

Proposals: ① Keep curb cut @ custom house

Needelman
mtg notes

② Parking

③ single property w/ mutual land lease

ATT
i.d.

Memorandum
Department of Planning and Development
Planning Division



④ underground utility - need standards
city

Public
Stem School
contrib to
transit
Snow Removal
on sidewalk

To: Chair Lowry and Members of the Portland Planning Board
From: Bill Needelman, Senior Planner
Date: December 9, 2005
Re: December 13, 2005 Planning Board Workshop
Fore Street and Custom House Street Office Building
Olympia Equity Investors IV-B, Applicant

Used: Utility
• engineering
• person utility - U/G vs O/H
• Traffic Permit info
• parking availability
• Summary w/ in walking distance
• On street parking impact or change

Introduction

Olympia Equity Investors are requesting a second workshop review for a 68,000 sq ft office building to be located at the corner of Fore Street and Custom House Street. The new building is proposed to be visually and functionally contiguous with the recent addition to the "Blake Building" located at the corner of Commercial Street and Custom House Street.

This proposal received initial workshop review in April and this workshop serves to reintroduce the Board to the project and provide opportunity to receive direction from the Board regarding the applicant's approach to fulfilling the parking requirement of the site plan ordinance.

Some Board members may remember that previously the applicant was asking for a rezoning to allow a limited building setback in the B-3 zone to accommodate the proposed footprint. Given recent legislative action at the State level, the project no longer requires rezoning. The set back issue is further discussed in the zoning section below

The plan is being reviewed for compliance with the Site Plan section of the land use code and a MDOT traffic movement permit under delegated authority. The project has already received a conditional approval from the Board of Historic Preservation for compliance with the Historic Preservation Ordinance.

- ⑨ Bldg: height issues
- ⑩ Ownership issues w/ developer from legal zoning
- ⑪ Synopsis of parking approval and discussion of methodology for enforcement

⑤ need sidewalk easement

⑥ need zoning determination for loading - use - retail

⑦ need previously approved site plan

⑧ need utility standards for O/H vs U/G

Project Description

Existing Conditions:

In April of 2000, Olympia Equity Investors was approved to construct an addition to the historic Thomas Mayhew Block (a.k.a., Blake Building) at 83 Commercial Street. The addition was the +/-25,000 square foot, 5-story office and retail structure at the corner of Custom House Street and Commercial Street. Using copper, glass, precast concrete, and concrete panel, the addition provided a contemporary counterpoint to the existing Greek revival brick and granite Blake warehouse.

The current site is the westerly abutter of the Fore Street restaurant parcel at the southeast corner of Fore Street and Custom House Street. The site is located across Fore Street from the Custom House Garage to the north, and across Custom House Street from the historic Italianate styled Custom House building to the west.

The rear of the Blake Building is currently comprised of a connected series of brick and block warehouse ells that were not part of the year 2000 renovation. These utilitarian structures extend to the Fore Street right of way and are currently vacant.

Proposed New Structure:

The proposed 68,836 square foot structure is proposed to replace the rear warehouse ells with a five to six story office building. The building site is a 12,486 square foot out-parcel divided from the Blake Building parent property. While the new building is closely integrated visually and functionally with the existing structure, the entire complex is to be held under condominium ownership with the development designed to be a separate building from a zoning perspective.

The new building proposes to share the Custom House Street lobby of the year 2000 Blake Building addition and would extend the design approach of the existing addition all the way up Custom House Street and along the entire Fore Street property frontage.

Custom House Street rises approximately nine feet from Commercial Street to Fore Street and the new structure is proposed to rise with it. The proposal shows a five-story façade along Fore Street, though the building would be six stories tall if measured from Commercial Street. Please see the zoning discussion below to understand how this relates to building height requirements.

As stated above, the primary entrance to both the year 2000 addition and the new structure is proposed through the existing lobby at Custom House Street. The Fore Street façade would have an additional primary entrance for the "second" floor (ground floor from Fore Street). This floor plate is approximately 2 feet above the Fore Street sidewalk and is proposed to house one or more restaurant or retail uses.

The Fore Street frontage is shown as a "pedestrian encouragement" area on the Pedestrian Activities District map. As such, the design and utilization of the Fore Street level for retail uses is a highly desirable outcome for this building.

Site Plan Review

Pedestrian Circulation

As stated above, the primary pedestrian entrance to the building is proposed from the Custom House Street lobby. This lobby accesses a service core that currently serves both the historic structure and the addition to the Blake Building.

Sidewalks currently exist along both street frontages, but in very different conditions. The year 2000 building addition included a major street circulation change making Custom House Street one way and allowing the construction of an improved and widened brick sidewalk for its entire length. Fore Street, on the other hand, has a narrow bituminous sidewalk that is interrupted by utility poles, parking meters and street signs that make the sidewalk uncomfortable in summer and impassible in winter.

The applicants have coordinate with City staff and their traffic engineer to determine that some of the Fore Street right of way could be redistributed from vehicle lanes to sidewalk. The current plans show an expanded brick sidewalk with a corresponding realignment of the Fore Street travel lanes. Please see the traffic discussion below.

Vehicle Circulation

Currently, there is a truck loading bay at the rear of the Blake Building that is proposed to be eliminated requiring that all deliveries, trash pick up, and service for the combined complex of buildings would occur across the sidewalks from adjacent streets. The plans show an overhead utility door located northerly from the main entrance on Custom House Street and Staff assumes that deliveries and trash removal will take place though this entrance. The applicant should explain the use of this door and whether trucks will be able to back into the structure, or whether deliveries will take place from the street.

Traffic Permit

The project is presumed to generate 112 am peak hour trips and 162 pm peak hour trips. As a project generating more than 100 trips in the peak hour, the project will be reviewed for a traffic movement permit under delegated authority from MDOT. The scoping meeting for the traffic permit has not yet occurred and a complete traffic review will be provided for the Board at a later meeting. Review for the traffic permit is somewhat complicated by the fact that no vehicle trips generated by the project will actually be parking on-site, requiring assumptions as to how to assess impacts. For the purpose of the current discussion, the traffic planning for the project assumes that the Custom House Garage, located across the Fore Street with its entrance on Pearl Street, will be the vehicle parking destination for trips generated by the subject development. Obviously, if off-site leases are proposed in differing localities, adjustments to the traffic study will be needed. Please see the parking section below.

Consulting traffic engineer, Tom Errico has provided the following comments regarding his preliminary review of the traffic analysis for the subject project.

1. A traffic study scoping meeting is scheduled for December 21, 2005. Comments on traffic will not be provided until after the traffic study is submitted.
2. A pavement marking plan should be prepared for Fore Street from Franklin Arterial to Pearl Street. The plan should provide lane width and parking area dimensions. I would also ask that the plan provide information on sidewalk widths.
3. I have conducted an initial review of the Parking Analysis conducted by Gorrill-Palmer Consulting Engineers, Inc. In general I find the methods of shared parking and daily parking accumulation to be acceptable. However, I would note that the parking demand estimate is based upon zoning requirements and not parking generation rates established by national publications. If national parking rates are used, the parking needs may be greater.

Parking

No vehicle parking is proposed on site. The applicants anticipate utilizing existing or future garages in the area to satisfy the parking needs of the building. Gorrill Palmer Engineers have provided a parking demand analysis for the Board's review. In summary, the report assumes a parking demand of 167 spaces. As a project of greater than 50,000 square feet, the Planning Board will, on the basis of a parking analysis, determine the parking requirement for the project.

The applicants are currently in negotiations for leased off-site parking and, at a minimum, will provide signed letters of intent for parking leases prior to Public Hearing. The applicant asks that the Board consider conditioning approval of the project on receiving finalized evidence of sufficient parking prior to certificate of occupancy. The applicant asks for the Board's consideration of this arrangement to avoid having to pay for parking through the construction process, as has been necessary for previous projects (most recently the 280 Fore Street office building at the corner of Fore and Franklin Street.) The Board may wish to discuss this parking approach in detail at the workshop.

Staff has asked that the applicant provide the Board with a generalized summary of parking availability within a walkable distance of the project to give the Board an indication of the reasonableness of the applicant's assertion that spaces are or will be available in order to meet the parking requirement of the site plan standards.

Zoning Issues:

Building Footprint

The building is shown directly adjacent to the Custom House Street right of way and at an angle to the Fore Street right of way. The Fore Street setback angle allows the building to align with the face of the nearby Custom House building, providing better visibility of the historic granite landmark structure. This alignment was approved by the

Board of Historic Preservation as a means to achieve compatibility with the landmark Custom House building while preserving a sense of a continuous urban street wall. As shown, the building starts at the easterly corner within one foot of Fore Street, setting back from Fore Street as the building moves west toward Custom House Street. At its widest, the setback is less than 10 feet. The footprint setback at Fore Street requires a waiver of the B3 zone 5-foot maximum street line set back. Such a waiver is provided in the B-3 zone site plan standards, which read as follows:

14-526, 16 (b) 2. *Standards for increasing setback beyond street build-to line:* A proposed development may exceed maximum setbacks as required in section 14-220(c) only where the applicant demonstrates to the planning board that the introduction of increased building setbacks at the street level:

- (a) Provides substantial and viable publicly accessible open space or other amenity at the street level that supports and reinforces pedestrian activity and interest. Such amenities may include without limitation plazas, outdoor eating spaces and cafes, or wider sidewalk circulation areas in locations of substantial pedestrian congestion;
- (b) Does not substantially detract from the prevailing street wall character by introducing such additional setback at critical building locations such as prominent form-defining corners, or create a sense of discontinuity in particularly consistent or continuous settings;
- (c) Does not detract from existing publicly accessible open space by creating an excessive amount of open space in one (1) area or by diminishing the viability or liveliness of that existing open space; and
- (d) The area of setback is of high quality and character of design and of acceptable orientation to solar access and wind impacts as to be attractive to pedestrian activity.

The wider sidewalk and street wall considerations described above would appear to satisfy the above conditions.

Building Height

The zoning administrator has determined that the new construction is to be considered a new building and using the average grade of the site as a basis the building conforms to the 65-foot building height maximum for the subject site.

Attachments:

1. Written statements and project narratives
 2. Right title and interest
 - 3, 4. Financial and technical capacity
 5. Unusual, natural areas
 6. Site Plan Standards narrative
 - 6e. Parking
 - 6i. to 6k. Utility Capacity (Sewer pending)
 - 6p. Preliminary Traffic Narrative
 7. Solid waste
 - 8,9, 10. Stormwater, Erosion, Landscaping
 11. B-3 Site Plan Standards
- A. Plan Set

AH.1

EXHIBIT 1

DEVELOPMENT DESCRIPTION

1.0 Overview

Olympia Equity Investors IV-B, LLC ("OEI IV-B") is intending to develop a multi-story office complex totaling 68,836 square feet at the corner of Fore Street and Custom House Street. Currently the site consists of a loading area, an external ATM and a single and two-story concrete block structure. The concrete block building will be razed; the existing ATM and electrical transformer will be relocated to the new building and underground respectively. However, this project will not involve resetting the stone or doing any rebuild work on Custom House Street.

This proposed building will directly abut the Fore Street restaurant/Standard Baking Company building from the west and will be situated east of the U.S. Customs House. The proposed building will adjoin with the W.L. Blake building. The proposed building will be located on a ~~23,887~~ square foot lot, identified on Chart 29, Block K, and Lot 1 of the City of Portland Assessor's maps. This lot is located in the B-3 Downtown Business Zone for which office buildings are permitted use.

12,486

The proposed building use will primarily be for business on the upper floors, though the basement level and first floor are likely to consist of limited Assembly and Mercantile and retail space. The proposed building will be less than 100,000 square feet and therefore no loading bay will be required. The dimensional requirements of the B-3 zone do not burden the development; there is no minimum lot size, no minimum yard dimensions and lot coverage of up to 100% is allowable. The proposed development will conform to the dimensional requirements of the B-3 zone.

A portion of the proposed building, along the Fore Street and Custom House Street intersection, will not be within 5 feet of the property line as required. The reason for this is further discussed in Section 6.16. City Staff have indicated that this provision should not hinder the proposed development, as the Planning Board may grant a waiver of this provision. It is the intent of the applicant to develop the building as depicted on the proposed site plans and request a waiver from the 5 foot property line provision.

1.1 Existing and Proposed Easements/Rights-of-Way

Refer to executive summary prepared by Pierce Atwood, included in Attachment A of this Exhibit. Certain pedestrian easements will be conveyed to the City of Portland in areas where the proposed sidewalk will extend onto the adjacent property owned by Olympia Equity Investors IV, LLC ("OEI IV").

1.2 Natural Resources

There are no known natural resource areas that would be affected by the proposed development within the project vicinity. No setbacks regulated under the Natural Resources Protection Act (NRPA) are applicable to this proposed development.

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1.3 Subsurface Conditions

Subsurface conditions are being extensively evaluated as part of a Geotechnical boring program conducted by S.W. Cole Engineering. It is anticipated that the proposed building will be founded on a "pile" support system, similar to the renovation of the W.L. Blake building, which will adjoin this structure.

An intensive testing and monitoring program will be implemented during the pile driving and foundation phases of construction.

1.4 Infrastructure

The existing 15-inch combined sewer in Fore Street will provide sanitary sewer service to the proposed building, while an existing 8-inch water main in Custom House Street will provide water for domestic use and fire protection. Proposed electrical service to the building will be provided via an underground feed from a subsurface transformer. Final transformer location will be coordinated with Central Maine Power. The proposed development will include the following infrastructure modifications, as shown on the accompanying plan set:

- Construction of new brick sidewalks and granite curbing along Fore Street.
- Closure of an existing 24-foot ingress/egress access drive onto Custom House Street.
- Construction of a new building totaling approximately 68,836 square feet.
- Construction of several new sidewalks that will interconnect the parking and building spaces.

1.5 Construction Plan

Table 1.1 – The proposed schedule developed for this project is as follows:

Item	Site Work	Buildings
Local Site Plan	December 2005	November 2005
Start Construction	April 2006	April 2006
Complete Site Work	May 2006	---
Complete Building	---	May 2007
Building Occupancy	---	May 2007

1b

1.6 Figures, Plates and Drawings

Figure	Description
1	USGS Location Map
2	Zoning Map
3	Tax Assessor's Map

Plan Sheets	Description
1	Cover Sheet
2	General Notes, Index and Legend
3	Existing Conditions Plan
4	Site Layout and Utility Plan
5	Grading & Drainage Plan
6	Miscellaneous Details
7	Boundary Survey

1c

ATTACHMENT A

Executive Summary

Prepared by Pierce Atwood

MEMORANDUM

TO: James Brady & Timothy Levine
Olympia Equity Investors

FROM: DCKeeler

RE: Custom House Square Condominium

DATE: November 10, 2005

The purpose of this Memorandum is to set forth the general structure for a condominium regime to be created in connection with the Custom House Square development. The current state of affairs is that Olympia Equity Investors IV LLC owns the parcel bounded on three sides by Fore Street, Custom House Street and Commercial Street. There are existing buildings on the Commercial Street side of the property, commonly referred to as the Blake Building. The Fore Street side of the property is currently occupied by storage buildings and a garage. The proposal is to remove the storage buildings and garage and construct a new office and retail building on the portion of the parcel fronting on Fore Street. The new structure would be known as Custom House Square. Custom House Square would be structured as a condominium, which would allow the sale of portions of the building. The owner of the Custom House Square building would be different from the owner of the Blake Building, both initially and ultimately through resale.

It is currently contemplated that the Custom House Square would be what is commonly referred to as a "leasehold condominium." This would be set up such that the ownership of the ground underlying Custom House Square and the Blake Building would be in the same entity, although the owner of the Custom House Square building and the Blake Building would be different. The owner of the ground will lease that portion of the parcel on which Custom House Square is to be constructed to Olympia Equity Investors IV-B LLC. The Ground Lease will be for an extended term (99 years), with the possibility of future extensions. Olympia Equity Investors IV-B LLC, as the tenant under the Ground Lease, will be the declarant of the Custom House Square Condominium and initially will be the owner of the Units created thereby. The Landlord under the Ground Lease, as well as any lenders having an interest in the property, would join in the Declaration as required by the statute. The tenant's interest created by the Ground Lease would be part of the condominium. The Maine Condominium Act permits leasehold condominiums.

