

29-L-1

#99700001

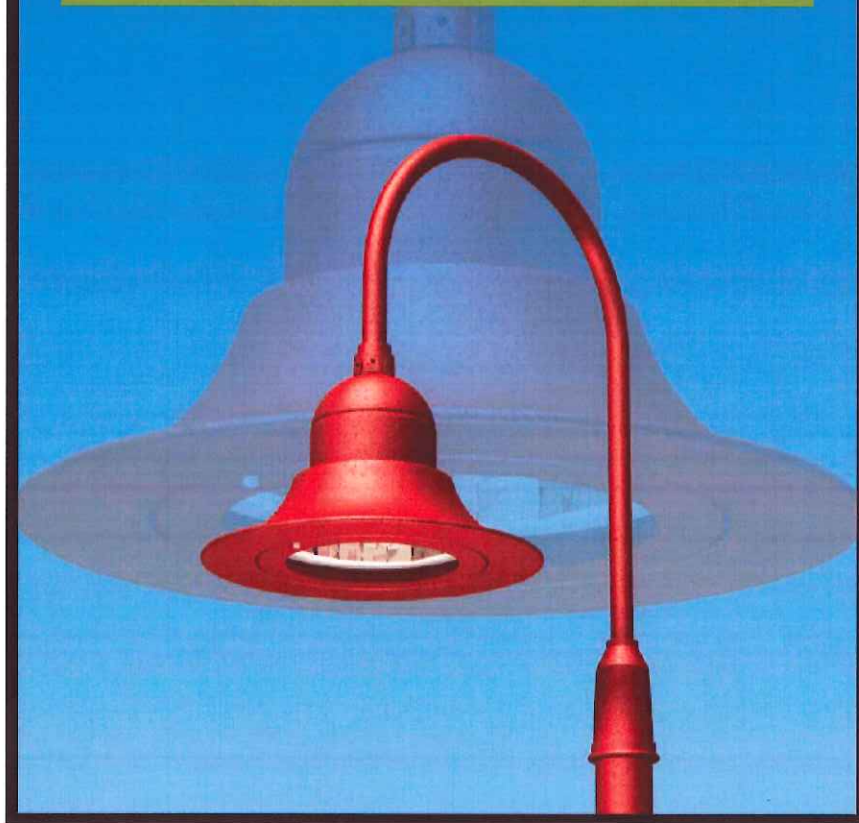
207-209 Fore Street

Hampton Inn Hotel (former Jordan's Site)

Old Port Hospitality

DSCP

Type S4



SPECIFICATIONS

HOUSING: ONE PIECE HEAVY WALL ALUMINUM CONSTRUCTION WITH REMOVABLE BALLAST TRAY FOR EASY BALLAST ACCESS.

LENS ASS'Y: ONE PIECE HINGED HEAVY GAUGE DIE FORMED ALUMINUM DOOR FRAME SURROUNDS 3/16" CLEAR TEMPERED GLASS LENS. GLASS IS SEALED TO DOOR WITH HIGH TEMPERATURE SILICONE SEAL. CAPTIVE THUMB SCREW DISENGAGES LENS ASSEMBLY AND ACTIVATES ACCUHINGE™ TO ALLOW LENS ASSEMBLY TO HINGE AWAY FROM HOUSING FOR LUMINAIRE ACCESS WITHOUT THE USE OF TOOLS.

OPTICS: COMPUTER DESIGNED ONE PIECE SPECULAR SEGMENTED SIDE REFLECTORS COMBINE WITH AN AUXILIARY SPECULAR TOP REFLECTOR TO PRODUCE A HIGHLY EFFICIENT, SHARP CUTOFF. OPTICAL ASSEMBLY IS ROTATABLE IN 90° INCREMENTS.

GASKETING: CLOSED CELL EPDM GASKETING COMPRESSED BETWEEN DOOR AND HOUSING WORKS IN COMBINATION WITH ACCUHINGE™ TO PRESSURE SEAL OPTICAL CHAMBER.

LAMP HOLDER: MEDIUM OR M06UL BASE PORCELAIN. LAMPHOLDER EQUIPPED WITH FACTORY INSTALLED QUICK DISCONNECT PLUG.

LAMP: (BY OTHERS)

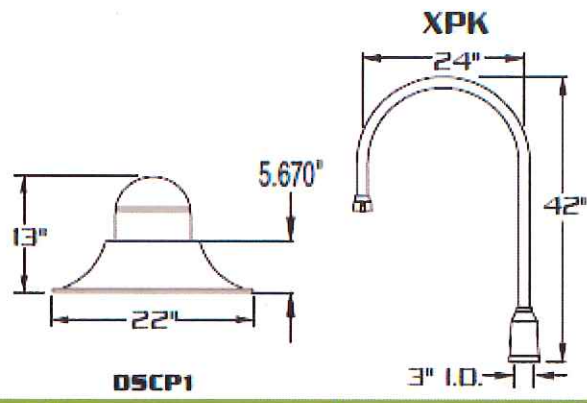
BALLAST: H.P.F./C.W.A. AUTOTRANSFORMER. -20° STARTING TEMPERATURE. ELECTRICAL COMPONENTS ARE MOUNTED TO A REMOVABLE BALLAST TRAY. BALLAST IS EQUIPPED WITH FACTORY INSTALLED QUICK DISCONNECT PLUG.

FINISH: POLYESTER POWDER COAT-STATE OF THE ART 20 PSI PRESSURE POWER WASH AT 140° TEMPERATURE INCORPORATES FOUR STEP IRON PHOSPHATE PROCESS TO CLEANSE AND PRETREAT THE METAL SURFACE FOR MAXIMUM PAINT ADHESION. ELECTROSTATICALLY APPLIED TEXTURED POLYESTER POWDER TOPCOAT IS BAKED AT 400° TEMPERATURE FOR MAXIMUM HARDNESS AND EXTERIOR DURABILITY.



CC.11

Type S4



DSCP1

3" I.D.

MODEL NO.:	OPTICS	LAMP	MOUNTING	FINISH	OPTIONS
D S C P	HORIZONTAL LAMP REFLECTORS	WATTAGE TYPE VOLTAGE	<input type="checkbox"/> XPK <input type="checkbox"/> XPS <input type="checkbox"/> XPD <input type="checkbox"/> WM <input type="checkbox"/> 1	STANDARD TEXTURED FINISH	<input type="checkbox"/> CONVEX GLASS..... DG
	<input type="checkbox"/> TYPE II HR-II (segmented)	<input type="checkbox"/> 250 <input type="checkbox"/> HPS <input type="checkbox"/> 120	<input type="checkbox"/> XPS <input type="checkbox"/> XPD	<input type="checkbox"/> BLACK RAL-9005-T	<input type="checkbox"/> CLEAR CONVEX POLYCARBONATE DIFFUSER..... LEX
	<input type="checkbox"/> TYPE III HR-III (segmented)	<input type="checkbox"/> 175 <input type="checkbox"/> MH <input type="checkbox"/> 208	<input type="checkbox"/> WM	<input type="checkbox"/> WHITE RAL-9003-T	<input type="checkbox"/> 3/4" IPS STEM MOUNT AND SWIVEL CANOPY (4'-0" MAX.)..... SM
	<input type="checkbox"/> TYPE IV (FORWARD THROW) HR-IV (segmented)	<input type="checkbox"/> 150 <input type="checkbox"/> MV <input type="checkbox"/> 240	<input type="checkbox"/> 1	<input type="checkbox"/> GREY RAL-7004-T	<input type="checkbox"/> CHAIN MOUNTED (4'-0" MAX.)..... CM
	<input type="checkbox"/> TYPE IV (FORWARD THROW) HR-IV (segmented)	<input type="checkbox"/> 100 <input type="checkbox"/> 277		<input type="checkbox"/> DRK BRONZE RAL-8019-T	<input type="checkbox"/> HOUSE SIDE SHIELD..... HS
	<input type="checkbox"/> TYPE V HR-V-SQ (segmented)	<input type="checkbox"/> 75 <input type="checkbox"/> 480		<input type="checkbox"/> GREEN RAL-6005-T	<input type="checkbox"/> QUARTZ RESTRIKE..... QTZ
	<input type="checkbox"/> TYPE V HR-V-SQ (segmented)	<input type="checkbox"/> 70 <input type="checkbox"/> MT			<input type="checkbox"/> PHOTO CELL + VOLTAGE (EXAMPLE: PC120V)..... PC+V
	<input type="checkbox"/> TYPE V HR-V-SQ (segmented)	<input type="checkbox"/> 50			<input type="checkbox"/> SINGLE FUSE (120V. , 277V)..... SF
	VERTICAL LAMP REFLECTORS				<input type="checkbox"/> DOUBLE FUSE (208V. , 240V)..... DF
	<input type="checkbox"/> ASYMMETRIC VR-ASY (segmented)				
<input type="checkbox"/> TYPE V VR-V-SQ (segmented)					
VERTICAL LAMP REFLECTOR REQUIRES CONVEX GLASS					
		DSCP25 USE MOGUL BASE LAMPS	SEE ARM SECTION FOR ADDITIONAL ARMS	FOR SMOOTH FINISH REMOVE SUFFIX 'T' (EXAMPLE: RAL-9500)	
		DSCP1 USE MEDIUM BASE LAMPS		SEE WEBSITE FOR ADDITIONAL COLORS	

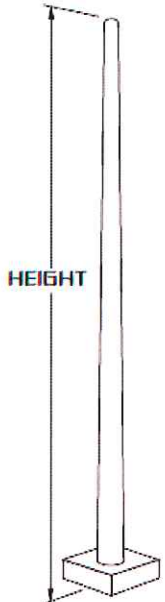
B2-12

U.S. ARCHITECTURAL LIGHTING

660 WEST AVENUE O, PALMDALE, CA 93551
(861) 293-2000
FAX NO. (861) 293-2001
www.usaltg.com

Type S4

RTA



ROUND TAPERED ALUMINUM



SPECIFICATIONS

SHAFT: SPUN TAPERED FROM 6063 ALLOY ALUMINUM TUBING. HEAT TREATED TO PRODUCE A T6 TEMPER. SHAFT INCLUDES A PERIPHERALLY REINFORCED HAND HOLE FURNISHED WITH COVER. SHAFT IS FURNISHED WITH GROUND LUG LOCATED ON CAST ALUMINUM BASE PLATE.

BASE PLATE: CAST ALUMINUM CONSTRUCTED OF A-356 ALUMINUM ALLOY HEAT TREATED TO PRODUCE A T6 TEMPER. STRUCTURALLY ENGINEERED BASE INCLUDES EIGHT HEAVY WALL REINFORCING VERTICAL GUSSETS. BASE TELESCOPES AND IS CIRCUMFERENTIALLY WELDED TO SHAFT AT BOTH THE OUTSIDE TOP AND INSIDE BOTTOM OF THE BASE.

ANCHORAGE: [4] ANCHOR BOLTS FABRICATED FROM HOT ROLLED STEEL BAR. MINIMUM YIELD STRENGTH OF 50,000 P.S.I. BOLTS HAVE "L" BEND ON ONE END AND ARE THREADED ON THE OTHER END. BOLTS ARE FULLY GALVANIZED AND ARE FURNISHED WITH TWO NUTS AND TWO WASHERS.

BASE COVER: FABRICATED FROM HEAVY WALL ALUMINUM CONSTRUCTION. TWO PIECE COVER ENTIRELY CONCEALS BASE

FINISH: POLYESTER POWDER COAT-STATE OF THE ART 20 PSI PRESSURE POWER WASH AT 140° TEMPERATURE INCORPORATES FOUR STEP IRON PHOSPHATE PROCESS TO CLEANSE AND PRETREAT THE METAL SURFACE FOR MAXIMUM PAINT ADHESION. ELECTROSTATICALLY APPLIED TEXTURED POLYESTER POWDER TOPCOAT IS BAKED AT 400° TEMPERATURE FOR MAXIMUM HARDNESS AND EXTERIOR DURABILITY.

