Figures 6.2 – Post Development Stormwater Plans

In addition, Woodard & Curran, Inc. is pleased to respond to the review comments made by Tom Errico of Wilbur-Smith Associates, and Jim Carmody, City Transportation Engineer as included in the "Traffic" section of the City's Planning Board Staff report dated March 31, 2006. For ease of review, each comment has been repeated in italics, followed by our response.

Comment – *Fore Street is proposed to have a width of 24 feet. The street should probably have a minimum curb-to-curb width of approximately 28 feet. Eric Labelle should be consulted for the appropriate width.*

Response – At the Planning Board Workshop on April 4, 2006, you stated that Eric Labelle, City Engineer had been consulted with regard to the comment and deemed the 24-foot street width acceptable.



Bill Needelman, City of Portland
April 5, 2006
Page 3 of 6

Comment – *I do not support the vehicle turn-out on Commercial Street. I would suggest that the curb line remain tangential along Commercial Street and the parking spaces have appropriate regulation that reflects the needs of the development.*

Response – At the Planning Board Workshop on April 4, 2006, several alternative configurations were presented to the Board. It is worth noting that the vehicle turn-out and rumble strip presented by the Applicant does not impact the traveled way and is located within the street right-of-way; the turn-out best meets the programmatic needs of the project and we look forward to continued dialog with the Board and Staff regarding this matter. We similarly heard supporting comments from the Board members for the plan as submitted.

Comment – *The applicant should investigate the feasibility of providing a curb extension on the northeast corner of the India Street/Commercial Street intersection.*

Response – A curb extension is not feasible in that location, refer to Turning Movement Figure 2A.

Comment – *The curb openings for the Pump Station at the corner of India Street and Fore Street should be designed with “mountable” curbing, such that the infrequent entry and exit maneuvers can occur. Because of the infrequent volume, I would suggest that the curb-cut widths be minimized.*

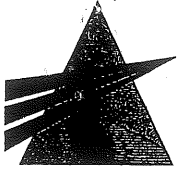
Response – On April 5, 2006, Woodard & Curran and the Applicant met with the Portland Water District (PWD) to discuss these recommendations. Portland Water District stated that the India Street Pumping Station is visited by PWD staff daily (not as infrequent as it may seem) and, they are amenable to the use of mountable curbing at their entrances. We shall revise the Grading Plan accordingly.

Comment – *Information should be provided as to the types of vehicles expected to use the truck loading alley on Fore Street between the Parking Garage and the Office Building. “Auto-Turn” vehicle template graphics should be provided that illustrates the feasibility of the maneuvers.*

Response – We anticipate the truck loading alley will be utilized by delivery vehicles (passenger cars and box trucks) and solid waste haulers; we have modeled the turning movements based upon the more conservative AASHTO SU vehicle. Refer to Turning Movement Figure 2.

Comment – *The curb-cut for the residential underground parking garage is very wide. It is my understanding that this width is to accommodate entry and exit movements from the garage and access to a truck loading facility. I would suggest that the applicant consider pavement treatments that provide delineation between the primary entry/exit lanes and the truck loading lane.*

Response – We concur with the recommendation and will review the use of varied surface treatments and striping as a means to better define and delineate the lanes. We shall revise the Grading Plan accordingly.



Bill Needelman, City of Portland
April 5, 2006
Page 4 of 6

Comment – *The applicant should provide information that the truck loading area in the residential parking garage can support a WB-50 Tractor trailer.*

Response – The truck loading area at the residential garage has been designed to support the AASHTO WB-50 vehicle. Please refer to Turning Movement Figure 1.

Comment – *The primary parking garage exit onto Fore Street will be restricted to right-turn movements only. The design of the facility should attempt to incorporate features that physically prevent left-turn maneuvers.*

Response – We concur with the recommendation and will review the use of varied surface treatments and curbing to better define the right-turn only movement. We shall revise the Grading Plan accordingly.

Comment – *The applicant needs to provide a plan that illustrates the roadway alignment features along Fore Street between the new section adjacent to the project and the existing section east of Hancock Street.*

Response – We shall prepare and provide the requested plan under separate transmittal for review and comment.

Comment – *The applicant needs to provide a recommendation on the provision of on-street parking on Middle Street between India Street and Hancock Street.*

Response – Please refer to letter from Gorrill-Palmer to you, dated April 4, 2006 for response to Comment (#1).

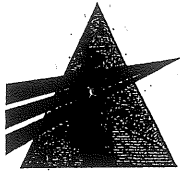
Comment – *The applicant will be expected to make a financial contribution to the implementation of future improvements at the India Street/Middle Street intersection.*

Response – Please refer to letter from Gorrill-Palmer to you, dated April 4, 2006 for response to Comment (#2).

Comment – *The applicant should provide “Auto-Turn” vehicle template graphics for all right-turn movements at the Fore Street/Hancock, Middle Street/Hancock Street, Commercial Street/Hancock Street and India Street/Commercial Street intersections for Passenger Car, SU-30, and WB-50 vehicles types.*

Response – We have completed the “Auto-Turn” templates for each of the AASHTO design vehicles requested. Please refer to the attached Turning Movement Figures 2A-2C for India/Commercial; Figures 3A-3C for Commercial/Hancock; Figures 4A-4C for Fore/Hancock; and Figures 5A-5C Middle/Hancock.

Woodard & Curran, Inc. is also pleased to respond to the review comments made the City Parking Manager, John Peverada as included in the “Circulation” section of the City’s Planning Board Staff report dated March 31, 2006. For ease of review, each comment has been repeated in italics, followed by our response.



Bill Needelman, City of Portland
April 5, 2006
Page 5 of 6

Comment – *Loading docks for retail space within the garage & for the condos?*

Response – A 13'-5" wide service alley has been provided alongside the Ocean Gateway Garage, between the garage structure and the 25 India Street Offices to provide access to service and delivery trucks. The garage on its own, however, does not warrant the need for loading docks. Future retail space proposed along the Fore Street side of the garage does not suit retail tenants that would have the need for a loading dock. Additionally, sufficient room does not exist for siting a loading dock on the retail space side of the garage without compromising retail space, garage space and adding additional curb cuts on Fore Street.

The Longfellow Residences and Retail building provides a truck entrance and interior loading dock area to serve the building's restaurant and retail space. Access to this loading dock is located at the northwest corner of the building, through the Fore Street curb cut. Please refer to Street Level Plan (AP.2) within the 11"x17" floor plans in Attachment A of the Application.

Comment – *Stairs are they adequately spaced per code and will they serve interest to the north side of the project namely the proposed building to be built on Middle St.?*

Response – Stairs at the Fore Street corners of the Ocean Gateway Garage have been provided and spaced per code, the analysis of which can be provided upon request. With regard to access to Middle Street, a sidewalk has been provided along the west side of the Middle Street Garage Entrance.

Comment – *What will happen to the existing on street parking on Middle St?*

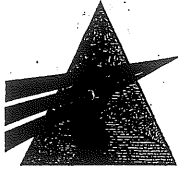
Response – Please refer to letter from Gorrill-Palmer to you, dated April 4, 2006 for response to Comment (#1).

Comment – *Will the current on street parking on Fore St. be moved to the south side of the street abutting the condos?*

Response – Yes, please refer to Plan C200 – Grading Plan.

Comment – *On street parking on Hancock St. extension?*

Response – We anticipate total of seven parallel parking spaces on the (extension) of Hancock Street to be constructed by the City of Portland between Fore Street and Middle Street. That section of Hancock Street will be designed separately by Woodard & Curran under contract with the City's Department of Public Works.



Bill Needelman, City of Portland
April 5, 2006
Page 6 of 6

Comment – *SNOW Dump for the garage is it adequate?*

Response – Please refer to the letter to Bill Needelman dated March 14, 2006, Major Site Plan Review – Additional Information. Page 7 of the letter provides a snow removal narrative.

Comment – *Traffic circulation within the garage?*

Response – Please refer to “Longfellow Garage Plans” provided in Attachment A of the original application submission. These plans provide traffic circulation arrows for each floor of the garage.

Comment – *Valet per Public Safety Guidelines approved last year*

Response – Please refer to the response to comment (see page 3 of this letter) received from Tom Errico, Wilbur-Smith and Jim Carmody, City Transportation Engineer regarding the proposed vehicle turn-out.

We hope that this adequately addresses comments received to date and provides the additional information necessary for the Board and Staff to continue its review of the project. We look forward to continuing our work with your office and the Planning Board on this project. Please do not hesitate to contact either of us at 774-2112 if you have any questions or comments.

Sincerely,
WOODARD & CURRAN INC.

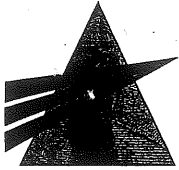
David Senus, PE
Project Engineer

Barry Sheff, PE
Project Manager

DAS/djt
203555.05

- Enclosures:
- Full Size Utility Plan – C201, 5 copies
 - Reduced Size Utility Plan – C201 (11”x17”), 15 copies
 - Section 6 – Stormwater Management, including associated attachments and full size Figures 6.1 and 6.2, 5 copies
 - Reduced Size Stormwater Management Figures 6.1 and 6.2 (11”x17”), 15 copies
 - Turning Movement Figures 1, 2A-2C, 3A-3C, 4A-4C, 5A-5C (11”x17”), 15 copies

cc: Drew Swenson, Riverwalk, LLC



April 13, 2006

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

Re: The Longfellow at Ocean Gateway
Major Site Plan and Subdivision Review - Additional Information

Dear Bill:

On behalf of the applicant, Riverwalk LLC, and co-applicants Ocean Gateway Garage LLC, LRAR LLC, 25 India LLC, and Hancock & Middle LLC, we are submitting additional information in support of the Major Site Plan and Subdivision Application for The Longfellow at Ocean Gateway, originally submitted December 16, 2005, with additional materials submitted on December 20, 2005, December 27, 2005, March 14, 2006, March 31, 2006, and April 5, 2006, all to be used in Planning Board review. These documents were prepared in accordance with Chapter 14, Land Use, of the Code of Ordinances of the City of Portland, Maine, and meet the applicable sections of the City of Portland, Maine Technical and Design Standards and Guidelines adopted September 1987, last amended March 2000. The additional information that follows has been organized by section within the Application.

Neighborhood Meeting

In accordance with the Planning Board's review procedures, on April 6, 2006 and on behalf of the co-applicants, Woodard & Curran mailed notices by US Postal Service Certified Mail to 179 "neighbors" with invitation to a Neighborhood Meeting. The list of neighbors was provided by the City of Portland Planning Office. The Neighborhood Meeting is scheduled for 6pm on Tuesday April 18, 2006 at the St. Lawrence Arts and Community Center, 76 Congress Street, Portland. Attached to this letter are five (5) copies of the Notice sent to the neighbors for distribution, as well as a single copy of the Certified Mail Receipts. Please let me know if you wish to receive additional copies of the receipts.

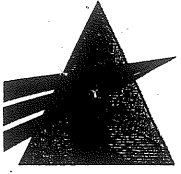
Section 1 – Development Description

As you are aware, this Application was originally submitted with Riverwalk LLC as the sole Applicant. Given discussions between the applicant's and City's counsel regarding Subdivision, we request the Application and subsequent approvals be issued to the following co-applicants: Ocean Gateway Garage LLC, 25 India LLC, Hancock & Middle LLC, LRAR LLC, and Riverwalk LLC. Copies of Agreements between each of these parties will follow under separate cover. Please also refer to narratives that follow for Sections 9 and 10.

Section 1.5 – Attachments:

Civil

Civil Design Plans were submitted with the original application on December 16, 2005. A revised Grading Plan (C200) and Utility Plan (C201) were submitted on March 31, 2006 and April 5, 2006, respectively. Since that time, the Applicant has received several comments requiring minor revisions and



Bill Needelman, City of Portland
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clarifications within these two plans. Please find enclosed five (5) full size copies of the Grading - C200 and Utility - C201 plans. Please replace the following sheets within Attachment A of the Application:

- C200 Grading with enclosed C200 Grading
- C201 Utility with enclosed C201 Utility

Please find enclosed fifteen (15) reduced size (11"x17") copies of the Civil Design Plans. Please include the following sheets within Attachment A of the Application:

- C200 Grading Plan
- C201 Utility Plan

Landscaping

Landscaping Plans were submitted with the original application on December 16, 2005. Revised Landscaping Plans were submitted on March 14, 2006. Since that time, the Applicant has received several comments requiring minor revisions and clarifications within these plans. Please find enclosed five (5) full size copies of the Landscaping Plans; L1.1 and L1.2. Please replace the following sheets within Attachment A of the Application:

- L1.1 Landscaping Plan South with enclosed L1.1 Landscaping Plan South
- L1.2 Landscaping Plan North with enclosed L1.2 Landscaping Plan North

Please find enclosed fifteen (15) reduced size (11"x17") copies of the Landscaping Plans; including Overall Site Plan (rendered); Ocean Gateway Garage Fore Court Plaza; Middle Street Open Space Future Park. These plans provide additional detailing of the plaza area in front of the Garage and a potential "future" landscaping layout for the open parcel at the corner of Hancock and Middle. Please include the following sheets within Attachment A of the Application:

- L1.1 Landscaping Plan South
- L1.2 Landscaping Plan North
- Overall Site Plan
- Ocean Gateway Garage Fore Court Plaza
- Middle Street Open Space Future Park

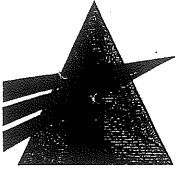
Electrical - Lighting

§14-525(b)(2)(j) *Lighting*: Site lighting design for the project has been completed by Bartlett Design. Enclosed is a listing of Site Lighting Fixtures and an overall site photometric plan ("Site Lighting Plan Illuminance Calculation"). This information was previously provided by email on April 10, 2006. Five copies have been provided of each.

- Listing of Site Lighting Fixtures
- Photometric Plan – "Site Lighting Plan Illuminance Calculation"

Please find enclosed fifteen (15) reduced size (11"x17") copies of the Photometric Plan – Site Lighting Plan Illuminance Calculation. Please include the following sheets within Attachment A of the Application:

- Reduced size Photometric Plan – Site Lighting Plan Illuminance Calculation



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Architectural

Architectural Plans were submitted with the original application on December 16, 2005 and have subsequently been revised and resubmitted in response to comments and requests for clarification. Please find enclosed fifteen (15) 11"x17" copies for the Ocean Gateway Garage including: model images with and without the retail space depicted; and streetscape sketches along Hancock and Fore Streets; as well as the Floor Plan and Alley Gate Detail. Please also find enclosed fifteen (15) 11"x17" copies for the Longfellow Residences and Retail, and Grand Trunk Building Renovation including: model images from varying views around the site; and a Street Level Plan. These plans depict the additional detailing of the buildings not previously provided. Please include these twenty-seven (27) sheets within Attachment A of the Application.

Section 9 – Financial and Technical Capacity

Ocean Gateway Garage LLC, 25 India LLC, Hancock & Middle LLC, and LRAR LLC, are wholly owned affiliates of Riverwalk LLC. Ocean Gateway Garage LLC, 25 India LLC, Hancock & Middle LLC, LRAR LLC, and Riverwalk LLC are the development entities for The Longfellow. In as much as these LLC are affiliated with Riverwalk LLC, the financial and technical capacity of these co-applicants remains unchanged from that originally submitted.

Section 10 – Title, Right, Interest

Ocean Gateway Garage LLC, 25 India LLC, Hancock & Middle LLC, and LRAR LLC, are wholly owned affiliates of Riverwalk LLC. Ocean Gateway Garage LLC, 25 India LLC, Hancock & Middle LLC, LRAR LLC, and Riverwalk LLC are the development entities for The Longfellow.

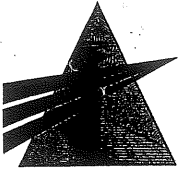
The Condominium Declarant will be LRAR LLC; the eventual owner of 25 India Street Office Building will be 25 India LLC; the eventual owner of the Ocean Gateway Garage will be Ocean Gateway Garage LLC, and the eventual owner of the parcel of land at Hancock and Middle Street will be Hancock & Middle LLC.

Agreements between each of the co-applicants and the original applicant Riverwalk LLC will follow under separate cover.

Section 14 – Article IV. Subdivisions

In support of our application, attached are five (5) copies of a Subdivision/Recording Plat on India Street and Fore Street, Portland, Maine MADE FOR Riverwalk LLC, 25 India LLC, Hancock & Middle LLC, Ocean Gateway Garage LLC, 2 Market Street, Suite 500 Portland, Maine dated March 22, 2006 and revised April 13, 2006.

Also in support of our application, attached are five (5) copies of a Subdivision/Condominium Plat of One India Street, Portland, Maine MADE FOR Riverwalk LLC and LRAR LLC, 2 Market Street, Suite 500 Portland, Maine dated April 12, 2006.



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Comments and Responses – Memo From City Civil Engineering Peer Review Consultant

Woodard & Curran, Inc. is pleased to respond to the review comments provided by Steve Bushey of Deluca-Hoffman Associates, the City's Engineering Review Consultant for The Longfellow project, by way of Memo to Bill Needelman, dated April 6, 2006. For ease of review, each comment has been repeated in italics, followed by our response.

Comment – The development involves four properties...

Response – No Response Necessary

Comment – The project will result in a reduction of contributing area...

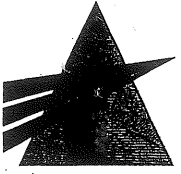
Response – No Response Necessary

Comment – The project involves the construction of new drainage infrastructure with the development sites and adjacent streets including Commercial and Hancock Streets. The drainage infrastructure will link with other measures under construction as part of the Ocean Gateway project and will make use of a water quality treatment (WQU) that will be installed as part of Ocean Gateway. Woodard and Curran have provided supporting materials addressing the capacity of the new infrastructure including the WQU. Based on the submitted materials it is our opinion that adequate measures have been provided for the collection, conveyance and treatment of stormwater runoff from the property as well as within the watershed block defined by India Street, Fore Street, Hancock Street and Commercial Street. We note that the proposed WQU will be at capacity with the introduction of flows from the Longfellow project. Future development activity uphill of the area, such as on the Village Café site, may require additional measures for water quality treatment.

We note that the applicant has requested a waiver of the Stormwater Quantity control Standards, simply due to the fact that the stormwater discharge will be directly to the Fore River, which is tidal in nature. We concur with this waiver request and assume any conditions of approval will address this item.

Response – The project is in conformance with Section V – Stormwater Management Standards of the City's Technical and Design Standards and Guidelines, as the total Post Development Runoff from the Site will decrease as a result of the proposed project. Table 6.2 of Section 6 – Stormwater Management provides a summary of the Pre- and Post-Development Runoff Conditions. While the project does result in a decrease, because the project will provide separation of stormwater across much of the site, the total flow partitioned between the storm drain system and the combined sewer will change, resulting in an increase of flow to the storm drain system and decrease to the combined sewer. We are not seeking a waiver from the Stormwater Quantity Control Standard for this project.

Comment – We suggest the Public Works Dept. consider the installation of sampling manholes at each of the sewer services leaving the Longfellow Residences building prior to direct connection into the City's system.



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Response – We do not believe sampling manholes are required or necessary, however we will work with the Public Works Department to understand any concerns they may have and make modifications as required.

Comment – *We suggest that the engineer clarify the installation of the routing of overhead and underground power/telephone/cable utilities around the development vicinity. The Utility plan currently depicts an underground alignment beneath the sidewalk along the west side of Hancock Street. The city Arborist should comment regarding the acceptance of running underground conduit beneath tree plantings etc.*

Response – As part of Ocean Gateway, underground power and communications will be constructed along the south side of Commercial Street and the west side of Hancock Street. Underground utility locations along Hancock and Commercial Street received approval and will be constructed in the coming months; they are not being constructed as part of The Longfellow project. The location of utilities is dictated by right-of-way widths and the need to provide adequate separation between them.