One Monument
Square

Portland, Maine
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le

There are examples and precedents for leasehold condominiums in the City of Portland, such as the Casco Bay Garage on Commercial Street.

Custom House Square would consist of separate condominium units. The number and configuration of the units still need to be determined based on end user requirements and market conditions. Under the Maine Condominium Act, a Condominium Association would be formed. Although the Association does not own any of the real property, it is charged under the Statute and under the Condominium Declaration for maintaining all of the common areas and enforcing any of the restrictions imposed under the Declaration. Each of the unit owners at Custom House Square would be a member of the Association. The Association would have enforcement rights, including the right to lien a unit, if any unit owner does not pay its share of expenses. A Condominium Association is a standard non-profit corporation and would be set up under Title 13-B of the Maine Corporation Act.

EXHIBIT 2TITLE, RIGHT AND INTEREST**2.0** Overview

OEI IV owns the proposed development parcel. OEI IV-B will lease the proposed development parcel from OEI IV. A copy of the warranty deed for the OEI IV parcel is included as Attachment A of this Exhibit. A copy of the Agreement to Lease between OEI IV and OEI IV-B with respect to the proposed development parcel is attached as Attachment B of this Exhibit.

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ATTACHMENT A

Copy of Warranty Deed

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WARRANTY DEED
(Maine Statutory Short Form)

KNOW ALL PERSONS BY THESE PRESENTS, that WLB HOLDING COMPANY, a Maine corporation, with a place of business in Portland, County of Cumberland and State of Maine, for consideration paid, grants to OLYMPIA EQUITY INVESTORS IV, LLC, a Maine limited liability company, whose mailing address is 500 Main Street, Bangor, Maine, with WARRANTY COVENANTS, the land located in Portland, County of Cumberland and State of Maine, described as follows:

A certain lot or parcel of land situated on the northwesterly side of Commercial Street in Portland in Cumberland County, State of Maine bounded and described as follows:

Beginning at a capped 3/4 inch rebar, numbered 492, set in the ground at the intersection of the northwesterly line of Commercial Street, so called, with the northeasterly line of Custom House Street, so called, thence;

North 49° 34' 54" West along the northeasterly line of said Custom House Street, a distance of 173.94 feet to a railroad spike set in the ground in the southeasterly line of Fore Street, so called, thence;

North 28° 09' 02" East along the southeasterly line of said Fore Street, a distance of 21.27 feet to a railroad spike set in the ground at an angle in said street, thence;

North 11° 36' 32" East along the southeasterly line of said Fore Street, a distance of 109.82 feet to a capped 3/4 inch rebar, numbered 492, set in the ground at the westerly corner of land conveyed to East Brown Cow Limited by Cumberland Oil Company by deed dated March 1, 1995 and recorded in the Registry of Deeds for Cumberland County in Book 11615, Page 088, thence;

South 50° 11' 54" East along the southwesterly line of said East Brown Cow Limited's land, a distance of 139.00 feet to the corner of the brick building on said parcel and at an angle in said line, thence;

South 49° 54' 24" East along the southwesterly line of said East Brown Cow Limited's land, a distance of 67.55 feet to the northwesterly line of said Commercial Street and at easterly corner of the granite column of foundation of said building, thence;

South 32° 53' 06" West along the northwesterly line of said Commercial Street, a distance of 75.62 feet to the southerly corner of the granite column of foundation of said building, thence;

South 37° 11' 06" West along the northwesterly line of said Commercial Street, a distance of 49.73 feet to the point of beginning.

Containing 23,528.41 square feet.

MAINE REAL ESTATE TAX PAID

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0275495PG122

Bearings are True North.

Being all of the same parcel of land conveyed to William L. Blake and George M. Blake by Elias Thomas by deed dated October 19, 1901 and recorded in the Registry of Deeds for Cumberland County in Book 832, Page 53. The Grantor changed its name from W.L. Blake & Co. on December 3, 1998.

IN WITNESS WHEREOF, it, the said WLD HOLDING COMPANY, has caused this instrument to be signed and sealed in its corporate name by Joyce O. Poulin, its Vice President, thereto duly authorized, this 25th day of May, 2000.

WITNESS:

Walter E. Webber

WLD HOLDING COMPANY

By: Joyce O. Poulin
Joyce O. Poulin
its Vice President

STATE OF MAINE
COUNTY OF CUMBERLAND, ss.

May 25, 2000

Then personally appeared the above named Joyce O. Poulin, Vice President of said Corporation, as aforesaid, and acknowledged the foregoing instrument to be her free act and deed in her said capacity and the free act and deed of said Corporation.

Before me,

Walter E. Webber
Attorney-at-Law
Walter E. Webber

RECEIVED
RECORDED REGISTRY OF DEEDS

2000 MAY 26 PM 3: 53

CUMBERLAND COUNTY

John B. O'Brien

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ATTACHMENT B

Copy of Agreement to Lease

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AGREEMENT TO LEASE

THIS AGREEMENT TO LEASE (this "Agreement"), made as of November 8, 2005 (the "Effective Date"), is by and between OLYMPIA EQUITY INVESTORS IV, LLC, a Maine limited liability company with a place of business in Portland, Maine ("Landlord") and OLYMPIA EQUITY INVESTORS IV-B, LLC, a Maine limited liability company with a place of business in said Portland ("Tenant"), WHO AGREE AS FOLLOWS:

1. PRELIMINARY RECITALS. Landlord is the owner of a certain parcel of land situated in Portland, Cumberland County, Maine, as more particularly described in that certain deed to Landlord dated March 1, 1995 and recorded in the Cumberland County Registry of Deeds in Book 11905, Page 089 (the "Property"). Upon the satisfaction of certain conditions as more particularly set forth herein, Tenant desires to ground lease a portion of the Property identified on the plan attached hereto as SCHEDULE A and designated thereon as the "Premises". Tenant intends to construct upon the Premises a multi-story office/retail complex totaling approximately 66,000 square feet (the "Project").

2. AGREEMENT TO LEASE. In consideration of Tenant's undertakings and for other good and valuable consideration, the receipt and adequacy of which are hereby acknowledged, Landlord and Tenant hereby agree to enter into a Ground Lease for the Premises. The parties shall use their reasonable good faith and diligent efforts to agree upon a form of lease within ninety (90) days after the date hereof. The Lease shall include (i) the terms and conditions set forth on SCHEDULE B attached hereto and incorporated herein (the "Basic Terms"), (ii) such other terms and conditions, not inconsistent with the Basic Terms, as are customarily included in a commercial ground lease for a in-town office/retail building, subject, however, to the terms and conditions set forth in this Agreement.

3. TENANT'S LEASE CONDITIONS. This Agreement and the obligations of Landlord and Tenant hereunder are contingent upon satisfaction of the conditions described in Subsections (a) through (c) of this Section 3 (the "Lease Conditions").

(a) Environmental and Engineering Condition. During the sixty (60) day period following the execution of this Agreement (the "Inspection Period"), Tenant shall have the right, at its expense, to obtain such engineering studies, subsurface tests, test borings, geotechnical studies, water surveys, percolation tests, topographical surveys, utility surveys, sewage disposal surveys, drainage determinations, building inspections and testing, utility surveys, tests for Hazardous Materials, including asbestos tests, test pits and ground water sampling and/or monitoring wells if Tenant shall so desire, and such other tests and assessments as Tenant shall desire (collectively, "Engineering Studies") to determine whether the Premises are suitable for the construction and operation of the Project at a reasonable cost. The results of all Engineering Studies must be acceptable to Tenant, in Tenant's sole discretion. Any Engineering Studies that Tenant shall elect to undertake shall be performed at Tenant's expense. From and after the date of execution of this Agreement, Tenant, its agents, servants and authorized independent contractors shall have a right of entry onto the Premises in order to perform the Engineering Studies, provided that Tenant agrees to restore any material damage caused by such entry.

(b) Title Condition. Tenant, at its expense, shall have the right to obtain a commitment of leasehold title insurance from a title insurance company acceptable to Tenant with respect to the Premises. Tenant's obligations under this Agreement shall be contingent upon Tenant being satisfied, in its good faith judgment, that there are no liens, restrictions, encumbrances or defects in Landlord's title to the Premises. The condition set forth in this paragraph shall be deemed satisfied when Tenant shall have given Landlord written notice that Tenant has received a satisfactory title insurance commitment; provided, however, that (i) if after satisfaction of the Title Condition set forth in this subsection, Tenant shall discover any lien, restriction, defect or other encumbrance arising after the date of Tenant's title insurance commitment or not appearing in such commitment, Tenant shall be permitted to withdraw such notice and the Lease Condition set forth in this subsection shall not be deemed satisfied, and (ii) neither Tenant's obtaining such title insurance commitment nor Tenant's giving such notice shall result in a waiver by Tenant of any of Landlord's obligations, warranties, covenants or agreements under this Agreement or the Lease. If the Premises are subject to any mortgage, deed of trust or other instruments creating a lien upon the Premises that was granted or assumed by Landlord and affecting the Premises (a "Mortgage"), then promptly following the execution of this Agreement, Landlord shall commence and thereafter diligently pursue reasonable efforts to obtain a discharge or release of such Mortgage.

(c) Project Approvals Condition. Tenant's obligations under this Agreement shall be contingent upon Tenant having obtained the Project Approvals as described in Section 4 below. The condition set forth in this paragraph shall be deemed satisfied when Tenant shall have given Landlord written notice that Tenant has obtained the Project Approvals. Tenant shall be deemed to have "obtained" the Project Approvals only (i) after Tenant has obtained all necessary Project Approvals, they are not subject to any challenge or appeal and all periods within which any such challenge or appeal may be made have expired, and (ii) if said Approvals contain no conditions or requirements unacceptable to Tenant.

4. PERMITTING CONDITION. Tenant shall have a period of twelve (12) months following the date of this Agreement (the "Permitting Period") to obtain, at its sole cost and expense, all zoning changes and variances, environmental and land use permits, and all other governmental licenses, permits and approvals that shall be necessary for the construction and operation of the Project (collectively, the "Project Approvals"); provided, however, that if Tenant shall be pursuing the Project Approvals with reasonable diligence at the end of the Permitting Period, Tenant shall have the right to extend the Permitting Period for an additional period (not to exceed six (6) months) as necessary to obtain the Project Approvals. Landlord and Tenant shall use their best efforts to cooperate in any and all applications, proceedings and appeals relating to the Project Approvals.

5. CLOSING. The consummation of the transaction contemplated hereunder (the "Closing") shall take place at the office of Tenant or Tenant's counsel or in escrow through the offices of Tenant's title agent or other mutually acceptable escrow agent. The Closing shall take place on the first business day (the "Closing Date") that is at least thirty (30) days after the date Tenant obtains all of the Project Approvals as provided in Section 4, provided that all Lease

Conditions shall have been fully satisfied (or waived by Tenant in writing). On the Closing Date, Landlord shall deliver exclusive possession of the Premises to the Tenant free and clear of all liens, encumbrances, and title defects, and Landlord and Tenant shall execute and deliver the following:

- (a) Landlord and Tenant shall execute and deliver the Lease in two original counterparts.
- (b) Landlord and Tenant shall execute and deliver a Memorandum of Lease in recordable form.
- (c) Landlord and Tenant shall each deliver to the other such evidence of its existence and due authority to execute and deliver the Lease, as the other may reasonably request.
- (d) Landlord and Tenant shall each deliver such transfer tax forms, affidavits and other documents as may be customary and reasonably necessary.

6. **NOTICE.** All notices to be given hereunder shall be sent by registered or certified mail, return receipt requested, with postage prepaid, or by a national overnight carrier requesting acknowledgment of receipt, to the parties at the notice addresses set forth in the Lease (or to such other or additional addresses as the parties may hereafter designate by like notice similarly sent). Any notice given hereunder shall be deemed given on the date and at the time received or, if delivery is refused, the notice will be deemed given on the date, of such refusal. The parties' attorneys may give notice on behalf of their clients.

7. **DEFAULT.** In the event either party fails or refuses to consummate the Closing in accordance with the provisions of this Agreement for any reason other than those reasons specified in this Agreement as giving rise to a right of such party to terminate this Agreement, and the other party shall have performed all of its obligations under this Agreement, then such other party may bring an action for specific performance of this Agreement and/or seek whatever other remedies may be available at law or in equity.

8. **BROKERS.** Tenant and Landlord each represents and warrants to the other that it has not had any dealings with any broker or finder in connection with this transaction. Each party agrees to indemnify, defend and save the other harmless from and against any and all other claims, demands or causes of action or other liability, damage, cost or expense (including, without limitation, reasonable attorneys, fees) resulting from claims by any broker or other person in connection with this transaction made by or through the indemnifying party. The provisions of this Section shall survive the Closing and/or the termination of this Agreement.

9. **MISCELLANEOUS.**

(a) This Agreement and the Schedules attached hereto embody the entire agreement between the parties in connection with this lease transaction and there are no oral agreements, representations or inducements existing between the parties relating to this transaction. This

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Agreement may not be modified, except by a written agreement signed by all of the parties. Upon request of Tenant, Landlord agrees to execute a memorandum of this Agreement for recording in the public records.

(b) This Agreement shall be binding upon and inure to the benefit of the parties hereto, their respective heirs, legal representatives, administrators, successors, successors in interest and assigns.

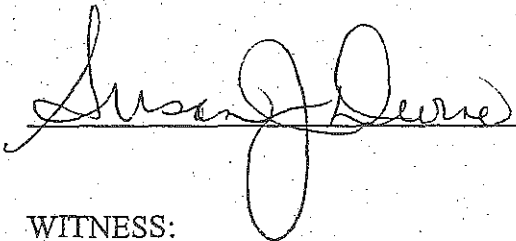
(c) No written waiver by any party at any time of any breach of any provision of this Agreement shall be deemed a waiver of a breach of any other provision herein or a consent to any subsequent breach of the same or any other provisions. If any action by any party shall require the consent or approval of another party, such consent or approval of such action on any occasion shall not be deemed a consent to or approval of such action on any subsequent occasion or a consent to or approval of any other action on the same or any subsequent occasion.

(d) This Agreement shall be governed by and interpreted in accordance with the laws of the State of Maine.

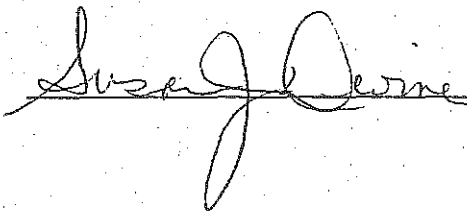
(e) This Agreement may be executed in any number of original counterparts, all of which evidence only one agreement and only one of which need be produced for any purpose.

IN WITNESS WHEREOF, the Landlord and Tenant have executed this Agreement as of the day and year first above set forth.

