

EXHIBIT 6

FIRE DEPARTMENT REVIEW & LIFE SAFETY PLAN INFORMATION



November 6, 2014
Revised November 13, 2014

Capt. David Petruccelli
City of Portland
Fire Department Prevention & Education
380 Congress Street
Portland, ME 04101

**Subject: “midtown” Project – Portland, ME
Fire Department Site Review Checklist**

Dear Captain Petruccelli:

In accordance with instructions in the City’s Level III Site Plan Review packet, enclosed please find the drawings necessary for your review of the proposed “midtown” project. We have listed each item in your checklist below, followed by our response.

1. *Name, address, telephone number of applicant.*

The Federated Companies
Attn: Nick Wexler
3301 NE 1st Avenue, Suite M-302
Miami, FL 33137-4110

2. *Name, address, telephone number of architect.*

Project Architect: CBT Architects
Attn: Mr. David Hancock
110 Canal Street
Boston, MA 02114

3. *Proposed uses of any structures.*

Parking Garage-midtownTwo	IBC Code	NFPA Code	Sprinkler
First Floor Retail	Mercantile/IA	New Mercantile/II (000)	NFPA 13
Floors 2-7 Open Parking Structure	Storage-2/IIB	Storage/II (000)	N/A

Residential Building – midtownOne, midtownThree, midtownFour	IBC Code	NFPA Code	Sprinkler
First Floor Lobby & Leasing	R-2/IA	New Apartment/II(032)	NFPA 13
First Floor Retail	Mercantile/IA	New Mercantile/II(030)	NFPA 13
Floors 2-6 Residential Apartments	R-2/IIIB	New Apartment/II(032)	NFPA 13

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4. *Square footage of all structures (total and per story).*

Building Name	No. of Stories	Total Gross ARBA (SF)	Gross Floor Area (SF)
midtownOne	6	90,600	16,200
midtownTwo	7	266,500	38,000 (parking)
midtownThree	6	289,000	48,200
midtownFour	6	69,000	11,500

5. *Elevation of all structures.*

The finish floor for the buildings and parking garage will be Elevation 12. The three residential buildings will be about 72 feet height; the garage building is 7 stories including 1 floor of retail and parking on the top deck; it will be 92 feet in height.

6. *Proposed fire protection of all structures.*

The occupied mercantile and residential spaces will all be sprinkled; the garage will not be sprinklered but will be provided with dry standpipes in the stairwells.

7. *Hydrant locations.*

Hydrant locations are shown on Drawing C-4.0. This includes a relocated hydrant on Pearl Street Extension and a new hydrant on Elm Street. MidtownOne will have a fire department standpipe connection on Pearl Street Extension near the apartment entry. Building two has wet sprinklers in retail space, and dry standpipes in stair towers, so we show two FDC's -- the one to the east next to the parking entrance would serve the sprinkler system and the standpipe in the north east stair tower, the one to the west along Somerset near Chestnut Street would serve the standpipe in the southwest stair. Building three has two upper level residential buildings over a common podium level. The two upper buildings are entered through a common lobby. We show 2 FDC's -- one near the common residential lobby entry, and the other near the west end of the retail façade. We assume these two are interconnected internally. MidtownFour will have a fire department connection near the apartment entrance accessible from Elm Street. Fire Department connections will be provided in accordance with Code requirements.

8. *Water main(s) size and location.*

The Portland Water District maintains a 16-inch line in Somerset Street. An 8-inch line looped between the 16-inch main in Somerset Street and a 6-inch main in Preble Street.

9. *Access to all structures (min. 2 sides).*

The structures will be accessible from two sides, which will have major access from Somerset Street. Access for emergency vehicles could occur on the trail, which was designed with a 16-foot section and reportedly designed for fire apparatus loads. (Confirmation of the basis of design should be verified by the City of Portland).

10. *A code summary shall be included referencing NFPA 1 and all fire department technical standards.*

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NFPA 1 – Chapter 18 Fire Department Access and Water Supply

18.2 Fire Department Access:

The streets in the area have 12-foot travel lanes and a minimum pavement width of 24 feet. The pavement expands to 32 feet in areas with designated deliveries and parking. The applicant will be constructing a driveway from Somerset Street on Pearl Street Extension. The width of this driveway varies from 21 to 24 feet.