Comment – *The 6" sanitary service from the Gateway Garage contains a note stating the connection will be to the storm drain. We assume this was intended to say "sewer main".*

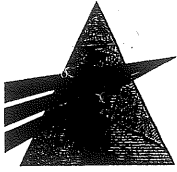
Response – Correct. The 6" sanitary service for the Ocean Gateway Garage was incorrectly called out to connect to the storm drain. This note has been revised on the Utility Plan to note "sewer main".

Comment – *We agree with the use of an oil/water separator on the storm drain line out of the garage. Details for the separator should be provided for the City's records.*

Response – The project has been designed to utilize a Vortech/Contech VortClarex VCL90 oil/water separation system. Attached to this letter is a catalog cut sheet/detail. This unit will be interior to the building structure and is considered a part of the building's internal plumbing system.

Comment - *The Public Works Dept. should review the limits of street reconstruction and repaving proposed with the project and determines if the street repaving limits are adequately represented in the plans, considering current nearby street conditions and City paving schedules. In other words, since some of the streets will be repaved as part of the project, might the City consider additional paving work in the project vicinity, if it is needed, in order to arrive at a more consistent paving condition throughout. The plans may also need to reflect the City's surface repaving requirements for multiple trench openings in the streets, particularly for Commercial and Fore Streets, for example.*

Response – The Applicant will work with the City of Portland to provide a schedule of proposed paving and utility construction. Utilities in Commercial and Hancock Streets are anticipated to be coordinated and scheduled with the Ocean Gateway construction to avoid the need for trench patching. Utility services within Fore Street will be constructed by the Applicant's contractor prior to roadway reconstruction to avoid permanent trench patches.



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Comment - We suggest that a condition of approval include requirements to properly remove or discontinue all utility services into the site's that are currently known and won't be reused or are discovered during the construction process. Record information on these services should be provided to the City's archivist for future reference.

Response – Final Utility Plans for the project's Construction Documents will be revised to incorporate this suggestion.

Comment - The Public Works Department and Portland Water District should comment regarding their desire to replace existing sewer or water mains in the street since the streets will be open as part of the project, and repair/replacement to any aged/problem lines may be well timed to complete during this project.

Response – We have provided copy of the Utility and Grading Plans to Portland Water District for their review. No additional response necessary.

Comment - The applicant has provided an Erosion control report...

Response – No Response Necessary

Comments and Responses – Memo From City Traffic Review Consultant

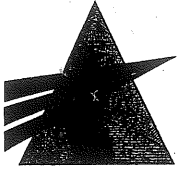
Woodard & Curran, Inc. is pleased to respond to the review comments provided by Tom Errico of Wilber-Smith Associates, the City's Traffic Review Consultant, by way of Memo to Bill Needelman, dated April 7, 2006. Responses to comments are limited to those from the April 7th memo that have not been previously responded to by Gorrill-Palmer Consulting Engineers in a letter to Bill Needelman dated April 11, 2006. For ease of review, each comment has been repeated in italics, followed by our response.

Comment - The curb openings for the Pump Station at the corner of India Street and Fore Street should be designed with "mountable" curbing, such that the infrequent entry and exit maneuvers can occur. Because of the infrequent volume, I would suggest that the curb-cut widths be minimized. Outstanding

Response – As stated in our letter to Bill Needelman dated April 5, 2006, mountable curbing (sloped granite) shall be provided along Fore Street across a continuous grade sidewalk (no ramps) and the width of the driveway entrance shall be reduced from 22 feet to 14 feet.

Comment – Information should be provided as to the types of vehicles expected to use the truck loading alley on Fore Street between the Parking Garage and the Office Building. "Auto-Turn" vehicle template graphics should be provided that illustrates the feasibility of the maneuvers. The data provided indicates that a single-unit truck can access the loading alley, but it is very tight. It is unclear whether a vehicle door can open when the vehicle is parked in the alley.

Response – The width of the alley is 13'-5", which is sufficient for a single-unit truck to open its doors.



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Comment – *The curb-cut for the residential underground parking garage is very wide. It is my understanding that this width is to accommodate entry and exit movements from the garage and access to a truck loading facility. I would suggest that the applicant consider pavement treatments that provide delineation between the primary entry/exit lanes and the truck loading lane. Outstanding.*

Response – We concur with the concern of the reviewer and the Board regarding the width of the opening. The Applicant has determined that given the infrequent use anticipated for WB-50 tractor trailers, the entrance design has been revised. The entrance and truck loading area has been redesigned to accommodate SU 30-foot box trucks. The SU truck is more typical of the delivery and service vehicles anticipated to use this loading area. The access and egress lanes of the subsurface parking are designed to each be 9 feet in width (in lieu of 12 feet) totaling 18 feet. With that and the redesigned entrance to accommodate the box truck, we have effectively reduced the curb cut width from 38 feet to 32 feet. Surface treatment to delineate the truck loading lane has been provided, and is detailed in the revised Grading Plan, C200. We understand from conversations with Mr. Errico that 18 feet for two lane access/egress to subsurface parking will be acceptable. In addition, the architectural plans have been revised to limit the garage door at the Truck Loading Area and Subsurface Parking Access/Egress to a single 30 foot entry door; refer to the attached model images.

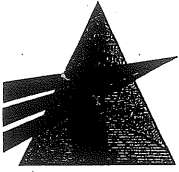
Comment – *The applicant should provide information that the truck loading area in the residential parking garage can support a WB-50 Tractor trailer. The applicant should provide documentation that when the truck is located in the loading bay, that the sidewalk will not be blocked. The plan also indicates that the driveway width for the residential garage will be 15-foot wide. This width does not meet the City standard and further review will be necessary.*

Response – The truck loading area extends 60 feet inside of the garage door and provides adequate length for anticipated vehicle to pull back completely out of the sidewalk. As stated above, the Applicant has reconsidered the use of the loading area and determined that WB-50 tractor trailers will not be permitted access to this area.

Comment – *The primary parking garage exit onto Fore Street will be restricted to right-turn movements only. The design of the facility should attempt to incorporate features that physically prevent left-turn maneuvers. Outstanding*

Response – An interior sign stating “Right Turn Only” shall be hung from above the exit, visible to all exiting motorists. Physical barriers restricting left turns out of the garage would hinder pedestrian travel within the sidewalk, become obstacles to snow removal and would potentially widen the curb cut along Fore Street. For these reasons, the Applicant and design team have recommended signage in lieu of any physical barriers.

Comment – *The applicant needs to provide a plan that illustrates the roadway alignment features along Fore Street between the new section adjacent to the project and the existing section east of Hancock Street. Outstanding*



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Response – Grading Plan, C200, has been updated to provide proposed and existing center line striping on Fore Street to better identify the alignment of Fore Street, along with proposed parallel parking locations. Please refer to C200 enclosed with this letter.

Comments and Responses – Planning Board & Public

Riverwalk, LLC and its design team have received a number of comments regarding the design of the project during its workshops. With regard to comments received at Workshop from the Planning Board and the Public, we have listed each comment as we understand it with a corresponding response.

Comment – *The Board would like to see a landscaping plan as a future contingency for the proposed open parcel at the northeast corner of the Garage.*

Response – The Landscape Architect has prepared a landscaping plan detailing a future landscaping layout for this parcel. Refer to Middle Street Open Space Future Park enclosed with this letter.

Comment – *Is the future building at the open parcel northeast of the garage proposed to be built tight up against the garage or is it set back?*

Response – The Subdivision Plan for this project proposes the property line for the garage parcel to be set back 11' off of the garage face. Any future building (not part of this permit application) will be no closer than 11' from the garage.

Comment – *The width of the curb cut for truck and subsurface parking egress for the Residences and Retail Building along Fore Street is quite wide at 38 feet. I would like the Applicant to look at a way to align truck maneuvering with parking egress to further reduce this width.*

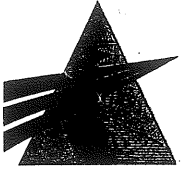
Response – Please see response to Comment above. The 38 foot curb cut width has been reduced to 32 feet and incorporated into C200 – Grading Plan enclosed.

Comment – *The plans do not appear to address foundation underdrain collection and discharge related to the below grade parking structure for the Longfellow Residences building.*

Response – Detailed foundation plans for this building are under development and therefore cannot be submitted at this time, however, the Geotechnical Engineer for the project, Haley & Aldrich, has prepared a memorandum addressing this issue. Please see the attached memo from Haley & Aldrich, dated April 12, 2006, for a description of the proposed foundation underdrain collection and pumping system. In addition, the Utility Plan has been updated to provide a connection from the underdrain sump pump system to the storm drain within Hancock Street.

Comment – *The Board would like to receive feedback and review comments from City Arborist.*

Response – No Response Necessary



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Comment – *The plans do not provide a large level of detail related to the location, position and number of benches in the plaza areas. I look forward to seeing plans providing more detail to the benches proposed as part of the project.*

Response – The Landscape Architect has prepared a landscaping plan detailing the plaza area. Refer to Ocean Gateway Garage Fore Court Plaza attached to this letter.

Comment - *What will the fence and gate look like at 25 India Offices and Ocean Gateway Garage.*

Response – The alley gate between 25 India Street and Ocean Gateway Garage will be 10 foot high iron gates erected between the two structures to secure the alley. It will consist of a 3'-0 wide person-gate and a double 10'-0 wide gate for delivery trucks. It will be designed and constructed to complement the screening at the lower level of the garage. The gate will be set back from the Fore Street face of the office building by 6'-0 and the brick sidewalk paving extended to the front of it. Setting it back will allow for easier turning and backing up of trucks to fit between the gate posts. Refer to Floor Plan and Alley Gate Detail attached to this letter.

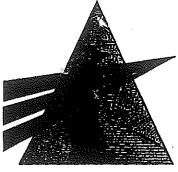
Comment – *Provide additional detail as to what the Fore Street elevation of the Ocean Gateway Garage will look like with and without the retail space.*

Response – Without the future retail space the 6 story garage elevation consist of open and level parking decks with exposed painted steel beams. The ends of the concrete "T" planks will be trimmed with painted steel channels to hide the profiles. The base of the garage consists of granite veneer panels up to the first deck level. Above that are decorative iron grills with an open wire security mesh behind. At the structural columns, 2 story curved brick planters are formed. These will support a green screen above planted in ivy. A stair tower at the west side and a stair and elevator tower at the east form the corners and entrances of the facility. They are constructed of brick veneer, expanses of glass to provide light and a sense of security to the stair and a section of curved green screen. The plaza in front will be hardscaped and planted with a double row of street trees. More detail can be found in the landscape plans attached to this letter. Refer to the model images and streetscape sketches attached to this letter.

With the future retail space an open two story high space will be constructed out to the curved property edge. The retail will occupy the open plaza area and fit back into the first floor of the garage to the depth of 18'-0 or one row of parking spaces. The column size and spacing of the retail elevation will be of a smaller scale then the columns on the garage but similar in detailing. They will be narrower and half the distance apart to form a pedestrian scale retail experience. The design will allow for flexibility in meeting retail demand by allowing for multiple smaller tenants or a single larger one. The sidewalk will be narrowed to 10'-0 with a single row of street trees. Refer to the model images attached to this letter.

Comment – *Provide additional detail as to what the Hancock Street elevation of the Ocean Gateway Garage will look like.*

Response – The Hancock Street elevation consist of the same architectural features as described in the Fore Street elevation. In addition 3 permanent landscape planters are located between the column pilasters. ~~These are curved out into the very wide sidewalk area but remain out of the City's right of way.~~



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They will be edged in granite and planted with low shrubbery. Because of the upward slope of Hancock Street it would not be practical to include retail storefronts on this elevation. Refer to the model images and streetscape sketches attached to this letter.

Comment – *How will the applicant provide for alternative means of transportation (bicycles) within the garage.*

Response – The Applicant will provide bike lockers and racks within the garage. Long term storage lockers will be provided in a lower portion of the garage under the ramp. These spaces are expected to be leased out to island residents. 24 secure bike lockers will be available inside the garage and are expected to be used by office employees in the area. These are located in the west stair of the garage and the northwest corner of the garage, all at street level. This will ensure safe and dry bicycle storage for daily commuters. In addition traditional bike racks will be included for short term locking of bikes. These will remain or be relocated as necessary once the retail portion is constructed. Refer to the Floor Plan attached to this letter

Comment – *Provide additional information and architectural detail for The Longfellow Residences and Retail.*

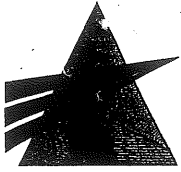
Response – The applicant has revised the 3D model of the project and includes a greater level of detail. These images are those that were presented in the PowerPoint presentation during the April 4, 2006 meeting, but, have not been previously submitted to the City. In particular, the Pavilions located at the Commercial Street Plaza have been changed, the Ground Level storefront detailing has been extended around the building perimeter and the Sixth Floor detailing has been extended around the building. Refer to the model images attached to this letter.

Comment – *The Applicant should consider the location of the pavilions of The Longfellow Residences and Retail, relative to the street line.*

Response – We have revised the Pavilions at the Commercial Street Plaza, moving them toward the street to within 34' of the property line. Refer to the model images attached to this letter.

Comment – *The Applicant should consider some horizontal and vertical articulation to break up the Hancock Street elevation for The Longfellow Residences and Retail.*

Response – There are three different materials, cast stone, brick masonry and metal panel that break up the overall appearance and give the building a strong base, middle and cap. There is a strong projecting cornice line above the fifth floor that reduces the scale of the six story building. The projecting bays and decks provide a substantial vertical rhythm that is also aided by the inset curved corners at both Commercial and Fore Street. Refer to the model images attached to this letter.



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We hope that this adequately addresses comments received to date and provides the additional information necessary for the Board and Staff to continue its review of the project. We look forward to Public Hearing with the Planning Board on April 25, 2006. Please do not hesitate to contact either of us at 774-2112 if you have any questions or comments.

Sincerely,
WOODARD & CURRAN INC.

David Senus, PE
Project Engineer

Barry Sheff, PE
Project Manager

DAS/BSS/djt
203555.05

- Enclosures:
- April 6, 2006 Notice to Neighbors, 5 copies
 - US Postal Service Certified Mail Receipts for Notice to Neighbors, 1 copy
 - Full Size Grading and Utility Plans– C200 and C201, 5 copies
 - Reduced Size Grading and Utility Plans – C200 and C201 (11"x17"), 15 copies
 - Full Size Landscaping Plans– L1.1 and L1.2, 5 copies
 - Reduced Size Landscaping Plans (L1.1 and L1.2), Overall Site Plan, Ocean Gateway Garage Fore Court Plaza, Middle Street Open Space Future Park, 15 copies
 - Full Size Photometric Plan –*Site Lighting Plan Illuminance Calculation* – 5 copies
 - Listing of Site Lighting Figures – 5 copies
 - Reduced Size Photometric Plan (11"x17"), 15 copies
 - Architectural Model Images (27 sheets), 5 copies
 - Subdivision/Recording Plat on India Street and Fore Street, Portland, Maine MADE FOR Riverwalk LLC, 25 India LLC, Hancock & Middle LLC, Ocean Gateway Garage LLC, 2 Market Street, Suite 500 Portland, Maine dated March 22, 2006 and revised April 13, 2006, 5 copies
 - Subdivision/Condominium Plat of One India Street, Portland, Maine MADE FOR Riverwalk LLC and LRAR LLC, 2 Market Street, Suite 500 Portland, Maine dated April 12, 2006, 5 copies
 - Memo from Haley & Aldrich addressing Longfellow Residences subsurface parking underdrain system, dated April 13, 2006, 5 copies
 - Cut Sheet/Detail for Vortech/Contech VortClarex VCL90 oil/water separator

cc: Drew Swenson, Riverwalk, LLC

2. PROJECT AREA

The following statement is made in accordance with City of Portland Code of Ordinances, Chapter 14 Land Use, Section 14-525(c)(2).

As stated previously in Section 1, the site covers four lots. Three are owned by private parties. The fourth is owned by the City of Portland. The lots occupy a total area of approximately 2.87 acres.

2.1 THE LONGFELLOW AT OCEAN GATEWAY

Buildings to be constructed include three structures with a combined footprint of approximately 86,500 square feet. The Longfellow Residences and Retail structure will incorporate the existing Grand Trunk Building. The other two proposed buildings are a parking garage and professional office building. The site will be constructed with appropriate landscaping, utilities, lighting and signage meeting the design standards for the area.

Table 2-1: Proposed Eastern Waterfront Development

Component	Building Footprint (sq. ft.)	Total Building Area (sq. ft.)
The Longfellow Residences and Retail	50,500*	296,530*
The Longfellow Garage	30,200	204,270
25 India Street Offices	5,800	29,460
Total	86,500	530,260

*Total includes existing 3 story Grand Trunk Building

3. EASEMENTS AND OTHER BURDENS

The following statement is made in accordance with City of Portland Code of Ordinances, Chapter 14 Land Use, Section 14-525(c)(3).

One India Street: A Memorandum of Understanding by and Between One India Street LLC and the City of Portland, dated April 10, 2005, exists relating to a twelve (12) foot wide strip of land adjacent to One India Street. This Memorandum of Understanding is appended to the end of this section.

MEMORANDUM OF UNDERSTANDING BY AND BETWEEN
ONE INDIA STREET LLC AND THE CITY OF PORTLAND
RELATING TO A TWELVE (12) FOOT STRIP OF LAND ADJACENT TO
1 INDIA STREET OWNED BY ONE INDIA STREET LLC AFFECTING THE
PROPOSED DEVELOPMENT OF THE COMMERCIAL STREET EXTENSION

WITNESSETH

WHEREAS, the City approached One India Street Associates LLC (“One India Street”) and explained the City’s need to extend Commercial Street east of the building owned by One India Street LLC and presently located at 1 India Street; and

WHEREAS, in order to build such extension the City needs to install underground power and cable lines, a public sidewalk and granite curbing within the twelve (12) foot strip of land owned by One India Street and to which the City maintains an easement; and

WHEREAS, the City is obligated under the easement to obtain, in writing, the consent of One India Street to install such public improvements and One India Street is willing to provide that written consent subject to the terms and conditions contained herein;

NOW, THEREFORE, for valuable consideration received and hereby acknowledged, the parties do agree as follows:

1. One India Street hereby consents to the City’s installation of improvements within the twelve (12) foot strip of land owned by it, and located at 1 India Street Portland Maine, as depicted on Attachment A and hereby grants the City a construction license for the installation of said improvements for such time as the City initiates installation of said improvements provided

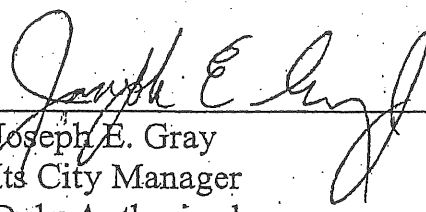
the City gives One India Street advance notice of the commencement of said construction.

- 2. The City shall install, at its expense, a twenty four (24) foot wide curb cut on the Commercial Street Extension to service the lot at 1 India Street and as more or less shown on Attachment A. The curb cut shall maintain a minimum five (5) foot separation from the 1 India Street building's east façade.
- 3. The City shall, at its expense, furnish and install underground conduits to accommodate power and cable television, extended to the Commercial Street right-of-way at the 1 India Street building's southerly façade. Any interior wiring and/or connections from the building's exterior, as well as any work to take place outside the City's right-or-way, shall be the sole responsibility of One India Street. Wiring (within the installed conduit) and new connections to the building shall be completed at the City's expense, only in the event that adequate provisions have been made by One India Street and/or work on the building's interior has been completed by One India Street prior to construction of the new Commercial Street.
- 4. The City shall, at its expense, reconnect to existing exterior equipment for overhead power and cable TV connections, in the event that provisions and work on the building's interior (noted in paragraph three hereof) has not been completed.