WITNESS:

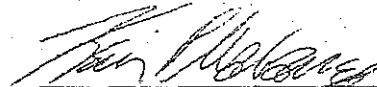


WITNESS:



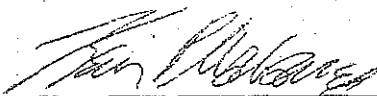
LANDLORD:

OLYMPIA EQUITY INVESTORS IV,
LLC, a Maine limited liability company

By: 
Print Name: Kevin Mahaney
Its: CEO

TENANT:

OLYMPIA EQUITY INVESTORS IV-B,
LLC, a Maine limited liability company

By: 
Print Name: Kevin Mahaney
Its: CEO

SCHEDULE A
PLAN OF PREMISES

[See Attached]

2K

SCHEDULE B

BASIC LEASE TERMS

1. **Purpose:** For any lawful purpose, including the development, construction, installation, operation, maintenance, repair and removal of a commercial building.
2. **Term:** The initial term of the Lease shall be ninety-nine (99) years. Tenant shall have the right to renew the Lease upon its expiration, for up to three (3) extension terms of ninety-nine (99) years each. In addition, Tenant shall have the right to terminate this Lease upon six (6) months prior written notice.
3. **Rent:** The base rent for the initial term shall be Five Hundred Thousand Dollars, which amount shall be paid in full upon the rent commencement date of the lease. Base Rent for each extension term shall be fair market value of the ground, unimproved and unencumbered by this Lease. Tenant shall be responsible for all costs associated with or arising out of the Leased Premises, including taxes and insurance.
4. **Assignment:** (a) Subject to the provisions of subsection (b) below, Tenant shall have the right to assign the Lease, provided that any such assignment shall be subject to Owner's consent, which consent shall not be unreasonably withheld, conditioned or delayed. The foregoing notwithstanding, no such consent shall be required in order for Tenant to assign this Lease to any investor or lender as collateral security or to any future assignment by such investor or lender, or any of their respective successors and assigns. Such lease shall contain standard leasehold mortgagee protection provisions.

(b) The parties acknowledge that Tenant intends to construct a building on the premises and to subject the building to a condominium regime. In connection therewith, Tenant will subject its leasehold interest in the Lease to the Condominium, whereupon it will become part of the common interest of the condominium and owned in common by the unit owners of the condominium. Upon the sale of any condominium unit, a proportionate interest in the leasehold estate shall be conveyed as an appurtenance to the unit. Landlord consents to such condominium regime and agrees to execute the condominium declaration evidencing such consent, whereupon there shall be no restrictions upon the assignability of the Lease.
5. **Default and Remedies:** The Lease shall contain agreed upon default provisions. Notwithstanding such provisions, or any default by Tenant or the condominium owners, the Lease shall not be terminable. Landlord's only remedy in the event of default shall be to sue for specific performance, or to exercise self help, as set forth more fully in the Lease.

AH.3

EXHIBIT 3

FINANCIAL CAPACITY

3.0 Overview

TDBanknorth has prepared a letter of the applicant's ability to finance the project. A copy of the bank letter is included in Attachment A of this Exhibit.

3a

ATTACHMENT A

Letter from TD Banknorth



3b

TD Banknorth, N.A.
One Portland Square
P.O.Box 9540
Portland, ME 04112-9540
T: 207 761-8500
Toll Free: 800 462-3666
TDBanknorth.com

October 6, 2005

Lee Lowry
Planning Board
City of Portland
c/o Olympia Equity Investors
280 Fore Street, Suite 202
Portland, ME 04101

Re: Kevin Mahaney/Olympia Equity Investors IV B/Custom House Square

To Whom It May Concern:

This letter will confirm that, based on our preliminary due diligence and subject to our standard underwriting requirements, Kevin Mahaney/Olympia Equity Investors IV B/Custom House Square, will have the financial capacity to complete the proposed development of a class A office building and the accompanying parking at 300 Fore Street, Portland, Maine. Please call me at 207-761-8783, should you have any questions.

Very truly yours,

A handwritten signature in cursive script that reads 'L. Wold'.

Lawrence A. Wold
Senior Vice President

EXHIBIT 4

TECHNICAL ABILITY

4.0 Overview

The applicant has contracted the site development design work to DeLuca-Hoffman Associates, Inc., a civil engineering firm located in South Portland, Maine. DeLuca-Hoffman Associates, Inc. was founded in 1986 and has provided engineering services to private, industrial, commercial, municipal and governmental clients for the past 19 years.

PCI Architecture has been retained to complete the architectural designs; a final Contractor for the building construction has not yet been determined.

OEI IV-B, the developer of the project, is affiliated with the Olympia Development Company and the family of Olympia Companies, which have been recognized for successfully completing similar projects of this nature in the City of Portland. Examples of the projects include:

W.L. Blake Building Historic Renovation

42,000 Square Foot Renovation & 25,000 Square Foot Expansion

280 Fore Street

115,000 Square Foot Office Building

Hilton Garden Inn

Downtown 120-room Hotel

50 Sewall Street Medical Office Building

40,000 Square Foot Medical Office Building

AH.5

EXHIBIT 5

UNUSUAL NATURAL AREAS, WILDLIFE AND FISHERIES
HABITATS OR ARCHAEOLOGICAL SITES

5.0 Overview

The existing project site is currently completely developed and due to its current configuration and urban setting is devoid of any unusual natural areas, wildlife habitats or archaeological features.

EXHIBIT 6

REVIEW CRITERIA

City of Portland, Maine Standards
Requirements for Site Approval

6.1 Provisions for Traffic and Pedestrian Circulation Both On and Off The Site

The development proposal includes the construction of a new building and extensive sidewalk reconstruction along Fore Street. Pedestrian circulation will be addressed by new brick sidewalks along the building edges.

A Traffic Movement Permit will be required as part of the associated development. A formal submittal for a scoping session will be provided under separate cover and is anticipated to be acted upon in a concurrent timeline as the site plan review. Refer to Attachment D for a letter from Gorrill-Palmer Consulting Engineers, Inc., which provides some insight into the anticipated trip generation and distribution. This information is the baseline data to be included in the initial pieces of the Traffic Movement Permit.

6.2 Construction of New Structures and Parking Requirements

The proposed building construction will total 68,836 square feet. OEI IV-B intends to procure necessary parking through leasing spaces. Attachment A of this exhibit includes a letter of intent to lease the necessary parking spaces.

6.3 Impact of Bulk, Location or Height of Proposed Buildings and Structures on the Neighbors

The building will be located along the corner of Fore Street and Custom House Street. Surrounding development includes the US Custom House, the renovated W.L. Blake building and the Fore Street restaurant. The proposed building façade has been reviewed with and endorsed by the Historic Preservation Board (see Attachment E).

6.4 Impact on Value of Neighboring Property Due to Proposed Buildings

The proposed building will be similar in character to the abutting structure and should not negatively affect the values of adjacent structures. The proposed project is located in the B-3 zone in which office buildings are a permitted use.

6.5 Effect of Proposed Project on Public Utilities

The proposed project will not adversely affect the public utilities of the City of Portland. The proposed project will not substantially introduce additional flows to the sewer and storm drain systems. A request for an "Ability to Serve" letter was sent to the City of Portland Department of Public Works for the increased flows due to the building construction. To date a response has not been received, but it is not anticipated that there will be any issues with the availability of sanitary sewer service for the proposed development. A copy of this letter of request is included in Attachment B of this Exhibit.

lea

A request for an "Ability to Serve" letter was sent to the Portland Water District for the increased flows due to the building construction. A response has been received, a copy of which is included as part of Attachment C of this Exhibit.

It is anticipated that all other utilities to the site will not be adversely affected by the proposed project. Central Maine Power is currently reviewing various options for potential relocation of electrical service and has indicated it has adequate facilities to accommodate the proposed development.

6.6 On-site Landscaping To Provide A Buffer With Neighboring Uses

Given the density of development and highly urbanized zoning, no landscaping is proposed to buffer the neighboring uses.

6.7 The Site Plan Minimizes, To The Extent Feasible, Any Disturbance or Destruction of Significant Vegetation

This provision is not applicable, as the site does not contain any significant vegetation.

6.8 Site Plan Does Not Create Any Significant Soil or Drainage Problems

The existing site is currently completely impervious and will remain so upon completion of the development, though certain areas of asphalt will be transformed to building. This will not create any significant soil or drainage problems.

6.9 Provision of Appropriate Exterior Lighting

The planned additional exterior lighting will not be hazardous to motorists traveling on adjacent streets, due to the setback of the development from these streets. The lighting proposed will be limited to pedestrian level street lighting along Fore Street only.

6.10 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

Although the horizontal alignment of Fore Street will be shifted slightly to accommodate the widened sidewalks, the vehicular access along the roadway network will not be altered and therefore, will not create any fire or safety hazards. Since the building envelope will encompass the entire site and the building will be proximately located to Fore Street and Custom House Street, adequate access will not be an issue.

6.11 The Proposed Development is Designed So As To Be Consistent with Off-Premises Infrastructure, Existing or Planned by the City of Portland

The project will not generate any increases to stormwater runoff and therefore will not impact the capacity of the City of Portland combined sewer system.

6.12 Pertaining to Industrial Development

N/A

leb

6.13 Pertaining to Development in R-P Zone

N/A

6.14 Pertaining to Planned Unit Developments

N/A

6.15 Pertaining to Multi-Family Developments

N/A

6.16 Pertaining to Development in B-3 Zone

The proposed development is consistent with the zoning identified in the B-3 zone and does not conflict with the Bulk & Space or dimensional requirements of this zone, with the exception of the street build-to line provision. The proposed building will be sited approximately 8.35 feet at its further point along the intersection of Custom House Street and Fore Street. This does not meet the street build-to limitation, though this occurs for a very isolated portion of the site and is due to an irregularity in the geometry of the Fore Street right-of-way.

Section 14-220(c) provides a standard for 5-foot maximum setback for the street build-to line, although the Planning Board has the ability to waive this standard in lieu of an alternate dimension provided the requirements of Article V – Site Plan, Standards, Section 14-526 16(a) are met. This proposed development meets the provisions of paragraph 16 of Section 526. Further, subsection 2 of paragraph 16 provides the following:

"2. Standards for increasing setback beyond street build-to line: A proposed development may exceed maximum setbacks as required in section 14-220(c) only where the applicant demonstrates to the Planning Board that the introduction of increased building setbacks at the street level:

(a) Provides substantial and viable publicly accessible open space or other amenity at the street level that supports and reinforces pedestrian activity and interest. Such amenities may include without limitation plazas, outdoor eating spaces and cafes, or wider sidewalk circulation areas in locations of substantial pedestrian congestion;

(b) Does not substantially detract from the prevailing street wall character by introducing such additional setback at critical building locations such as prominent form-defining corners, or create a sense of discontinuity in particularly consistent or continuous settings;

(c) Does not detract from existing publicly accessible open space by creating an excessive amount of open space in one (1) area or by diminishing the viability or liveliness of that existing open space; and

6c

(d) *The area of setback is of high quality and character of design and of acceptable orientation to solar access and wind impacts as to be attractive to pedestrian activity.*"

The proposed development as designed will meet the criteria of a-d. The location of the 3.35-foot extension of the setback is at a street corner where pedestrian traffic is likely to both turn the corner from Fore Street onto Custom House Street as well as cross Custom House Street. While the building location is more driven by the spatial dimension of the parcel, the irregularity of the Fore Street right-of-way in the location allows for the construction of a wider sidewalk, which will promote safe pedestrian access and avoid congestion.

6.17 The Applicant Has Submitted All Information Required By This Article and the Development Complies with all Applicable Provisions of this Code

The application compiled, addresses all provisions noted in this code to the best of our knowledge.

6.18 Proximity To Any Landmark, Historic District or Historic Landscape District

The proposed structure is a direct abutter the US Custom House, though no development restrictions adjacent to this landmark are in place. The proposed building has been reviewed and endorsed by the Historic Preservation Committee.

6.19 Pertaining to View Corridors

N/A

6.20 No Adverse Effect on Existing Natural Resources

No adverse effect on existing natural resources is anticipated from the proposed development.

6.21 Pertaining to Discharge to a Significant Groundwater Aquifer

According to the Portland quadrangle map of the Maine Geological Survey, there is no significant aquifer in the vicinity of the project location.

6.22 Pertaining to Signs

A sign is proposed for the new development. All provisions in regards to signage have been addressed according to the City code. The owner will be applying for a sign permit separate from this application.

6.23 Pertaining to Denial of Sign Under Exhibit 14-369.5

N/A

led

6.24 Pertaining to Major or Minor Businesses

N/A

6.25 Pertaining to Development in Industrial Zones

N/A

6.26 Pertaining to Development in B-5 and B-5b Zones

N/A

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ATTACHMENT A

**Parking Management Plan
Memorandum from Gorrill-Palmer**

lef

Memorandum

To: Tim Levine
Olympia Equity Investors IVB, LLC

Project: Proposed Office/Restaurant – Custom House Square – Portland, ME
Shared Parking Generation

From: Thomas L. Gorrill, P.E., PTOE, Gorrill-Palmer Consulting Engineers, Inc.

Project Number: 1317

Date: November 22, 2005

Our office completed a parking evaluation for the proposed commercial building on the corner of Fore Street and Custom House Street in Portland, Maine. The site is proposed to contain a 68,174 s.f. building, consisting of 58,114 s.f. of office space and two 5,030 s.f. restaurants. The City of Portland has zoning requirements for parking spaces for various types of uses. According to these zoning requirements, the proposed commercial building is required to provide 214 off-street parking spaces, as summarized below.

<u>Land Use</u>	<u>Zoning Requirement</u>	<u>Parking Spaces Required</u>
10,060 s.f. Restaurant	P = 1 per 150 s.f.	68 spaces
58,114 s.f. Office	P = 1 per 400 s.f.	146 spaces

The City does allow determination of “shared parking” in recognition of daily, hourly and seasonal variation in parking demand for the different types of uses. The ITE publication *Parking Generation, 3rd Edition* provides a table depicting the percentage of the peak hour parking demand generated each hour of the day for several land uses as shown in the attached Table 1. This information was used to prepare an estimate of the hourly demand for each use and the hourly demand for the entire site as shown in the attached Table 2. As shown in the table, a peak parking demand of 183 spaces is forecast to be experienced by the proposed development and is anticipated to occur from 2-3 PM based on published data. However, given that the restaurants will be complimentary uses to the office, drawing tenants and their visitors and clients, and is located adjacent to the Old Port, our office anticipates the majority of the restaurant traffic will be drawn from these areas and will not generate a demand for new parking. Thus, for the purpose of this analysis, we have assumed the restaurant will generate sixty percent of the published estimate, reducing the demand to 167 spaces. After 5:00 PM, when the office is closed, the parking demand will be reduced to 117 parking spaces. The parking demand for the office space is not anticipated to experience a significant seasonal fluctuation component. Therefore, the peak parking demand of the entire site would occur in the summer time when the restaurant experiences its highest demand.

It is our understanding that Olympia Equity Investors IVB, LLC is currently negotiating with a number of parking operators for the required spaces as determined in this Parking Demand study and that they anticipate being able to provide an executed Letter of Intent to Lease or Purchase the required number

69

Proposed Office/Restaurant
Shared Parking Generation
Page 2

of parking spaces prior to final Planning Board Public Hearing. In addition, the project will not receive a Certificate of Occupancy without satisfying the parking requirements set forth by the Planning Board through either a Lease, Purchase or control of off site parking spaces as required by the ordinance. Since the project is not anticipated to be completed until the summer of 2007, it is difficult to project the exact location of the parking lots or garages which will be finalized for either Lease or Purchase prior to building completion and issuance of a Certificate of Occupancy.

Please contact us with any questions.

TLG/rfb/1317/ParkingMemo11-22-05

6h

ATTACHMENT B

**Letter Requesting Ability to Serve
Sent to Portland Public Works**

(copy of response letter to be provided upon receipt)



DeLUCA-HOFFMAN ASSOCIATES, INC.
CONSULTING ENGINEERS

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

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

October 26, 2005

Lei

Mr. Frank Brancely
City of Portland
55 Portland Street
Portland, Maine 04101

**Subject: Proposed Office Building
Fore Street, Portland, Maine
Letter of Ability to Serve**

Dear Frank:

DeLuca-Hoffman Associates, Inc. has been retained to prepare plans and permit applications/submissions for a proposed 65,000 square foot office building. As required by the reviewing authorities, we are writing to request a letter indicating the ability of the City of Portland to provide sanitary sewer capacity for the project.

Project Overview

The project will be located at the corner of Fore Street and Custom House Street.