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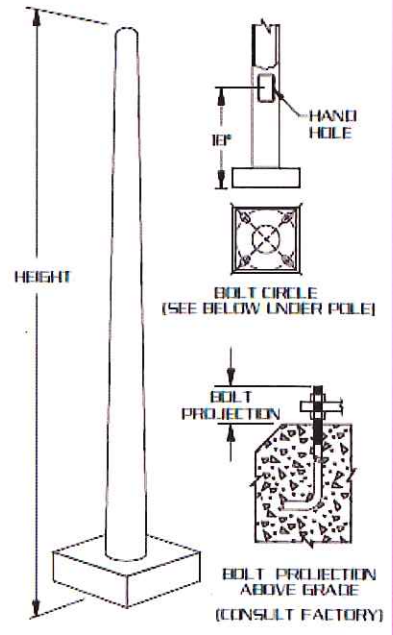
Type S4

RTA SERIES

ENGINEERING DATA
Maximum EPA - Square Feet

Catalog Number	Maximum Fixt. wgt.	100 MPH	90 MPH	80 MPH	70 MPH
RTA 1443-125	50	2.2	3.0	4.5	6.2
RTA 1643-125	50	1.1	1.8	2.9	4.4
RTA 1853-188	100	4.1	5.6	7.6	10.8
RTA 2064-188	200	5.6	7.5	10.1	14.2
RTA 2574-188	225	5.7	7.3	9.5	13.6
RTA 3084-188	200	5.6	7.4	9.9	13.5
RTA 3584-188	100	3.8	5.1	7.0	9.3
RTA 4084-250	200	4.2	5.4	7.6	10.7

All above design calculations are based on sustained wind forces plus additional 1.3 wind gust
(Example: Pole rated at 80 MPH withstands 104 MPH gusts)



ORDERING INFORMATION

MODEL NO.:	POLES	MOUNTING	FINISH	OPTIONS																																													
RTA																																																	
MODEL NO.:	POLES	MOUNTING	FINISH	OPTIONS																																													
RTA	<table border="1"> <thead> <tr> <th>POLE HEIGHT</th> <th>SHAFT SIZE</th> <th>WALL THICKNESS</th> <th>BOLT CIRCLE</th> <th>ANCHORAGE</th> </tr> </thead> <tbody> <tr> <td><input type="checkbox"/> 1443-125 14'</td> <td>4.0X3.0</td> <td>.125</td> <td>10 1/4"</td> <td>3/4"X18"X3"</td> </tr> <tr> <td><input type="checkbox"/> 1643-125 16'</td> <td>4.0X3.0</td> <td>.125</td> <td>11 1/4"</td> <td>3/4"X18"X3"</td> </tr> <tr> <td><input type="checkbox"/> 1853-188 18'</td> <td>5.0X3.0</td> <td>.188</td> <td>11 1/4"</td> <td>1"X36"X4"</td> </tr> <tr> <td><input type="checkbox"/> 2064-188 20'</td> <td>6.0X4.0</td> <td>.188</td> <td>13"</td> <td>1"X36"X4"</td> </tr> <tr> <td><input type="checkbox"/> 2574-188 25'</td> <td>7.0X4.0</td> <td>.188</td> <td>13"</td> <td>1"X36"X4"</td> </tr> <tr> <td><input type="checkbox"/> 3084-188 30'</td> <td>8.0X4.0</td> <td>.188</td> <td>13"</td> <td>1"X36"X4"</td> </tr> <tr> <td><input type="checkbox"/> 3584-188 35'</td> <td>8.0X4.0</td> <td>.188</td> <td>13"</td> <td>1"X36"X4"</td> </tr> <tr> <td><input type="checkbox"/> 4084-250 40'</td> <td>8.0X4.0</td> <td>.188</td> <td>13"</td> <td>1"X36"X4"</td> </tr> </tbody> </table> <p><input type="checkbox"/> OTHER HEIGHTS SPECIFY _____</p>	POLE HEIGHT	SHAFT SIZE	WALL THICKNESS	BOLT CIRCLE	ANCHORAGE	<input type="checkbox"/> 1443-125 14'	4.0X3.0	.125	10 1/4"	3/4"X18"X3"	<input type="checkbox"/> 1643-125 16'	4.0X3.0	.125	11 1/4"	3/4"X18"X3"	<input type="checkbox"/> 1853-188 18'	5.0X3.0	.188	11 1/4"	1"X36"X4"	<input type="checkbox"/> 2064-188 20'	6.0X4.0	.188	13"	1"X36"X4"	<input type="checkbox"/> 2574-188 25'	7.0X4.0	.188	13"	1"X36"X4"	<input type="checkbox"/> 3084-188 30'	8.0X4.0	.188	13"	1"X36"X4"	<input type="checkbox"/> 3584-188 35'	8.0X4.0	.188	13"	1"X36"X4"	<input type="checkbox"/> 4084-250 40'	8.0X4.0	.188	13"	1"X36"X4"	<input type="checkbox"/> 2 3/8"X4" TENON PT23 <input type="checkbox"/> 2 7/8"X4" TENON PT27 <input type="checkbox"/> OTHER TENON MT _____ DRILL MOUNT <input type="checkbox"/> 1-..... <input type="checkbox"/> 2-180..... <input type="checkbox"/> 2-90..... <input type="checkbox"/> 3-90..... <input type="checkbox"/> 4-90..... <input type="checkbox"/> 3-120..... 2-90, 3-90, 4-90 REQUIRES PT27 AND T490 ADAPTER 3-120 REQUIRES PT27 AND T3120 ADAPTER	STANDARD TEXTURED FINISH <input type="checkbox"/> BLACK RAL-9005-T <input type="checkbox"/> WHITE RAL-9003-T <input type="checkbox"/> GREY RAL-7004-T <input type="checkbox"/> DRK BRONZE RAL-8019-T <input type="checkbox"/> GREEN RAL-6005-T OPTION: <input type="checkbox"/> BRONZE ANODIZED AZ313 <input type="checkbox"/> NATURAL ANODIZED AZ <input type="checkbox"/> BLACK ANODIZED AZBK FOR SMOOTH FINISH REMOVE SUFFIX "T" (EXAMPLE: RAL-9500) SEE WEBSITE FOR ADDITIONAL COLORS	<input type="checkbox"/> DUPLEX RECEPTACLE DUP <input type="checkbox"/> GFI RECEPTACLE GFI <input type="checkbox"/> 3 WAY ADAPTER T3120 <input type="checkbox"/> 4 WAY ADAPTER T490 <input type="checkbox"/> ROUND BASE COVER RBC <input type="checkbox"/> 1/2" COUPLING CPLN1/2 <input type="checkbox"/> 3/4" COUPLING CPLN3/4 <input type="checkbox"/> 2" COUPLING CPLN2 (SPECIFY COUPLING LOCATION) SEE ACCESSORIES SECTION FOR OTHER OPTIONS.
POLE HEIGHT	SHAFT SIZE	WALL THICKNESS	BOLT CIRCLE	ANCHORAGE																																													
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Type S5

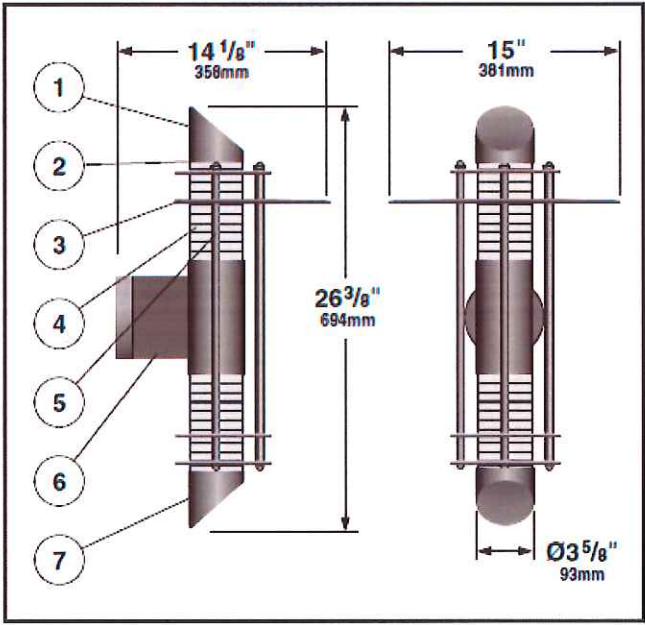
Saturn 90 Wall



Project: _____
 Type: _____ Qty: _____

SA90 - MR - Lamp Type / Wattage - Finish - Voltage
 Fixture Series Optics

Series	Optics	Lamp Type / Wattage	Finish	Voltage
SA90 Saturn 90 Wall	MR MTR* 90 Refractor Refractor is an integral part of the fixture and is not an option.	T 13 (2) 13w Twin tube fluorescent	WH White	120
		Q 18 (2) 18w Quad fluorescent	BK Black	277
		Q 26 (2) 26w Quad fluorescent	BZ Bronze	347
			SV Silver	
			SP Specify RAL#	
* US Patent No. 4,669,034				



1. Fixture Cover - Die-cast aluminum cover, with round angled form. Thick-walled aluminum cover removes by loosening two, vandal-resistant, stainless steel set screws for easy access to lamp chamber.

2. Gasketing - Continuous molded neoprene gasket provides weatherproofing, dust, and insect control at shielding base, fixture cover, and between MTR rings.

3. Fixture Shades - Formed aluminum shades are painted white on undersides for maximum luminaire efficiency and provide continuity within the Saturn series.

4. Shielding - Injection-molded acrylic multi-prisms for total reflection (MTR). MTR rings are patterned after the light bending characteristics of a prism. Rings are secured to die-cast aluminum fitter. Additional small reflector is available for asymmetrical light distribution. Consult factory for information.

5. Shade Support - Machined aluminum support rods maintain spacing of fixture shades.

6. Wall Mount Arm - Cast aluminum with die-cast canopy.

7. Column - Extruded, thick-walled aluminum, minimum wall thickness 0.118" (3mm). Column houses cold weather ballast.

8. Column Fitter - (Not shown) Die-cast aluminum fitter holds ballast assembly and lamp socket. Fastened to column with three, vandal-resistant, stainless steel, countersunk screws. Column fitter removal allows access to ballast assembly.

9. Ballasting - (Not shown) Electronic ESB, high power factor, class P, type A sound rating. Specify 120v, 277v, or 347v. Consult factory for more detailed ballast information. Lamp provided by others.

10. Lamp - (Not shown) For use with two compact fluorescent lamps. T13W single end 2 pin base GX23; and Q18w and Q26w single end 4 pin base G24q. Lamps by others.

Exterior Luminaire Finish - SELUX utilizes a high quality Polyester Powder Coating. All SELUX luminaires and poles undergo a five stage intensive pretreatment process where product is thoroughly cleaned, phosphated and sealed. SELUX powder coated products provide excellent salt and humidity resistance as well as ultra violet resistance for color retention. All products are tested in accordance with test specifications for coatings from ASTM and PCI.

Standard exterior colors are White (WH), Black (BK), Bronze (BZ), and Silver (SV). RAL colors (SP) are available, please specify RAL#.