Per NFPA 1 – Chapter 18.2.3.2.2.1, all first story floors shall be located not more than 450 ft. from a Fire Department access road.

City of Portland Technical Manual – Section 3 Public Safety

3.4.1 Every dead-end roadway more than one hundred fifty (150') feet in length shall provide a turnaround at the closed end. Turnarounds shall be designed to facilitate future street connectivity and shall always be designed to the right (refer to Figure I-5).

Supporting Evidence: The applicant is proposing Pearl Street Extension as a driveway. The City of Portland may construct this as a through street between Somerset and Marginal Way sometime in the future. The City would need to acquire additional property in the future in order to construct Pearl Street Extension as a public street. The length of driveway was reviewed with the City and changes incorporated to address this comment.

3.4.2 Where possible, developments shall provide access for Fire Department vehicles to at least two sides of all structures. Access may be from streets, access roads, emergency access lanes, or parking areas.

Supporting Evidence: The buildings are accessible on two sides except for:

- midtownOne which will have a 21 to 24 foot driveway in the Pearl Street Extension Right-of-Way and access for emergency vehicles along the trail; and
- midtownFour which has trail access on both sides of the building.

3.4.3 Building setbacks, where required by zoning, shall be adequate to allow for emergency vehicle access and related emergency response activities and shall be evaluated based on the following factors:

- *Building Height*
- *Building Occupancy*
- *Construction Type*
- *Impediments to the Structures*
- *Safety Features Provided*

Supporting Evidence: Refer to the Site Plans, Utility Plans and information provided herein.

3.4.4. Fire Dept. access roads shall extend to within 50' of an exterior door providing access to the interior of the structure.

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Supporting Evidence: The public streets and building locations will allow an emergency vehicle to pull within less than 50 feet of the structures.

3.4.5. Site access shall provide a minimum of nine (9) feet clearance height to accommodate ambulance access.

Supporting Evidence: There are no planned obstructions to the vertical access.

3.4.6. Elevators shall be sized to accommodate an 80 x 24 inch stretcher.

Supporting Evidence: The building designs meet this requirement.


3.4.7. All structures are required to display the assigned street number. Numbers shall be clearly visible from the public right of way.

Supporting Evidence: The applicant will work with the City's Public Services Division to assign street addresses and numbering to meet City Standards.

If you need any further information, please contact our office.

Sincerely,

FAY, SPOFFORD & THORNDIKE



Stephen R. Bushey, P.E.
Senior Principal Engineer

SRB/cmd

Enclosure

c: w/o enc: Nick Wexler
David Hancock



FIRE RISK MANAGEMENT, INC

1 Front St., Bath, ME 04530
207/442-7200 [207/221-1295 (fax)]
www.fireriskmgt.com

Date: 13 November, 2014

Memo Report

From: W. Mark Cummings, P.E.
To: Mr. Bo Kennedy; Fay, Spofford, & Thorndike, Inc. (FST)
CC: Mr. Steve Bushey; FST
Subject: **Fire Protection Review of Site Plans, ICW the Midtown Project in Portland, ME**

As requested, Fire Risk Management, Inc. (FRM) reviewed the information you provided with regards to the overall site plan for the new Midtown development in Portland, ME. The focus for this review was to evaluate the fire protection features of the general layout for the development to ensure that all State and Municipal codes, regulations, and ordinances are adequately addressed.

The primary codes and regulations used as reference for this review included;

1. The City of Portland Code of Ordinances; primarily Chapter 10, *Fire Prevention and Protection*, (Rev. 1-20-11),
2. City of Portland Technical Manual, Section 3 – Public Safety, (Rev. 6/17/11), and
3. National Fire Protection Association's *Fire Code*[®] (NFPA 1, 2012 ed.).

For this review, the primary areas of interest are to ensure that an adequate water supply is available; including location and spacing of fire hydrants within the vicinity of the new development, and that proper access to the various structures by firefighting equipment and personnel is available.