Sanitary Sewer Service

Sanitary service for the project is proposed to be provided by connection to the existing sewer main in Fore Street. An 8-inch sewer line from that main will serve the proposed building.

Water Consumption

The proposed building is intended to be leased as office space, though tenant occupancy has yet to be finalized. Multiple tenants are anticipated and the exact water consumption that will occur is uncertain. It is anticipated between 150 and 200 employees may work in the office. Assuming a water usage rate of fifteen gallons per day per employee, this equates to approximately 2,250 to 3,000 gallons per day of sanitary sewerage from the proposed development. It is expected that the sanitary sewer component will be equivalent to the water usage and no water will be recycled.

lej

Mr. Frank Brancely
October 26, 2005
Page 2

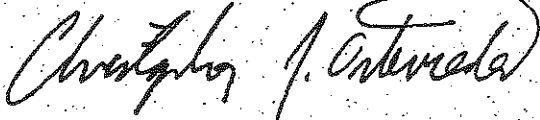
Letter of Ability to Serve

DeLuca-Hoffman Associates, Inc. is presently preparing design review submissions for City of Portland Site Plan Approval. Accordingly, we are requesting a letter from the City of Portland indicating the adequacy of the existing sanitary sewer infrastructure to serve this project.

Please contact our office with any questions you may have concerning this letter and request for ability to serve. We would like to include your letter of ability to serve with this submission. We appreciate your assistance in this matter and look forward to your response.

Sincerely,

DeLUCA-HOFFMAN ASSOCIATES, INC.



Christopher J. Osterrieder, P.E.
Senior Engineer

CJO/sq/JN2581/Brancely-10-26-05

Enclosure

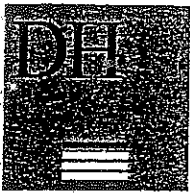
c: Matt Wirth, PCI Architecture
Tim Levine, Olympia Equity Investors, Inc.

6K

ATTACHMENT C

**Letter Requesting Ability to Serve
Sent to Portland Water District**

Letter from Portland Water District



DeLUCA-HOFFMAN ASSOCIATES, INC.
CONSULTING ENGINEERS

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

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

October 26, 2005

Mr. Dave Coffin
Portland Water District
225 Douglass Street
P.O. Box 3553
Portland, Maine 04104-3553

**Subject: Proposed Office Building
300 Fore Street, Portland, Maine
Letter of Ability to Serve**

Dear Dave:

DeLuca-Hoffman Associates, Inc. has been retained to prepare plans and permit applications/submissions for a proposed 65,000 square foot office building. As required by the reviewing authorities, we are writing to request a letter indicating the ability of the Portland Water District to serve the project.

Project Overview

The project will be located at the corner of Fore Street and Custom House Street.

Water Supply Service

Water supply service for the project is proposed to be provided by connection to the existing main in Fore Street.

Water Consumption

The proposed building is intended to be leased as office space, though tenant occupancy has yet to be finalized. Multiple tenants are anticipated and it is uncertain as to the exact water consumption that will occur. It is anticipated that between 150 and 200 employees may work in the office. Assuming a water usage rate of fifteen gallons per day per employee, this equates to approximately 2,250 to 3,000 gallons per day for the proposed development.

Mr. Dave Coffin
October 26, 2005
Page 2

lem

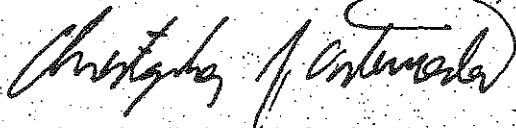
Letter of Ability to Serve

DeLuca-Hoffman Associates, Inc. is presently preparing design review submissions for City of Portland Site Plan Approval. Accordingly, we are requesting a letter from the District indicating the adequacy of the existing off-site water supply infrastructure to serve this project, and a copy of any new construction specifications that the District requires.

Please contact our office with any questions you may have concerning this letter and request for ability to serve. We would like to include your letter of ability to serve with this submission. We appreciate your assistance in this matter and look forward to your response.

Sincerely,

DeLUCA-HOFFMAN ASSOCIATES, INC.



Christopher J. Osterrieder, P.E.
Senior Engineer

CJO/sq/JN2581/Coffin-10-26-05

Enclosure

c: Matt Wirth, PCI Architecture
Tim Levine, Olympia Equity Investors, Inc.



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6.7

Portland Water District
FROM SEBAGO LAKE TO CASCO BAY

October 27, 2005

Mr. Christopher J. Osterrieder, P.E.
DeLuca-Hoffman Assoc., Inc.
778 Main Street
So. Portland, Maine 04106

Re: 300 Fore St, Portland

Dear Sir:

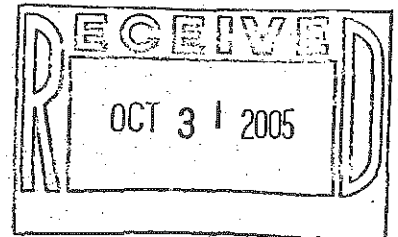
The Portland Water District has a 6" water main in Fore Street and an 8" water main in Custom House Street, Portland, near the proposed site. The water main connects to Franklin Street, runs down Fore Street dead ending at Custom House Street than proceeds down Custom House Street to Commercial Street. A test on a nearby hydrant produced the following results: static pressure 89 psi; pito pressure 47 psi; with a flow of 1150 gpm. With these results in mind, the District feels we have sufficient capacity available to serve this proposed project and meet all normal fire protection and domestic water service demands. **Please notify your plumber of these results so that they can design your system to best fit the available pressure.**

The Districts policy is to have separate fire and domestic services from the water main to the street line and a second valve on the fire service if the water main in the street is over 50 years old (Fore and Custom House are older than 50 years). With certification by the developer that all required permits have been received, we look forward to serving this project.

Sincerely,

PORTLAND WATER DISTRICT

David W. Coffin, PLS
Engineering Supervisor



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ATTACHMENT D

Traffic Summary



Gorrill-Palmer Consulting Engineers, Inc.

Traffic and Civil Engineering Services

PO Box 1237
15 Shaker Rd.
Gray, ME 04039

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

60p

November 11, 2005

Mr. Tim Levine
Olympia Equity Investors IVB, LLC
280 Fore Street
Suite 202
Portland, ME 04101

RE: Traffic Narrative
Commercial Building 296-304 Fore Street

Dear Tim:

Gorrill-Palmer Consulting Engineers, Inc. has prepared a traffic narrative for the proposed commercial building to be constructed at the intersection of Fore Street and Customs House Street. This narrative discusses trip generation and assignment, and will be followed up with the full traffic permitting process with the City of Portland, which has delegated review authority from MaineDOT. Our office is in the process of completing the request for a scoping meeting that will be provided under separate cover to the City, which will initiate the permitting process.

Existing and Proposed Site

The proposed site is located on Custom House Street, and therefore has frontage on Fore Street and Commercial Street. The site is identified on Portland Tax Map 29, Block K, Lot 1. A site location map is attached with this letter.

The development area currently consists of several structures, including the following:

- A single-story concrete block structure along Fore Street.
- A two-story concrete block structure facing the parking lot for Fore Street restaurant.
- A five-story brick structure along Commercial Street.
- A five story stone and metal structure at the corner of Commercial Street and Custom House Street.

Proposed for the area would be a five-floor commercial building. The top four floors would be leased for office space, with the remainder for other commercial uses, such as retail. Parking would be provided for the office space at an off-site location; Olympia Equity Investors IVB, LLC is in the process of negotiating parking for the facility and intends to have a letter of intent prior to the public hearing for the project. The two five-story structures on Commercial Street will remain. The site location is shown on Figure 1 enclosed with this letter.

69

Mr. Tim Levine
November 11, 2005
Page 2 of 4

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.
- *Riverwalk*: Bound by Fore Street, India Street, and the proposed extensions of Commercial and Hancock Streets, this project will consist of condominiums, a hotel, retail, health club and restaurant space.
- *Federal Street Town Houses*: Seven units of housing are proposed on Federal Street.

Trip Generation

Gorrill-Palmer Consulting Engineers, Inc. used the Institute of Transportation Engineers (ITE) publication *Trip Generation*, 7th Edition as the source for determining the potential trip generation for the site. The size of the building to be considered for trip generation for the purposes of analysis is 47,000 s.f. of general office space and 11,500 s.f. of specialty retail center; any remaining space will be reserved for building utility and mechanical equipment.

Our office utilized Land Use Code 710, General Office Building and Land Use Code 814, Specialty Retail Center to determine the total trip generation for the site. The trip generation calculations are summarized in Attachment D and are summarized as follows:

Trip Generation for Proposed Commercial Building

Land Use Code	Weekday	AM Peak Hour	PM Peak Hour
710, General Office	746	103	131
814, Specialty Retail	510	9	31
Total	1,256	112	162

It should be noted that the trip generation assumes that the retail will be open during AM hours. If this is not the case, than the AM assumptions are conservative.

Ler

Mr. Tim Levine
November 11, 2005
Page 3 of 4

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: 88% entering, 12% exiting
PM Peak Hour: 21% entering, 79% exiting

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 and Land Use Code 820, Shopping Center:

Trip Composition for Proposed Commercial Building

Trip Type	AM Peak Hour			PM Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total
Primary	95	11	106	22	116	138
Pass-by	3	3	6	10	10	20
Diverted	0	0	0	2	2	4
Total	98	14	112	34	128	162

It should be noted that the compositional percentages from LUC 820 are based on surveyed facilities of less than 50,000 s.f.

The trip assignment percentages are based on those established for the traffic impact study for 280 Fore Street, which was previously agreed upon and approved by the City and its Traffic Review Engineer. As the assignment is based on all trips coming to and from the retail being vehicular in nature, it is conservative. The trip distribution and assignment are enclosed with this letter.

Closing

As previously discussed, our office is also preparing the request for scoping meeting with the City to determine the extent of the traffic impact study. We anticipate submittal of that request later this week.

65

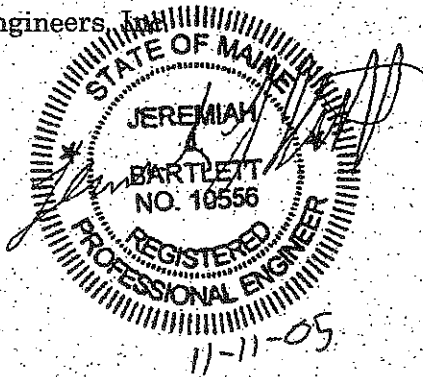
Mr. Tim Levine
November 11, 2005
Page 4 of 4

Please contact our office with any questions regarding this letter.

Sincerely,

Gorrill-Palmer Consulting Engineers, Inc.

Jeremiah J. Bartlett, P.E.
Project Engineer



Enclosure

Copy: Chris Osterrieder, DeLuca Hoffman
Tom Errico, Wilbur Smith

Location Map

Figure No. 1

1



**OFFICE BUILDING CORNER OF FORE STREET AND CUSTOM HOUSE STREET
PORTLAND, MAINE**

GP Gorrill-Palmer Consulting Engineers, Inc.

Traffic and Civil Engineering Services 207-557-6910
PO Box 1237 15 Shaker Road Gray, ME 04039
Fax: 207-557-6912
mailbox@gorrillpalmer.com
www.gorrillpalmer.com



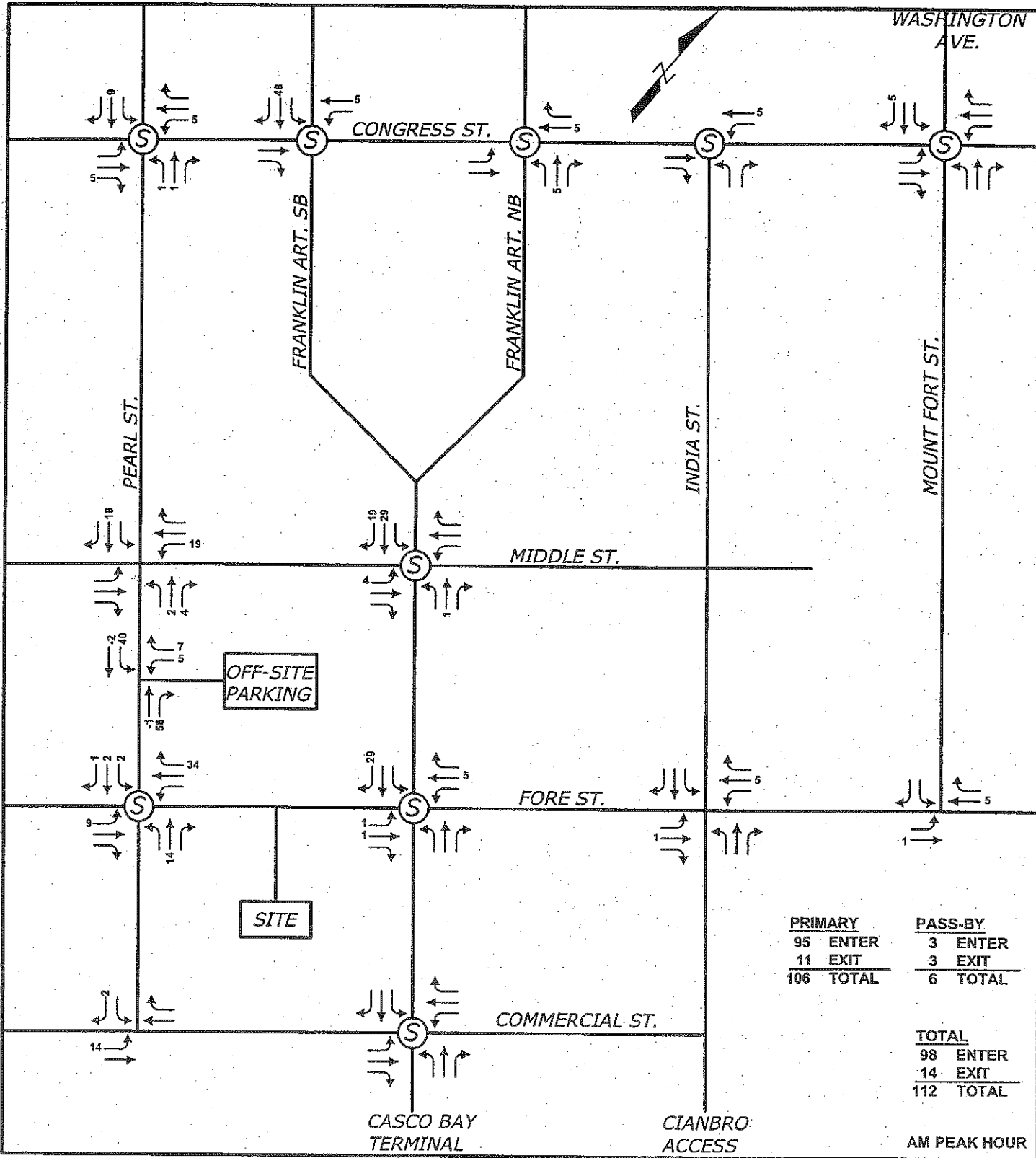
JN: 1317
DATE: OCT 2005
SOURCE: MAINE GIS WEBSITE

AM Trip Assignment

Figure No.