Type S5

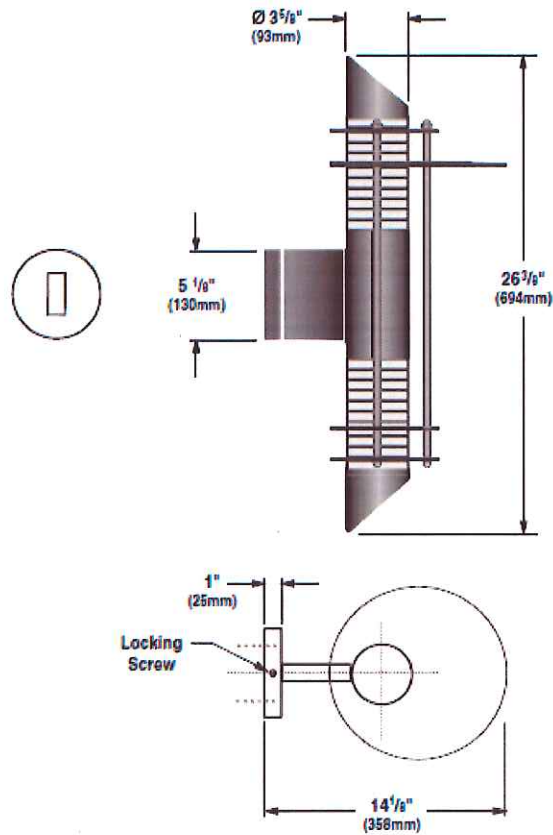
Saturn 90 Wall

se'lux

Mounting

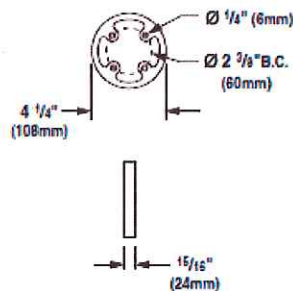
Die cast aluminum Wall Mount Arm with die-cast aluminum Canopy. Secured to Wall Arm Mounting Plate wall with Locking Screws located on top and bottom of Canopy.

Fixture Weight: 18 lbs.



Wall Arm Mounting Detail

Die cast aluminum Wall Mount. Secured to wall with $\frac{1}{4}"$ (6mm) threaded fasteners by others. Conduit by others.



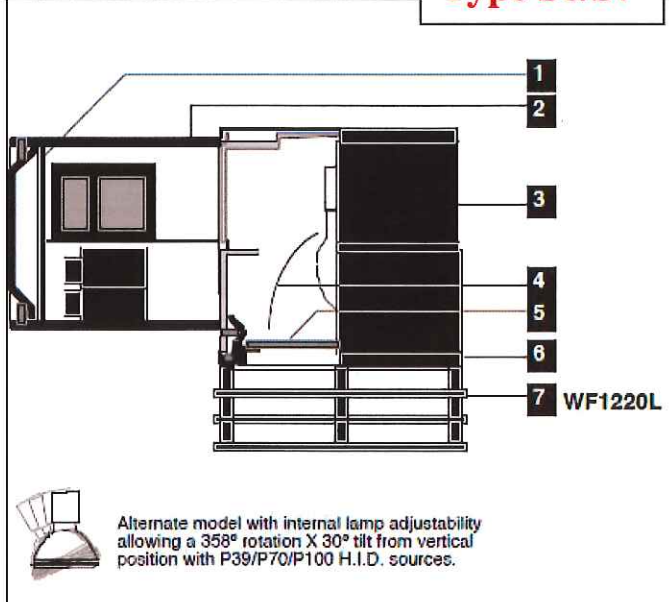
LUMINIS

Type S6/S7

Wall mount

SYRIOS

WF1220



Specification

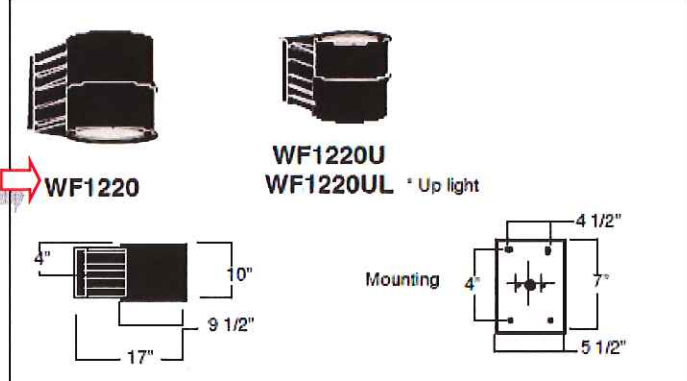
All exposed cast aluminum components are made of non corrosive pure aluminum copper free (Aluminum is less than .1% copper content.#356 alloy.)

Finish: All polyester powder baked coatings preceded with a 5 baths preparation process. Meets military grade MIL-C781706 with a 2000 hours salt spray test.

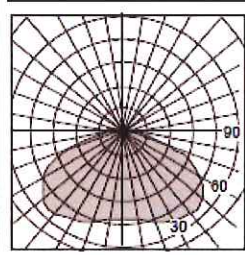
- Pulse rated porcelain socket or 75W/600V thermoplastic compact fluorescent socket.
- One-piece molded silicone gasket with memory retention.
- High power factor CWA ballast. Or 98% P.F. electronic smart ballast with end of life detection for compact fluorescent.
- All stainless steel hardware.
- All Moving and removable parts are sealed with a memory retention silicone gasket.

- 1- #12 Ga, Galvanized wall pressure mounting plate.
- 2- Cast aluminum ballast housing.
- 3- Cast aluminum modular optical light chamber.
- 4- Semi-specular aluminum reflector.
- 5- Clear tempered lens.
- 6- Cast aluminum sealed lens frame.
- 7- Set of 3 cast aluminum louvers for WF1220L

WF1220UL: Up-light with clear tempered glass. Flush mount installation to avoid accumulation of debris.



Photometry



Separate updated technical specification sheets with related models and light sources with I.E.S formatted photometry are available on www.luminis.com.

Certification

UL. Wet Location.

Mounting

Max. weight: 25 lbs.
Installation: Mounts over a standard 4" octagonal electrical box with 3 1/2" c/c mounting holes. (by others). Additional separate mounting holes are provided with wall plate.

Please refer to page 128 for additional details.

Model#	Light source selection	Voltage	Finish	Options	
Type S7	MH (ED17) <input type="checkbox"/> M70 <input type="checkbox"/> M100 <input type="checkbox"/> M150 <input type="checkbox"/> M175 <input type="checkbox"/> HPS (ED17) <input type="checkbox"/> H70 <input type="checkbox"/> H100 <input type="checkbox"/> H150 PAR lamps <input type="checkbox"/> PH39 (PAR20) <input type="checkbox"/> PH70 (PAR30L) <input type="checkbox"/> PH100 (PAR38) (Lamps by others)	CF (Gx24q) Single lamp <input type="checkbox"/> F142 <input type="checkbox"/> F157 Type S6 CF (Gx24q) Two lamp <input type="checkbox"/> F226 <input type="checkbox"/> F232 Compact fluorescent smart ballast 120/277 <input type="checkbox"/> 347 V (To specify)	120 V Standard factory prewired (If no voltage is specified) For other voltages, please specify with catalog number. <input type="checkbox"/> 208 V <input type="checkbox"/> 240 V <input type="checkbox"/> 277 V <input type="checkbox"/> 347 V	(Refer to color chart) Standard selection <input type="checkbox"/> WHT: Snow white <input type="checkbox"/> BKT: Jet black <input type="checkbox"/> BZT: Bronze <input type="checkbox"/> GRT: Titanium gray <input type="checkbox"/> DGT: Gun metal <input type="checkbox"/> CHT: Champagne <input type="checkbox"/> MST: Matte silver <input type="checkbox"/> GNT: Forest green Optional colors <input type="checkbox"/> CS: Custom color <input type="checkbox"/> RAL: RAL# color	Electrical <input type="checkbox"/> EM42S: 1 lamp (26/32/42W) EM battery. <input type="checkbox"/> FS: Fuse. <input type="checkbox"/> PH1: 120/277V photo cell. <input type="checkbox"/> PH2: 347V photo cell. <input type="checkbox"/> QS: Quartz lamp socket for external emergency power. <input type="checkbox"/> QRS: Quartz restrike standby relay. EM optional battery test switch and pilot lamp are installed remotely. (See page 128)

Luminaires may be altered for improvements or discontinued without prior notice.



Type S8

Date: _____ Type: _____

Firm Name: _____

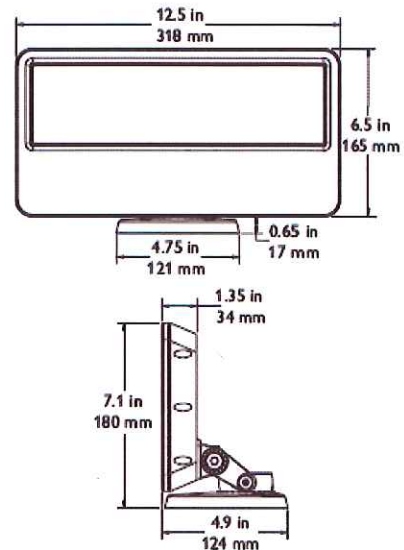
Project: _____

iW Blast Powercore 10° Clear Lens

Intelligent, high-performance white floodlight with variable color temperature

iW™ Blast Powercore is an intelligent, high-intensity white-light LED fixture that goes where white lights have never gone before. With superior fixture-to-fixture color consistency, iW Blast Powercore is ideal for situations in which bulb maintenance may be difficult or impossible. Rated for both indoor and outdoor use, iW Blast Powercore offers color temperatures ranging from a warm 2,700 K to a cool 6,500 K, iW Blast Powercore offers the improved efficiency, simplified installation, and cost-effectiveness of Powercore® technology in a rugged die-cast aluminum housing, available in black or white.

- Integrates patented Powercore technology— Powercore technology rapidly, efficiently, and accurately controls power output to iW Blast Powercore fixtures directly from line voltage, eliminating the need for an external power supply. Contractor-friendly installation using standard mounting and wiring dramatically simplifies installation and helps lower total system cost.
- Supports new applications for white light— Long-life LEDs (90,000 hours at 50% lumen maintenance) significantly reduce or eliminate maintenance problems. For example, iW Blast Powercore can effectively illuminate building features from positions accessible only by crane.
- Wide range of color temperature and brightness — Channels of warm white and cool white LEDs produce color temperatures ranging from 2,700 K to 6,500 K. Fixture brightness is adjustable separately from color temperature.
- High-intensity, energy-efficient white light — With an output of over 1,600 lumens, iW Blast Powercore offers high-intensity illumination at a significantly lower power draw than comparable ceramic metal halide light sources.
- Versatile lighting options — A 23° frosted glass lens for a soft-edge beam and a 10° clear lens for extended light projection support a wide range of white lighting applications.



- Flexible light positioning — Locking base swivel, offering friction-free rotation of up to 350°, and 110° fixture tilting let you quickly aim the fixture without special tools.
- Easy installation — Fixtures can be mounted to a junction box on a wall, ceiling, or floor for maximum flexibility. The friction-free mounting base allows for after-installation rotation without precise junction box positioning.
- Universal power input range — iW Blast Powercore accepts a universal power input range of 100 to 240 VAC, allowing the installation of many units in a continuous run.
- Indoor and outdoor rated — Fully sealed for maximum fixture life and UL rated for both indoor and outdoor applications, iW Blast Powercore fixtures meet or exceed specifications for use in wet locations.

For detailed product information, please refer to the iW Blast Powercore Product Guide at www.colorkinetics.com/ls/intelliwhite/iwblastpc/



Specifications

Due to continuous improvements and innovations, specifications may change without notice.