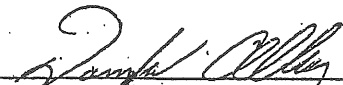
- 5. The City shall, at its expense, provide a twelve (12) inch storm sewer service, extended to the Commercial Street right-of-way. The location of said sewer pipe shall be located within the curb cut noted in paragraph two hereof. Such sewer service is to be capped and field staked for future connection by One India Street. Any connection of 1 India Street to the sewer service stub shall be the sole responsibility of One India Street.
- 6. This Agreement shall be binding upon the successors and assigns of the parties hereto. This Agreement shall be interpreted under the laws of the State of Maine.

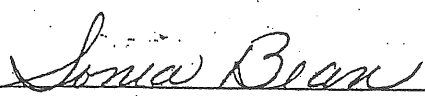
Dated at Portland, Maine, this 10th day of April, 2005.

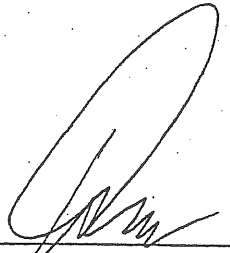
CITY OF PORTLAND

By: 
 Joseph E. Gray
 Its City Manager
 Duly Authorized

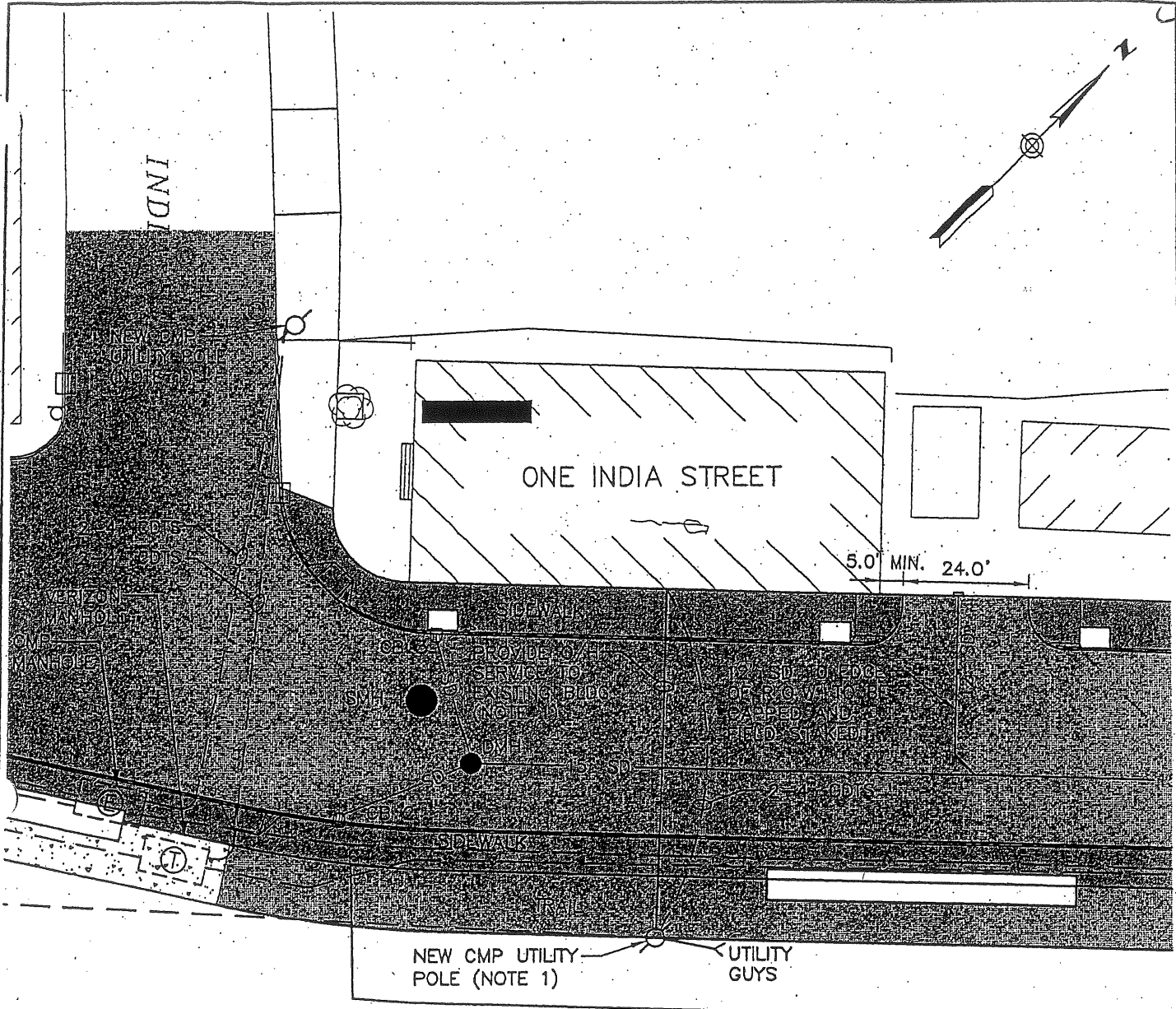
ONE INDIA STREET ASSOCIATES LLC

By: 
 Douglas G. Allen
 Its Member
 Duly Authorized


 Witness

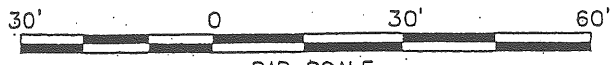

 Witness Drew A. Anderson

3d.



NOTES:

1. CONTRACTOR SHALL ARRANGE WITH CMP TO PROVIDE NEW UTILITY POLE AT INDIA STREET AND COMMERCIAL STREET. ONE POLE SHALL SERVE AS A PRIMARY RISER POLE, AND THE OTHER SHALL INCLUDE A POLE MOUNTED SERVICE TRANSFORMER TO SERVE THE EXISTING BUILDING AT THE CORNER OF INDIA AND COMMERCIAL STREETS, RESPECTIVELY. CONTRACTOR SHALL MAKE ALL NECESSARY MODIFICATIONS TO THE EXISTING BUILDING SERVICE CONDUIT AND METER AS REQUIRED TO FACILITATE THE NEW SERVICE DROP.
2. UNDERGROUND POWER/CABLE LOCATION (AT BUILDING FACE) TO BE DETERMINED BY THE OWNER AND AGREED TO BY CMP/TIME-WARNER. INTERIOR WIRING AND CONNECTIONS FROM THE BUILDING'S EXTERIOR AND WORK OUTSIDE OF THE RIGHT-OF-WAY SHALL BE THE RESPONSIBILITY OF THE OWNER.
3. STORM SEWER CONNECTION LOCATION ANTICIPATED WITHIN THE PROPOSED CURB CUT, TO BE DETERMINED BY THE OWNER AND AGREED TO BY THE CITY DPW. CONNECTION TO THE STORM SEWER SERVICE SHALL BE THE RESPONSIBILITY OF THE OWNER.



BAR SCALE
1" = 30'

CHECK GRAPHIC SCALE BEFORE USING

WOODARD & CURRAN
Engineering · Science · Operations
PORTLAND, MAINE 800-

CITY OF PORTLAND
OCEAN GATEWAY PHASE I

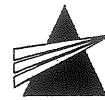
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CITY OF PORTLAND AND MAINE
DEPARTMENT OF TRANSPORTATION

UTILITIES AND ACCESS TO
ONE INDIA STREET

JOB NO: 203438.02
DATE: MARCH 2005
SCALE: 1" = 30'

FIG. 1



4. SOLID WASTE

Att. 4

The following statement is made in accordance with City of Portland Code of Ordinance, Chapter 14 Land Use, Section 14-525(c)(4).

4.1 MUNICIPAL SOLID WASTE

Municipal solid waste will be generated and handled wholly for and by each component of the development. Receptacles will be provided at each distinct building for that building's solid waste disposal needs.

The municipal solid waste generation estimates for each building are given in Table 4-1 below. The applicant has identified Pine Tree Waste Services, which is a licensed waste service provider with available capacity to meet the solid waste handling and disposal needs of the development. Although the applicant anticipates contracting with Pine Tree Waste Services, the Applicant reserves the right to contract with any licensed waste service provider at any time in the future.

Table 4-1: The Longfellow at Ocean Gateway Estimated Solid Waste Generation (Tons per Year)

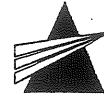
	25 India Street	Longfellow Garage	Longfellow Residences and Retail
Construction Debris (during initial construction)	219	37	458
General Municipal Solid Waste	23	7	135
Recyclables			
Paper	6.7	0.3	9.8
Cardboard	1.8	0.4	9.5
Glass, Cans, Aluminum	0.9	0.5	5.4
Plastic	0.7	0.2	5.8

Estimates in Table 4-1 were derived by several means. Construction/Demolition debris calculations are described in Section 4.2. The Maine State Planning Office tabulates the amount of solid waste and recyclables generated in each Maine Community on a per-capita basis. Per-capita data from the Maine State Planning Office for the City of Portland (2003 data) was used to estimate general municipal solid waste and recyclables anticipated to be generated from the Condominiums. General municipal solid waste and recyclables for the retail space and office building were generated based on square footage values using typical numbers published in EPA and other State Planning literature.

4.2 CONSTRUCTION/DEMOLITION DEBRIS

4.2.1 Construction Debris

The construction contractor will be responsible for contracting with the waste management service that will handle the construction waste and demolition debris (CDD) from the proposed project. It is anticipated that construction remnants will be placed in 30 cubic yard containers that will be transported



and disposed of at a licensed processing or disposal facility in accordance with applicable laws and regulations.

As part of the construction of the buildings, waste and excess materials will be produced as is typical of any construction project. The estimated amount of construction debris is based on the floor space of each building to be constructed, which is:

<u>Project Element</u>	<u>Floor Space</u>
• Longfellow Garage	204,270 sq. ft.
• 25 India Street Offices	29,460 sq. ft.
• Longfellow Residences and Retail	<u>296,530 sq. ft.</u>
Total	530,260 sq. ft.

The estimated tonnage of construction debris, based on an industry standard of 2.77 pounds per square foot of constructed floor space, is calculated below.

$$530,260 \text{ sf} \times 2.77 \text{ lbs/sq. ft.} = 1,468,820 \text{ lbs.} = 735 \text{ tons}$$

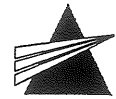
4.2.2 Demolition Debris

The estimated volume of demolition debris is 4,000 cubic yards. This is based on an estimate of the floor, roof, and wall space of the buildings that will be removed from the site. Asbestos containing material (ACM) is known to exist in the Grand Trunk Building at One India Street. Some ACM was removed from the building in 1994-95. Intact asbestos found in the building at the time was encapsulated and left on-site. It will be removed intact to the greatest extent possible. Construction contract specifications will stipulate standards for handling and disposing ACM in accordance with applicable OSHA and Maine Solid Waste management regulations. If the material is whole and intact, or removed as part of another component so that the asbestos is not disturbed or impacted, removal of the ACM is not regulated by DEP. The material will be disposed as miscellaneous non-friable waste at a facility licensed for disposal of such material.

It is suspected that lead paint may also be present in the buildings slated for demolition. Removal of lead-based paint from commercial and industrial facilities is also not regulated by DEP. The demolition debris will be disposed at a facility licensed to receive such debris.

An Environmental Soils and Groundwater Sampling Report for the site was prepared by Woodard & Curran in 2005. Analytical test results indicate that the soil materials anticipated to be encountered at the site are suitable for reuse on-site, or, with DEP approval, off-site. The analytical results also indicate that if contaminated soils are encountered, they will likely meet the acceptance limits for reuse by Commercial Paving & Recycling Company, Scarborough, Maine. Based on the proposed underground structures associated with the Parking Garage and the Retail/Condominium Building, it is anticipated that approximately 20,000 cy of excess material will be reused both onsite and offsite.

The computations of waste volumes are estimates only. Contractors will measure the actual waste volumes at the time of construction and will not rely on estimates provided in this Section.



4a.

4.3 RECYCLABLES

There are currently no plans to handle recyclables outside the general municipal solid waste stream. This is discussed further in Section 13: Recyclable Material of this application.

5. OFF-SITE FACILITIES

The following statement is made in accordance with City of Portland Code of Ordinances, Chapter 14 Land Use, Section 14-525(c)(5).

5.1 WASTEWATER DISPOSAL

The wastewater needs for the project will be served by two means: the new infrastructure to be constructed as part of the Ocean Gateway development and the existing gravity sewer in India Street.

The new wastewater infrastructure was designed as part of Ocean Gateway to accommodate the wastewater needs of the City's parcel on which the Longfellow Residences and Retail building is proposed. The infrastructure includes 12-inch gravity sanitary sewers, which discharge into a 48-inch RCP gravity sewer in India Street. The Longfellow Residences and Retail building and the Longfellow Garage will discharge into this proposed 12-inch sewer.

The existing Grand Trunk building at One India Street will continue to discharge wastewater into the existing combined sewer in India Street. The office building at 25 India Street will also discharge wastewater into the existing combined sewer in India Street. This combined sewer conveys wastewater into the India Street Pump Station, which is operated by the Portland Water District (PWD). The flow is then conveyed via Forcemain from the India Street Pump Station to the Wastewater Treatment Plant, which is also operated by PWD.

An estimate of the wastewater discharge expected to be generated by the proposed project was developed in the same manner as the Average Daily Water Demand, which is discussed later in this section. Wastewater Discharge for the site is expected to be about 50,000 gallons per day (GPD), as tabulated in Table 5-1.

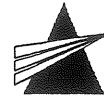
Anticipated average daily water demand for each building and for the project site will be as follows:

Table 5-1: Average Daily Wastewater Discharged

Building	Approximate Building Area	Average Daily Water Demand (GPD)
The Longfellow Residences and Retail	246,000 sq. ft*	40,300
The Longfellow Garage	204,270 sq. ft. garage, 5,200 sq. ft. retail	1,600
25 India Street Office Building	29,460 sq. ft.	7,200
	Total Demand	49,100

*Area value does not include below grade parking

State of Maine Subsurface Disposal Rules were consulted along with other literature published by the State of Maine and the Environmental Protection Agency to estimate the amount of wastewater anticipated to be generated from the development. Estimates were derived from published historical data



on wastewater flow per residential bathroom, the number of seats within the restaurant and the square footage of the spa, retail space and office space.

5.1.1 Municipal and Utility Review

In the City of Portland, wastewater is handled by two different entities. The City is responsible for most of the gravity sanitary sewer collection system. The Portland Water District (PWD) operates the majority of the interceptors, pump stations, and the wastewater treatment plant. Because wastewater collection, conveyance and treatment must be evaluated against capacity and accepted by the City and the PWD, both organizations have been contacted by way of letter to ensure the collection system and treatment plant have adequate capacity to handle wastewater discharged from the site. Responses will be forwarded upon receipt.

5.1.2 Wastewater Disposal Conclusion

The proposed project will discharge sanitary wastewater to the municipal sewer system. We believe there is adequate capacity within the collection system, pump station, and at the wastewater treatment plant to collect and treat the wastewater that will be generated by this project.

5.1.3 Wastewater Disposal Attachments

Letter from Woodard & Curran to City of Portland, dated December 14, 2005.

Letter from Woodard & Curran to the Portland Water District, dated December 14, 2005.

5.2 WATER SUPPLY

The Portland Water District (PWD) supplies public water to the City of Portland. Additional water mains will be constructed in the area as part of the Ocean Gateway project. A 12" water main is to be extended from the India / Commercial Street intersection, along the length of the proposed Commercial Street Extension. The water service for The Longfellow Residences and Retail building will be provided off of this water main. The Longfellow Garage and associated retail space will be serviced off of the existing 12" main in Fore Street. The future office building at 25 India Street shall be serviced off of India Street. The existing Grand Trunk building at One India Street shall continue to be serviced off of India Street. The average daily water demand for the proposed project is expected to be approximately 50,000 gallons per day (GPD), as tabulated in Table 5-2.



Anticipated average daily water demand for each building and for the project site will be as follows:

Table 5-2: Average Daily Water Usage

Building	Approximate Building Area	Average Daily Water Demand (GPD)
The Longfellow Residences and Retail	246,000 sq. ft*	40,300
Irrigation Demand	n/a	600
The Longfellow Garage	204,270 sq. ft. garage, 5,200 sq. ft. retail	1,600
25 India Street Office Building	29,460 sq. ft.	7,200
	Total Demand	49,700

*Area value does not include below grade parking

Water demand for the site was based off of the estimates for wastewater generation. It was assumed that an equal amount of water demanded from the water system will be returned as wastewater, with the exception of water demanded for plant irrigation, which has been estimated by the Landscape Architect, Carroll Associates. The irrigation water demand will be noticed for approximately seven (7) months out of the year, from April through October.

State of Maine Subsurface Disposal Rules were consulted along with other literature published by the State of Maine and the Environmental Protection Agency to estimate water demand and wastewater generation. Estimates were derived from published historical data on wastewater flow per residential bathroom, the number of seats within the restaurant and the square footage of the spa, retail space and office space.

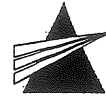
In addition to the above mentioned demand, fire service will be provided to the proposed buildings by way of 6" services. The fire services are not considered part of the daily demand, but are analyzed by the PWD with regard to pressure and capacity at the project location.

5.2.1 Utility Capacity

The PWD has been contacted regarding the projected water usage requirements and a letter confirming the ability to serve the proposed facility has been requested. A response has not been received yet from the PWD. This response will be forwarded upon receipt.

5.2.2 Water Supply Conclusion

There is adequate capacity within the existing municipal water distribution and at the water treatment plant to supply the daily and emergency (fire service) flows that are required by this project.



5.2.3 Water Supply Attachments

Letter from Woodard & Curran to the Portland Water District, dated December 14, 2005

5.3 STREETS AND PARKING

The Longfellow Residences and Retail building will be located on Lot A and B within the City block bounded by Commercial Street Extension, Hancock Street extension, Fore Street and India Streets. Commercial Street extension and Hancock Street extension are currently under construction as part of the Ocean Gateway project. In addition, the intersection of Fore Street and India Street, which is currently controlled by a four way stop, will be signalized as part of the Ocean Gateway project. The other intersection in this block will remain unsignalized. These existing and proposed street extensions are all two way, two lane roadways. Fore Street, between Hancock Street and India Street, is proposed to be reconstructed as part of this project to include a single travel lane in each direction, eight foot parallel parking along the easterly side, and sidewalks along both sides. Primary vehicle access to the site will be from a two way driveway located on the water side of Fore Street located nearly mid block between India and Fore Streets. A drop off area is located in front of the building on the land side of Commercial Street. Sidewalks will be available on both sides of the four streets bordering the project.

The 719-space Longfellow Garage and 25 India Street office building will be located on Lots D and C respectively bordered by India, Middle and Fore Streets which are two way, two lane roadways. Access to the site will be mid block along the water side of Middle Street. Access to the Longfellow Residences and Retail building and to the Longfellow Garage have been designated for the southeasterly (water) side of the streets to facilitate ease of access and provide for right turn movements into the site which reduces delay to thru traffic on Fore Street and Middle Streets and encourages traffic to access the sites from the Franklin Street Arterial.

For the purposes of trip generation, we utilized the Institute of Transportation Engineers (ITE) publication Trip Generation, 7th Edition. The ITE publication references Land Use Code 230, Residential Condominium/Townhouse, 814 Specialty Retail, 931 Quality Restaurant, 492 Health/Fitness Club, and 710 General Office Building, as appropriate land use codes for this type of development.