3

lev

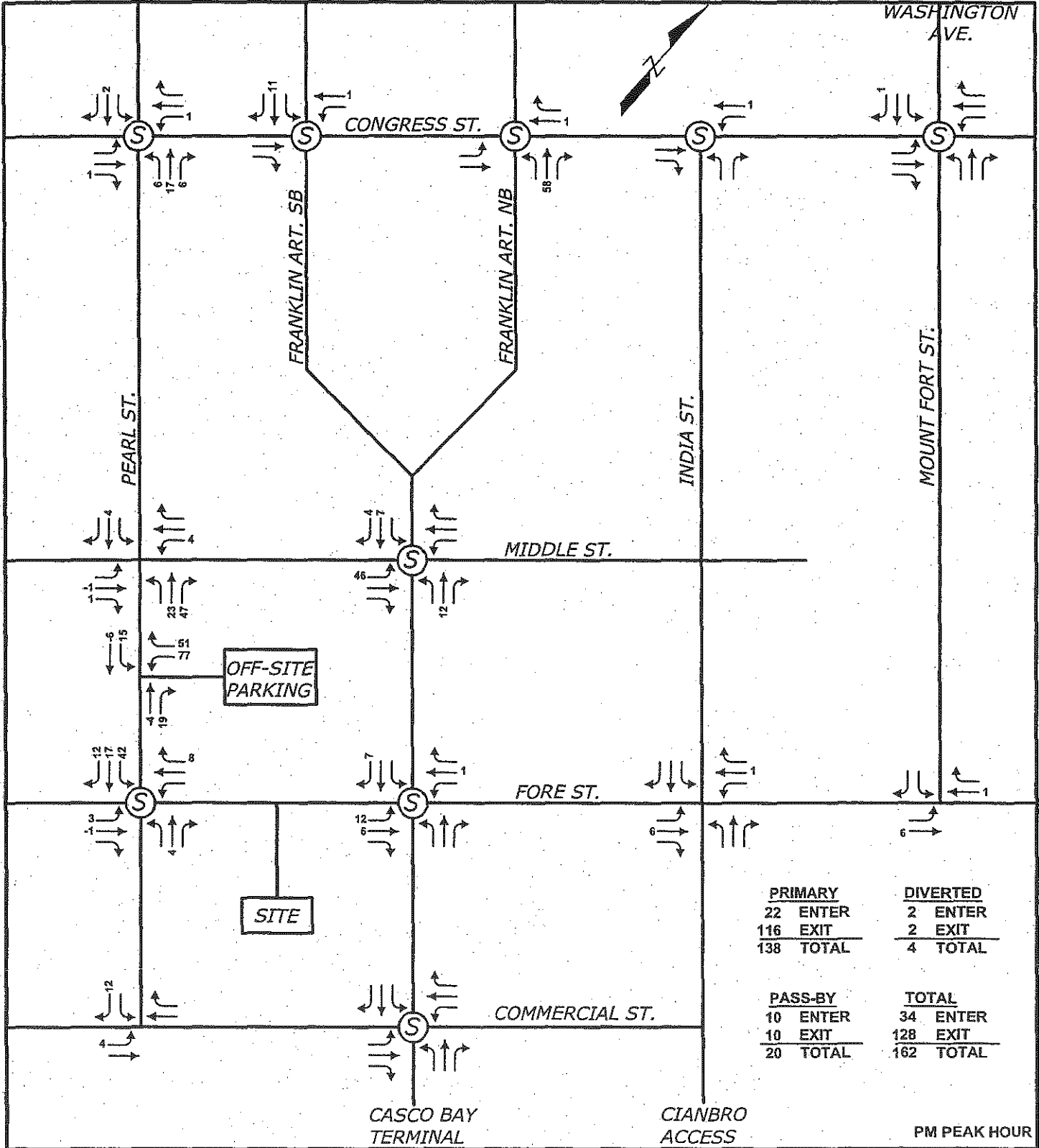


PROPOSED OFFICE BUILDING, PORTLAND, MAINE

LOW

PM Trip Assignment

Figure No. 4



PROPOSED OFFICE BUILDING, PORTLAND, MAINE

GP Gorrill-Palmer Consulting Engineers, Inc.
 Traffic and Civil Engineering Services
 207-657-6910
 PO Box 1237 15 Shaker Road Gray, ME 04039
 Fax: 207-657-6912
 mailbox@gorrillpalmer.com
 www.gorrillpalmer.com

Design: JJB
 Draft: ZRJ
 Checked: JDP

Date: OCTOBER 2005
 File Name: 1317_TRAF.dwg

6x

ATTACHMENT E

Letter from Historic Preservation Board

CITY OF PORTLAND, MAINE
HISTORIC PRESERVATION BOARD

604

Cordelia Pitman, Chair
John Turk, Vice Chair
Marc Belanger
Kimberley Geyer
Edward Hobler
Steve Sewall
Susan Wroth

June 15, 2005

Jim Brady
Olympia Equity Investors Inc.
50 Monument Square
Portland, Maine 04101

Re: Proposed Addition to Blake Block Complex—corner of Fore and Custom House Streets

Dear Mr. Brady:

On June 1, 2005, the City of Portland's Historic Preservation Board voted 6-0 (Pitman absent) to approve your application for a Certificate of Appropriateness for a building addition to the existing Blake Block complex, to be located at the corner of Fore and Custom House Streets.

Board approval was made subject to the following condition:

- Final plans and specifications for HVAC equipment, lighting and building and/or tenant signage to be submitted to staff for review and approval. At staff's discretion, these items may be forwarded to the Board for review.

All improvements shall be carried out as shown on the plans and specifications submitted for the 6/1/05 public hearing and/or as described above. Changes to the approved plans and specifications and any additional work that may be undertaken must be reviewed and approved by this office prior to construction, alteration, or demolition. If, during the course of completing the approved work, conditions are encountered which prevent completing the approved work, or which require additional or alternative work, you must apply for and receive a Certificate of Appropriateness or Non-Applicability PRIOR to undertaking additional or alternative work.

This Certificate is granted upon condition that the work authorized herein is commenced within twelve (12) months after the date of issuance. If the work authorized by this Certificate is not commenced within twelve (12) months after the date of issuance or if such work is suspended in significant part for a period of one year after the time the work is commenced, such Certificate shall expire and be of no further effect; provided that, for cause, one or more extensions of time for periods not exceeding ninety (90) days each may be allowed in writing by the Department.

Sincerely,



Cordelia Pitman, Chair
Historic Preservation Board

cc: Tim Levine, Olympia Equity ✓
David Lloyd, Archetype

AH.7

EXHIBIT 7

SOLID WASTE

7.0 Overview

This Exhibit provides the estimates, the use of recycling, the transport and disposal of solid waste which will be generated by the construction and operation of the proposed development.

7.1 Solid Wastes Generated During Construction of the Site Work

Minimal solid wastes are anticipated during construction of the proposed building renovations and additions.

The contractor will be provided the following options for waste disposal:

- Transport to Riverside Transfer Station in Portland, Maine or another licensed facility.

7.2 Solid Wastes Generated from the Operation of the Development

Cardboard from packaging will be compressed and privately hauled off. A trash room will be provided for miscellaneous office wastes and will be maintained by a private waste hauler on a regular basis. The development is expected to generate less than 3 cubic yards of solid waste per week.

Att. 8

EXHIBIT 8

SURFACE DRAINAGE AND RUNOFF

8.0 Introduction

DeLuca-Hoffman Associates, Inc. has completed a rudimentary summary of stormwater runoff and its impacts as a result of the proposed improvements. The development includes the construction of a new building in place of areas of existing pavement. Currently, a catch basin structure exists within the paved area of the project site. This will be removed as a result of the building construction, though the proposed roof drain system will likely utilize the existing drainage network. This proposed development should result in no impact to the volume of runoff leaving the site. As a result, no specific measures for quantity control are offered in the current proposal.

No water quality measures are proposed as part of this project since no parking will be provided and runoff from rooftop surfaces is generally not considered to be a significant source of stormwater pollution.

8.1 Existing Conditions

The site is located at the intersection of Fore Street and the easterly side of Custom House Street in Portland, Maine and consists of a concrete block structures, an access driveway, and existing pavement at the rear of the existing W.L. Blake building. All of the runoff from the site drains to a catch basin which enters a closed storm drain system on the adjacent property to the east.

The site is 100% impervious so any hydrological characteristics of the surficial soils would not factor into the runoff potential of the site.

Based on the National Wetlands Inventory for Portland, Maine (north) region, there are no mapped wetlands shown in this area.

8.2 Proposed Conditions

The proposed project consists of the construction of new building which will occupy the balance of the available land of the OEI IV parcel. The proposed building development not will result any new impervious surface. Reconstruction of the adjacent sidewalks will not affect the existing drainage patterns.

8.3 Conclusion

The proposed development will not increase the volume of runoff from the site and therefore will not impact stormwater quantity or adjacent facilities. No new parking will be created and the existing paved surface will be replaced by building rooftop, which will not have impacts on stormwater quality. The proposed development will not have any impacts on surface drainage or runoff.

AH-9

EXHIBIT 9

TEMPORARY AND PERMANENT EROSION AND SEDIMENTATION CONTROL

9.0 Overview

In general the only necessary temporary erosion control measure necessary will be the limited use of a Dirtbag™ for construction dewatering. The existing site is impervious and will predominantly remain so through construction. The potential for erosion and sedimentation from the project site will not be a factor, given the density and limited potential for exposure of denude surfaces.

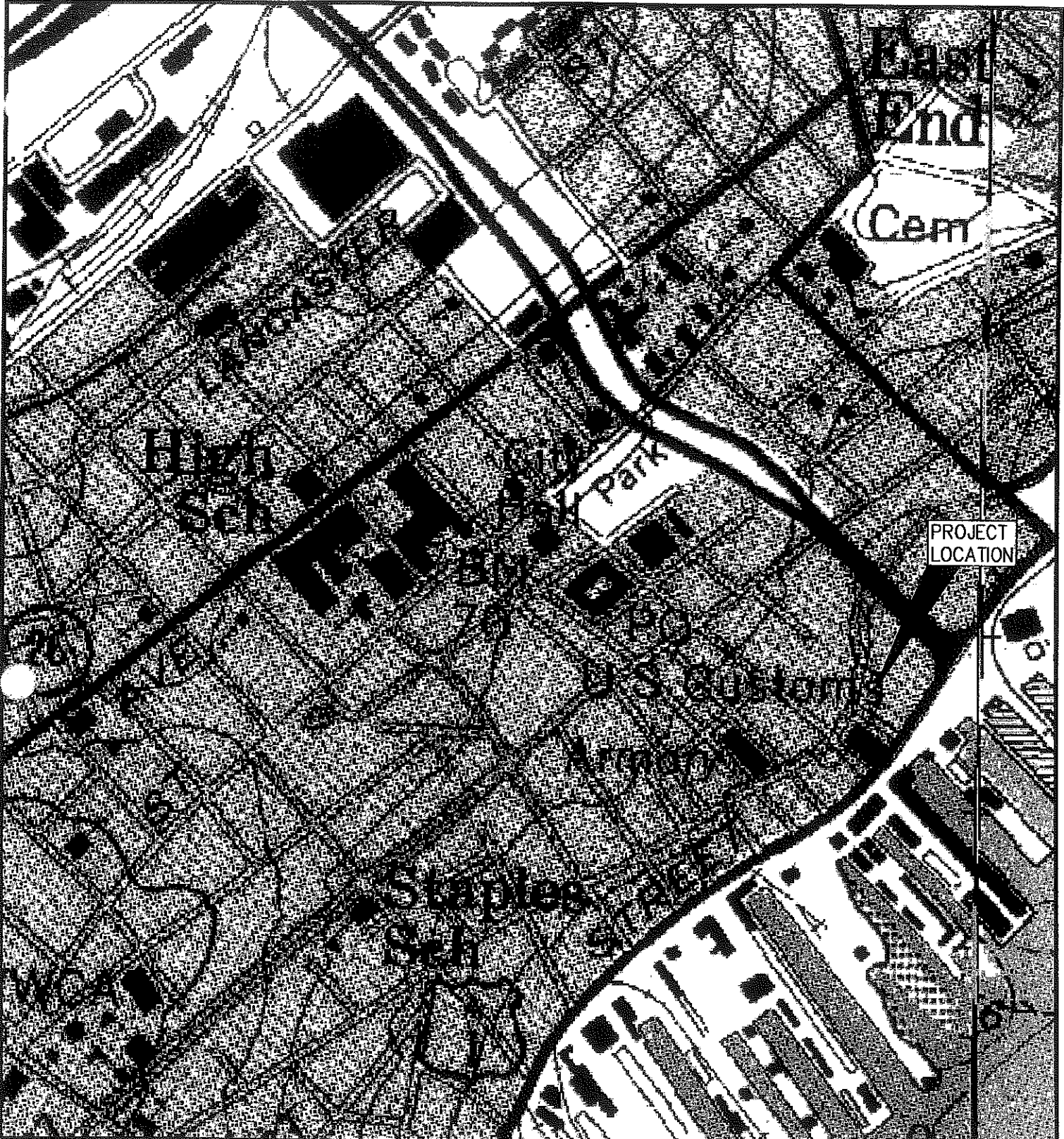
Att. 10

EXHIBIT 10

LANDSCAPE PLAN

10.0 Overview

Given the proposed intensity of the development, no formal landscaping is proposed for this project. A plan to provide several street trees will be prepared upon completion of the CMP design for the existing and proposed underground electrical duct banks.



**FORE ST & CUSTOM HOUSE ST
OFFICE BUILDING**

USGS LOCATION MAP

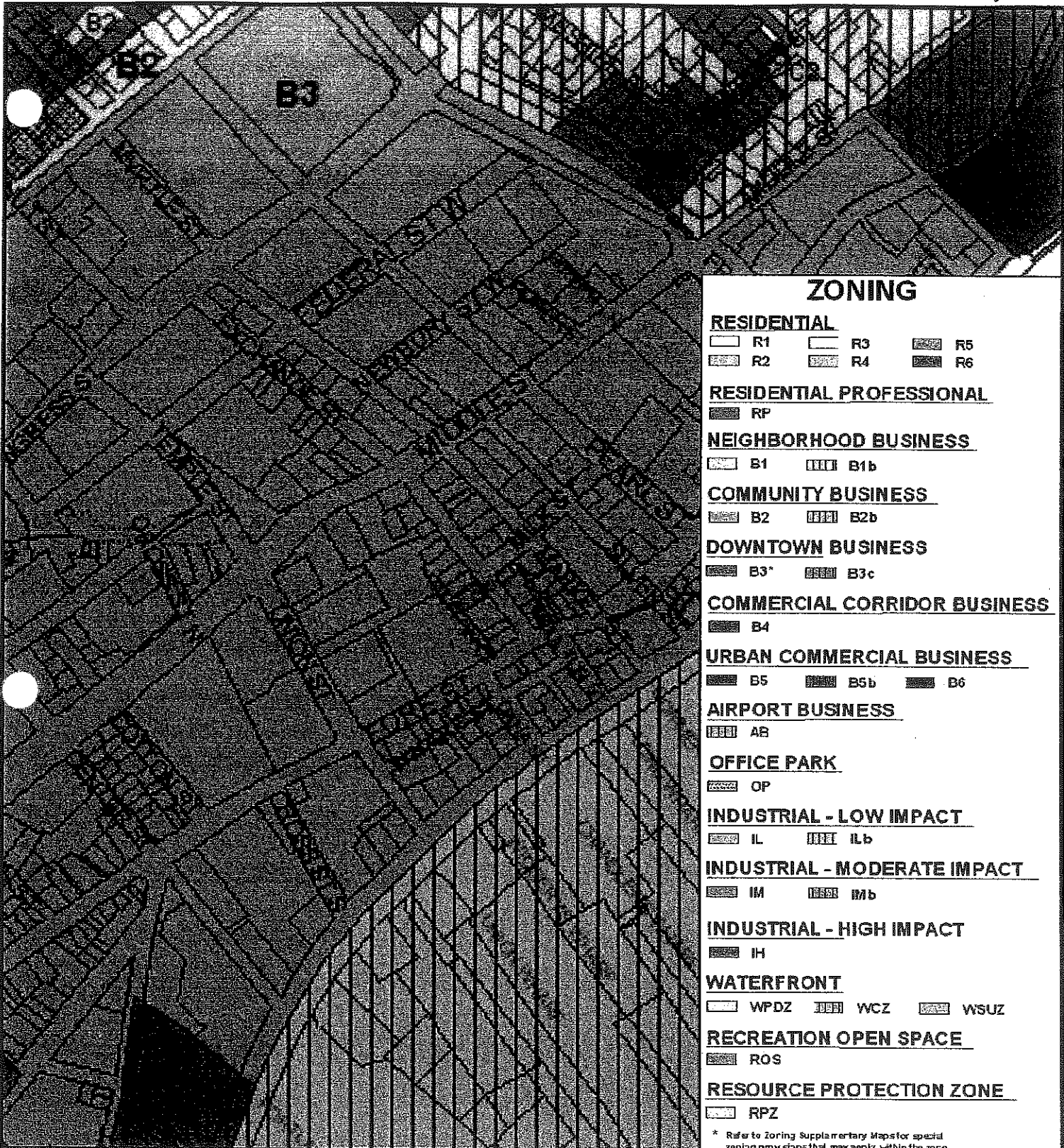


DeLuca-Hoffman Associates, Inc.
 778 MAIN STREET, SUITE 8
 SOUTH PORTLAND, ME 04106
 207.775.1121
 WWW.DELUCAHOFFMAN.COM

DRAWN:	LECJ	DATE:	11.03.05
DESIGNED:	CJO	SCALE:	1"=500'
CHECKED:	CJO	JOB NO.	2581
FILE NAME:	2581-USGS		

FIGURE

1



ZONING

- RESIDENTIAL**
 - R1 R3 R5
 - R2 R4 R6
- RESIDENTIAL PROFESSIONAL**
 - RP
- NEIGHBORHOOD BUSINESS**
 - B1 B1b
- COMMUNITY BUSINESS**
 - B2 B2b
- DOWNTOWN BUSINESS**
 - B3* B3c
- COMMERCIAL CORRIDOR BUSINESS**
 - B4
- URBAN COMMERCIAL BUSINESS**
 - B5 B5b B6
- AIRPORT BUSINESS**
 - AB
- OFFICE PARK**
 - OP
- INDUSTRIAL - LOW IMPACT**
 - IL ILb
- INDUSTRIAL - MODERATE IMPACT**
 - IM IMb
- INDUSTRIAL - HIGH IMPACT**
 - IH
- WATERFRONT**
 - WPDZ WCZ WSUZ
- RECREATION OPEN SPACE**
 - ROS
- RESOURCE PROTECTION ZONE**
 - RPZ

* Refer to Zoning Supplementary Maps for special zoning provisions that may apply within the zone.