Item	Specification	Details	
Output	Beam Angle	10° clear lens	
	Lumens†	1777	
	Color Temperature	2700 K (+/- 145) – 6500 K (+/- 275)	
	Efficacy (lm/W)	35.5	
	Mixing Distance	6 in (152 mm) to uniform light	
	CRI	73	
	Lumen Maintenance‡	90,000 hours L50 @ 50° C	
Electrical	Input Voltage	100 – 240 VAC	
	Power Consumption	50 W maximum at full output, steady state	
	Power Factor	>=0.7 residential, >=0.9 commercial	
Control	Interface	iW Data Enabler (DMX or Ethernet)	
	Control System	iW Scene Controller	
Physical	Dimensions (Height x Width x Depth)	7.1 x 12.5 x 4.9 in (172 x 317 x 125 mm)	
	Weight	6.4 lbs (2.9 kg)	
	Housing	Die-cast aluminium White or black powder-coated finish	
	Lens	Soft-focus, frosted polycarbonate	
	Fixture Connections	6 ft (1.8 m) unified power / data cable	
	Temperature	-40° F – 122° F (-40° C – 50° C) Operating -4° F – 122° F (-20° C – 50° C) Startup	
	Humidity	0 – 95%, non-condensing	
	Fixture Run Lengths Per iW Data Enabler*	33 – 110VAC	Configuration: 20 A circuit, 20 ft (6.1 m) leader cable from iW Data Enabler to first junction box, 1 ft (305 mm)
		52 – 220VAC 52 – 240VAC	fixture cables, 2 ft (610 mm) jumper cables
	Certification and Safety	Certification	UL / cUL, FCC
LED Class		Class 2 LED product	
Environment		Dry / Damp / Wet Environment, IP66	

† Lumen measurement complies with IES LM-79-08

‡ L50 = 50% maintenance of lumen output (when light output drops below 50% of initial output)
Ambient temperature specified.

* These figures provided as a guideline, are accurate for this configuration only. Changing the configuration can affect the fixture run lengths.



Fixtures, Data Enablers, and Controllers

Item	Housing Color	Item Number	Philips 12NC
iW Blast Powercore (UL) 10° Clear Lens	White	523-000033-02	910503700381
	Black	523-000033-03	910503700382
iW Data Enabler		506-000001-00	910503700190
iW Scene Controller		503-000001-00	910503700189

Use Item Number when ordering in North America

iW Blast Powercore is part of a complete system which includes fixtures and:

- One or more iW Data Enablers
- iW Scene Controller (up to four per single run of iW Data Enablers)



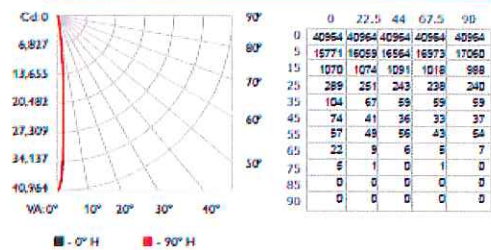
Philips Color Kinetics
3 Burlington Woods Drive
Burlington, Massachusetts 01803 USA
Tel 888.385.5742
Tel 617.423.9999
Fax 617.423.9998
www.colorkinetics.com

Photometrics

10° clear lens

Type S8

Polar Candela Distribution



Illuminance at Distance

Distance	Center Beam fc	Beam Width
4 ft	2,560 fc	4 ft x 4 ft
8 ft	640 fc	1.2 ft x 1.2 ft
12 ft	284 fc	1.8 ft x 1.9 ft
16 ft	160 fc	2.4 ft x 2.5 ft
20 ft	102 fc	3 ft x 3.1 ft
24 ft	71 fc	3.6 ft x 3.7 ft

202 ft (61.6 m)
1 fc maximum distance

Power Consumption 50 W
Lumens 1777
Efficacy 35.5 lm/W

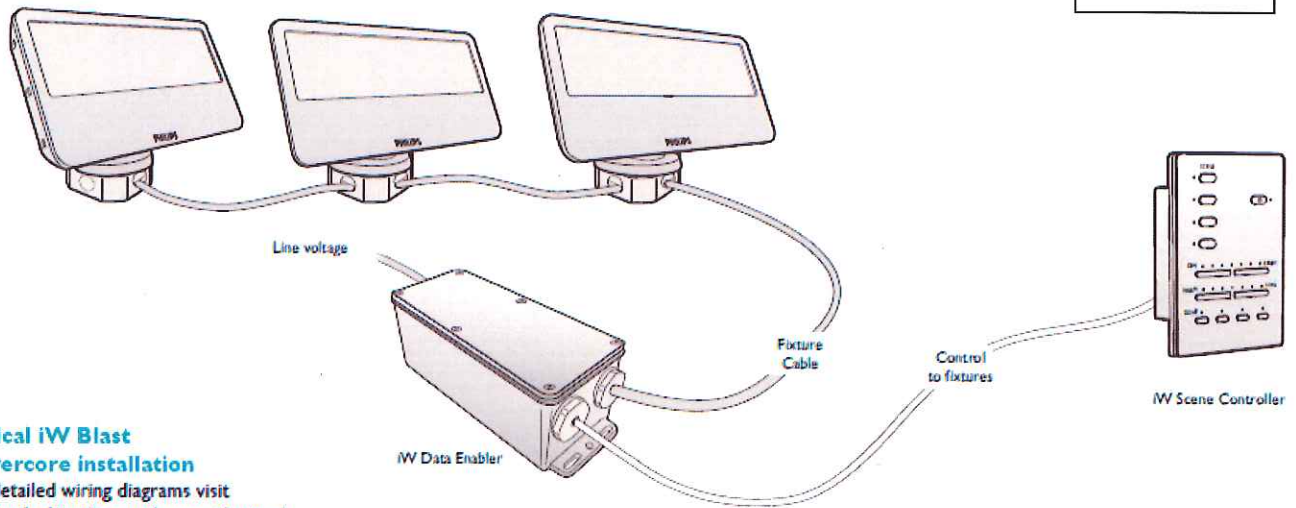
For lux multiply fc by 10.7

Accessories

Item	Housing Color / Type	Item Number	Philips 12NC
Accessory Holders	White	120-000070-00	—
	Black	120-000070-01	—
Half Top Hats	White	120-000009-03	—
	Black	120-000009-04	—
Top Hats	White	120-000005-03	—
	Black	120-000005-04	—
Egg Crate Louvers	White	120-000015-03	—
	Black	120-000015-04	—
Barndoors	White	120-000019-03	—
	Black	120-000019-04	—
Horizontal Spread Lens	36 / 50°	120-000025-00	—
Vertical Spread Lens	40°	120-000025-01	—

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Type S8



Typical iW Blast Powercore installation
 For detailed wiring diagrams visit www.colorkinetics.com/support/wiring/

Accessories

Designed specifically for the family of Blast fixtures, accessories provide additional options for controlling and dispersing light. Accessory holders snap to the front of the fixture and are required for mounting accessories. Accessory holders prevent accessories from falling out if the fixture is tipped or hung upside down.

Item	Housing Color	Item Number	Philips 12NC
Accessory Holders	White	120-000070-00	—
	Black	120-000070-01	—
Half Top Hats	White	120-000009-03	—
	Black	120-000009-04	—

CC.20

Type S9

line™ 1.5



Application

io Lighting's **line series 1.5** is approximately 1.5" in diameter. UL listed for wet locations, this LED-based linear floodlight produces luminous intensities for building facade and bridge accent illumination. Ideal for grazing, electrical feed "plug" connectors eliminate hardwire connections between fixtures, enabling ultimate flexibility for installation and replacement. Individual units may be placed end-to-end to create continuous rows without obvious shadows between fixtures. LEDs are similar to halogen light sources in that they are point sources that can reveal superior definition to textural surfaces and sparkle to reflective surfaces.

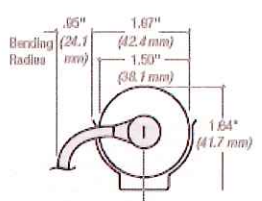
series 1.5 is a low voltage linear luminaire available in 18" lengths and may be daisy chained for continuous row mounted applications. Optional beam spreads along the perpendicular axis of the fixture include 10°, 45° and 65°. io ensures that each LED is provided thermal and electrical management properties in accordance with the LED manufacturers recommendations. Projected average rated life is 50,000 hours at 70% of lamp lumen output. Contact factory for IES LM-80 compliance. To ensure proper performance, interior architectural details should allow for ventilation and air flow around the fixture. Ambient temperature surrounding the fixture shall not exceed 120°F (48.9°C).

Light Output

line series 1.5 is available with three lumen outputs for white light only. Red, green, blue and amber are available in high output only. All values below are initial lumens per foot. IES LM-79 format files may be obtained from the factory or downloaded from www.io Lighting.com. Consult factory for High CRI options and availability.

	Standard Output	Mid Output	High Output
2700K White:	68 lms/ft	126 lms/ft	180 lms/ft
3000K White:	68 lms/ft	126 lms/ft	180 lms/ft
5000K White:	91 lms/ft	168 lms/ft	240 lms/ft

Dimensions



Construction

The light weight, yet durable extruded aluminum housing provides recommended heat sink requirements for LEDs. Patented precision optic assembly is composed of a customized acrylic material that offers very high transmissivity, UV stability and excellent longevity. **series 1.5** is UL listed for wet locations.

Electrical

8'-0" 18 AWG, 300 volt rated power cords are supplied with plug connector. Injection molded end cap is designed to receive both the plug electrical connector and an interconnect for daisy chain. 24 volt 96 watt power supply will be provided as a standard if not specified otherwise. For detailed information regarding daisy chain limitations, remote distance limitations, power supply options, and dimming options consult the io website, the io catalog (pages 98-100) or an io representative.

Power Consumption

Standard Output: 2.92 w/ft	Mid Output: 5.34 w/ft	High Output: 7.62 w/ft
----------------------------	-----------------------	------------------------

Power consumption does not include power supply losses.

Finish

Anodized aluminum finish is standard. Custom finishes may be available upon request.

io line 1.5-9K10

lighting facts^{CM}
A Program of the U.S. DOE

Light Output (Lumens)	126
Watts	12.3
Lumens per Watt (Efficacy)	10
Color Accuracy <small>Color Rendering Index (CRI)</small>	76
Light Color <small>Correlated Color Temperature (CCT)</small>	3161 (Bright White)

Warm White

2700K

Bright White

5000K

Daylight

4500K

Daylight

6500K

All results are according to IESNA LM-79-2008. Approved Method for the Electrical and Photometric Testing of Solid State Lighting. The U.S. Department of Energy (DOE) verifies product test data and results.

Visit www.lightingfacts.com for the Label Reference Guide.

Registration Number: 6FRA-TMDFKX
Model Number: 010E-3000-45.1.18
Type: CRI#

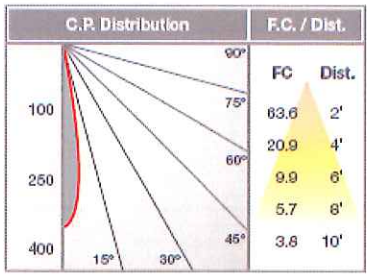
Label references 36" line 1.5 fixture with a 45° beam spread in High Output 5000K. Lighting Facts for additional beam spreads and light output levels may be obtained from io Lighting.