5.3.1 Trip Analysis

5.3.1.1 Trip Generation and Shared Use in a Mixed Use, Urban Environment

The construction of a mixed-use development, which includes housing, office and retail, benefits from the close proximity of complementing uses both on and off-site. As a result, such a facility is anticipated to generate less overall vehicular traffic trips than a comparable single-use facility in a suburban environment.

For the residential component of the project, it is anticipated that vehicular trip generation rates will be significantly lower than those referenced in ITE. ITE trip rates are based on surveys of predominantly suburban locations. For a residential project located in downtown Portland, the rate of vehicle use for peak hour trips (typically journey-to-work trips) are lower than the State of Maine as a whole. Therefore, our office utilized journey-to-work information from the U.S. Census. The rate of private vehicle usage for residents of the Portland Peninsula was compared to the state overall:

Drive to Work Rate for Maine Residents:	90%
Drive to Work Rate for Portland Peninsula Residents:	69%

Therefore, our office utilized a reduction factor of $(0.69/0.90) = 0.77$ for the trip generation of the residential component. This methodology has been used by our office before in Portland and found to be acceptable by the City.

In addition, it is anticipated that the health club, retail and dining portions of the facility will benefit from the office and housing components on-site as well as complementary uses in the immediate vicinity of the project (i.e. within walking distance.) For these uses, our office has anticipated a shared use rate of ten percent. It is the opinion of our office that, if anything, this assumption is conservative, particularly as no deduction has been given for the office component.

Based on this information, Gorrill-Palmer Consulting Engineers, Inc. forecasts the following trip ends on a preliminary basis for each option (a trip end is defined as either a trip to or from the site. Thus, a round trip would be the equivalent of two trip ends):

Table 5-3: Estimated Trip Generation Summary for The Longfellow at Ocean Gateway

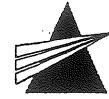
Use	Weekday	Peak Hour Trip Ends		
		AM	PM	Saturday
Residential Condominiums	561	45	60	59
Specialty Retail	520	14	32	78
Quality Restaurant	486	4	40	58
Health & Fitness Spa	477	18	59	38
General Office Building	383	51	49	8
Shared Use for Retail, Restaurant, Health Club	-148	-4	-13	-17
TOTAL	2247	128	227	224

Since the project will generate over 100 trip ends, a traffic movement permit will be required from the Maine Department of Transportation (MaineDOT). However, the MaineDOT has delegated their review authority to the City of Portland who will administer the traffic movement permit process. A summary of the MaineDOT traffic movement permit process is presented below:

There are three categories of State traffic permits as follows:

Table 5-4 MaineDOT Permitting Thresholds and Requirements

Projects generating between 0 and 99 trip ends (1 car in plus 1 car out equals 2 trip ends) during the peak hour.	No traffic permit is required for these projects. However, an entrance permit may be needed.
Projects generating between 100 and 200 trip ends during the peak hour.	A traffic permit is required but is generally confined to the development driveway. In some cases, MDOT will require the first major intersection on either side of the driveway to be analyzed.
Projects generating more than 200 trip ends during the peak hour.	These projects also require a traffic permit with a more extensive study area.



It is important to note that the traffic permit is based on the proposed uses associated with the development but does not consider the parking garage a proposed use, as parking garages in and of themselves do not require traffic movement permits. The trips generated by the proposed uses will be assigned to the parking garage. Additional parking associated with other uses off this site such as Ocean Gateway or current or future projects proposed by others, will be required to obtain MaineDOT permits and evaluate the impact of assigning their trips to the proposed garage.

A traffic permit application will be filed with the City and we anticipate a scoping meeting will be held with the City staff in the next several weeks to set the parameters for the traffic study. The traffic study will be completed and submitted to the City approximately four weeks following the scoping meeting.

5.3.1.2 Other Development

Approved projects that are not yet opened as well as projects for which applications have been filed are required to be included in the predevelopment volumes for this project. Gorrill-Palmer Consulting Engineers, Inc. has contacted the City of Portland during the course of other recent projects and has performed traffic permitting for the same projects. Based on this work and prior conversations, our office anticipates that the following projects should be included:

- *Ocean Gateway*: Located near the intersection of Commercial and India Streets, this facility will provide a formalized berth for passenger ships.
- *Former Jordan's Site*: This project, along India Street, will consist of a 185-room hotel and 105 condominiums.
- *Village Café Site*: This site will be reused for a multiuse development, with 160 units of housing, a restaurant, and retail space.
- *Federal Street Town Houses*: Seven units of housing are proposed on Federal Street.
- *Fore Street Office Building proposed by the Olympia Companies*: 65,000 sf office building at the intersection of Fore Street and Custom House Street.

5.3.1.3 Trip Distribution

Gorrill-Palmer Consulting Engineers, Inc. has obtained the ratio of entering and exiting traffic from the Institute of Transportation Engineers publication *Trip Generation*, 7th Edition. For purposes of this study, for the proposed uses, we have assumed that the distribution would be appropriate as follows:

AM Peak Hour: 48% entering, 52% exiting
PM Peak Hour: 55% entering, 45% exiting

5.3.1.4 Trip Composition and Assignment

Gorrill-Palmer Consulting Engineers, Inc. has estimated the following trip composition based on information obtained from the ITE publication, *Trip Generation Handbook*. This composition is provided on the following table and is based on Land Use Code 710, General Office Building, Land Use Code 820, Shopping Center and Land Use Code 831, Quality Restaurant:

Table 5-5: Estimated Trip Composition Summary for The Longfellow at Ocean Gateway

Trip Type	PM Peak Hour			Saturday Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total
Primary	66	73	139	69	47	116
Pass-by	27	27	54	33	33	66
Diverted	17	17	34	21	21	42
Total	110	117	227	123	101	224

The trip assignment percentages are based on those established for the traffic impact study for 280 Fore Street as well as the former Jordan's site on India Street, as well as information from the Portland Peninsula Traffic Plan.

5.3.2 Parking

5.3.2.1 Parking Supply

Proposed with the project are 75 subsurface parking spaces located under the condominium building as well as a 719 space parking garage across the street on the westerly side of Fore Street, for a total of 794 spaces.

5.3.2.2 Parking Demand: Based on Ordinance

The parking demand for the uses associated with the site based on the City Ordinance is as follows:

Table 5-6: Estimated Parking Demand Summary for The Longfellow at Ocean Gateway

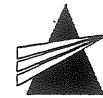
Use	Zoning Requirement	Parking Spaces Required
Residential Condominiums	1.75 spaces per unit*	203**
Specialty Retail	1 space per 200 s.f. past 2,000 s.f.	49
Quality Restaurant	One space per 150 s.f.	36
Health & Fitness Spa	One space per 150 s.f.	97
General Office Building	One space per 400 s.f.	50
TOTAL		435

*Based on the ITE publication, Residential Condominium/Townhouse.

**75 spaces are provided exclusively for residential use.

Parking Demand Based on Shared Parking

It is important to note that the ordinance and ITE information is based on the peak demand for each use. However, as with trip generation, the presence of complementary uses results in reductions in parking demand for the site as whole. This is due to the fact that each use has different peak demand periods. For example, when office experiences the highest parking demand, typically during late morning, housing experiences some of its lowest demand. Our office referenced the ITE publication *Parking Generation*, 3rd Edition, as well as *Shared Parking*, published by the Urban Land Institute. These publications provide information regarding hourly parking demand as a percentage of the peak demand. It should be noted that



as the 75-space facility is dedicated for the housing, the housing demand for spaces will not effectively drop below that 75-space threshold.

Our office compiled the hourly parking demand for each use, as is presented on the following tables:

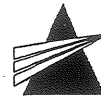
Table 5-7: Estimated Hourly Demand as a Percentage of Peak Demand for the Longfellow at Ocean Gateway

Hour Beginning	Weekday Demand				
	Housing	Retail	Restaurant	Health Club	Office
7:00 AM	62%	5%	20%	48%	20%
8:00 AM	41%	18%	20%	50%	63%
9:00 AM	37%	38%	20%	44%	93%
10:00 AM	37%	59%	20%	50%	100%
11:00 AM	37%	74%	21%	52%	100%
12:00 PM	37%	94%	64%	55%	90%
1:00 PM	37%	85%	59%	63%	90%
2:00 PM	37%	74%	74%	77%	97%
3:00 PM	37%	68%	31%	96%	93%
4:00 PM	45%	67%	50%	100%	77%
5:00 PM	61%	70%	39%	89%	47%
6:00 PM	69%	76%	72%	69%	23%
7:00 PM	72%	100%	100%	43%	7%
8:00 PM	80%	91%	88%	33%	3%
9:00 PM	89%	42%	76%	23%	3%

Table 5-8: Estimated Hourly Demand for the Longfellow at Ocean Gateway

Hour Beginning	Weekday Demand					Total
	Housing	Retail	Restaurant	Health Club	Office	
7:00 AM	126	2	7	47	10	192
8:00 AM	83	9	7	49	32	180
9:00 AM	75	19	7	43	47	191
10:00 AM	75	29	7	49	50	210
11:00 AM	75	36	8	50	50	219
12:00 PM	75	46	23	53	45	242
1:00 PM	75	42	21	61	45	244
2:00 PM	75	36	27	75	49	262
3:00 PM	75	33	11	93	47	259
4:00 PM	91	33	18	97	39	278
5:00 PM	124	34	14	86	24	282
6:00 PM	140	37	26	67	12	282
7:00 PM	146	49	36	42	4	277
8:00 PM	162	45	32	32	2	273
9:00 PM	181	21	27	22	2	253

As can be seen from the previous tables, when shared parking demand is accounted for, the peak parking demand is 282 parking spaces, or a 35% reduction in demand as compared to all peak parking demand



5d.

occurring simultaneously. As a result, the garage is anticipated to have 512 spaces remaining for other uses.

5e.

December 15, 2005

Mr. Frank Brancely
City of Portland
Department of Public Works
55 Portland Street
Portland, Maine 04104

Re: Ability to Serve - The Longfellow at Ocean Gateway

Dear Mr. Brancely:

We are preparing a Major Site Plan Application for a project entitled The Longfellow at Ocean Gateway for review by the City of Portland.

The site consists of several lots bounded by Middle Street to the north, the future extension of Commercial Street to the south, India Street to the west and the future extension of Hancock Street to the east, as shown on the enclosed USGS Topographic Map. Project elements include an approximately 719 space parking garage with the potential for 5,200 sq. ft. of connected retail space; a five story office building with first floor retail space; and a six story mixed use condominium building that includes 105 condominium units, 11 townhouses, a restaurant, lounge, spa and retail space.

To estimate the wastewater discharge generated by the proposed project, the State of Maine Subsurface Disposal Rules were consulted along with other literature published by the State of Maine and the Environmental Protection Agency. Estimates were derived from published historical data on wastewater flow per residential bathroom, the number of seats within the restaurant and the square footage of the spa, retail space and office space. Anticipated average daily wastewater discharge for each proposed building and for the project site will be as follows:

Building	Approximate Building Area	Average Daily Wastewater Discharge (GPD)
Parking Garage	204,270 sq. ft. garage, 5,200 sq. ft. retail	1,600
Office Building	29,460 sq. ft.	7,200
Mixed Use Condominium Bldg*	246,000 sq. ft.*	40,300
	Total Demand	49,100

*Area value does not include below grade parking

Wastewater from each building will discharge to the City's sewer system. The garage building will discharge wastewater into the 12" gravity sewer in Hancock Street, which will be constructed as part of the Ocean Gateway Project. The mixed use condominium building will discharge into the 12" gravity

Mr. Frank Brancely, City of Portland
December 15, 2005
Page 2

sewer in Commercial Street, which will be constructed as part of the Ocean Gateway Project. The 12" Hancock Street sewer will flow into the 12" gravity sewer within Commercial Street, which will discharge into the existing 48" RCP sewer in India Street. The 48" RCP sewer in India Street flows directly into the India Street Pump Station. The Office Building on the corner of India Street and Fore Street will discharge into the existing 24" combined sewer in India Street, which eventually flows into the India Street Pump Station. The flow would then pass from the India Street Pump Station on to the Wastewater Treatment Plant.

In addition to wastewater flow, stormwater runoff from a portion of the site is currently collected and discharged to the combined sewers in the project area. After construction of the project, stormwater collected from the roof drains of the Office building will be discharged into the 24" combined sewer in India Street and stormwater collected from the roof drains of the garage will be discharged to the 48" combined sewer in Fore Street. There is no existing separated storm drain infrastructure at the corner of India and Fore Streets to which this flow can be discharged; therefore the flow must be directed to the combined sewer. The stormwater collected from the mixed use condominium building and Grand Trunk Building will be directed to the separated storm drain infrastructure installed in the new roadways as part of Ocean Gateway.

As a result of the proposed project, stormwater entering the combined sewer will be decreased. The following table indicates anticipated peak stormwater runoff rates entering the combined sewer in cubic feet per second (cfs) for both the pre-development and post-development conditions as determined through HydroCAD modeling.

	Peak Runoff 2 Yrs (cfs)	Peak Runoff 10 Yrs (cfs)	Peak Runoff 25 Yrs (cfs)
Pre-development	5.17	8.20	9.62
Post-development	3.01	5.40	6.61
Change in Runoff	-2.16	-2.80	-3.01

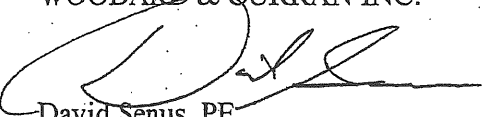
The Major Site Plan review process requires the submission of information that demonstrates there is sufficient collection and treatment capacity to serve the proposed development. Our office would like to request an "Ability to Serve" letter from the City Public Works Department stating the collection system in the vicinity of Commercial and India Streets has the capacity to handle the additional wastewater discharge generated by this development. We also request permission to continue discharging a decreased amount of stormwater runoff to the combined sewer in the project area. We anticipate submitting the Major Site Plan review documents to the City by the end of December.

Mr. Frank Brancely, City of Portland
December 15, 2005
Page 3

Please contact us if you have any questions or if you need additional information. Thank you very much for your assistance.

Sincerely,

WOODARD & CURRAN INC.



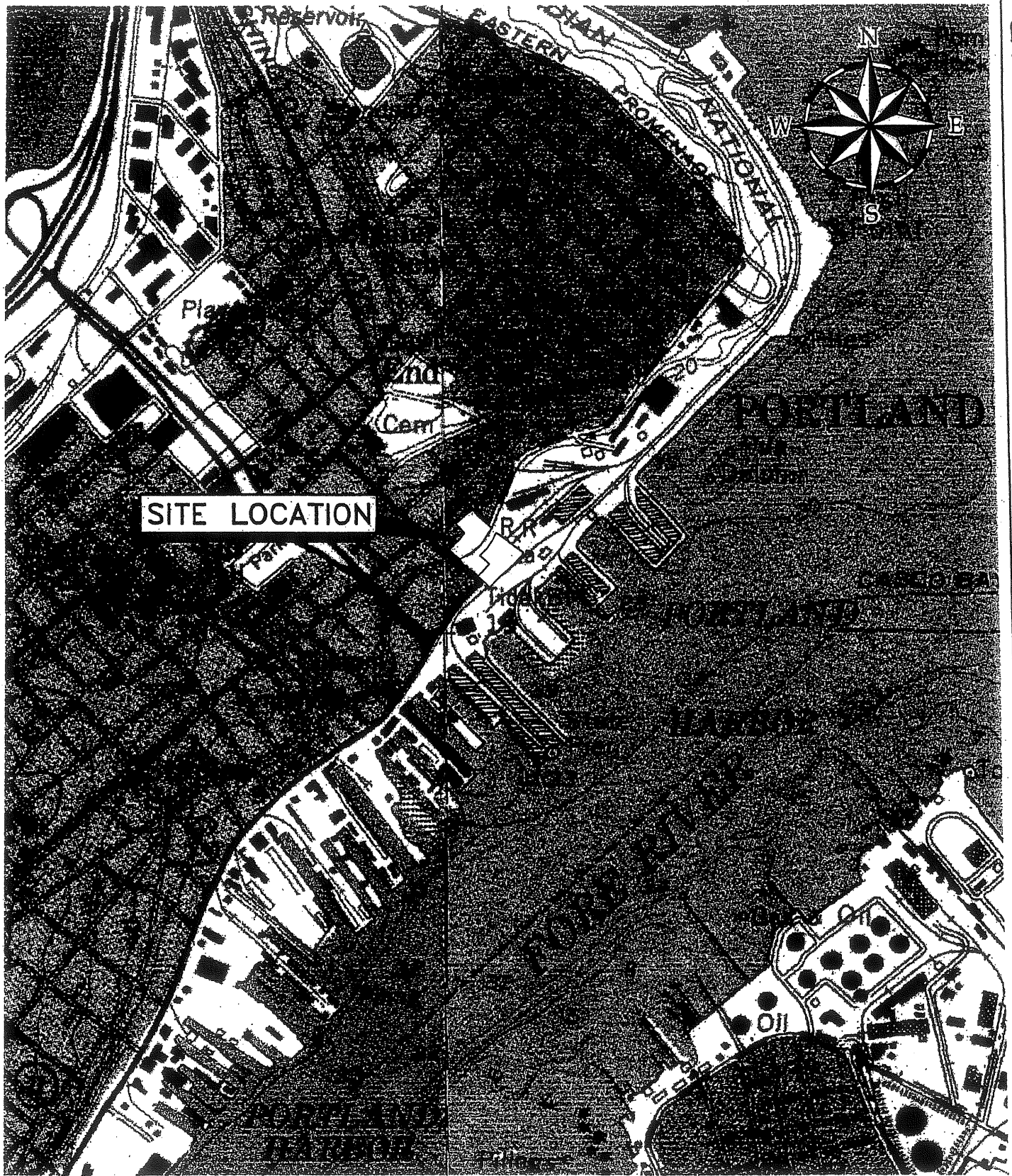
David Senus, PE
Project Engineer

DAS
203555

Enclosure - USGS Map Depicting Project Location

cc: Drew Swenson, Riverwalk LLC.

5h.



SITE LOCATION

NOTE:

SOURCE: UNITED STATES GEOLOGICAL SURVEY, 1:24,000 QUADRANGLE, 7.5 MINUTE SERIES - PORTLAND EAST AND WEST



WOODARD & CURRAN
 Engineering · Science · Operations
 PORTLAND, MAINE 800-426-4262

USGS TOPOGRAPHIC MAP

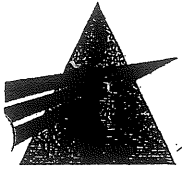
DESIGNED BY: JBC/DAS CHECKED BY: BSS
 DRAWN BY: JBC/DAS 20355505-U001.1.dwg

RIVERWALK LLC
 2 MARKET STREET, SUITE 500
 PORTLAND, ME 04101

JOB NO: 203555.05
 DATE: NOVEMBER 2005
 SCALE: 1" = 1000'±

**EASTERN WATERFRONT
 DEVELOPMENT**

Figure 1.1



51.

December 15, 2005

Mike Greene
Portland Water District
225 Douglass Street
P.O. Box 3553
Portland, Maine 04104-3553

Re: Ability to Serve - The Longfellow at Ocean Gateway

Dear Mr. Greene:

We are preparing a Major Site Plan Application for a project entitled The Longfellow at Ocean Gateway for review by the City of Portland.