**FORE ST & CUSTOM HOUSE ST
OFFICE BUILDING**

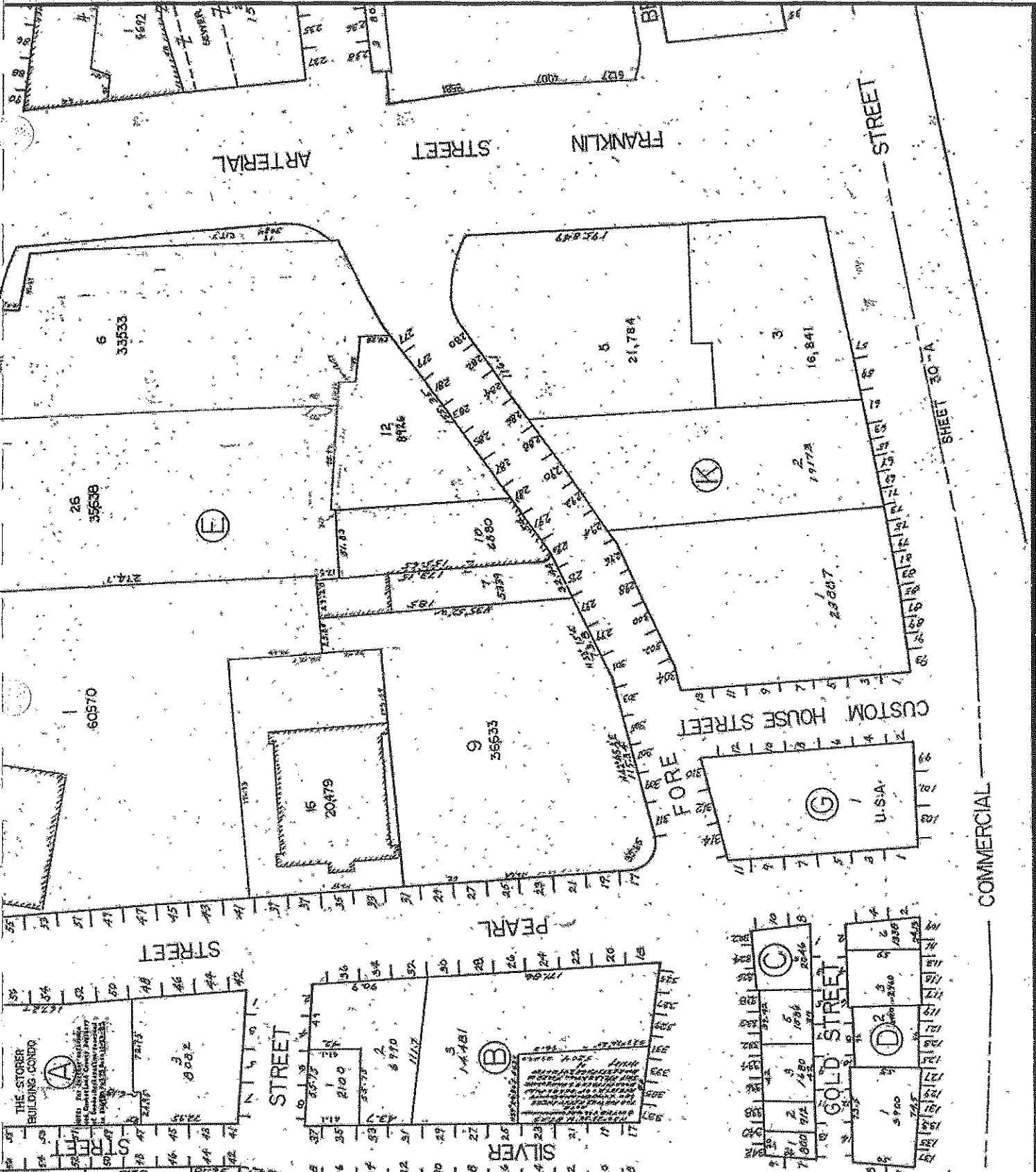
ZONING MAP



DeLuca-Hoffman Associates, Inc.
 778 MAIN STREET, SUITE 8
 SOUTH PORTLAND, ME 04106
 207.775.1121
 WWW.DELUCAHOFFMAN.COM

DRAWN:	LEcj	DATE:	11.07.05
DESIGNED:	CJO	SCALE:	N.T.S.
CHECKED:	CJO	JOB NO.	2581
FILE NAME:	2581-ZONING		

FIGURE
2



SHEET 30-A

COMMERCIAL

**CUSTOM HOUSE SQUARE
OFFICE BUILDING**

ASSESSOR'S MAP



DeLuca-Hoffman Associates, Inc.
778 MAIN STREET, SUITE 8
SOUTH PORTLAND, ME 04106
207.775.1121
WWW.DELUCAHOFFMAN.COM

DRAWN:	LECJ	DATE:	11.07.05
DESIGNED:	CJO	SCALE:	1"=100'
CHECKED:	CJO	JOB NO.:	2581
FILE NAME:	2581-ASSESSOR		

FIGURE

3

Site Plan Standard 16, Development in the B-3 Zone

(16) Development located within the B-3 zone shall also meet the following standards. Adequacy in meeting these standards will be evaluated on the basis of descriptions and illustrations in the Downtown Urban Design Guidelines. Nothing in this section is intended to discourage creative and responsive design or to mandate similarity or mimicry of design in order to achieve the standards herein:

a. Relationship to the pedestrian environment:

1. General: The exterior design of portions of buildings within the first thirty-five (35) feet of height shall enhance the character, attractiveness, comfort, security, and usability of the street level pedestrian environment. Factors to be considered include the design, placement, character and quality of the following:

- (a) Storefronts and building facades, including such factors as relationship to adjacent or nearby structures or open space, pedestrian character, materials and detailing, transparency and contemporary design;
- (b) Building entrances, including such factors as compatibility with the building's façade, prominence along the street, access to the street, and accessibility for physically handicapped or for those with special needs;
- (c) Blank facades; and
- (d) Special features, such as selective use of such features as building arcades and skywalks or elevated walkways.

2. Pedestrian activities district (PAD): In addition to subsection 1 of this section, proposed development located within the pedestrian activities district (PAD) overlay zone, as shown on the pedestrian activities district map, a copy of which is on file in the department of planning and urban development, shall be designed and constructed to accommodate pedestrian-oriented uses at the street level. In determining such design, the following factors should be considered:

(a) The exterior design of the street level building facade, including the placement of entrances, potential entrances, and window openings;

(b) The design and placement of impenetrable exterior building features such as columns, piers, bearing walls and retaining walls;

(c) The orientation of proposed street level uses to the street and the accessibility of floor area to the street by virtue of grade elevations and access;

(d) The adequacy of the interior layout of the first twenty(20) feet in depth of the building along specified streets to accommodate viable pedestrian-oriented uses;

(e) The continuity of street level uses as impacted by service entrances to parking structures or lots, drive-through facilities or other interruptions.

3. *Pedestrian activities district (PAD) encouragement areas:* In addition to subsection 1 of this section, proposed development located within the pedestrian activities district (PAD) encouragement areas, as shown on the pedestrian activities district map, a copy of which is on file in the department of planning and urban development, shall be designed and constructed to be reasonably capable of being converted to accommodate uses permitted in the PAD overlay zone in accordance with the factors set forth in subsection 2 of this section.

4. *Sidewalk areas and open space:* The design of publicly accessible sidewalk areas and open space shall complement the general pattern of the downtown pedestrian environment, conform with special City of Portland streetscape programs described in the Technical and Design Standards and Guidelines, and enhance the attractiveness, comfort, security, and usability of the pedestrian environment. Factors to be considered include the design,

placement, character, durability, and quality of the following:

- (a) Sidewalk, crosswalk, and street paving materials;
- (b) Landscaping, planters, irrigation, and tree guards and grates;
- (c) Lighting;
- (d) Pedestrian amenities such as benches and other seating, trash receptacles, kiosks, bus shelters, artwork, directional and informational signage, fountains, and other special features; and
- (e) Sidewalk vendors and sidewalk cafes.

b. *Relationship to existing development:*

1. *General:* Proposed development shall respect, enhance, and be integrated with the existing character of the general pattern of development in the downtown, surrounding building environment and streetscape, as described and illustrated in the Downtown Urban Design Guidelines. Factors to be considered include the relationship to the following existing patterns:

- (a) Street walls and building setbacks;
- (b) Open space;
- (c) Building form, scale and massing;
- (d) Facade proportion and composition;
- (e) Pedestrian circulation and building entrances;
- (f) Parking.

2. *Standards for increasing setback beyond street build-to line:* A proposed development may exceed maximum setbacks as required in section 14-220(c) only where the applicant demonstrates to the planning board that the introduction of increased building setbacks at the street level:

- (a) Provides substantial and viable publicly accessible open space or other amenity at the street level that supports and reinforces pedestrian activity and interest. Such amenities may include without limitation plazas, outdoor eating spaces and cafes, or wider sidewalk circulation areas in locations of substantial pedestrian congestion;
 - (b) Does not substantially detract from the prevailing street wall character by introducing such additional setback at critical building locations such as prominent form-defining corners, or create a sense of discontinuity in particularly consistent or continuous settings;
 - (c) Does not detract from existing publicly accessible open space by creating an excessive amount of open space in one (1) area or by diminishing the viability or liveliness of that existing open space; and
 - (d) The area of setback is of high quality and character of design and of acceptable orientation to solar access and wind impacts as to be attractive to pedestrian activity.
- c. *Roof top appurtenances:* All mechanical equipment, ventilating and air conditioning and other building systems, elevators, stairways, radio or television masts or equipment, or other rooftop elements not intended for human occupancy shall be fully enclosed in a manner consistent with the character, shape and materials of the principal building, as described and illustrated in the Downtown Urban Design Guidelines;
- d. *Shadow impact on open space:* The location, massing and orientation of portions of buildings in excess of sixty-five (65) feet in height shall be such that substantial shadow impacts on public plazas, parks, and other publicly accessible open space are avoided. In determining the impact of shadows, the following factors shall be taken into account: the amount of area shadowed, the time and duration of the shadow, and the importance of sunlight to the utility of the type of open space being shadowed, as described and illustrated in the Downtown Urban Design Guidelines;
- e. *Wind impacts:* The location, massing, orientation and architectural design of a new building or a building addition shall be such that

no significant adverse wind impacts are created. In determining the impact of winds, the following factors shall be taken into account: the pre-development and projected post-development wind speeds and their impact on pedestrian movement, comfort and safety; and the impact of projected wind speed on the use of and comfort within existing and proposed pedestrian seating areas and other adverse impacts upon the surrounding area;

- f. *Setbacks from existing structures:* The location and design of proposed structures shall not create a detrimental impact on the structural integrity or the safety of adjacent structures or the occupants thereof;
- g. *Building tops:* Buildings or structures which exceed one hundred fifty (150) feet in height shall be designed so as to provide a distinctive top to the building which visually conveys a sense of interest and vertical termination to the building, as described and illustrated in the Downtown Urban Design Guidelines;

29-K-1

300 Fore St.

Custom Hse. Sq.

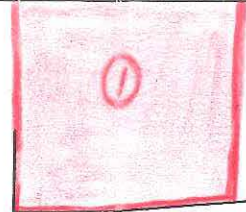
Olympic Equity

logged



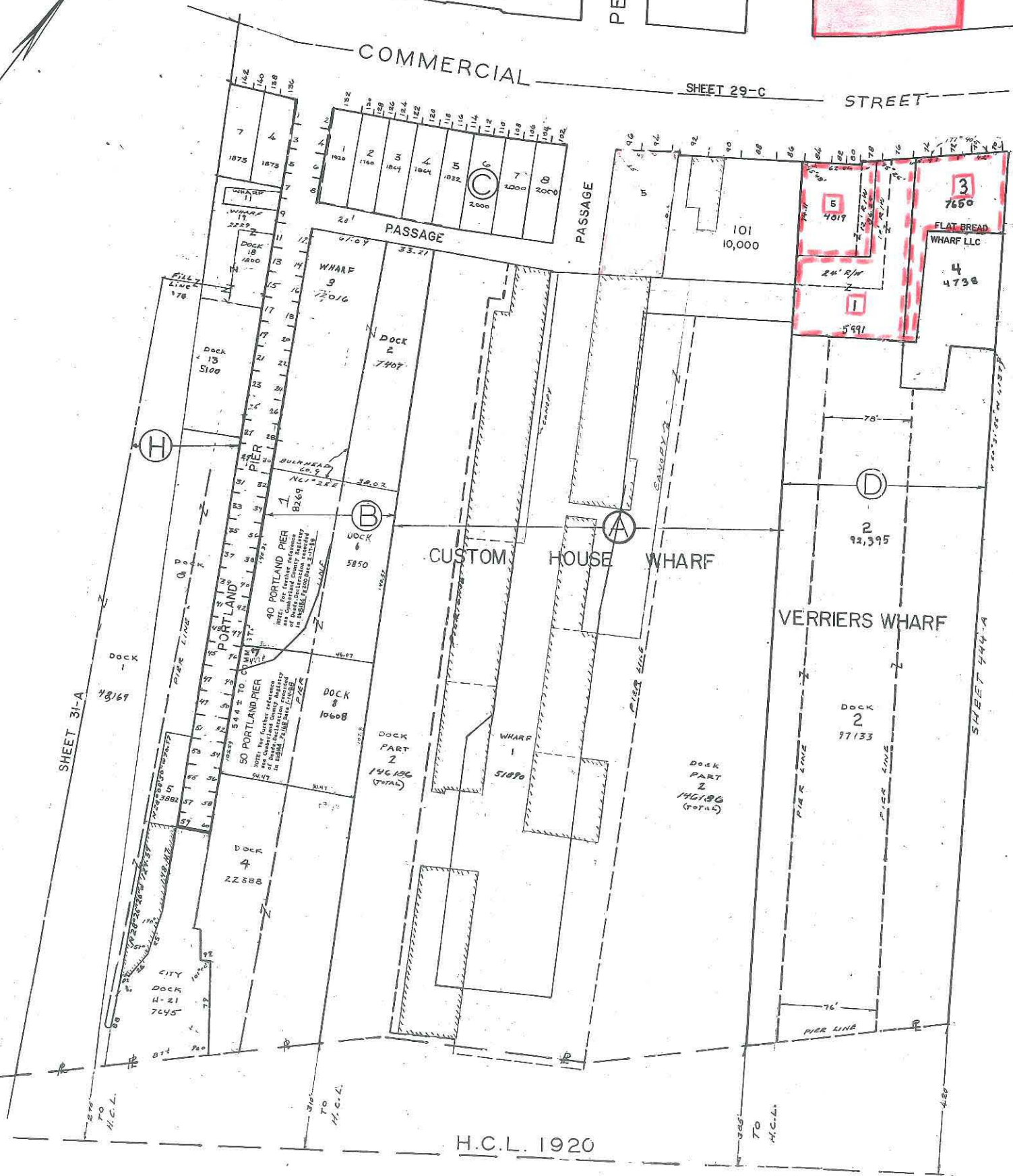
FRANKLIN ARTERIAL

PEARL ST.