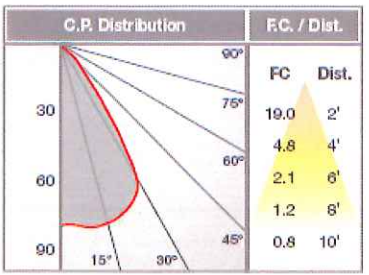
Type S9

Light Output / Distributions / Electrical Feed Options

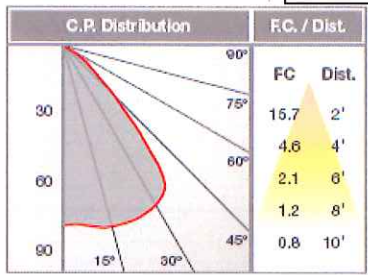
3KHO 10 DEGREE



3KHO 45 DEGREE



3KHO 65 DEGREE



LIGHT OUTPUT CONVERSION TABLE

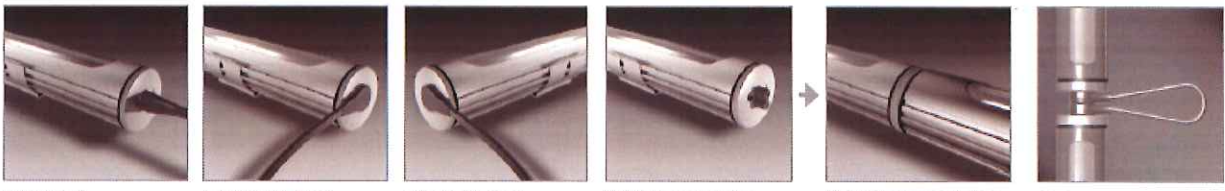
White Light Output	3000K S.O.	3000K M.O.	3000K H.O.	5000K S.O.	5000K M.O.	5000K H.O.
Light Output Multiplier	0.38 ¹⁾	0.70 ²⁾	1.0 ²⁾	0.51 ¹⁾	0.93 ²⁾	1.33 ¹⁾

Color Light Output	RED	GREEN	BLUE	AMBER
Light Output Multiplier	0.63 ²⁾	0.51 ¹⁾	0.30 ²⁾	0.51 ¹⁾

IES format photometrics may be downloaded from www.io-lighting.com.

Note: 2700K and 3000K have same light output.

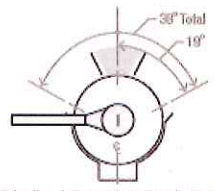
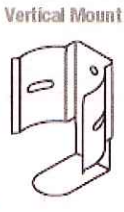
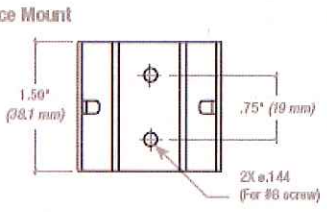
ELECTRICAL FEED "PLUG" CONNECTORS



2. End feed 3. Right side feed 4. Left side feed Rigid Interconnector (for continuous row mounting) Rigid Interconnect plug (for daisy chaining – requires a LEVEL mounting surface) 6" Interconnect

Note: All plug connectors are field interchangeable.

Mounting Options



line series 1.5 is not rated for submersible applications. Line 1.5 should not be mounted in conditions where there is any standing water whatsoever.

Note: Architectural detail MUST allow for access to set screws to ensure stable mounting condition.

Note: line 1.5 may be rotated within the bracket for field adjustable aiming.

0 10 E 18
io 1 2 3 4 5 6 7 8 9 10

Order Code

1. LIGHT OUTPUT

10 1.5 SQ, M/O or H/O

2. LOCATION

E Exterior

3. COLOR

- 27K White 2700K (Standard)¹⁾
- 27KMO White 2700K (Mid Output)²⁾
- 27KH0 White 2700K (High Output)²⁾
- 3K White 3000K (Standard)²⁾
- 3KMO White 3000K (Mid Output)²⁾
- 3KH0 White 3000K (High Output)²⁾
- 5K White 5000K (Standard)²⁾
- 5KMO White 5000K (Mid Output)²⁾
- 5KH0 White 5000K (High Output)²⁾
- R Red²⁾
- G Green²⁾
- B Blue²⁾
- A Amber²⁾

4. DISTRIBUTION

- 10 10 Degree
- 45 45 Degree
- 65 65 Degree

5. MOUNTING

- 100 Surface mount
- 103 Vertical mount

Note: Universal mounting bracket may be used for all mounting orientations. Set screw locks in aim angle.

6. FINISH

- 1 Anodized aluminum
- 2 Anodized custom color

7. LENGTH

UNITS (ACTUAL)
18 18" (18.25")

FOR CONTINUOUS ROW
Specify length (e.g., 98'-0")
Note: Overall length must be divisible by 18.25"

8. ELECTRICAL FEED

- 2 End feed
- 3 Right side feed
- 4 Left side feed
- 5 6" whip, Left side and right side feed.

Note: For straight continuous rows fed by one driver, interconnects will be supplied as required.

9. VOLTAGE / DIMMING

- 1 120v
- 2 277v
- 3 120v w/dim
- 4 277v w/dim
- 5 Other

10. SPECIFY DRIVER / DIMMING

Note: If not specified otherwise, io will supply 05 watt drivers. Refer to pages 98-100 for Power Supply options or download Power Supply specification sheet from www.io-lighting.com.

Footnotes

1. While light variance between LEDs within a single fixture will not exceed ANSI Binning Standards.
2. Refer to conversion table for output. Only available in 7.6 watt.

SSL Chromaticity Standard: ANSI C78.337		
Color	Nominal CCT	Target CCT & Tolerance (K)
White	2700K	2725 ± 145
White	3000K	3045 ± 175
White	5000K	5028 ± 283

For Metric Conversion		
1"	1"	1'
25.4mm	2.54cm	0.3m

A.1

PROPOSED DEVELOPMENT

HOTEL, RESTAURANT & RESIDENCES - OLD PORT

SUBDIVISION/SITE PLAN
APPLICATION



OLD PORT HOSPITALITY, LLC
FEBRUARY 16, 2010

February 16, 2010

Mr. William Needelman, Senior Planner
Planning Division
389 Congress Street, 4th floor
Portland, ME 04101

Re: Development Review Application for
Hotel, Restaurant, & Residences – Old Port
207 & 209 Fore Street (formerly 38 India Street)

Dear Bill,

On behalf of Old Port Hospitality, LLC we are pleased to submit the attached materials in support of the Development Review Application for a new hotel, restaurant, and residences facility to be constructed at 207 & 209 Fore Street.

The Hotel, Restaurant & Residences – Old Port project is a three-unit mixed use condominium. The Hotel Unit will be a 122-room Hampton Inn with associated public circulation space, a continental breakfast area (for guests only), a meeting room, pool, fitness room, and customary “back office” support spaces. The Restaurant Unit will be an approximately 180-seat, 7,011 square foot restaurant located on the first floor located in the southwest corner of the building or the intersection of Fore Street and the Franklin Street Arterial. The Residences Unit will itself be a “sub-condominium” comprised of up to 12 condominium units to be located on the top (sixth) floor with its own separate lobby and elevator. The 1.75-acre site will be subdivided into two parcels: the 0.66-acre lot on which the condominium will be created and a 1.09-acre remainder lot that will be retained by the applicant for future development. The hotel and residences will have deeded parking easement rights to a dedicated surface parking lot on the remainder parcel, which will have 90 parking spaces comprised of regular single-car spaces and “tandem” two-car spaces for hotel valet parking. The applicant anticipates constructing structured parking on the remainder lot in conjunction with future development, and the parking easements for the hotel and residences will allow the applicant to temporarily provide off-site parking during construction and to ultimately provide structured parking spaces in lieu of the surface parking lot.

The proposal will complement scale and land uses of the surrounding neighborhood. Pedestrian access around the subject block will be enhanced with the addition of sidewalk along the entire perimeter. The proposed uses are allowed within the B-3 Downtown Business Zone. The surface parking will require a Conditional Use Permit.

The following is an itemized list of today’s submittal for review:

- This cover letter
- (7) Development Review Application

- (7) Wastewater Capacity Application
- (7) Project Narrative containing required written submittals
- (7) Traffic Analysis
- (3) Stormwater Management Plan
- (7) Alta Survey Plans – 2 full size sheets
- (7) Exterior Building Elevations – 2 full size sheets
- (7) Subdivision Plan – 1 full size sheet
- (7) Photometrics Plan – 1 full size sheet
- (7) Site Plan set by Sebago Technics – 10 full size sheets
- (1) Fire Department Submittal – 3 full size sheets

The applicant and design team looks forward working in close cooperation with the planning division to develop, permit, and ultimately construct this viable project.

Sincerely,

Opechee Construction Corporation



Barry Stowe



A. 4

Development Review Application

PORTLAND, MAINE

Department of Planning and Urban Development,
Planning Division and Planning Board

PROJECT NAME: Hotel, Restaurant, & Residences - Old Port

PROPOSED DEVELOPMENT ADDRESS:
207 & 209 Fore Street (Formerly 38 India Street)

PROJECT DESCRIPTION:
Demolition of the Jordan Meats Packing Factory. Construction of a new hotel, restaurant, and residences complex.

CHART/BLOCK/LOT: 029 1003001 & 029 1001001

CONTACT INFORMATION:

APPLICANT

Name: Old Port Hospitality, LLC
Address: 11 Corporate Drive
Belmont, NH
Zip Code: 03303
Work #: 603-527-9090
Cell #: none
Fax #: 603-527-9191
Home: none
E-mail: gregk@opechee.com

PROPERTY OWNER

Name: Same as Applicant
Address: _____

Zip Code: _____
Work #: _____
Cell #: _____
Fax #: _____
Home: _____
E-mail: _____

BILLING ADDRESS

Name: Same as Applicant
Address: _____

Zip: _____
Work #: _____
Cell #: _____
Fax #: _____
Home: _____
E-mail: _____

RECEIVED

FEB FEB 16 2010

City of Portland
Planning Division

~As applicable, please include additional contact information on the next page~

AGENT/REPRESENTATIVE

Name: Opechee Construction Corporation
Attn: Mark Woglom
Address: 11 Corporate Drive
Belmont, NH
Zip Code: 03220
Work #: 603-527-9090
Cell #: none
Fax #: 603-527-9191
Home: none
E-mail: stevel@opechee.com

ARCHITECT

Name: Opechee Construction Corporation
Attn: Don Blajda, R.A.
Address: 11 Corporate Drive
Belmont, NH
Zip Code: 03220
Work #: 603-527-9090
Cell #: none
Fax #: 603-527-9191
Home: none
E-mail: donb@opechee.com

SURVEYOR

Name: Sebago Technics, Inc.
Attn: Matthew Ek, PLS
Address: One Chabot Street, PO Box 1339
Westbrook, ME
Zip Code: 04098-1339
Work #: 207-856-0277
Cell #: none
Fax #: 207-856-2206
Home: none
E-mail: driley@sebagotechnics.com

ENGINEER

Name: Sebago Technics, Inc.
Attn: Dan Riley, P.E.
Address: One Chabot Street, PO Box 1339
Westbrook, ME
Zip Code: 04098-1339
Work #: 207-856-0277
Cell #: none
Fax #: 207-856-2206
Home: none
E-mail: driley@sebagotechnics.com

CONSULTANT

Name: Opechee Construction Corporation
Attn: Steve Long, P.E.
Address: 11 Corporate Drive
Belmont, NH
Zip Code: 03220
Work #: 603-527-9090
Cell #: none
Fax #: 603-527-9191
Home: none
E-mail: stevel@opechee.com

ATTORNEY

Name: Greg R. Kirsch, esq.
Address: 11 Corporate Drive
Belmont, NH
Zip Code: 03220
Work #: 603-527-9090
Cell #: none
Fax #: 603-527-9191
Home: none
E-mail: gregk@opechee.com

PROJECT DATA

A.5

The following information is required where applicable, in order complete the application

Total Site Area 76,290 sq. ft.
 Proposed Total Disturbed Area of the Site (includes right-of-way) approx. 100,000 sq. ft.
 (If the proposed disturbance is greater than one acre, then the applicant shall apply for a Maine Construction General Permit (MCGP) with DEP and a Stormwater Management Permit, Chapter 500, with the City of Portland)

IMPERVIOUS SURFACE AREA

Proposed Total Paved Area (total impervious area minus the building roof area) 32,060 sq. ft.
 Existing Total Impervious Area 70,580 sq. ft.
 Proposed Total Impervious Area 49,420 sq. ft.
 Proposed Impervious Net Change (-) 21,160 sq. ft.