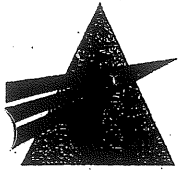
The site consists of several lots bounded by Middle Street to the north, the future extension of Commercial Street to the south, India Street to the west and the future extension of Hancock Street to the east, as shown on the enclosed USGS Topographic Map. Project elements include an approximately 719 space parking garage with the potential for 5,200 sq. ft. of connected retail space; a five story office building with first floor retail space; and a six story mixed use condominium building that includes 105 condominium units, 11 townhouses, a restaurant, lounge, spa and retail space.

To estimate the wastewater discharge generated by the proposed project, the State of Maine Subsurface Disposal Rules were consulted along with other literature published by the State of Maine and the Environmental Protection Agency. Estimates were derived from published historical data on wastewater flow per residential bathroom, the number of seats within the restaurant and the square footage of the spa, retail space and office space. Anticipated average daily wastewater discharge for each proposed building and for the project site will be as follows:

Building	Approximate Building Area	Average Daily Wastewater Discharge (GPD)
Parking Garage	204,270 sq. ft. garage, 5,200 sq. ft. retail	1,600
Office Building	29,460 sq. ft.	7,200
Mixed Use Condominium Bldg*	246,000 sq. ft.*	40,300
	Total Demand	49,100

*Area value does not include below grade parking

Wastewater from each building will discharge to the City's sewer system. The garage building will discharge wastewater into the 12" gravity sewer in Hancock Street, which will be constructed as part of the Ocean Gateway Project. The mixed use condominium building will discharge into the 12" gravity



Mike Greene, Portland Water District
December 15, 2005
Page 2

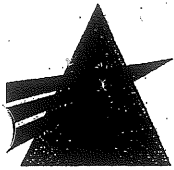
sewer in Commercial Street, which will be constructed as part of the Ocean Gateway Project. The 12" Hancock Street sewer will flow into the 12" gravity sewer within Commercial Street, which will discharge into the existing 48" RCP sewer in India Street. The 48" RCP sewer in India Street flows directly into the India Street Pump Station. The Office Building on the corner of India Street and Fore Street will discharge into the existing 24" combined sewer in India Street, which eventually flows into the India Street Pump Station. The flow would then pass from the India Street Pump Station on to the Wastewater Treatment Plant.

In addition to wastewater flow, stormwater runoff from a portion of the site is currently collected and discharged to the combined sewers in the project area. After construction of the project, stormwater collected from the roof drains of the Office building will be discharged into the 24" combined sewer in India Street and stormwater collected from the roof drains of the garage will be discharged to the 48" combined sewer in Fore Street. There is no existing separated storm drain infrastructure at the corner of India and Fore Streets to which this flow can be discharged; therefore the flow must be directed to the combined sewer. The stormwater collected from the mixed use condominium building and Grand Trunk Building will be directed to the separated storm drain infrastructure installed in the new roadways as part of Ocean Gateway.

As a result of the proposed project, stormwater running into the combined sewer will be decreased. The following table indicates anticipated peak stormwater runoff rates entering the combined sewer in cubic feet per second (cfs) for both the pre-development and post-development conditions as determined through HydroCAD modeling.

	Peak Runoff 2 Yrs (cfs)	Peak Runoff 10 Yrs (cfs)	Peak Runoff 25 Yrs (cfs)
Pre-development	5.17	8.20	9.62
Post-development	3.01	5.40	6.61
Change in Runoff	-2.16	-2.80	-3.01

The Major Site Plan review process requires the submission of information that demonstrates there is sufficient collection and treatment capacity to serve the proposed development. Our office would like to request an "Ability to Serve" letter from the Portland Water District stating the Wastewater Treatment Plant and the India Street Pump Station each have the capacity to treat the additional wastewater discharge generated by this development. We also request permission to continue discharging a decreased amount of stormwater runoff to the combined sewer in the project area. We anticipate submitting the Major Site Plan review documents to the City by the end of December.



WOODARD & CURRAN
Engineering • Science • Operations

5K

Mike Greene, Portland Water District
December 15, 2005
Page 3

Please contact us if you have any questions or if you need additional information, (207) 774-2112.
Thank you very much for your assistance.

Sincerely,

WOODARD & CURRAN INC.

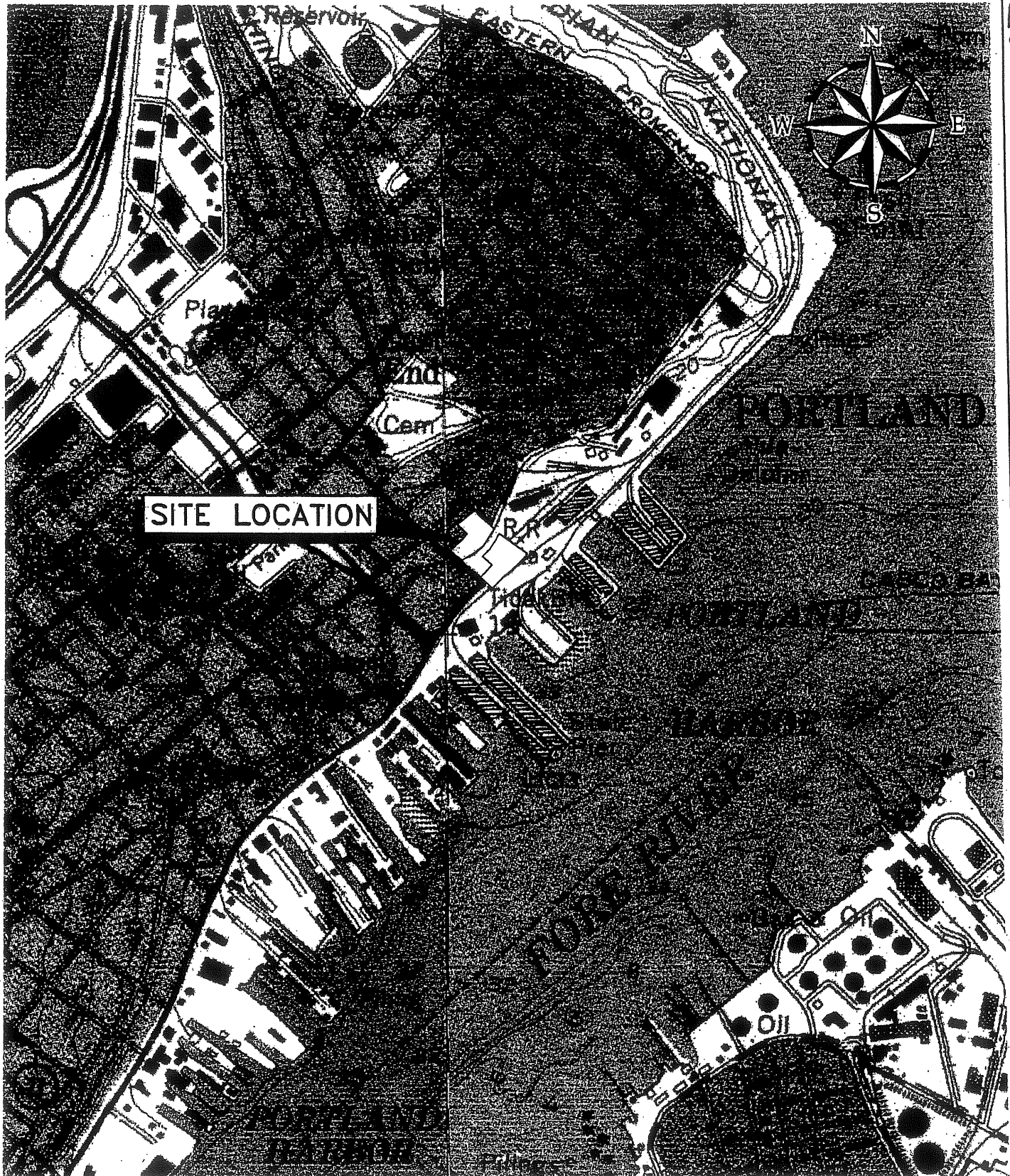
David Senus, PE
Project Engineer

DAS
203555

Enclosure USGS Map Depicting Project Location.

cc: Drew Swenson, Riverwalk LLC.

5L.



SITE LOCATION

NOTE:

SOURCE: UNITED STATES GEOLOGICAL SURVEY, 1:24,000 QUADRANGLE, 7.5 MINUTE SERIES - PORTLAND EAST AND WEST



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USGS TOPOGRAPHIC MAP

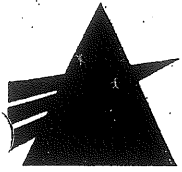
DESIGNED BY: JBC/DAS CHECKED BY: BSS
 DRAWN BY: JBC/DAS 20355505-U001.1.dwg

RIVERWALK LLC
 2 MARKET STREET, SUITE 500
 PORTLAND, ME 04101

EASTERN WATERFRONT DEVELOPMENT

JOB NO: 20365A.05
 DATE: NOVEMBER 2005
 SCALE: 1" = 1000±

Figure 1.1



5m

December 15, 2005

Jay Hewett, Chief Engineer
Portland Water District
225 Douglass Street
P.O. Box 3553
Portland, Maine 04104-3553

Re: Ability to Serve - The Longfellow at Ocean Gateway

Dear Mr. Hewett:

We are preparing a Major Site Plan Application for a project entitled The Longfellow at Ocean Gateway for review by the City of Portland.

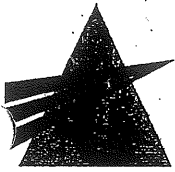
The site consists of several lots bounded by Middle Street to the north, the future extension of Commercial Street to the south, India Street to the west and the future extension of Hancock Street to the east, as shown on the enclosed USGS Topographic Map. Project elements include an approximately 719 space parking garage with the potential for 5,200 sq. ft. of connected retail space; a five story office building with first floor retail space; and a six story mixed use condominium building that includes 105 condominium units, 11 townhouses, a restaurant, lounge, spa and retail space.

Water demand for the site was based off of the estimates for wastewater generation. It was assumed that an equal amount of water demanded from the water system will be returned as wastewater, with the exception of water demanded for plant irrigation, which has been estimated by the Landscape Architect, Carroll Associates. State of Maine Subsurface Disposal Rules were consulted along with other literature published by the State of Maine and the Environmental Protection Agency to estimate water and wastewater demand. Estimates were derived from published historical data on wastewater flow per residential bathroom, the number of seats within the restaurant and the square footage of the spa, retail space and office space. Anticipated average daily water demand for each proposed building and for the project site will be as follows:

Building	Approximate Building Area	Average Daily Water Demand (GPD)
Parking Garage	204,270 sq. ft. garage, 5,200 sq. ft. retail	1,600
Office Building	29,460 sq. ft.	7,200
Mixed Use Condominium Bldg	246,000 sq. ft. *	40,300
Irrigation Demand	-	600 **
	Total Demand	49,700

*Area value does not include below grade parking

**Irrigation demand only present during 7 months of the year



Jay Hewett, Portland Water District
December 15, 2005
Page 2

Water service for the parking garage and retail space is anticipated to be provided from the 12" main in Fore Street. Water service for the office building is anticipated to be provided from the 12" main in India Street. Water service for the Condominium/Hotel/Restaurant building is anticipated to be provided from the proposed 12" main in the extension of Commercial Street, proposed as part of the Ocean Gateway project.

The Major Site Plan review processes requires the submission of information that demonstrates the proposed development will have sufficient water supply. Our office is requesting an "Ability to Serve" letter from the Portland Water District based on the above mentioned water demand. We anticipate submitting the Major Site Plan review documents to the City by the end of December.

Please contact us if you have any questions or if you need additional information, (207) 774-2112. Thank you very much for your assistance.

Sincerely,

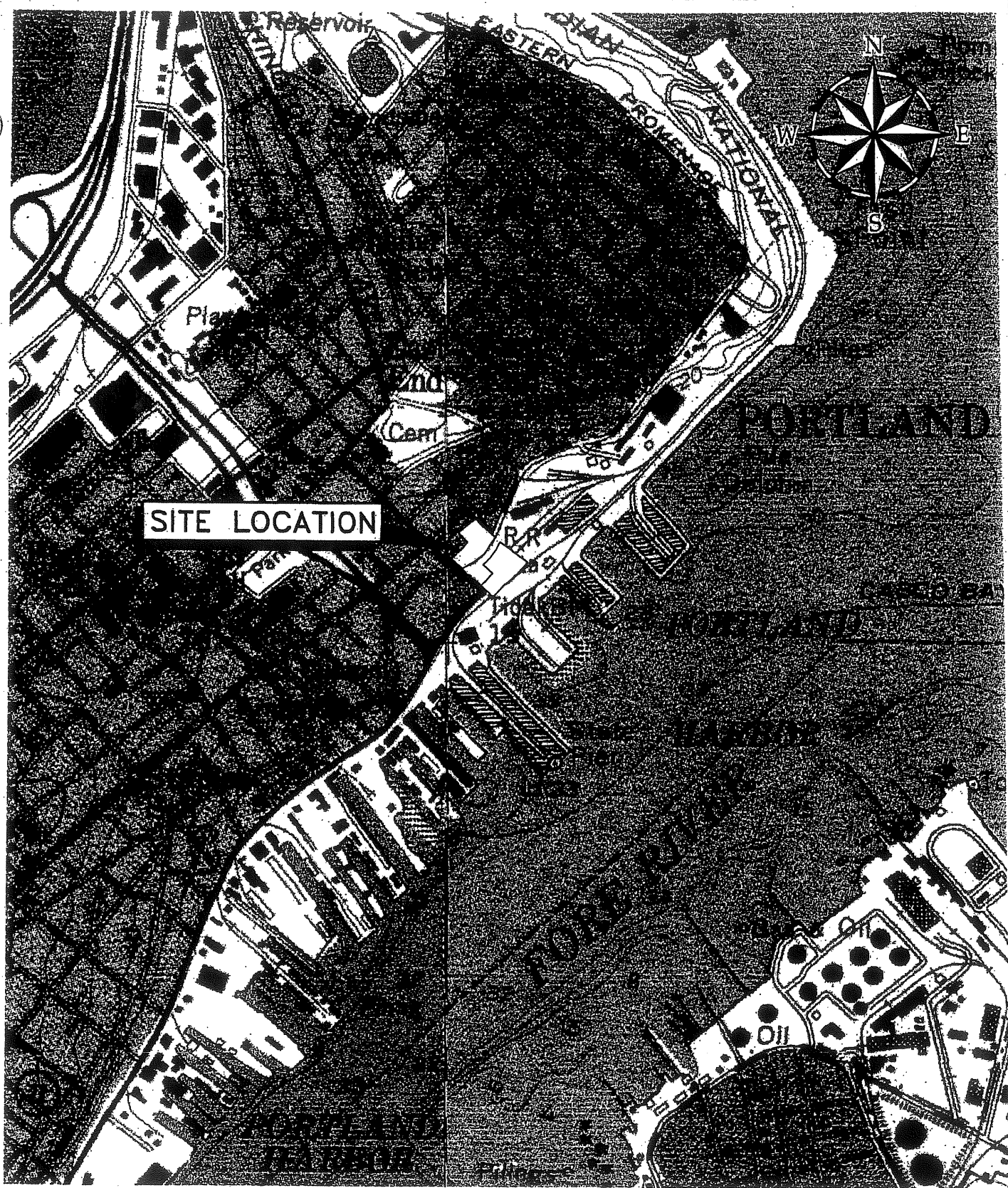
WOODARD & CURRAN INC.

David Senus, PE
Project Engineer

DAS
203555

Enclosure – USGS Map Depicting Project Location

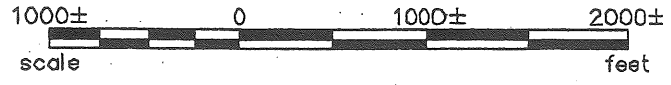
cc: Drew Swenson, Riverwalk LLC.



SITE LOCATION

NOTE:

SOURCE: UNITED STATES GEOLOGICAL SURVEY, 1:24,000 QUADRANGLE, 7.5 MINUTE SERIES - PORTLAND EAST AND WEST



WOODARD & CURRAN
Engineering • Science • Operations
PORTLAND, MAINE 800-426-4262

USGS TOPOGRAPHIC MAP

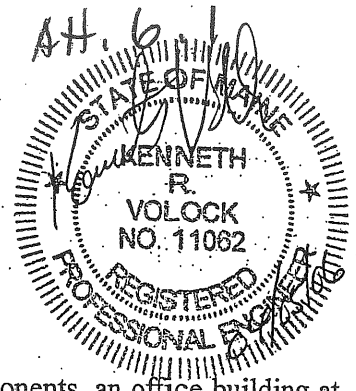
DESIGNED BY: JBC/DAS	CHECKED BY: BSS
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RIVERWALK LLC
2 MARKET STREET, SUITE 500
PORTLAND, ME 04101

EASTERN WATERFRONT DEVELOPMENT

JOB NO: 20355A.05
DATE: NOVEMBER 2005
SCALE: 1" = 1000' ±

Figure 1.1



6. STORMWATER MANAGEMENT

6.1 OVERVIEW

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, 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/lounge/office) and residential buildings. Use of the properties adjacent to the development site include manufacturing, restaurant/lounge, governmental and multi- and single-family residential. A copy of Sheet C-101: Existing Site Plan is attached in Section 1 of this application.

6.2 SITE CHANGES

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.

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

Table 6.1: Impervious Area Summary

	Total Area (acres)	Impervious Area (acres)	Percent Impervious (%)
Pre-Development	2.92	2.92	100.0
Post-Development	2.92	2.58	88.4
CHANGE	0.00	-0.34	-11.6

6.3 STORMWATER MANAGEMENT DESIGN

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

AH.6.2

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 additional flows that could be anticipated from future build-out of the area. An evaluation was performed to determine whether the additional capacity designed into the Ocean Gateway project could accommodate stormwater discharge from the project site. The development will result in a peak runoff rate of 25.51 cfs at the Ocean Gateway stormwater treatment unit to which it will flow (designated as Stormwater Treatment Unit 2 in the Ocean Gateway construction documents), which exceeds the published capacity. However, the vendor was contacted and provided confirmation that the anticipated flow rate will not present problems with stormwater treatment or surcharging of the system. A copy of this evaluation has been attached to this section.

6.3.1 Applicable Standards

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.

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 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 is attached to this section. 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 have been attached to Section 5 of this Application.

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 will be designed to comply with Section V of the City Standards to the extent that MeDEP Chapter 500 can still be met. Should occasion arise were the two sets of standards conflict, MeDEP Chapter 500 will govern.

6.3.2 Stormwater Quantity Calculations

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.

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.

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).

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. Subsurface investigations were conducted for the site, but the accompanying Geotechnical Report is not yet available. Once available, the report will be referenced to confirm the use of HSG "A", and a copy will be provided to the City.

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.

6.3.2.1 Pre-Development Condition

To model the project, the existing site was separated into multiple drainage area subcatchments. Subcatchments 1X through 5X represent the Pre-Development conditions. These subcatchments are depicted in Figure 6.1 attached to this section. Subcatchments 1X 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.

The stormwater collection system, currently under construction as part of the Ocean Gateway project, has been included in the Pre-Development using Reaches. Reaches RC and RC2 represent the stormwater collection system along the extension of Commercial Street. Reaches RH1 and RH2 represent the stormwater collection system along the extension of Hancock Street.

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 Fire River. Reach CS is used to quantify the runoff that flows into the City of Portland combined sewer.

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

6.3.2.2 Post-Development Condition

For the proposed conditions, Subcatchments 1AP, 1BP, 2P, 3P, 4P, 5AP, 5BP and 5CP define the Post-Development subcatchments. These subcatchments are depicted in Figure 6.2 attached to this section. The subcatchments have been numbered to roughly correspond to similarly named Pre-Development subcatchments. Reach RUH has 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). 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 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.