COMMERCIAL STREET

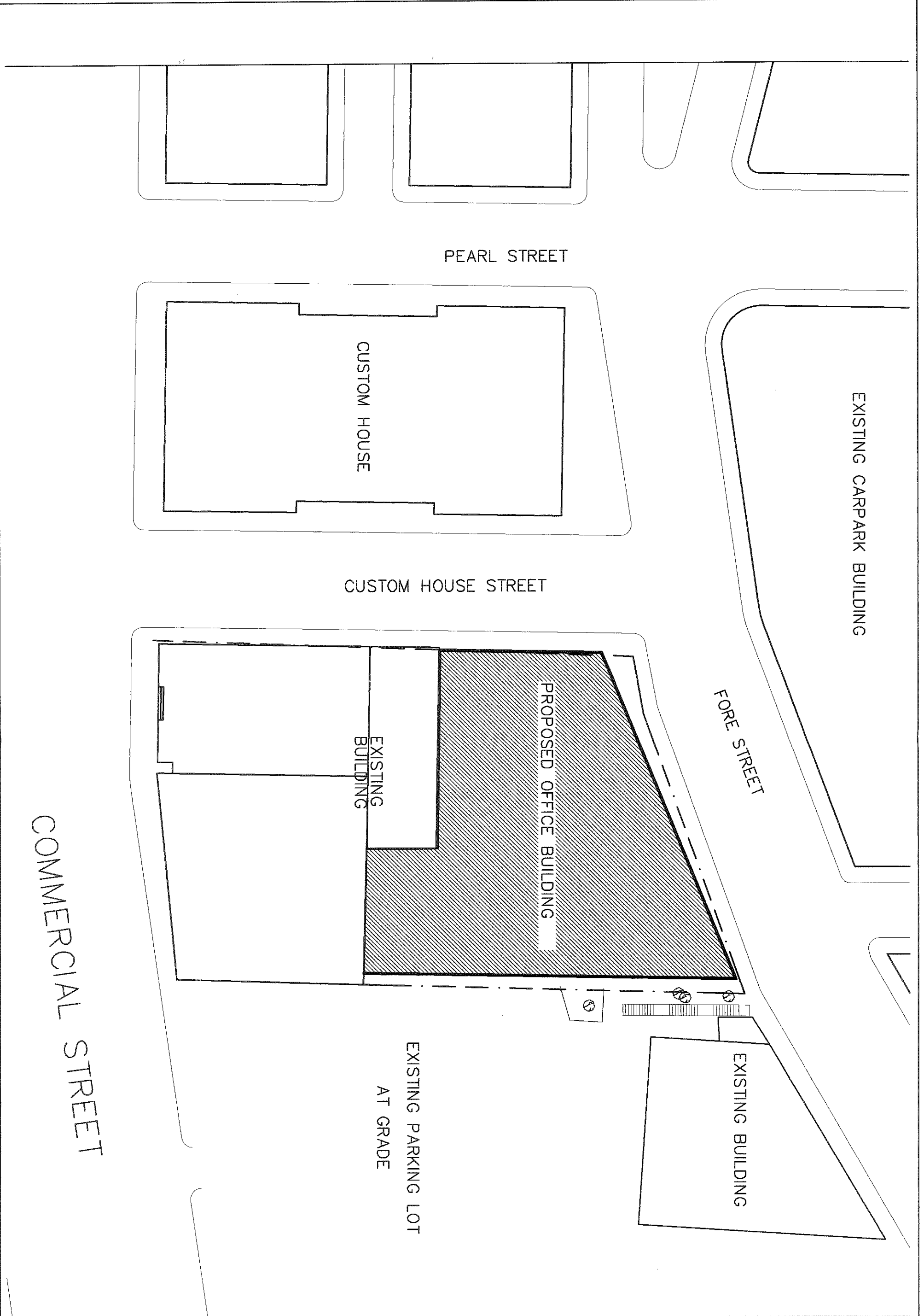
SHEET 29-C



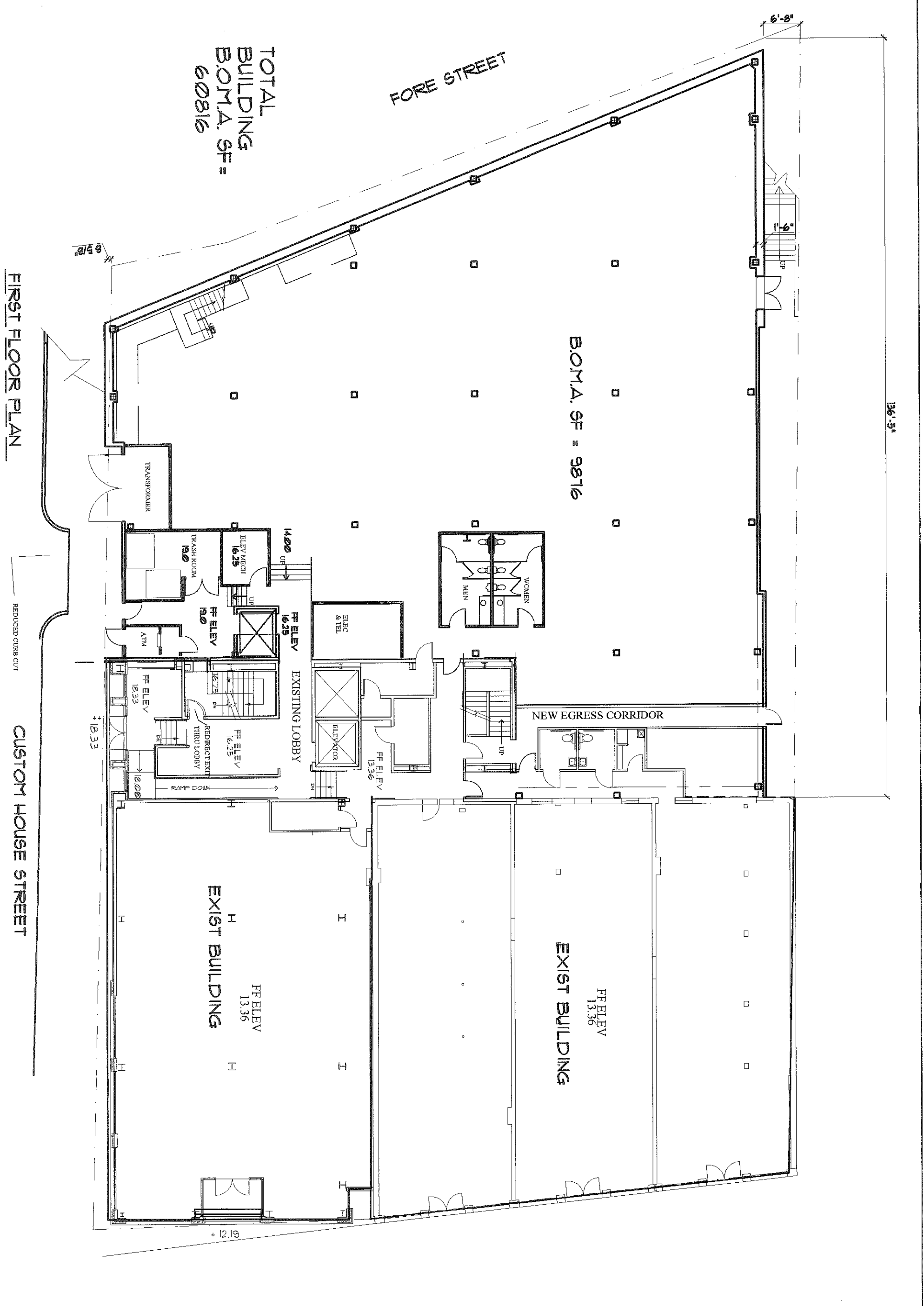
SHEET 31-A

SHEET 444-A

H.C.L. 1920



SD1	SITE PLAN	Date JAN '05	Scale 1/32" = 1'	Project OFFICE BUILDING	ARCHETYPE, P.A. ARCHITECTS <small>48 Union Wharf Portland, Maine 04101 (207) 772-6022 Fax (207) 772-4056</small>	<small>OWNER:</small> OLYMPIA EQUITY INVESTORS <small>280 Fore St Portland, Maine 04101</small>	AH3.2
		Revisions: 2-24-05 : SUB. TO HISTORIC BOARD		Fore Street Portland, Maine			
		3-14-05					



FIRST FLOOR PLAN

CUSTOM HOUSE STREET

FORE STREET

TOTAL BUILDING B.O.M.A. SF = 60816

B.O.M.A. SF = 9876

EXIST BUILDING
FF ELEV 13.36

EXIST BUILDING
FF ELEV 13.36

NEW EGRESS CORRIDOR

EXISTING LOBBY

TRANSFORMER

TRASH ROOM

ATM

WOMEN
MEN

ELEVATOR

ELEVATOR

FF ELEV 13.36

REDIRECT EXIT THRU LOBBY

RAMP DOWN

+ 13.33

+ 13.06

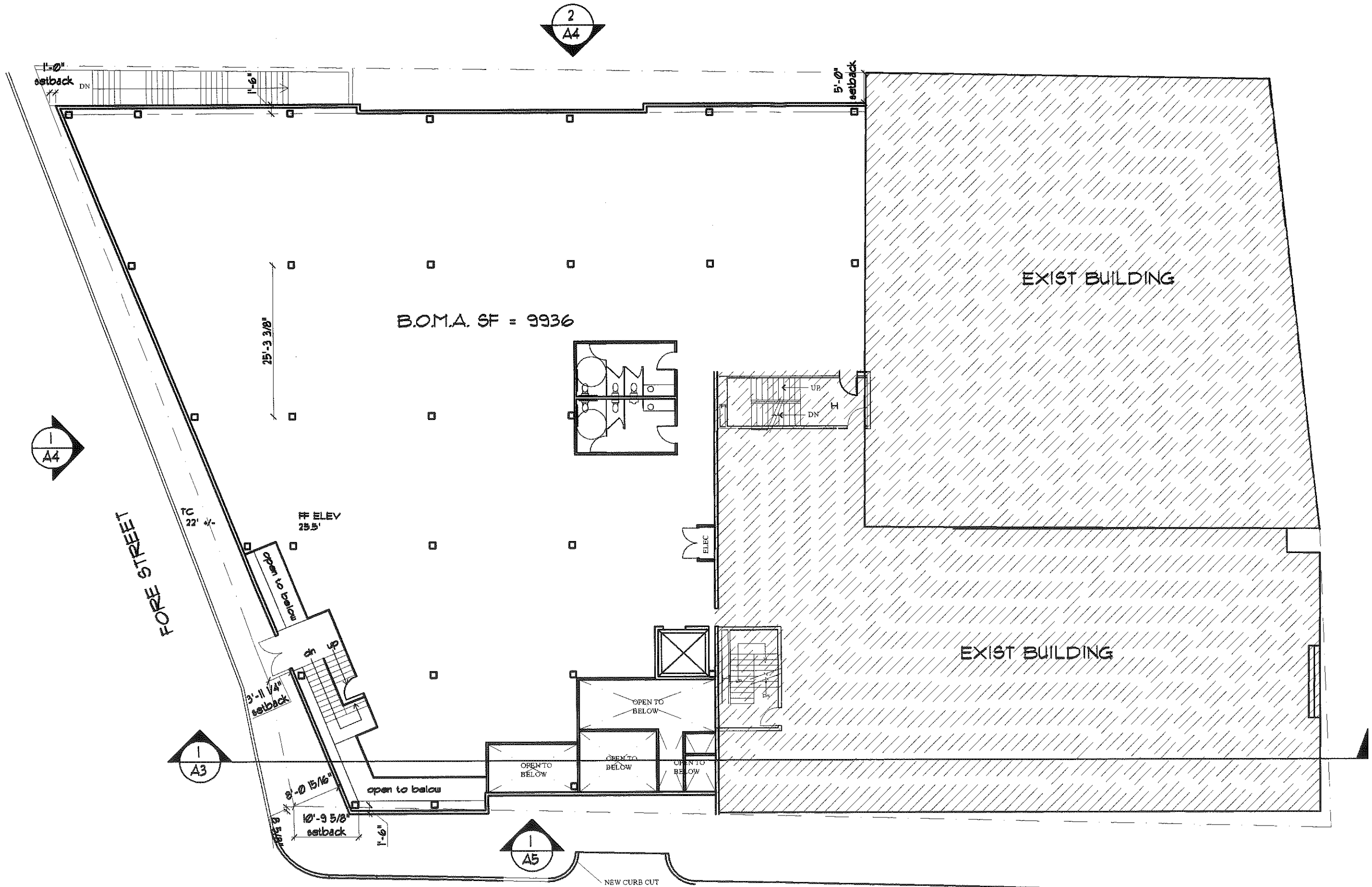
+ 12.19

136'-5"

6'-8"

1'-6"