BUILDING AREA

Existing Building Footprint 42,990 sq. ft.
 Proposed Building Footprint 14,780 sq. ft.
 Proposed Building Footprint Net change (-) 28,210 sq. ft.
 Existing Total Building Floor Area (according to tax card) 67,654 sq. ft.
 Proposed Total Building Floor Area 96,953 sq. ft.
 Proposed Building Floor Area Net Change (+) 6,855 sq. ft.
 New Building yes (yes or no)

ZONING

Existing B3
 Proposed, if applicable n/a

LAND USE

Existing industrial / vacant
 Proposed hotel, restaurant, and residences

RESIDENTIAL, IF APPLICABLE

Proposed Number of Affordable Housing Units none
 Proposed Number of Residential Units to be Demolished none
 Existing Number of Residential Units none
 Proposed Number of Residential Units 12
 Subdivision, Proposed Number of Lots no residential lots

PARKING SPACES

Existing Number of Parking Spaces incalculable (random)
 Proposed Number of Parking Spaces 93 Private & 19 Public
 Number of Handicapped Parking Spaces 2
 Proposed Total Parking Spaces 112

BICYCLE PARKING SPACES

Existing Number of Bicycle Parking Spaces none
 Proposed Number of Bicycle Parking Spaces 11 racks = 22 spaces
 Total Bicycle Parking Spaces 22 spaces

ESTIMATED COST OF PROJECT

15 Million

Please answer the following with a Yes/No response on all that apply to the proposed development

Institutional	<u>no</u>	Change of Use	<u>yes</u>
Parking Lot	<u>yes</u>	Design Review	<u>yes</u>
Manufacturing	<u>no</u>	Flood Plain Review	<u>no</u>
Office	<u>no</u>	Historic Preservation	<u>no</u>
Residential	<u>yes</u>	Housing Replacement	<u>no</u>
Retail/Business	<u>no</u>	14-403 Street Review	<u>no</u>
Warehouse	<u>no</u>	Shoreland	<u>no</u>
Single Family Dwelling	<u>no</u>	Site Location	<u>no</u>
2 Family Dwelling	<u>no</u>	Stormwater Quality	<u>yes</u>
Multi-Family Dwelling	<u>no</u>	Traffic Movement	<u>yes</u>
B-3 Ped Activity Review	<u>no</u>	Zoning Variance	<u>no</u> (or date)
Change of Use	<u>yes</u>	Historic Dist./Landmark	<u>no</u>
		Off Site Parking	<u>no</u>

A.6

APPLICATION FEE:

Check all reviews that apply. Payment may be made in cash or check to the City of Portland.

Major Development (more than 10,000 sq. ft.) <input type="checkbox"/> Under 50,000 sq. ft. (\$500.00) <input checked="" type="checkbox"/> 50,000 - 100,000 sq. ft. (\$1,000.00) <input type="checkbox"/> Parking Lots over 100 spaces (\$1,000.00) <input type="checkbox"/> 100,000 - 200,000 sq. ft. (\$2,000.00) <input type="checkbox"/> 200,000 - 300,000 sq. ft. (\$3,000.00) <input type="checkbox"/> Over 300,000 sq. ft. (\$5,000.00) <input type="checkbox"/> After-the-fact Review (\$1,000.00 plus applicable application fee)	Plan Amendments <input type="checkbox"/> Planning Staff Review (\$250.00) <input type="checkbox"/> Planning Board Review (\$500.00) Subdivision <input checked="" type="checkbox"/> Subdivision (\$500.00) + amount of lots <u>14</u> (\$25.00 per lot) \$ <u>850.00</u> + (applicable Major site plan fee)
Minor Site Plan Review <input type="checkbox"/> Less than 10,000 sq. ft. (\$400.00) <input type="checkbox"/> After-the-fact Review (\$1,000.00 plus applicable application fee)	Other Reviews <input type="checkbox"/> Site Location of Development (\$3,000.00 (except for residential projects which shall be \$200.00 per lot _____)) <input checked="" type="checkbox"/> Traffic Movement (\$1,000.00) <input checked="" type="checkbox"/> Storm water Quality (\$250.00) <input type="checkbox"/> Section 14-403 Review (\$400.00 + \$25.00 per lot) <input checked="" type="checkbox"/> Other <u>Conditional Use Permit</u>

DEVELOPMENT REVIEW APPLICATION SUBMISSION

Submissions shall include seven (7) packets with folded plans containing the following materials:

1. Seven (7) full size site plans that must be folded.
2. Application form that is completed and signed.
3. Cover letter stating the nature of the project.
4. All Written Submittals (Sec. 14-525 2. (c), including evidence of right, title and interest.
5. A stamped standard boundary survey prepared by a registered land surveyor at a scale not less than one inch to 100 feet.
6. Plans and maps based upon the boundary survey and containing the information found in the attached sample plan checklist.
7. Copy of the checklist completed for the proposal listing the material contained in the submitted application.
8. One (1) set of plans reduced to 11 x 17.

Refer to the application checklist (page 9) for a detailed list of submittal requirements.

Portland's development review process and requirements are outlined in the Land Use Code (Chapter 14), which includes the Subdivision Ordinance (Section 14-491) and the Site Plan Ordinance (Section 14-521). Portland's Land Use Code is on the City's web site: www.portlandmaine.gov Copies of the ordinances may be purchased through the Planning Division.

I hereby certify that I am the Owner of record of the named property, or that the owner of record authorizes the proposed work and that I have been authorized by the owner to make this application as his/her authorized agent. I agree to conform to all applicable laws of this jurisdiction. In addition, if a permit for work described in this application is issued, I certify that the Planning Authority and Code Enforcement's authorized representative shall have the authority to enter all areas covered by this permit at any reasonable hour to enforce the provisions of the codes applicable to this permit.

This application is for site review only; a Performance Guarantee, Inspection Fee, Building Permit Application and associated fees will be required prior to construction.

Signature of Applicant: OLD PORT HOSPITALITY, LLC <i>[Signature]</i> , MEMBER	Date: FEB. 15, 2010
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Site Plan Checklist

Portland, Maine

A.7

Department of Planning and Urban Development, Planning Division and Planning Board

Hotel, Restaurant, & Residences - Old Port

Project Name, Address of Project
(The form is to be completed by the Applicant or Designated Representative)

Application Number

Check Submitted		Required Information	Section 14-525 (b,c)
Applicant	Staff		
<u>X</u>	_____	Standard boundary survey (stamped by a registered surveyor, at a scale of not less than 1 inch to 100 feet and including:	1
<u>X</u>	_____	Name and address of applicant and name of proposed development	a
<u>X</u>	_____	* Scale and north points	b
<u>X</u>	_____	* Boundaries of the site	c
<u>X</u>	_____	* Total land area of site	d
<u>X</u>	_____	* Topography - existing and proposed (2 feet intervals or less)	e
<u>X</u>	_____	Plans based on the boundary survey including:	2
<u>X</u>	_____	* Existing soil conditions	a
<u>n/a</u>	_____	* Location of water courses, wetlands, marshes, rock outcroppings and wooded areas	b
<u>X</u>	_____	* Location, ground floor area and grade elevations of building and other structures existing and proposed, elevation drawings of exterior facades, and materials to be used	c
<u>X</u>	_____	* Approx location of buildings or other structures on parcels abutting the site and a zoning summary of applicable dimensional standards (<u>example page 11 of packet</u>)	d
<u>X</u>	_____	* Location of on-site waste receptacles	e
<u>X</u>	_____	* Public utilities	
<u>X</u>	_____	* Water and sewer mains	e
<u>X</u>	_____	* Culverts, drains, existing and proposed, showing size and directions of flows	e
<u>X</u>	_____	* Location and dimensions, and ownership of easements, public or private rights-of-way, both existing and proposed	f
<u>X</u>	_____	* Location and dimensions of on-site pedestrian and vehicular access ways	g
<u>X</u>	_____	* Parking areas	
<u>X</u>	_____	* Loading facilities	g
<u>X</u>	_____	* Design of ingress and egress of vehicles to and from the site onto public streets	g
<u>X</u>	_____	* Curb and sidewalks	g
<u>X</u>	_____	Landscape plan showing:	h
<u>X</u>	_____	* Location of existing vegetation and proposed vegetation	h
<u>X</u>	_____	* Type of vegetation	h
<u>X</u>	_____	* Quantity of plantings	h
<u>X</u>	_____	* Size of proposed landscaping	h
<u>n/a</u>	_____	* Existing areas to be preserved	h
<u>n/a</u>	_____	* Preservation measures to be employed	h
<u>X</u>	_____	* Details of planting and preservation specifications	h
<u>X</u>	_____	* Location and dimensions of all fencing and screening	i
<u>X</u>	_____	Location and intensity of outdoor lighting system	j
<u>X</u>	_____	Location of fire hydrants, existing and proposed (<u>refer to Fire Department checklist – page 11</u>)	k
	_____	Written statements to include:	c
<u>X</u>	_____	* Description of proposed uses to be located on site	cl
<u>X</u>	_____	* Quantity and type of residential, if any	cl
<u>X</u>	_____	* Total land area of the site	c2
<u>X</u>	_____	* Total floor area, total disturbed area and ground coverage of each proposed Building and structure	c2
<u>X</u>	_____	* General summary of existing and proposed easements or other burdens	c3
<u>X</u>	_____	* Type, quantity and method of handling solid waste disposal	c4
<u>X</u>	_____	* Applicant's evaluation or evidence of availability of off-site public facilities, including sewer, water and streets (<u>refer to the wastewater capacity application – page 12</u>)	c5
<u>X</u>	_____	* Description of existing surface drainage and a proposed stormwater management plan or description of measures to control surface runoff.	c6

A. 78

X _____
X _____

- * An estimate of the time period required for completion of the development
- * A list of all state and federal regulatory approvals to which the development may be subject to, the status of any pending applications, anticipated timeframe for obtaining such permits, or letters of non-jurisdiction.
- * Evidence of financial and technical capability to undertake and complete the development including a letter from a responsible financial institution stating that it has reviewed the planned development and would seriously consider financing it when approved.
- * Evidence of applicant's right title or interest, including deeds, leases, purchase options or other documentation.
- * A description of any unusual natural areas, wildlife and fisheries habitats, or archaeological sites located on or near the site.

X _____

X _____

X _____

X _____

Pending approval _____

A jpeg or pdf of the proposed site plan, if available.
Final sets of the approved plans shall be submitted digitally to the Planning Division, on a CD or DVD, in AutoCAD format (*.dwg), release AutoCAD 2005 or greater.

Note: Depending on the size and scope of the proposed development, the Planning Board or Planning Authority may request additional information, including (but not limited to):

- drainage patterns and facilities
- erosion and sedimentation controls to be used during construction
- a parking and/or traffic study
- emissions
- a wind impact analysis
- an environmental impact study
- a sun shadow study
- a study of particulates and any other noxious
- a noise study

B

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PROJECT NARRATIVE..... PN-1

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C, 1

The following narrative has been prepared to address the written statement requirements of the City of Portland Site Plan Review Ordinance identified in Section 14-525(c) of the Land Use Ordinance and to provide additional information required by the City of Portland Development Review application requirements.

Applicant/Owner

Old Port Hospitality, LLC
11 Corporate Drive
Belmont, NH 03220
Phone: (603) 527-9484
Fax: (603) 527-9191
Email: gkirsch@opechee.com

Evidence of the applicant's right, title, and interest in the property is included in Section 10 of this narrative.