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)	3.93	6.30	7.41
Fore River – FR (Post-Development)	6.03	9.81	11.65
CHANGE IN RUNOFF	2.10	3.51	4.24
Combined Sewer - CS (Pre-Development)	5.17	8.20	9.62
Combined Sewer - CS (Post-Development)	0.99	1.73	2.07
CHANGE IN RUNOFF	-5.18	-6.47	-7.55
TOTAL (Pre-Development)	8.43	13.51	15.90
TOTAL (Post-Development)	6.89	11.31	13.45
CHANGE IN RUNOFF	-1.54	-2.20	-2.45

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. There is a significant decrease in the amount of runoff to the City’s combined sewer system, with a corresponding, though less significant, increase in the amount of runoff to the Fore River.

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.

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. A Maintenance Supervisor will be hired prior to occupancy. Riverwalk, LLC can currently 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 for 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.

6.5 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. The amount of runoff discharged from the site to the Fore River will increase. Since the total runoff from

AA 6.7

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.

An Erosion and Sedimentation Control Plan has been attached 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

Memorandum discussing 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.

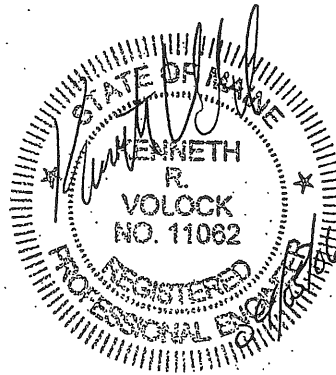
HydroCAD Calculations (Pre-Development).

HydroCAD Calculations (Post-Development).

Att. 6. 8

MEMORANDUM

TO: Barry Sheff, P.E.
FROM: Kenneth Volock, P.E.
DATE: April 5, 2006
RE: The Longfellow - Impacts on Ocean Gateway Stormwater Conveyance and Treatment Measures



The purpose of this memorandum is to investigate the impacts that The Longfellow project will have on the stormwater conveyance and treatment measures currently proposed for the Ocean Gateway Project. As proposed, runoff from several aspects of the Longfellow project would be collected in the City stormwater collection system, currently under construction 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 these 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. 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 permits.

The Ocean Gateway construction documents call for one of three Manufactured Stormwater Treatment Systems to be installed: a Vortechs System by Vortech; a Downstream Defender by Hydro International; or a Stormgate Separator by Stormwater Management, Inc. The allowable treatment capacities through the Stormgate Separator are very low and did not allow its use to be a reasonable option. On March 8, 2006, the Ocean Gateway contractor, Reed & Reed, submitted a 10-foot diameter Downstream Defender for the project and it is currently being reviewed under the shop drawing/submittal review process for the construction project.

Peak runoff capacities for the Vortechs Model 16000 and for the 10-foot diameter Downstream Defender are provided in Table 1. Capacities are provided for 60% TSS Removal based on the 1-year storm, 50% TSS removal based on the 1-year storm, and the peak flow rate through the unit based on the 25-year storm.

Att. 6, 10

Table 1: Treatment System Capacities

STORMWATER TREATMENT UNIT	60% TSS REMOVAL PEAK RUNOFF 1 Year (CFS) ^A	50% TSS REMOVAL PEAK RUNOFF 1 Year (CFS) ^A	PEAK RUNOFF 25 Year (CFS) ^B
Vortechs Model 16000, by Vortechincs	9.25	10.58	25.00
Downstream Defender, 10-foot Diameter, By Hydro International	12.85	13.84	25.00

^A - 60% and 50% TSS removal peak runoff rates for the 1-year storm as approved by the Maine Department of Environmental Protection.

^B - Peak runoff rates for the 25-year storm as specified by the manufacturer.

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: 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. Results of the model runs are summarized in Table 2 below. Supporting HydroCad data has been attached to this Memorandum for reference. The results for the Ocean Gateway Project are taken from the MeDEP approved Ocean Gateway Stormwater Management Plan.

Table 2: Runoff Summary

COLLECTION AREA	PEAK RUNOFF 1 Year (CFS)	PEAK RUNOFF 25 Year (CFS)
Ocean Gateway Project (Currently under construction)	7.81	19.32
Ocean Gateway Project with addition of Residences and Retail complex and the Grand Trunk Building	8.85	21.87
Ocean Gateway Project and addition of Residences and Retail complex, the Grand Trunk Building and Parking Garage	10.45 ^A	25.51 ^B

^A - Exceeds 1-yr capacity through Vortechs Model 16000, by Vortechincs, for both 60% and 50% TSS removal.

^B - Exceeds design capacity through Vortechs Model 16000, by Vortechincs, and 10-foot diameter Downstream Defender, by Hydro International.

Given that the Ocean Gateway contractor (Reed & Reed) has submitted the 10-foot diameter Downstream Defender for use on the project, it is anticipated that this unit will be installed as part of the Ocean Gateway construction. Runoff from the Residences and Retail complex, Grand Trunk Building and Parking Garage could all be routed through the stormwater treatment unit without adversely affecting the 1-year peak runoff treatment capacity.

The peak runoff from the 25-year storm exceeds the published capacity of 25.0 cfs through the unit by 0.51 cfs. Hydro International, the manufacturer of the Downstream Defender, was contacted to determine the effects of the increased flow through the unit. It was determined that the peak runoff rate of 25.51 cfs would not create any adverse condition with respect to either resuspension of collected sediment in the stormwater treatment unit, or with headloss leading to surcharge of the upstream collection system. The response from Hydro International has been attached to this memorandum.

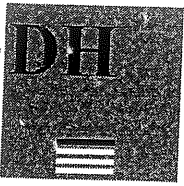
Conclusion

The addition of the Residences and Retail complex and the Grand Trunk Building will not cause runoff rates to exceed the capacities of the Ocean Gateway treatment unit. The addition of the Parking Garage will create a peak runoff rate in excess of the published capacity of the stormwater treatment unit. However, discussions with the vendor confirmed that the peak runoff rate of 25.51 cfs could safely pass through the stormwater treatment unit without resuspension of collected sediment or surcharge of the upstream collection system. No additional infrastructure is required at the Ocean Gateway site to accommodate runoff from the Longfellow project.

KRV/
203555.05

Attachments

cc: File



DeLUCA-HOFFMAN ASSOCIATES, INC.
CONSULTING ENGINEERS

778 MAIN STREET
SUITE 8
SOUTH PORTLAND, MAINE 04106
TEL. 207 775 1121
FAX 207 879 0896

AH. G.b.1

- ROADWAY DESIGN
- ENVIRONMENTAL ENGINEERING
- TRAFFIC STUDIES AND MANAGEMENT
- PERMITTING
- AIRPORT ENGINEERING
- SITE PLANNING
- CONSTRUCTION ADMINISTRATION

MEMORANDUM

DATE: April 6, 2006

TO: Bill Needelman, City of Portland Planning

FROM: Stephen R. Bushey, P.E.

SUBJECT: The Longfellow at Ocean Gateway, Site Plan review
Engineering review comments

K
IA

Bill,

DeLuca-Hoffman Associates, Inc. has reviewed the submission materials prepared by Woodard and Curran on behalf of Riverwalk, LLC for the Longfellow at Ocean Gateway project. These materials have included plans and supporting documents provided over multiple submissions beginning in December 2005. This includes the latest submission dated April 5, 2006 that was delivered directly to this office by the engineer.

Based on our review of the materials, it is our opinion that the submission package is well prepared and comprehensive in addressing the requirements set forth in the City's Site Plan Review requirements. Our review has primarily focused on the design aspects related to general site layout, grading, utilities layout, drainage and stormwater management and erosion control. We trust that other City Staff or professional consultants will cover many other aspects of the project. On the basis of the technical aspects we have reviewed, it is our opinion that the project is ready for consideration for action by the Planning Board assuming that the applicant can address the following minor comments.

1. The development involves four properties accounting for 2.92 acres of area. The properties have been developed in various manners over their history and have generally been fully covered by hard surfaces under current conditions. The proposed project will involve new construction over most of the site with the end result that the amount of impervious surface will be slightly reduced and landscaping coverage improved across some of the property.
2. The project will result in a reduction of contributing area to the City's combined sewer system therefore decreasing the volume of stormwater runoff entering the system that ultimately requires treatment at the City's treatment plan or overflows as combined flow into the Fore River. This is a beneficial result to the City's overall CSO program.
3. The project involves the construction of new drainage infrastructure with the development sites and adjacent streets including Commercial and Hancock Streets. The drainage infrastructure will link with other measures under construction as part of the

Ocean Gateway project and will make use of a water quality treatment (WQU) that will be installed as part of Ocean Gateway. Woodard and Curran have provided supporting materials addressing the capacity of the new infrastructure including the WQU. Based on the submitted materials it is our opinion that adequate measures have been provided for the collection, conveyance and treatment of stormwater runoff from the property as well as within the watershed block defined by India Street, Fore Street, Hancock Street and Commercial Street. We note that the proposed WQU will be at capacity with the introduction of flows from the Longfellow project. Future development activity uphill of the area, such as on the Village Café site, may require additional measures for water quality treatment.

We note that the applicant has requested a waiver of the Stormwater Quantity control Standards, simply due to the fact that the stormwater discharge will be directly to the Fore River, which is tidal in nature. We concur with this waiver request and assume any conditions of approval will address this item.

4. We suggest the Public Works Dept. consider the installation of sampling manholes at each of the sewer services leaving the Longfellow Residences building prior to direct connection into the City's system
5. We suggest that the engineer clarify the installation of the routing of overhead and underground power/telephone/cable utilities around the development vicinity. The Utility plan currently depicts an underground alignment beneath the sidewalk along the west side of Hancock Street. The city Arborist should comment regarding the acceptance of running underground conduit beneath tree plantings etc.
6. The 6" sanitary service from the Gateway Garage contains a note stating the connection will be to the storm drain. We assume this was intended to say "sewer main".
7. We agree with the use of an oil/water separator on the storm drain line out of the garage. Details for the separator should be provided for the City's records.
8. The Public Works Dept. should review the limits of street reconstruction and repaving proposed with the project and determines if the street repaving limits are adequately represented in the plans, considering current nearby street conditions and City paving schedules. In other words, since some of the streets will be repaved as part of the project, might the City consider additional paving work in the project vicinity, if it is needed, in order to arrive at a more consistent paving condition throughout. The plans may also need to reflect the City's surface repaving requirements for multiple trench openings in the streets, particularly for Commercial and Fore Streets, for example.
9. We suggest that a condition of approval include requirements to properly remove or discontinue all utility services into the site's that are currently known and won't be reused or are discovered during the construction process. Record information on these services should be provided to the City's archivist for future reference.
10. The Public Works Department and Portland Water District should comment regarding their desire to replace existing sewer or water mains in the street since the streets will be open as part of the project, and repair/replacement to any aged/problem lines may be well timed to completed during this project.

AH. 6. b. 3

11. The applicant has provided an Erosion control report outlining the measures to be taken to avoid erosion and sediment transport from the site. This report along with the Maintenance aspects appears acceptable and meets the City's requirements.

We trust these comments are beneficial and we look forward to any further assistance we may provide the City Staff on this project.

If you have any questions please call this office.

AH 6C.1

Haley & Aldrich, Inc.
75 Washington Avenue
Suite 203
Portland, ME 04101-2617

Tel: 207.482.4600
Fax: 207.775.7666
HaleyAldrich.com



MEMORANDUM

12 April 2006
File No. 30322-000

TO: Riverwalk, LLC; Attn.: Drew Swenson
C: Woodard & Curran; Attn.: David Senus
The Architectural Team; Attn.: Gary Kane
FROM: Haley & Aldrich, Inc.
Wayne A. Chadbourne, P.E. *WAC*
SUBJECT: Foundation Drainage System
Proposed Longfellow Residences and Retail
Longfellow at Ocean Gateway, Portland, Maine

OFFICES

- Boston
Massachusetts
- Cleveland
Ohio
- Dayton
Ohio
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- San Diego
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- Santa Barbara
California
- Tucson
Arizona
- Washington
District of Columbia

Per your request, this memorandum conceptually addresses drainage of the lower-level parking area for the proposed Longfellow Residences and Retail building (LRR building). It is our understanding that the FFE of the lower-level floor slab has not yet been determined. However, based on the proposed level of the ground floor slab for the LRR building (currently planned between El. 18 adjacent to Fore Street, and El. 15 adjacent to Commercial Street Extension), we anticipate that the FFE of the lower level floor slab could range between El. 4 and El. 7.

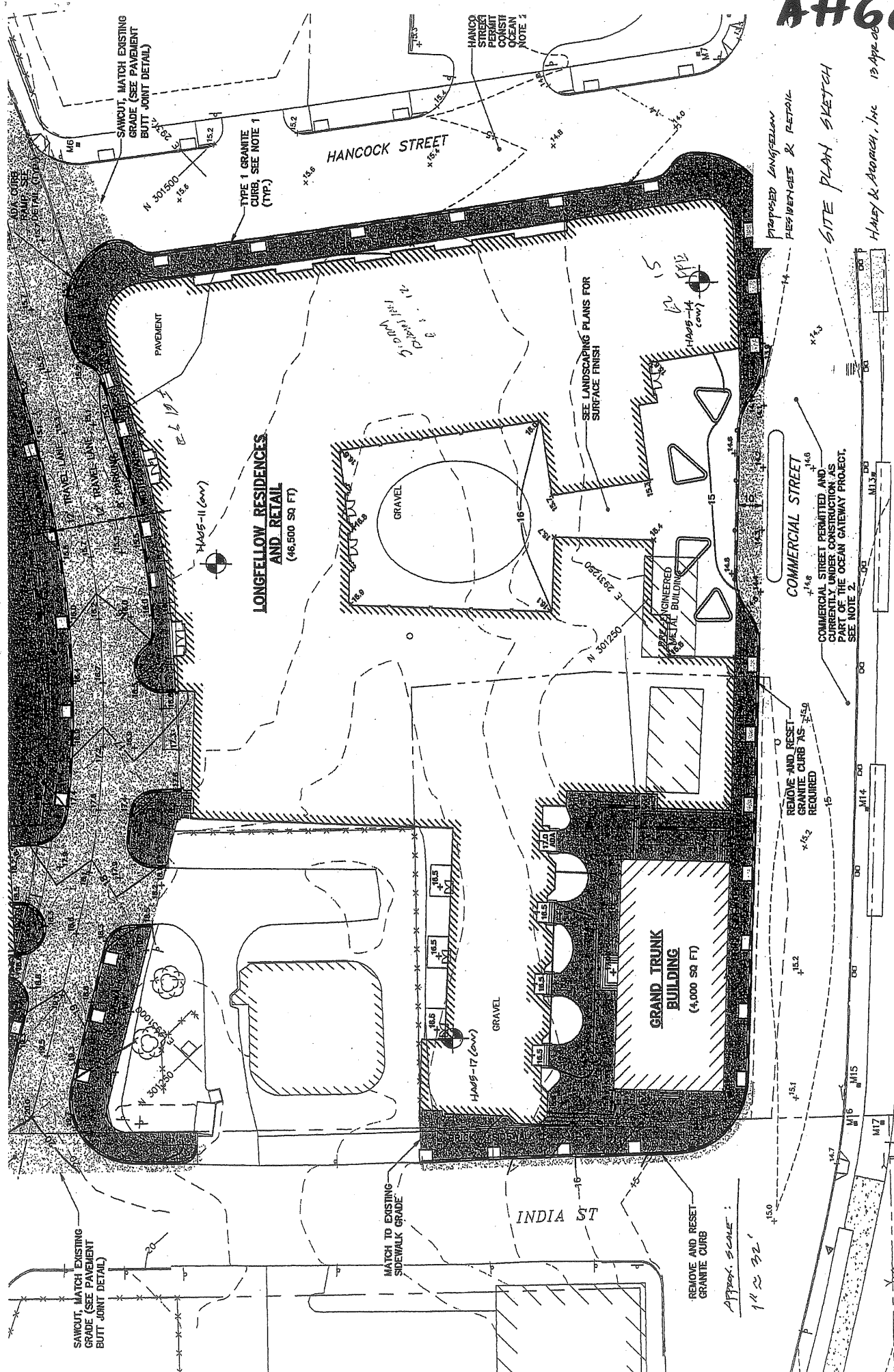
Recent Groundwater Data

We have installed three groundwater monitoring wells within the proposed footprint of the LRR building; one adjacent to Fore Street, one adjacent to India Street and one near the pedestrian path, near the future intersection between Hancock and Commercial Streets. Please refer to the attached site plan sketch for approximate locations of these wells. The wells were installed in October 2005 and have been read periodically over the past seven months. A summary of water levels measured in the wells during this time is provided below.

Well Location	Range in Water Levels Measured between Oct 2005 and Apr 2006
Adjacent to Fore Street (HA05-11)	El. 6 to El. 7
Corner of Future Comm. & Hancock Streets (HA05-14)	El. 5 to El. 6.3
Adjacent to India Street (HA05-17)	El. 4.5 to El. 5.5

Water levels were measured at times corresponding to local high and low tides in an effort to determine the tidal influence on the water levels at the site. Based on recent measurements, it is our opinion that the water levels at the site are not substantially influenced by tidal

AH6C.2



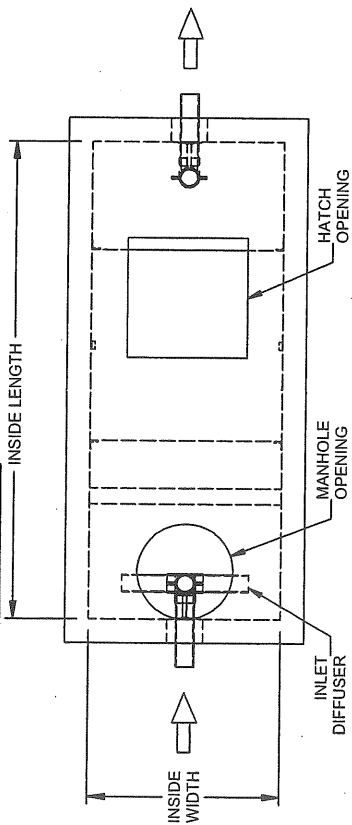
SITE PLAN SKETCH

HAUS & MANACH, INC 13 Apr 08

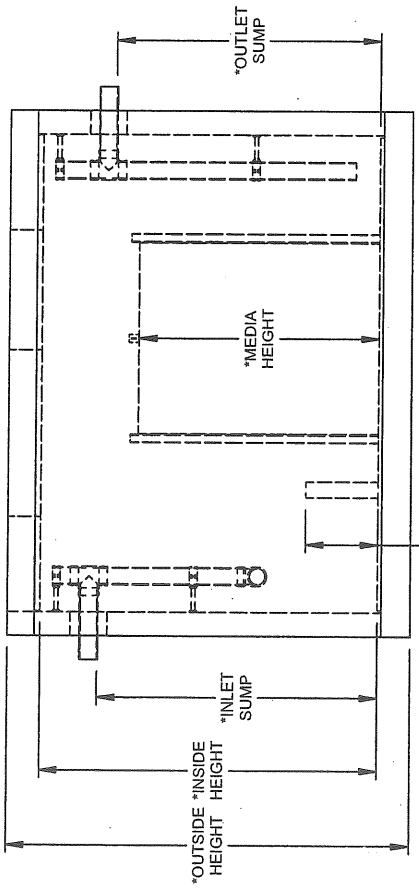
Approved: 11/2/08

FOR INFORMATIONAL PURPOSES ONLY - NOT INTENDED FOR CONSTRUCTION

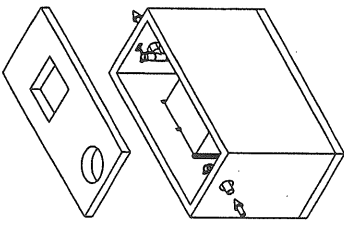
THE VORTCLAREX SYSTEM SHALL BE STENCILED WITH THE CONTECH STORMWATER SOLUTIONS NAME AND LOGO. PIPE OPENINGS SHALL BE STENCILED "INLET" OR "OUTLET" AS APPROPRIATE