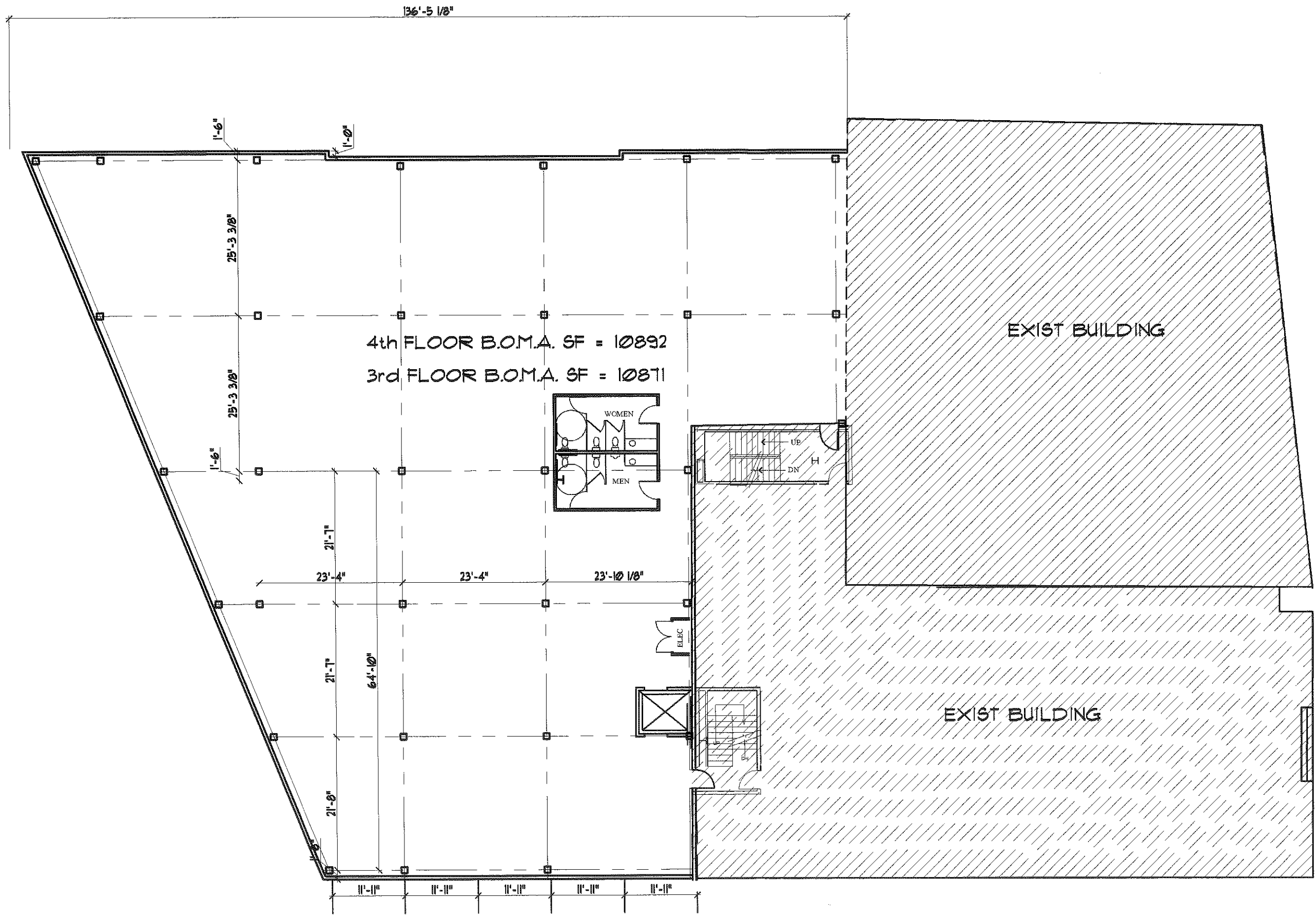
A1.1	1ST FLOOR PLAN	Date JAN '05 Revisions: 2-24-05 : SUB TO HISTORIC BOARD 3-14-05	Scale 1/16" = 1'	Project: OFFICE BUILDING Fore Street Portland, Maine	ARCHETYPE, P.A. ARCHITECTS 48 Union Wharf Portland, Maine 04101 (207) 772-6022 Fax (207) 772-4056	OWNER: OLYMPIA EQUITY INVESTORS 280 Fore St Portland, Maine 04101	A133



SECOND FLOOR PLAN

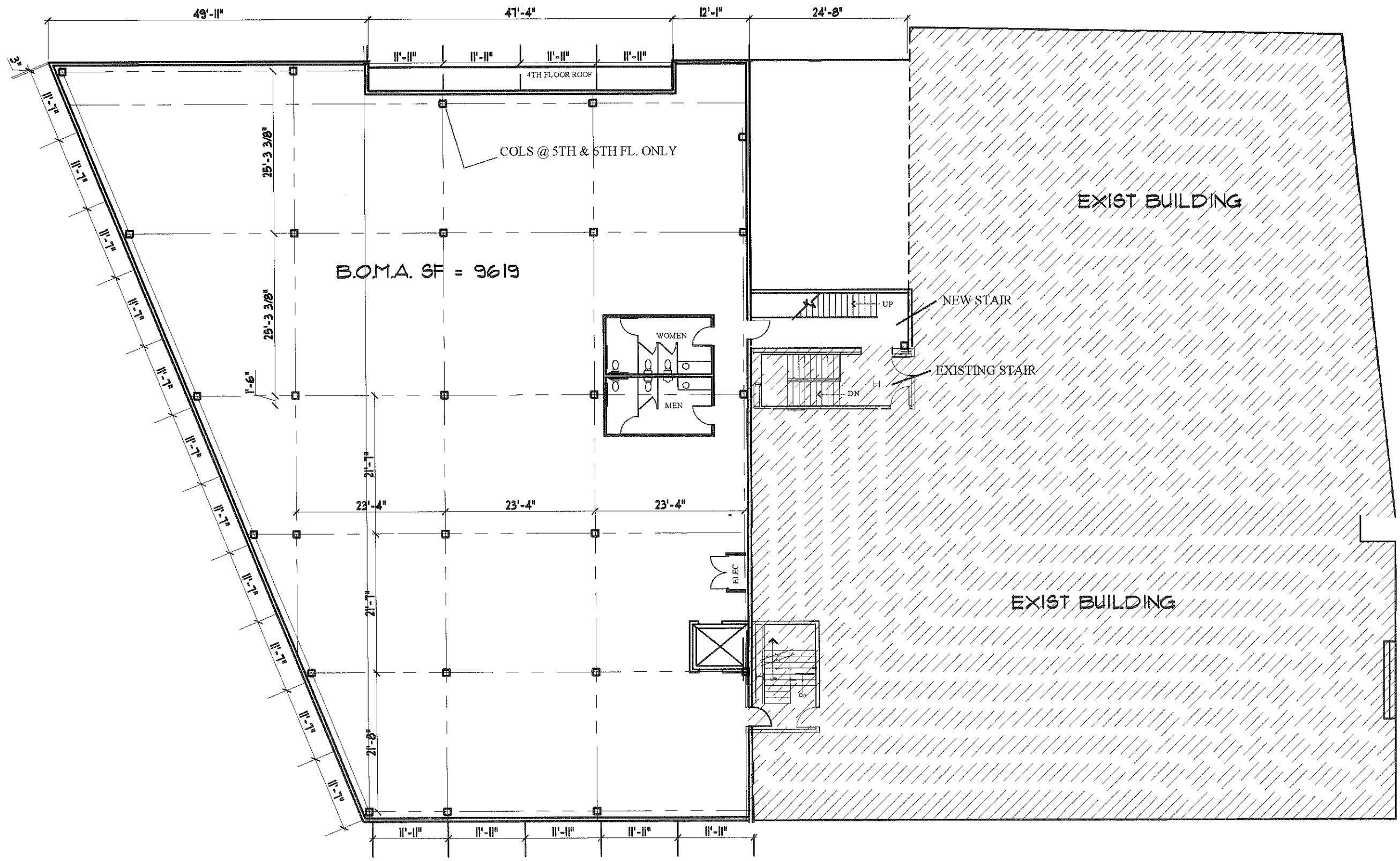
CUSTOM HOUSE STREET

A#3.4	
OWNER:	OLYMPIA EQUITY INVESTORS 280 Fore St Portland, Maine 04101
ARCHETYPE, P.A. ARCHITECTS	48 Union Wharf Portland, Maine 04101 (207) 772-6022 Fax (207) 772-4056
Project	OFFICE BUILDING Fore Street Portland, Maine
Date	JAN '05
Scale	1/16" = 1'
Revisions:	2-24-05 SUB TO HISTORIC BOARD 3-14-05
2ND FLOOR PLAN	
A1.2	



THIRD & FOURTH FLOOR PLAN

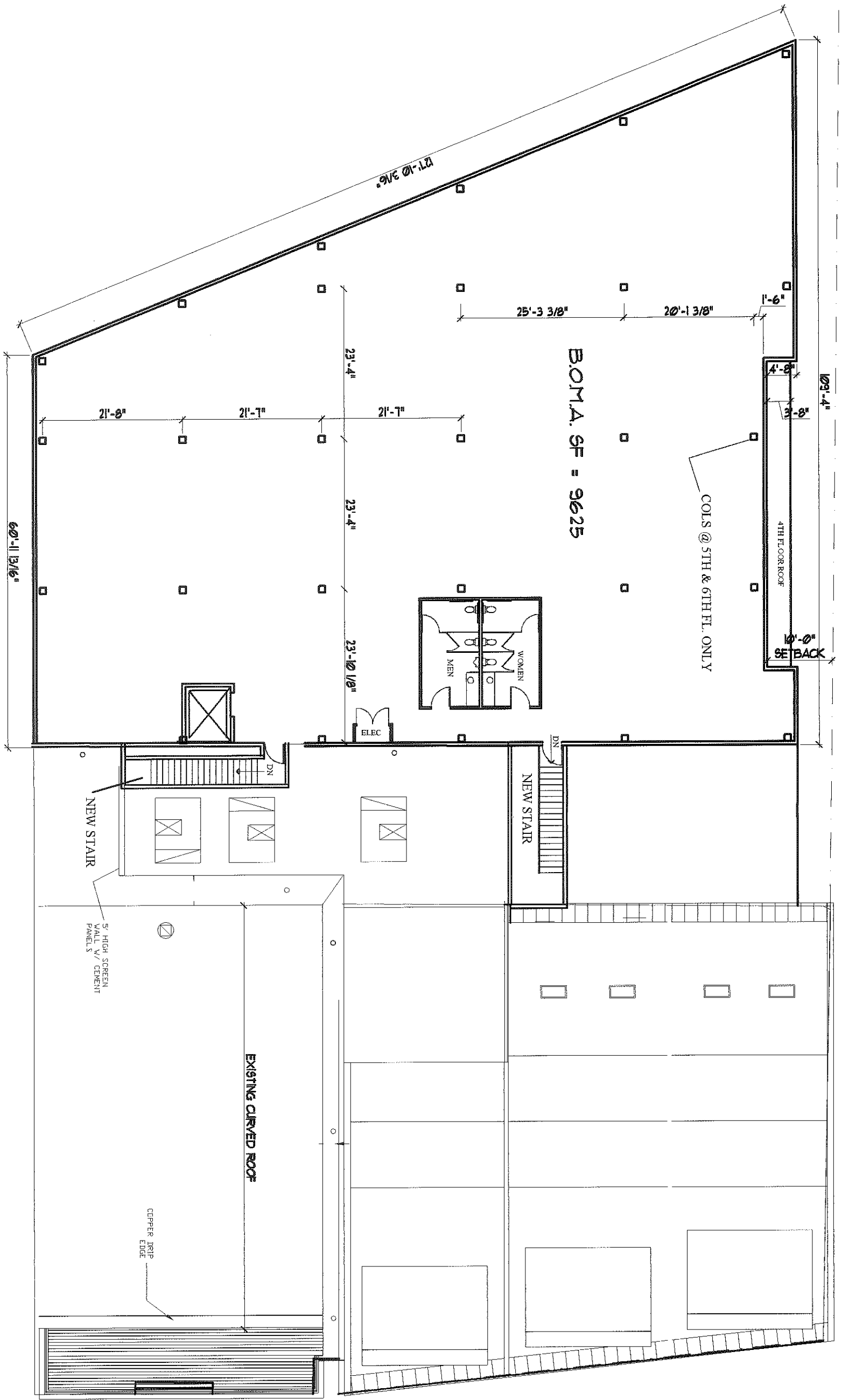
A1.3		Date: JAN 05		Scale: 1/16" = 1'		Project: OFFICE BUILDING Fore Street Portland, Maine	
3RD & 4TH FLOOR PLAN		Revisions: 2-24-05 SUB TO HISTORIC BOARD 3-14-05		ARCHETYPE, P.A. ARCHITECTS 48 Union Wharf Portland, Maine 04101 (207) 772-6022 Fax (207) 772-4056		OWNER: OLYMPIA EQUITY INVESTORS 280 Fore St Portland, Maine 04101	
A43.5							



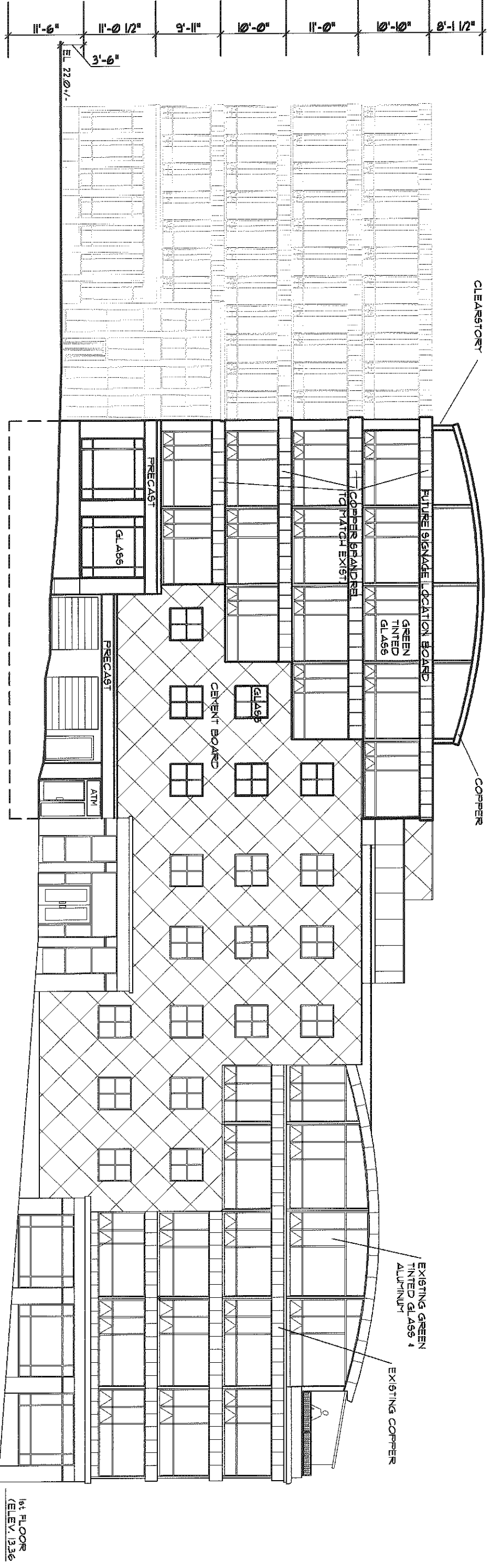
FIFTH FLOOR PLAN

OWNER: OLYMPIA EQUITY INVESTORS 280 Fore St. Portland, Maine 04101	
ARCHETYPE, P.A. ARCHITECTS 48 Union Wharf Portland, Maine 04101 (207) 772-6022 Fax (207) 772-4056	
Project OFFICE BUILDING Fore Street Portland, Maine	
Date JAN 05	Scale 1/16" = 1'
Revisions: 2-24-05 SUB TO HISTORIC BOARD 3-14-05	
5TH FLOOR PLAN	
A2.1	

SIXTH FLOOR PLAN



A2.2	6TH FLOOR PLAN	Date JAN '05 Revisions 2-24-05 : SUB. TO HISTORIC BOARD 3-14-05	Scale 1/16" = 1' Project OFFICE BUILDING Fore Street Portland, Maine	ARCHETYPE, P.A. ARCHITECTS 48 Union Wharf Portland, Maine 04101 (207) 772-6022 Fax (207) 772-4056	OWNER: OLYMPIA EQUITY INVESTORS 280 Fore St Portland, Maine 04101	A13.6



PROPOSED OFFICE BUILDING
NEW ADDITION ON FORE ST

PROPOSED OFFICE BUILDING
ON CUSTON HOUSE ST

EXISTING BUILDING ON CUSTON HOUSE ST

1 WEST FACADE
SCALE: 1/16" = 1'-0"

1st FLOOR
(ELEV. 13.36)

AS	WEST ELEVATIONS	Date JAN '05 Revisions: 2-24-05 - SUB. TO HISTORIC BOARD 3-14-05	Scale 1/16" = 1'	Project: OFFICE BUILDING Fore Street Portland, Maine	ARCHETYPE, P.A. ARCHITECTS 48 Union Wharf Portland, Maine 04101 (207) 772-6022 Fax (207) 772-4056	OWNER: OLYMPIA EQUITY INVESTORS 280 Fore St Portland, Maine 04101	AH-3.8