1. Proposed Uses and Site Design

The Hotel, Restaurant & Residences – Old Port is a three-unit mixed use condominium. The Hotel Unit will be a 122-room Hampton Inn with associated public circulation space, a continental breakfast area (for guests only), a meeting room, pool, fitness room, and customary “back office” support spaces. The Restaurant Unit will be an approximately 180-seat, 7,011 square foot restaurant located on the first floor located in the southwest corner of the building or the intersection of Fore Street and the Franklin Street Arterial. The Residences Unit will itself be a “sub-condominium” comprised of up to 12 condominium units to be located on the top (sixth) floor with its own separate lobby and elevator. The 1.75-acre site will be subdivided into two parcels: the 0.66-acre lot on which the condominium will be created and a 1.09-acre remainder lot that will be retained by the applicant for future development. The hotel and residences will have deeded parking easement rights to a dedicated surface parking lot on the remainder parcel, which will have 90 parking spaces comprised of regular single-car spaces and “tandem” two-car spaces for hotel valet parking. The applicant anticipated constructing structured parking on the remainder lot in conjunction with future development, and the parking easements for the hotel and residences will allow the applicant to temporarily provide off-site parking during construction and to ultimately provide structured parking spaces in lieu of the surface parking lot. Two handicap parking spaces will be located near the hotel’s main entrance/valet area.

The proposal will complement scale and land uses of the surrounding neighborhood. Pedestrian access around the subject block will be enhanced with the addition of sidewalk along the entire perimeter. The proposed uses are allowed within the B-3 Downtown Business Zone. The surface parking will require a Conditional Use Permit.

The plan’s emphasis on providing street level restaurant and hotel uses with residences on the upper stories maintains the historic and existing commercial character of Middle Street and is expected to add pedestrian traffic and vitality to the surrounding neighborhood. The restaurant is accessed from the intersection of Fore Street and the Franklin Street Arterial. The hotel and residences will each have separate entrances both located on Fore Street.

Pedestrian details and amenities are provided as a principal feature of the building and site architecture. A new pedestrian alley will be created as an alternative pathway from Franklin Arterial to Middle Street and the hotel entrance. The alley will lead pedestrians to the hotel entrance from Middle Street. The pedestrian will ascend a terraced stairway to emerge at the entrance of the hotel.

The automobile entrance to the hotel is from Fore Street, with guests arriving under a porte-cochere. Valet parking will be provided for hotel guests. Condominium residents will have a separate elevator/lobby area accessed from the parking area and Fore Street.

The sidewalk, pedestrian alley and streetscape design on the abutting roads are designed to enhance the pedestrian-oriented access to and around the building.

- The design enhances the pedestrian environment by providing a “through-block” connection between Middle and Fore Streets.
- The design provides multiple entry points to the building.

C.3

- The design provides a street-level restaurant with an outdoor eating area.
- The proposal includes significant streetscape improvements on all of the site's frontages.

2. Land Area

The project site is approximately 1.75 acres in size and is identified as Block L, Lots 001, 002 and 003 on the City of Portland Tax Map 29. The site address was 38 India Street and was recently changed to 207 and 209 Fore Street. As discussed above, the subdivision plan divides the site into a 0.66-acre lot to accommodate the mixed-use project and a 1.09-acre lot for future development (and the surface parking lot associated with the project).

The site is bounded by Franklin Arterial to the west, Middle Street to the north, Fore Street to the south, and India Street to the east. The project site occupies the entire city block with the exception of the existing building at the southeast corner of Franklin Arterial and Middle Street, currently occupied by Hugo's Restaurant and the Pepper Club.

The following summarizes the proposed building floor space:

- The Restaurant will occupy:
7,011 sq.ft. on the first floor.

- The 122 room Hotel will occupy
9,893 sq.ft. on the first floor
15,990 sq.ft. on the second floor
15,880 sq.ft. on the third floor
15,880 sq.ft. on the fourth floor
15,880 sq.ft. on the fifth

- The Residential Condominiums (up to 12 units) will occupy
539 sq.ft. on the first floor
15,433 sq.ft. on the sixth floor

- Total gross building area = 96,953 sq.ft.

D,

3. Easements

An ALTA/ACSM survey is attached. There are two recorded easements on the site.

There is an easement from the City of Portland to Jordan Meats granting rights to the existing HVAC and other utilities encroaching into the Middle Street right-of-way. The easement is recorded in the Cumberland County Registry of Deeds on Page 40 of Deed Book 13982 and is dated July 1, 1998.

The second recorded easement is granted to the City of Portland for the sewer that traverses the project site. The easement is recorded in the Cumberland County Registry of Deeds on Page 258 of Deed Book 2438. The 24" sewer and easement run in a southerly direction to the center of the project site. The sewer changes size to 30" and turns to the south to connect to an existing sewer in Franklin Arterial. The applicant proposes to dedicate a new sewer easement to accommodate the separation of sewer and storm drainage lines, as shown on the plans and as addressed in detail in the Stormwater Management Plan prepared for the project.

The railroad tracks shown on the existing conditions plan are located in a former railroad easement crossing the southerly corner of the project site. This easement no longer exists, all rights having been released to Jordan's Meats by the Marion Corporation in Deed Book 4713 on Page 207 on December 15, 1980, and by the City of Portland in Deed Book 4714 on Page 309 on December 18, 1980.

A number of apparent encroachments and/or unrecorded easements have also been identified as part of the title research. No easements were found for the overhead electrical lines crossing through and over the project site or the gas line crossing the property. Both of these utilities are proposed to be relocated or abandoned as part of the project construction.

Proposed easements are identified on the subdivision plan included with this application.

E.

4. Solid Waste

Solid waste for the hotel, restaurant and residential condominiums will be placed in a trash area located on the north side of the building. This area will be screened. Hotel and restaurant waste will be collected by their staff on a daily basis. Residents will bring their trash to the trash area individually. The dumpster and recycling bins will be purchased or leased from a commercial waste removal vendor.

5. Availability of Off-Site Facilities

The project is located on the site of an existing industrial facility, in a fully developed area of the City. The existing meat processing facility on the site required significant utility infrastructure, including water and sewer flow, natural gas, electrical power, and telecommunications.

An ALTA/ACSM survey is attached to this application which indicates the location of existing utility infrastructure abutting the site.

Water

Existing utilities abutting this project site include water mains in Middle Street, Fore Street, India Street and Franklin Arterial. Water service is currently provided to the Jordan's Meats facility at the northeast corner of the site from an existing 8" main in India Street. The proposed building will tie into the main located on the Franklin Street Arterial. We have contacted the Portland Water District to request a letter verifying capacity to serve the project. The District's response, in which capacity is verified, will be forwarded promptly.

Natural Gas

Natural gas service is provided from existing mains in India Street and Middle Street. An existing gas main traverses the southwest corner of the site. There is no recorded easement associated with this main. We are coordinating the relocation of this main with Unitil as part of the proposed project improvements. A new gas service is proposed connecting to the existing main in Middle Street. We have requested an "Ability to Serve" letter. The letter will be forwarded promptly.

Storm Drainage

The site fronts on public right-of-ways in a fully developed urban area. The site and surrounding rights-of-way are served by a combined sewer system which drains south towards Fore Street and the Franklin Arterial. Runoff from the project site enters the municipal combined sewer system and is conveyed to combined sewer overflow structures in Franklin Arterial. Normal low flow discharges within the system are conveyed to an interceptor in Commercial Street and on to the City of Portland wastewater treatment plant. Combined overflows during large storm events are diverted to a 48" diameter combined sewer overflow drain that runs down the center of Franklin Arterial, eventually discharging to Casco Bay south of Commercial Street.

An existing 30" combined sewer traverses the project site in an easement running from Middle Street at its intersection with Hampshire Street to Franklin Arterial. The combined sewer traversing the site conveys to a diversion structure (structure 2780) in the northbound lanes of Franklin Arterial, north of Fore Street. The proposed project improvements include the relocation and separation of the combined sewer traversing the site, the abandonment of its easement, and the separation of storm drainage and sanitary sewers in Fore Street. The City of Portland has completed a combined sewer separation project for Hampshire Street. The proposed design maintains this separation and extends it to Franklin Arterial.

The stormwater management report included in this application addresses the design and analysis of the proposed storm drainage system in detail.

A new easement is being created as part of the Subdivision Plan in order to accommodate the relocation and separation of the drain and sewer lines.

Sanitary Sewer

Sanitary sewer service for the existing Jordan Meats facility is provided by two connections to an existing 12" combined sewer in Fore Street. Sanitary sewer service for the Hugo's building, as well as the Jordan Meats maintenance building is provided by two connections to the existing 30" combined sewer that traverses the site. Three new sanitary sewer connections are proposed as part of this project and as shown on the Grading and Utility Plans:

- One 6" sanitary sewer connection is proposed to serve the hotel and residences.
- Two 6" sewer connections are proposed to replace the existing Hugo's building sewer connections. The existing Hugo's building sewer service currently runs below the Jordan's Meats maintenance building to be demolished.

The new sewer services will connect to the new sewer main that will cross the site. A new easement is being created as part of the Subdivision Plan in order to accommodate the relocation and separation of the drain and sewer lines. A Wastewater Capacity Application has been completed and is included as part of the submission material.

Electrical Power

Existing overhead power is provided on pole lines within the public right-of-way abutting all sides of the project site. The existing electrical service to the site is provided from Middle Street and feeds transformers owned by Central Maine Power which are located within an alcove of the existing building. The transformers are accessed by a gated entrance along Middle Street. The proposed electric service will be brought to the proposed development from an existing pole on Fore Street underground to a transformer located on the northern side of the building. Central Maine Power has provided an "Ability to Serve" letter.

Telecommunications

Fairpoint's telecommunications facilities are located within India Street. The existing building is served by underground service from an existing manhole at the intersection of India Street and Middle Street. The proposed service will be brought from an existing pole on Middle Street to the building via underground conduit. Fairpoint has provided an "Ability to Serve" letter.

Cable television is provided by Time Warner Cable from existing overhead services within the abutting right-of-way. The proposed service will be brought from an existing pole on Middle Street to the building via underground conduit. Time Warner Cable has provided an "Ability to Serve" email.

F.4



Central Maine Power

February 10, 2010

Mr. Steve Long
C/O Opechee Construction
11 Corporate Drive
Belmont, NH 03220

RE: Hotel, Restaurant & Residences, Old Port, Portland

Dear Mr. Long,

This letter is to advise you Central Maine Power has sufficient three phase electrical capacity in the area to serve the subject project.

Once the project is accepted by the City of Portland, the owner will need to call our Customer Service Center at 1-800-565-3181 to sign up for a New Account and a Work Request Order so we may start a cost estimate.

I will need to know what size service and voltage the Customer will be requiring in order to get you the needed information for costs and easement possibilities.

If you have any questions please feel free to call me at 828-2882.

Sincerely,

Paul DuPerre
Energy Service Specialist

An equal opportunity employer

162 Canco Rd. | Portland, ME 04103

www.cmpco.com

An Energy East Company

F.5

Steve Long

From: Pelletier, Mark [mark.pelletier@twcable.com]
Sent: Thursday, February 11, 2010 1:52 PM
To: Steve Long
Subject: RE: Hotel, Restaurant & Residences - Old Port
Steve,

Time Warner Cable does have services on the poles on Middle Street and can provide services to your project.

All conduits will need to be in place by the Contractor and included in your project costs, All cable outlets will also need to be prewired during construction.

Time Warner Cable will provide main line cable service from Middle St, all labor to pull cable thru conduits from street and into electric rooms and or hub locations.