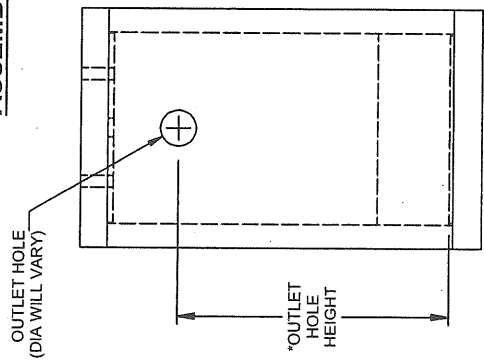
PLAN VIEW



ELEVATION VIEW



ASSEMBLY VIEW



RIGHT SIDE VIEW

GENERAL NOTES:

1. INLET INVERT TO BE 4" HIGHER THAN OUTLET INVERT. OUTLET INVERT TO BE 6" HIGHER THAN THE TOP OF THE MEDIA PACK.
2. MANUFACTURER SHALL BE RESPONSIBLE FOR ASSEMBLY OF INTERNAL COMPONENTS.
3. MANHOLE FRAME(S), COVER(S) AND HATCH(S) SUPPLIED WITH SYSTEM, NOT INSTALLED.
4. MANHOLE RISERS, GRADE RINGS OR BLOCK REQUIRED BETWEEN THE TOP OF THE VORTCLAREX SYSTEM AND BASE OF THE MANHOLE FRAMES SHALL BE IN ACCORDANCE WITH ALL APPLICABLE LOCAL STANDARDS. NOT SUPPLIED BY CONTECH STORMWATER SOLUTIONS.
5. PURCHASER TO PREPARE EXCAVATION, PROVIDE LIFTING EQUIPMENT AND SET STRUCTURE.
6. VORTCLAREX BY CONTECH STORMWATER SOLUTIONS; PORTLAND, OR (800) 548-4667; SCARBOROUGH, ME (877) 907-8676; ELK RIDGE, MD (866) 740-3318
7. SOME HIDDEN LINES MAY BE OMITTED FOR CLARITY.
8. INLET/OUTLET PIPE DIAMETER AND LOCATION WILL VARY.
9. THE VORTCLAREX SHALL REMOVE ESSENTIALLY ALL FREE AND DISPERSED NON-EMULSIFIED OIL FROM THE WATER STREAM AND PRODUCE A DESIRED EFFLUENT BASED ON AN OIL DROPLET TYPICAL OF THE SITE.
10. THE VORTCLAREX SHALL BE DESIGNED BASED ON A MAXIMUM AVERAGE FLOW.
11. THE VORTCLAREX SHALL BE DESIGNED IN ACCORDANCE WITH STOKES LAW AND API BULLETIN NO. 421.

Model	Approximate Dimensions (Inside LxW)		Typical Maximum Flow	
	ft	m	gpm	I/s
VCL40	10 x 4	3100 x 1200	300	19
VCL50	11 x 5	3400 x 1500	475	30
VCL60	12 x 6	3700 x 1800	650	41
VCL70	13 x 7	4000 x 2100	770	49
VCL80	14 x 8	4300 x 2400	875	55
VCL90	15 x 9	4600 x 2700	990	62
VCL100	16 x 10	4900 x 3000	1100	69
VCL120	18 x 12	5500 x 3700	1300	82

This CADD file is for the purpose of specifying stormwater treatment equipment to be furnished by CONTECH Stormwater Solutions and may only be transferred to other documents exactly as provided by CONTECH Stormwater Solutions. Title block information, excluding the CONTECH Stormwater Solutions logo and the Vortclarex designation, may be deleted if necessary. Revisions to any part of this CADD file without prior coordination with CONTECH Stormwater Solutions shall be considered unauthorized use of proprietary information.

* THESE DIMENSIONS WILL VARY DEPENDING ON SITE SPECIFIC INFORMATION AND REQUIREMENTS.

TYPICAL DETAIL WITH SIZING TABLE
OIL/WATER SEPARATION SYSTEM
VORTCLAREX™



SCALE: NONE
DRAWN: JBS
CHECKED: NDG
FILE NAME: STDVCL
DATE: 4/4/06

AH6.C.3

Available models

Use this table to identify the appropriate configuration for your site. Engineers in our Technical Sales department are available to assist with your project.

VortClarex	Dimensions		Typical Depth (below invert)		Peak Treatment Flow		Max. Size Inlet/Outlet	
	ft	m	ft	m	gpm	lps	in	mm
VCL40	10 x 4	3.0 x 1.2	4	1.22	300	18.9	18	457
VCL50	11 x 5	3.4 x 1.5	4	1.22	475	30.0	24	610
VCL60	12 x 6	3.7 x 1.8	4	1.22	650	41.0	27	686
VCL70	13 x 7	4.0 x 2.1	4	1.22	770	48.6	30	762
VCL80	14 x 8	4.3 x 2.4	4	1.22	875	55.2	36	914
VCL90	15 x 9	4.6 x 2.7	4	1.22	990	62.4	48	1220
VCL100	16 x 10	4.9 x 3.0	4	1.22	1100	69.4	48	1220
VCL120	18 x 12	5.5 x 3.7	4	1.22	1300	82.0	60	1520



Oil Stop Valve	Diameter		Typical Depth (below invert)		Treatment Capacity		Max. Size Inlet/Outlet	
	ft	m	ft	m	gpm	lps	in	mm
OSV100†	-	-	-	-	100	6.3	-	-
OSV148	4	1.22	4	1.22	100	6.3	4	102
OSV160	5	1.52	4	1.22	100	6.3	4	102
OSV300†	-	-	-	-	280	17.7	-	-
OSV360	5	1.52	5	1.52	280	17.7	6	152
OSV372	6	1.83	5	1.52	280	17.7	6	152
OSV500†	-	-	-	-	500	31.5	-	-
OSV560	5	1.52	5	1.52	500	31.5	8	203
OSV572	6	1.83	5	1.52	500	31.5	8	203

†This model includes valve only, no structure.

Support & Maintenance

Our goal: to remove stormwater pollutants

- Drawings and specifications are available at www.stormwater360.com.
- Design support is available from our Technical Sales engineers, to provide site-specific solutions.
- Full maintenance services are available to maximize performance and ensure long-term product viability.



Filtration

Hydrodynamic Separation

Screening

Oil/Water Separation

Flow Control



7. CONSTRUCTION PLAN

Att. 7

The following statement is made in accordance with City of Portland Code of Ordinances, Chapter 14 Land Use, Section 14-525(c)(7).

Construction of the project is anticipated to begin in the spring of 2006 and be completed prior to the summer of 2008. The attached Longfellow at Ocean Gateway Sequence of Construction provides a timeline of the major aspects of construction.

7.1 ATTACHMENTS

The Longfellow at Ocean Gateway Sequence of Construction

8. STATE AND FEDERAL PERMITTING

The following statement is made in accordance with City of Portland Code of Ordinances, Chapter 14 Land Use, Section 14-525(c)(8).

In addition to the City's Major Site Plan and Subdivision Review, the following State permits are required:

- MDEP Stormwater Permit – This permit will be obtained prior to the start of construction in the spring of 2006.
- MDOT Traffic Movement Permit – An application will be submitted to the Maine Department of Transportation, and to the City of Portland Traffic Engineer for review. The application will be submitted by the end of January 2006.
- State Fire Marshall Building Permit - A permit will be obtained before construction of the buildings begins in the spring of 2006.
- A modification is required for the Ocean Gateway MDEP Site Law Permit to remove the 1.06 acre City parcel from the Ocean Gateway project. This modification has been submitted to MDEP for review and approval.
- A Certificate of Appropriateness will be obtained from the Portland Historical Preservation Board with regard to incorporating the One India Street property and Grand Trunk Building into the project.

Permits of note that are not required or not applicable to this project include:

- There are no wetlands on or adjacent to the site, therefore, neither a Maine Natural Resources Protection Act permit, nor a U.S Army Corps of Engineers Wetland Permit, is required.
- The development is not an industrial activity required to have a permit under the Maine Pollutant Discharge Elimination System program.
- MDEP Site Location of Development Permit is not required because the project will include less than three acres of impervious development.



Att. 9

9. FINANCIAL AND TECHNICAL CAPACITY

9.1 TECHNICAL CAPACITY

Riverwalk has assembled a highly qualified, Maine-based Team of real estate, construction, finance, architecture, site planning, landscape architecture, engineering, environmental and legal professionals to expeditiously plan, permit, build and operate the components of Eastern Waterfront Development project. The Team will be under the direction of Riverwalk and its manager, Drew Swenson.

The Team services will be provided by the following companies and their respective team leaders:

Company	Role/services	Leader
Riverwalk, LLC	Developer, attorney & CPA	Drew Swenson
Shipyards Brewing Company	Co-developer and entrepreneur	Fred Forsley
The Architectural Team	Architectural design & historic restoration	Michael Liu
Simon Design Engineering, LLC	Structural design engineering	Alan Simon
Scott Simons Architects, Inc.	Architectural design & community integration	Scott Simons
Woodard & Curran, Inc.	Civil engineering & site planning	Barry Sheff
Haley & Aldrich, Inc.	Geo-technical/ subsurface engineering	Wayne Chadbourne
Gorrill Palmer Consulting Engineers, Inc.	Transportation and traffic planning	Thomas Gorrill
Pierce Atwood Consulting	Financial and communication services	Robert Baldacci
Bernstein, Shur, Sawyer & Nelson	Legal	John Carpenter
Peoples Heritage Bank, a division of Banknorth, N.A.	Financing and financial services	Randy Blake

Other team members may be added as needed during the design and permitting process, all of which will be as qualified and the relative experience as the above team members. Following are descriptions of the team members, services and relevant experience. In the interest of brevity, additional information is not included here but is available upon request.

9.1.1 Riverwalk, LLC – Development Entity

Riverwalk, LLC has been formed as a Maine limited liability company expressly for the development of the Eastern Waterfront Development. Its managing principal is Drew Swenson. Mr. Swenson is a business owner and real estate owner, operator, manager and developer. He is also a licensed Maine CPA and attorney. He worked 17 years in public accounting with KPMG and Berry, Dunn, McNeil & Parker, and was the director of each firm's real estate services group. While at Berry, Dunn, he was also the principal in charge of the construction, real estate and hospitality practices where he provided business advisory services regarding capital financing and refinancing, cost recovery studies, development feasibility analysis, ownership transitioning and tax and consulting services for high wealth real estate owners and has worked with over 1,000 real estate syndications of commercial, residential and tax-



exempt use property throughout the United States. Mr. Swenson brings a wealth of experience and teambuilding experience to the Longfellow Garage project and will direct the development Team.

Mr. Swenson is joined in Riverwalk, LLC by Fred Forsley. Mr. Forsley is a successful entrepreneur involved in numerous real estate developments and in businesses that extend from recycling, health care, direct response marketing, to the food and beverage industry. He is a licensed real estate broker and owns controlling interests in numerous Portland and Maine real estate projects as well as the Sea Dog Brewery and Restaurants.

Most notably, Mr. Forsley is the founder and co-owner of The Shipyard Brewing Company, the largest brewery in Maine and a national leader in the craft brewing industry, which is celebrating its 10th year on the eastern waterfront. Mr. Forsley and the Brewery have been residents of Portland for many years and have a keen interest in helping the City and its residents fulfill their vision for the redevelopment of the eastern waterfront as set forth in the Master Plan. To that end, he and his company have joint ventured this proposal to site the garage one block away from the waterfront to better inspire near-term development of the City's land and other private parcels.

Some of the projects in the Northeast in which Mr. Swenson and Mr. Forsley have been involved are as follows.

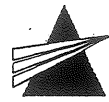
- **Shipyard Brewing Company**, Portland ME, site remediation and redevelopment of former foundry that had fallen into complete disrepair into craft brewery and surface parking lot.
- **Munjoy South Apartments**, Portland ME, general partner for the acquisition and renovation of 140 units of affordable housing on the eastern waterfront.
- **India & Middle Streets, LLC**, Portland ME, one of the first India Street building renovation projects which now houses India Street Pasta, Foodworks, Ferrichio's and Portland Pie Company.
- **Fisherman's Wharf**, Portland ME, acquisition and management of surface parking lot for waterfront, retail and commercial needs and development of new pier structures for water view seating areas and seasonal restaurant on Portland waterfront.
- **Riverfront Shops**, Kennebunk ME, acquisition and successful restructuring of retail center and surface parking lot on the Kennebunk River.
- **Custom House Parking Garage**, Portland ME, multi-year consulting project for debt restructuring, reorganization and repositioning of mixed use parking garage on behalf of multiple owners.

9.1.2 The Architectural Team, Inc. - Development Design and Project Management

With more than 30 years of experience, the firm has developed a design portfolio in multiple sectors, including residential, healthcare, commercial, and hospitality. Built projects range from multifamily residential buildings to biomedical research laboratories, from corporate headquarters to five-star hotels, and highrise mixed-used developments.

The Architectural Team is currently working on various new construction and adaptive reuse projects, including high-rise mixed-use developments, five-star hotels, and condominiums.

The majority of the team's projects are located in New England, but the firm has also completed developments in New York, Washington, D.C., Louisiana, Maryland, Michigan, Illinois, Florida and Pennsylvania. Important relevant projects include:



9a

- **Turtle Crossing, Braintree, MA:** A new residential community with 201 condominiums, a community center, swimming pool, and fitness room, plus other resident amenities. New construction
- **The Metropolitan, Boston, MA:** A 23-story mixed-use building with 118 condominiums, 133 apartments, retail and community space, and an underground parking garage.
- **The Legacy at Arlington Center, Arlington, MA:** A mixed-use development including 134 residential units, commercial space and parking.
- **Commercial Wharf Boston, MA:** Program: 80 condominiums and retail space. Renovation of a certified historic waterfront warehouse.
- **95 Bridge Street Lowell, MA:** Mixed-use development of condominiums and office space. Renovation of a certified historic former woodworking mill building located along the Merrimack Canal.

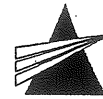
The Architectural Team will be represented by Michael E. Liu, Vice President and Principal in charge of design. Michael's experience includes overseeing design issues, and managing and recruiting the firm's staff. He has more than 25 years of professional experience and is a registered architect in Maine, as well as other New England states, and beyond. As a team member, Michael works closely with all members of the project team, while focusing particularly on the design and program of use for the multi-sue retail / condominium component.

9.1.3 Simon Design Engineering, LLC – Structural Design & Engineering

Simon Design Engineering, LLC brings over 20 years of experience to full-service structural and architectural engineering for structured parking. They will primarily be responsible for the parking garage structure and use design. The firm leverages the skills and abilities of a small, talented group of individuals to offer structural and parking consulting services, including planning, concept engineering, structural and traffic engineering, owner's agent, project management, as well as subcontractor assistance. The firm recognizes the synergy of quality engineering and design, and will bring that knowledge to bear for the benefit of creating a long-lasting and cost-effective garage.

Some of the most recent relevant projects in the Northeast and the nation in which the firm has provided structural engineering and design services are as follows.

- **University Square Parking Structure, Cleveland, OH,** a 2500 car parking structure built in 3 stand alone phases over existing building footprint as part of public/private venture to redevelop Cleveland's suburbs.
- **Crosstown Redevelopment, Boston, MA,** a 700 car parking structure that required approval from the Boston Redevelopment Authority (BRA). The project allowed for lateral expansion in two directions. A unique delivery method allowed for a specialized owner specified aesthetic design.
- **Boston University School of Management Parking Facility, Boston, MA,** a 300-car garage constructed beneath the main building of 450,000 square feet, three levels below grade in an area with a high water table. Sheet piling with conventional waterproofed walls and mat foundation was the solution.



- **Amistad Street Parking Facility, New Haven, CT**, a 1,000 car structure with a six story wrap ambulatory care building. Designed and built to conform to strict Yale standards of security and aesthetic considerations, among others.
- **Liberty Place Parking Structure, Boston, MA** 12- story cast-in-place parking facility with state of the art security, lighting, and finishes to serve upscale residential development and retail customers.
- Over 35 other parking structures nationally for public and private clients.

Simon Design Engineering will be represented by Alan Simon on the Eastern Waterfront Development project. Alan has substantial experience with all aspects of structured parking and is highly regarded in the industry for his perceptive and innovative approach to parking engineering and structured design. During the last 20 years, his creativity and solutions-oriented approach has helped a broad range of clients with more than 50,000 spaces engineered for municipalities, educational institutions, and corporations. As a team member, Alan works closely with all members of the project team to ensure the overall success of a project's design and construction.

9.1.4 Scott Simons Architects – Architectural Design & Community Integration

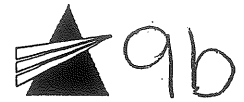
Scott Simons Architects was originally established in 1981 in New York City. Over the years the firm has evolved to its present Portland-based form, a ten-person, multi-disciplinary firm providing architectural, landscape architectural, planning and interior design services for a broad range of clients in the United States. The firm is well known in the Greater Portland region for its innovative solutions to complex projects and in finding solutions to produce the greatest value for each construction dollar and the expansion of the region's architectural vocabulary. The office is organized as an open design studio, and all members of the design team are involved at all stages of every project.

In addition to innumerable commercial, retail and residential projects, Scott Simons Architects has been involved in several parking garage developments, such as:

- **Cooperstown Parking Study and Garage**; Cooperstown, NY
- **Albert Einstein Medical Center Parking Facility**; Philadelphia, PA
- **Forest Falls**, Yarmouth, ME; Two story wood and metal frame professional office building.
- **75 York Street**, Portland, ME, Complete gutting and renovation of the old Portland Police Stables

Scott Simons Architects will be represented by Scott Simons and Jesse Thompson. Scott Simons, a registered architect, has over twenty years of professional experience and is involved in all phases of project development, ranging from strategic master planning and conceptual design to construction documentation and administration, including extensive project design experience. He is well known for his innovative solutions to complex projects and brings a unique design approach to all the firm's work. Prior to starting Scott Simons Architects he was a Principal with Orcutt Simons and a Senior Associate of the Portland Office of Sasaki Associates. Before that, Mr. Simons had his own practice in New York City for seven years where he completed a wide range of work including commercial, institutional, and residential projects.

Jesse Thompson has eight years of professional experience in the design and construction of commercial, institutional and residential architectural projects. Prior to joining the firm, he was an architect with the office of CBT Architects in Boston, Mass. While there, Jesse worked on the expansion of the Prudential



Center, a massive renovation that included a new 36-story office tower and a multi-level retail complex of 465,000 square feet. Jesse brings a particular expertise in digital rendering and visualization to the office.

9.1.5 Woodard & Curran, Inc. – Civil Engineering & Site Planning

Woodard & Curran has over 25 years of experience in civil engineering, environmental consulting, permitting and construction management in the public and private sectors nationwide. Their team of more than 450 engineers, scientists, operations specialists, support personnel, and technicians focuses on solutions that improve a project's bottom line. Years of experience in downtown revitalization, site planning, civil engineering, regulatory guidance, waterfront development, construction, and environmental management produce results. Woodard & Curran has been involved in numerous parking garage developments in the past three years and has been a principal consultant to the City of Portland for the Ocean Gateway project. Just five years ago, Woodard & Curran was ranked #117 among Engineering News Record's top 200 environmental firms. Today it is ranked #81.