The proposed plan for adding and modifying the locations of hydrants in the vicinity of the Midtown development appear to be compliant with the requirements of both the City of Portland and NFPA 1. The plan for providing adequate access to fire hydrants includes;

1. Providing an additional hydrant off the north side of Elm Street, between Midtown Four and Three,
2. Slightly relocating the existing hydrant along Somerset Street, adjacent to Midtown Three, to allow for an increase in the street width,
3. The relocation of the existing hydrant at the corner of Somerset and Chestnut Streets to a new location further west on Chestnut Street, adjacent to the southwest corner of Midtown Two,
4. Providing an additional hydrant along Somerset Street adjacent to Midtown Two, and
5. Relocating the existing hydrant at the corner of Somerset and Pearl Streets to a location on the northwest corner of Somerset Street and the (new) Pearl Street extension.

The planned hydrant locations are included on the Overall Utility Plan for the project; drawing C-4.0. Although the fire hydrant flow test data that are provided on the Utility Plan were obtained in 2006, these data are indicative of the general capabilities of Portland's municipal water supply system. Once the new hydrants are installed, it will be necessary to confirm the adequacy of the municipal water supply to meet the fire flow requirements for the new development.

Based on the construction classifications listed for the Midtown buildings on the FST letter to the City of Portland, dated 5 November, 2014, the municipal water supply will be required to support the fire flow requirements for the "worst-case" scenario involving one of the buildings within this development. In this instance, it will be the building with the largest total floor area, Midtown Three, using requirements for Type III construction; per NFPA 1. The construction plans for this development call for all buildings to be fully protected with automatic fire sprinkler systems. Based on the fire flow area for Midtown Three, along with the use of a Type III (unprotected) construction, a minimum fire flow demand of

8000 gpm for four (4) hours would be required. However, given that the buildings are to be fully sprinklered, this flow value can be reduced by 75%; to 2000 gpm. Hence, the municipal water supply system will be expected to provide at least 2000 gpm for a minimum of 4 hours. Based on the hydrant flow test data and the fact that this development is served by a 16" supply main, it is considered very likely that the supply system will easily support this level of flow at the minimum residual pressure of 20 psig, which is defined as being needed to support "fire flow" requirements.


Based on the total fire flow demand, NFPA 1 (Annex E) indicates that at least two (2) hydrants be provided, at a maximum spacing of 450 ft between each hydrant, as measured along the fire department access road(s). However, due to the size of the development, along with other requirements, five hydrants are to be located in the vicinity of this development to ensure that all firefighting capability requirements are met.

The level of detail provided for the individual buildings is such that the specific locations for the fire department connection (FDCs) for each building cannot be determined as part of this review. However, each building will be required to have at least one FDC that is readily accessible to the responding fire department. Previously, the City of Portland has required that the FDC be located such that it is within 100 ft of a hydrant. It must be verified if the City intends to continue to impose this requirement on new construction. Additionally, it should be verified as to the preferred type of FDC to be used. Depending on the size of the building(s) involved, the City has requested the use of either a "Siamese" type (two 2½-inch connections) or, for larger buildings, a single 5-inch storz connection.

NFPA 1 requires that any portion of a building, or the exterior walls of the building, can be no more than 450 ft from an access road, when the building is fully protected by an automatic sprinkler system. The proposed hydrant locations shown on Dwg. C-4.0 were specifically designed to ensure compliance with this requirement. NFPA 1 also requires that at least one exterior door, which can be accessed (opened) from the exterior and provides direct access to the building's interior, be provided within 50 ft. of an access roadway for each building. The drawings provided for this review do not provide a level of detail for the individual buildings that would include locations for exterior doorways. However, based on the availability of access to at least three sides of each building, it is likely that this requirement will be met.

Chapter 10 of the Portland City Ordinances also has a requirement that, where available, the fire department vehicles should have access to at least two (2) sides of each building. Based on the current site plan provided, it will be possible for all buildings to be accessed from at least two sides.

Based on the information provided, the proposed site plan for the Midtown development appears to comply with all applicable State (National) and City fire code requirements. Should there be any questions regarding this assessment and the recommendations contained herein, please do not hesitate to contact me.



W. Mark Cummings, P.E.
Principal Engineer