The multi-disciplinary aspects of the firm allow it to deliver the right people and the right services to meet the diverse needs of projects such as the Eastern Waterfront Development. We believe their "all-one-team" approach ensures lasting solutions for this complex project. Woodard & Curran's lean management structure also minimizes overhead, which is critically important to developing the garage in the most economical manner possible.

Some of the most recent relevant projects in the Northeast in which the firm has provided site planning and civil engineering services are as follows.

- **USM Parking Garage & Community Education Center, Portland, ME**
- **Ocean Gateway Master Planning, Permitting and Design, Portland ME**
- **Casco Bay Island Transit District Improvements, Portland, ME**

Woodard & Curran will be represented by Barry Sheff, a Professional Engineer. He has ten years of substantial experience in municipal design, utility configurations, solid waste, and site development with a background in hazardous waste and surveying. He has been actively involved in the above projects for the firm and is responsible for providing design and project management on a wide variety of civil engineering projects including site development/utility infrastructure projects, wastewater projects, planning studies and evaluations, solid waste, stormwater management, erosion control plans, and permitting.

9.1.6 Haley & Aldrich, Inc. – Geotechnical/subsurface engineering

Haley & Aldrich has over 45 years of experience in providing professional consulting services in the areas of underground engineering and environmental consulting. Although the firm's early practice was concentrated in underground engineering, nearly half of the firm's project assignments since the mid-1980s have involved environmental consulting. The firm has participated in more than 18,000 projects nationally and internationally, and have 15 offices located in Arizona, California (3), Connecticut, Kansas, Maine, Massachusetts, Michigan, New Hampshire, New Jersey, New York, Ohio (2), and Washington, DC.

In the underground engineering area, services include soil and rock mechanics, foundation engineering, engineering geology, subsurface explorations and laboratory soil and rock testing, tunnel engineering, underground space engineering, site characterization for facilities planning, instrumentation, and



construction monitoring. Haley & Aldrich can also provide environmental services through all phases of design and construction.

Project experience includes structured parking facilities, highways, bridges, and a broad range of buildings, tunnels, marine facilities, and other infrastructure improvements. Haley & Aldrich has been involved in numerous parking garage developments in the past three years. Some of the relevant projects in the Northeast in which the firm has provided geotechnical and environmental services are as follows.

- **Trinity Place, Boston, MA:** 18-story condominium development with underground parking. Located in an urban environment adjacent to historic buildings.
- **Renaissance Place Parking Garage, Northeastern University, Boston, MA** for a 10-story parking structure on Northeastern University campus, which was supported on pressure injected footing foundations.
- **Providence Place Mall, Providence, RI:** 8-story, one-million square foot high-end retail center with parking garage
- **Casco Bay Ferry Terminal Parking Garage, Portland ME** which was sited on a pier and required seawall and parking foundation analysis.
- **University of Southern Maine Parking Garage, University of Southern Maine Bedford Street, Portland, ME** for a parking garage structure sited on filled land and supported on approximately 40-ft long driven steel H-piles. The five-level garage accommodates approximately 1,200 cars.

Haley & Aldrich will be represented by two professional engineers on the Eastern Waterfront Development project who have substantial experience with the geo-technical aspects of structured parking and other public infrastructure projects. They are James Weaver, Vice President of the firm and Wayne Chadbourne, Senior Engineer.

In his 29 years of experience with Haley & Aldrich, Mr. Weaver has been officer-in-charge and project manager for a broad range of geotechnical and geoenvironmental projects. His project experience includes structured parking, existing and proposed landfills, wastewater and water treatment facilities, underground subway stations, dams, large fuel oil and water storage tanks, pipelines, hydroelectric facilities, low and medium rise buildings, waterfront facilities, bridges and highways and other assorted structures. Mr. Weaver is currently responsible for business development, project management and project execution with a focused effort in transportation and infrastructure projects.

During his nine plus years with Haley & Aldrich, Mr. Chadbourne has been a senior engineer and project manager for a wide variety of projects dealing with geotechnical and environmental aspects of design and construction, for both private and public clients. His responsibilities have ranged from performing site investigations, foundation analyses and design, report and contract document preparation, and owner's representative services during construction for projects involving underground construction, site development and major building construction.

Mr. Chadbourne's geotechnical project experience includes aspects of foundation design for low- and high-rise structures using drilled shaft, mat, spread footing, and various types of pile foundations; lateral support systems for deep excavations including slurry walls, soil-mix walls, steel and PVC sheeting, and



soldier piles/lagging; underpinning of structures; marine bulkhead rehabilitation and design; marine plowed and horizontal directional drilled crossings for utilities; ground improvement/various types of grouting; blast impact analyses; and major site development including support of utilities, embankments and roadways. Mr. Chadbourne also has environmental consulting experience evaluating soil pre-characterization for oil and hazardous materials on several projects in downtown Boston and the surrounding area.

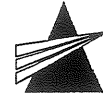
9.1.7 Gorrill-Palmer Consulting Engineers, Inc. – Transportation & Traffic Engineering

Gorrill-Palmer Consulting Engineers, Inc. brings over 30 years of combined experience in traffic and civil engineering services to the Eastern Waterfront Development. The services that are provided by Gorrill-Palmer Consulting Engineers, Inc. include traffic impact and management studies, corridor studies, parking studies, pedestrian studies, roadway design/intersection design and signalization, traffic calming. The breadth of the firm's skills enable it to provide all of the above services in a cost-effective manner consistent with sound aesthetic and environmental considerations. In addition, a hallmark of the firm is the active involvement of one of its principals in each and every project. It is important to note that the firm currently has a design contract with MDOT, and is therefore quite familiar with their procedures and guidelines as they may impact the Longfellow garage project.

Gorrill-Palmer Consulting Engineers has been involved in numerous parking garage and related traffic, pedestrian and bicycling studies in the past three years. Some of the relevant projects in the Northeast in which the firm has provided services are as follows.

- **University of Southern Maine Study**, Portland, ME, a traffic and parking study to determine future needs for the USM campus as part of its campus master plan. This study entails traffic analysis, conceptual design, parking projections, and potential roadway closures.
- **Portland Peninsula Study**, Portland, ME a major study of transportation needs in the downtown Portland Peninsula. Current needs as well as future needs are being assessed, with the final goal being a report detailing improvements to the system for the next 25 years to accommodate all types of travel, including bicycle and pedestrian.
- **Auburn Downtown Study**, Auburn, ME, a study for the City of Auburn that projected future traffic and parking needs for the community. In addition, future recommendations were to account for the multi-use trailway currently under construction along the Androscoggin River.
- **Riverfront Renaissance Plan**, Skowhegan, ME a downtown and waterfront revitalization plan. Some of the recommendations included sidewalks and pedestrian access; plantings and street trees, lighting, signage and facades and establishment of a river walk to take advantage of the Kennebec River gorge.

Gorrill-Palmer Consulting Engineers, Inc. will be represented by Tom Gorrill. He brings 20 years of traffic engineering and roadway design experience to the firm and is certified by The Institute of Transportation Engineers as a Professional Traffic Operations Engineer. He has extensive experience in both the public and private sector and has worked on projects in Maine, New Hampshire, Vermont, Massachusetts, Connecticut and New York. His expertise includes a diversified range of traffic and corridor studies, traffic impact analyses, and highway design. He has substantial experience with the City of Portland related to the Ocean Gateway project and Portland Peninsula Traffic Study. He thereby brings a wealth of knowledge to the parking and traffic circulation aspects of the garage.



9.2 FINANCIAL CAPACITY

The following statement is made in accordance with City of Portland Code of Ordinances, Chapter 14 Land Use, Section 14-525(c)(9).

The proposed financial structure ensures the project can be financed at a reasonable interest rate over a reasonable period of time. Banknorth, N.A. has provided Riverwalk with a letter of interest in financing this project, a copy of which is attached hereto. The letter is self-explanatory, and evidences that the bank has reviewed the financial forecasts and is confident that it will be successful. Mr. Swenson and Mr. Forsley have enjoyed a banking relationship with Banknorth, N.A. since the early 1980s and have performed on every one of their loans in an excellent manner.

9.2.1 Construction Cost Estimate

The engineer's construction cost estimate for the three projects is listed below. The costs given do not include land acquisition, legal, or design costs for the projects.

Table 9-1: Total Construction Cost

	Cost / Building
25 India Street Office Building	\$3,750,000
Longfellow Residences and Retail Building	\$55,000,000
Longfellow Garage	\$15,000,000
Site work	\$2,000,000
TOTAL	\$75,750,000

9.2.2 Attachments

Letter from Richard Blake, TD Banknorth to City of Portland dated November 10, 2005.



Banknorth

Maine

One Portland Square
P.O. Box 9540
Portland, ME 04112-9540
T: 207-761-8500
Toll Free: 800-761-3666

9d

November 10, 2005

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

RE: Riverwalk

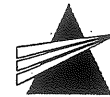
Dear Chairperson:

Fred Forsley, a long time, valued customer of TD Banknorth, has requested the Bank consider the financing of the Riverwalk project in Portland, ME. A brief review of the project indicates this project to be economically feasible. Based upon our current and past experience with Mr. Forsley, I feel he has the financial capacity and business capability to successfully complete the Riverwalk project. However, this letter is merely a statement of interest and does not represent a commitment to lend.

Should you have any questions, please feel free to call me at 761-8604.

Sincerely,

Richard A. Blake
Senior Vice President



10. TITLE, RIGHT, INTEREST

Att. 10.1

The following statement is made in accordance with City of Portland Code of Ordinances, Chapter 14 Land Use, Section 14-525(c)(10).

Riverwalk, LLC has entered into agreements with the property owners to acquire title, right, or the interest in property proposed for inclusion in The Longfellow at Ocean Gateway project. Agreements are explained in the paragraphs below, and attached at the end of this section.

10.1 LONGFELLOW RESIDENCES AND RETAIL

The mixed-use, condominium component of the development will be constructed on two parcels of land, one currently owned by One India Street Associates, LLC, the other owned by the City of Portland. Riverwalk LLC entered into an option agreement with One India Street Associates on September 13, 2005. They entered into a purchase and sales agreement with the City of Portland on September 2, 2005. In addition Riverwalk LLC got an assignment of Option Agreement from Gorham Savings Bank for the One India Street property. The One India Associates property is at the northeasterly corner of India and Commercial Streets, and is identified as City of Portland Tax Map 19, Block A, Lot 1. The City of Portland land is the portion of City of Portland Tax Map 19, Block A, Lot 14 that lies southwesterly of the yet to be constructed Hancock Street extension between Commercial and Fore Streets, as shown on the attached Figure 10-1: Property Reference Plan. A copy of the assignment and agreements follow in this section.

10.2 25 INDIA STREET OFFICE BUILDING

The office building will be constructed on a parcel of land currently owned by Gilbert Enterprises, LLC d/b/a The Breakaway. This parcel is located at the northeasterly corner of Fore and India Streets, and is identified as City of Portland Tax Map 20, Block C, Lot 23, and is also shown on Figure 10-1. On February 16, 2005, Riverwalk, LLC entered into an option to purchase agreement with Gilbert Enterprises for this property. A copy of the agreement follows in this section.

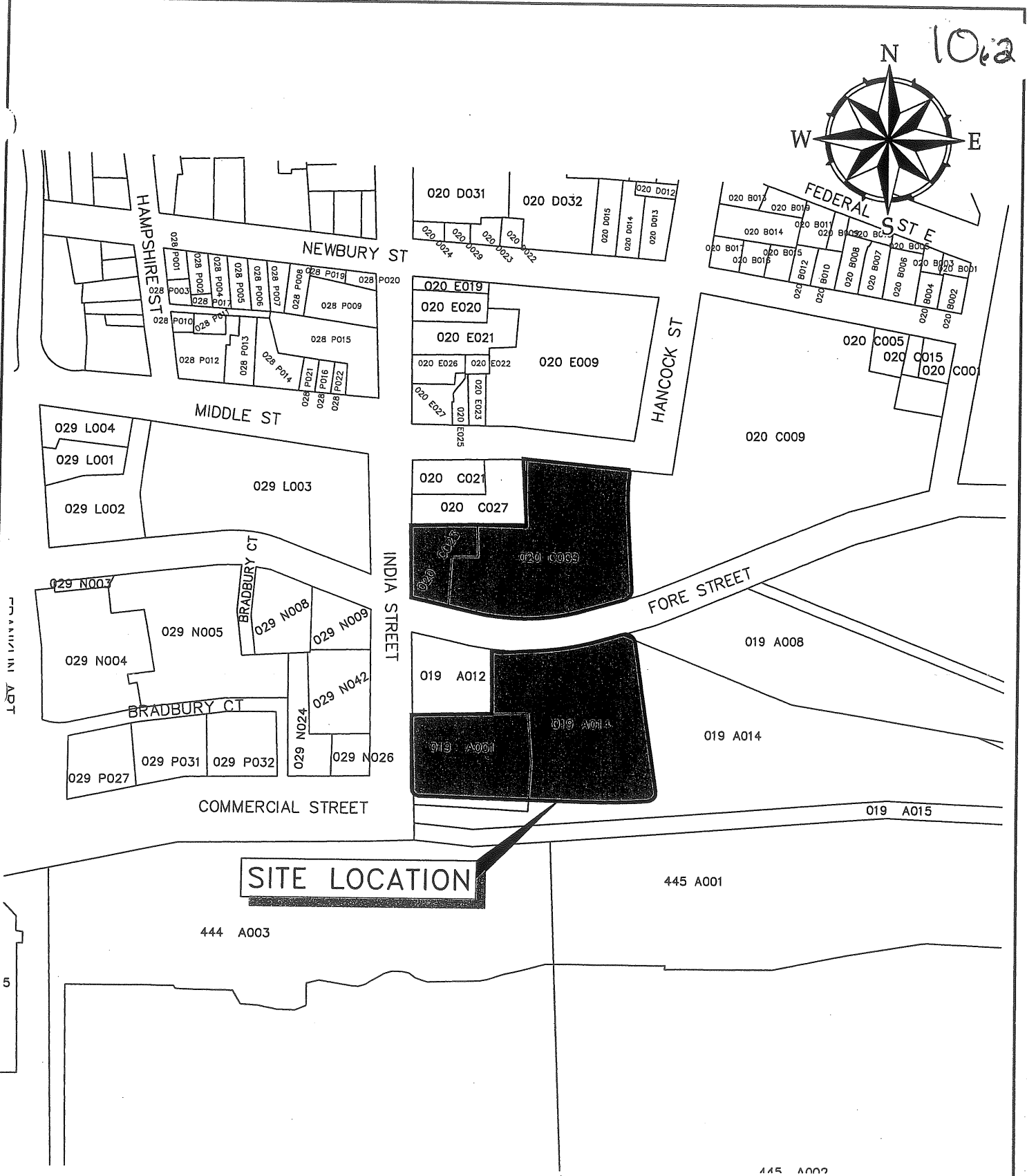
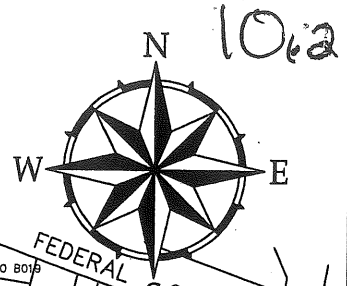
10.3 LONGFELLOW GARAGE

The Longfellow Garage will be constructed on two parcels of land, a portion of a parcel of land currently owned by Shipyard Brewing Company and a portion of a parcel of land currently owned by Gilbert Enterprises, LLC. The Shipyard parcel is the portion of the property identified as City of Portland Tax Map 20, Block C, Lot 9 that lies southwesterly of a proposed future extension of Hancock Street between Fore and Middle Streets, and is also shown on Figure 10-1. Relative to acquiring this property, Riverwalk LLC entered into an option to purchase agreement with Shipyard Brewing Company on April 5, 2004. This purchase will require subdivision of the Shipyard property. A copy of the agreement follows in this section. The parcel of land owned by Gilbert Enterprises, LLC (City of Portland Tax Map 20, Block C, Lot 23) is further described in Section 10.2 – 25 India Street Office Building.

10.4 ATTACHMENTS

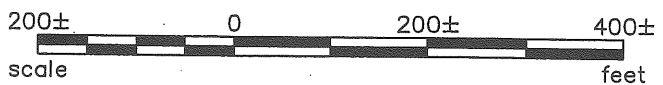
Figure 10.1 Property Reference Map

Copy of Options to Purchase and Sales and Purchase Agreements



NOTE:

SOURCE: CITY OF PORTLAND - DEPARTMENT OF PUBLIC WORKS - 2003 PARCEL INFORMATION



WOODARD & CURRAN
Engineering · Science · Operations
PORTLAND, MAINE 800-426-4262

PROPERTY TAX MAP

DESIGNED BY: JBC/DAS CHECKED BY: BSS
DRAWN BY: JBC/DAS 20355505-U002.1.dwg

RIVERWALK LLC
2 MARKET STREET, SUITE 500
PORTLAND, ME 04101

THE LONGFELLOW AT OCEAN GATEWAY

JOB NO: 203555.05
DATE: DECEMBER 2005
SCALE: 1" = 200'

Figure 10.1

COPY

**ASSIGNMENT OF OPTION AGREEMENT
BETWEEN
ONE INDIA STREET ASSOCIATES LLC ("SELLER")
AND
GORHAM SAVINGS BANK ("BANK")**

For valuable consideration including 1) the payment of a nonrefundable option assignment fee to Gorham Savings Bank ("Bank") of [REDACTED] no later than October 13, 2005, 2) the payment of certain tenant relocation expenses for Turner Barker Insurance Company in the amount of [REDACTED] Cents [REDACTED], 3) the transfer of a certain first floor office condominium to Bank for [REDACTED] and other valuable consideration, and 4) other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the undersigned, Gorham Savings Bank, a Maine corporation ("Assignor"), hereby assigns, transfers, sets over and conveys subject to certain conditions set forth below to Riverwalk, LLC, a Maine LLC ("Assignee"), its entire right, title and interest (as defined below), in a certain Option Agreement (the "Option Agreement").

For purposes hereof, the term "Option Agreement" means that certain Option Agreement entered into on or about September 9, 2005 between One India Street Associates LLC and Gorham Savings Bank with respect to purchase of the land and improvements thereon situated at 1-19 India Street, Portland Maine for [REDACTED] as that Option Agreement may be amended from time to time and any other right, title and interest attributable to Assignor under any other agreement relating to the land and improvements thereon.

WITNESSETH:

WHEREAS, the Assignor is the holder of a binding Option Agreement to acquire all the land and buildings on a certain parcel of land together with any and all structures and improvements thereon, situate, lying and being at 1-19 India Street, Portland, Maine and otherwise known as the Turner Barker or Grand Trunk office building and land ("Turner Barker" or "Option Property"); and

WHEREAS, Assignor does hereby covenant with Assignee that Assignor is the lawful owner of the Option Agreement; that the Option Agreement is binding and in full force and effect free from all encumbrances; and that Assignor has full authority and good right to assign the Option Agreement as aforesaid; and

WHEREAS, Assignor desires to assign the Option Agreement to Assignee for the nonrefundable payment of [REDACTED] which payment shall be paid by Assignee to Assignor on or before October 13, 2005 and then paid by Assignor to One India Street Associates, LLC as required by the Option Agreement, and such amount shall be credited towards the purchase price of the Option Property; and

WHEREAS, Assignee shall pay a consulting fee to Malone Commercial Brokers in an amount not to exceed [REDACTED] for its services in this matter, which amount shall be paid at closing on the Option Property and may be reflected as part of the purchase price of the Option Property at the sole discretion of the Assignee; and