Mark

Mark Pelletier
Constuction Project Coordinator
Time Warner Cable
Portland, Maine
207-253-2324
mark.pelletier@twcable.com

From: Steve Long [mailto:stevel@opechee.com]
Sent: Wednesday, February 10, 2010 9:23 AM
To: Pelletier, Mark
Subject: Hotel, Restaurant & Residences - Old Port

Mark

You recently met with Dana Adams from our office regarding providing service to the project shown below. We are submitting plans February 16 to the City of Portland for site plan review. As part of our submission I would like to have "Ability to Serve" letters from utilities providing service to the site. I just need a simple letter or email stating that you can and will provide service when we are ready to move forward. We are currently working on the plans. I will forward a set of plans when they are compete so that we can finalize the connections. Please call me if you have any questions.

Thanks

Steve Long

2/11/2010

F. 6

CITY OF PORTLAND WASTEWATER CAPACITY APPLICATION

Department of Public Services,
55 Portland Street,
Portland, Maine 04101-2991



Mr. Frank J. Brancely,
Senior Engineering Technician,
Phone #: (207) 874-8832,
Fax #: (207) 874-8852,
E-mail: fjb@portlandmaine.gov

Date: February 8th, 2010

1. Please, Submit Utility, Site, and Locus Plans.

Site Address: 207 & 209 Fore Street (Changed from 38 India Street)
(Regarding addressing, please contact Leslie Kaynor, either at 756-8346, or at LMK@portlandmaine.gov) Chart Block Lot Number: 029 1003001 & 029 1001001

Proposed Use: Hotel, Restaurant, & Residences

Previous Use: Meat Packing Factory

Existing Sanitary Flows: Year 2004 148,640 GPD

Existing Process Flows: Incalculable GPD

Description and location of City sewer, at proposed building sewer lateral connection:

The City's sewer main will pass through the site from Middle Street to down gradient to Fore Street. Sewer lateral connections to the sewer main will be on-site. Please see the Utility plan.

Clearly, indicate the proposed connection, on the submitted plans.

Site Category	Commercial	<u>X</u>
	Industrial <i>(complete part 4 below)</i>	___
	Governmental	___
	Residential	<u>X</u>
	Other <i>(specify)</i>	___

2. Please, Submit Domestic Wastewater Design Flow Calculations.

Estimated Domestic Wastewater Flow Generated: 26,945 GPD

Peaking Factor/ Peak Times: The Hotel contributes 79% of total flow and will peak between 6am to 8am.

Specify the source of design guidelines: *(i.e. "Handbook of Subsurface Wastewater Disposal in Maine," "Plumbers and Pipe Fitters Calculation Manual," Portland Water District Records, Other (specify)*

Proposed flows are from "Subsurface Wastewater Disposal Rules" & Existing flows are from the Portland Water District records

Note: Please submit calculations showing the derivation of your design flows, either on the following page, in the space provided, or attached, as a separate sheet.

3. Please, Submit Contact Information.

Owner/Developer Name: Old Port Hospitality, LLC

Owner/Developer Address: 11 Corporate Drive, Belmont, NH

Phone: 603-527-9090 Fax: 603-527-9191 E-mail: gregk@opechee.com

Engineering Consultant Name: Opechee Construction Corporation Attn: Steve Long, P.E.

Engineering Consultant Address: 11 Corporate Drive, Belmont, NH

Phone: 603-527-9090 Fax: 603-527-9191 E-mail: stevell@opechee.com

City Planner's Name: _____ Phone: _____

Note: Consultants and Developers should allow +/- 15 days, for capacity status, prior to Planning Board Review.

4. Please, Submit Industrial Process Wastewater Flow Calculations

Estimated Industrial Process Wastewater Flows Generated: Not Applicable GPD

Do you currently hold Federal or State discharge permits? Yes ___ No ___

Is the process wastewater termed categorical under CFR 40? Yes ___ No ___

OSHA Standard Industrial Code (SIC): _____ *(http://www.osha.gov/oshstats/sicser.html)*

Peaking Factor/Peak Process Times: _____

Note: On the submitted plans, please show the locations, where the building's sanitary, and process water sewer laterals, exit the facility, where they enter the city's sewer, the location of any control manholes, wet wells, or other access points, and the locations of any filters, strainers, or grease traps.

Notes, Comments, or Calculations:

Restaurant

158 seats (x) 20 gpd = 3,160 gpd
 22 bar stools (x) 10 gpd = 220 gpd
 20 employees (x) 15 gpd = 300 gpd
 Total = 3,680 gpd

Hotel

34 single beds (x) 100 gpd = 3,400 gpd
 36 single beds w/ pullout sofa (x) 200 gpd = 7,200 gpd
 52 double beds (x) 200 gpd = 10,400 gpd
 15 Employees (x) 15 gpd = 225 gpd
 Total = 21,225 gpd

Residences

10 two bedrooms (x) 180 gpd = 1,800 gpd
 2 one bedroom (x) 120 gpd = 240 gpd
 Total = 2,040 gpd

Restaurant = 3,680 gpd (13%)
 Hotel = 21,225 gpd (79%)
 Residences = 2,040 gpd (8%)

Proposed Total Design Flow = 26,945 gpd

Jordan's Meat Packing Factory Existing Flows

Portland Water District claims that the last year the factory was operating at full capacity was 2004
 Water usage from Dec 30th, 2003 to Dec. 23, 2004 was 7,194,000 cubic feet. Two sub-meters read
 61,000 cubic feet was not discharged to the sewer.

$7,194,000 - 61,000 = 7,133,000$ cubic feet / 359 days = 19,869 cubic feet per day (x) 7.481 gallons per cubic foot

Existing Average daily demand = 148,640 gpd

5.1

6. Stormwater Drainage

A Stormwater Management Report, which has been prepared to compare pre-development and post-development stormwater flows and to verify off-site system capacity, is attached.

STORMWATER MANAGEMENT PLAN

Hotel Restaurant and Residences- Old Port
Former Jordan's Meats Site
207-209 Fore Street
Portland, Maine

Prepared for

Old Port Hospitality, LLC
11 Corporate Drive
Belmont, NH 03220

Prepared By

Sebago Technics, Inc.

February 16, 2010

STORMWATER MANAGEMENT PLAN

**Hotel Restaurant and Residences- Old Port
Former Jordan's Meats Site
Portland Maine**

EXECUTIVE SUMMARY

Sebago Technics, Inc. has prepared this Stormwater Management Plan to evaluate stormwater drainage for the proposed Hotel, Restaurant and Residences-Old Port project at 207 and 209 Fore Street on the site of the former Jordan's Meats facility in Portland, Maine. The project site occupies nearly the entire city block bounded by Fore Street, Middle Street, India Street and Franklin Arterial, with the exception of an existing two-story building at the southeast corner of Franklin Arterial and Middle Street, currently occupied by Hugo's Restaurant and the Pepper Club.

The property is approximately 1.75 acres in size and is currently fully developed with two buildings, paved parking and loading dock aprons that comprise the former Jordan's Meats facility. The proposed development consists of a mixed use development including a 122 room hotel, restaurant, 12 residential condominiums, surface parking and site improvements.

The project is required to meet the Stormwater Management Standards found in Section V of the City of Portland Technical Design Standards and Guidelines which adopts the Maine Department of Environmental Protection (MDEP) Chapter 500 Stormwater Management Rules (Chapter 500). The project includes the re-development of existing impervious area that was in existence as of November 16, 2005. As such, the project qualifies for an exemption from the Chapter 500 General Standards for stormwater quality treatment in accordance with Chapter 500.4.B.(3)(f) Stormwater Management Law Project Including Redevelopment.

An existing 30" combined sewer traverses the project site in an easement running from Middle Street at its intersection with Hampshire Street to Franklin Arterial. The proposed project improvements include the relocation and separation of the combined sewer traversing the site, the abandonment/relocation of its easement, and the separation of storm drainage and sanitary sewers in Fore Street. The City of Portland has completed a combined sewer separation project for Hampshire Street. The proposed design maintains and extends this separation to Franklin Arterial.

The proposed redevelopment will reduce impervious cover and peak rates of runoff from the site when compared to November 2005 conditions and stormwater peak flow control is not required. Stormwater quality treatment to reduce oil, grit and sediment from the proposed parking lot is provided through the use of catch basins with 3' deep sumps and outlet hoods. Discussions with City of Portland Public Services Staff indicates that this approach will provide appropriate treatment for this project in accordance with the City's Standards.

STORMWATER MANAGEMENT PLAN

Hotel Restaurant and Residences- Old Port Former Jordan's Meats Site Portland, Maine

1. Introduction

This Stormwater Management Plan has been prepared to address the potential impacts associated with this project due to the proposed modification of stormwater runoff characteristics. The analysis has been developed to represent the existing combined sewer system abutting and traversing the project site, to size the proposed separated storm drainage system, and evaluate the pre-development and post-development peak rates of runoff at the project study points.

2. Existing Conditions

The project plans include an ALTA/ACSM land title survey that includes a detailed survey of the existing drainage infrastructure on and abutting the site. The hydrologic modeling of existing storm drainage system and diversion structures is based on this survey and research in the City of Portland Public Services Department's archives. The structure numbers, referenced below, are indicated on this survey plan and in the HydroCAD model.

The site fronts on public right-of-ways in a fully developed urban area. The site and surrounding rights-of-way are served by a combined sewer system which drains south towards Fore Street and the Franklin Arterial. Runoff from the project site enters the municipal combined sewer system and is conveyed to combined sewer overflow structures in Franklin Arterial. Normal low flow discharges within the system are conveyed to an interceptor in Commercial Street and on to the City of Portland wastewater treatment plant. Combined overflows during large storm events are diverted to a 48" diameter combined sewer overflow drain that runs down the center of Franklin Arterial, eventually discharging to Casco Bay south of Commercial Street.

An existing 30" combined sewer traverses the project site in an easement running from Middle Street at its intersection with Hampshire Street to Franklin Arterial. The combined sewer traversing the site conveys to a diversion structure (structure 2780) in the northbound lanes of Franklin Arterial, north of Fore Street. The proposed project improvements include the relocation and separation of the combined sewer traversing the site, the abandonment of its easement, and the separation of storm drainage and sanitary sewers in Fore Street. The City of Portland has recently completed a combined sewer separation project for Hampshire Street. The proposed design maintains this separation and extends it to Franklin Arterial.

3. Proposed Development and Study Points

The redevelopment for the site will include the removal of the existing buildings and parking areas on the site and replace them with a new building, parking utilities and landscaped areas. The redevelopment of the site will reduce impervious cover by approximately 20,000 square feet compared to November 2005 conditions.

Three study points are identified in the hydrologic model and on the watershed maps.

Study Point SP-1

Runoff from approximately 32 acres to the north of the project site drains to the combined sewer in India Street, eventually reaching existing sanitary manhole (ESMH 1520) south of the intersection of India and Fore Streets.

This structure is represented as Study Point SP-1 and the tributary watershed is shown as Watershed 1 in the analysis.

Runoff from the project site is directed away from this study point. This sub-catchment was analyzed to study the possibility of directing drainage from the project to the existing drainage system in India Street. No such connection is currently proposed. Therefore, runoff at the study point does not change from the pre-development condition to the post development condition.

Study Point SP-2

Study Point SP-2 represents the 30" diameter outlet of existing sanitary manhole ESMH 1149 located in the northbound lanes of Franklin Arterial at the intersection of Fore and Franklin Streets.

Runoff from the eastern half of the project site, shown as Subcatchment 4, includes runoff from the main Jordan's Meats building, existing loading docks, and the Fore Street right-of-way. This watershed drains southeasterly to existing catch basins and a 12" combined sewer in Fore Street. The Fore Street combined sewer drains southwesterly to a sanitary manhole (SMH-1149) and enters an existing 30" combined sewer at the intersection of Franklin and Fore Streets. This sewer drains from structure 1149 towards Commercial Street and is represented as Study Point SP-2 in the analysis.

New separated storm drain and sewer system is proposed in Fore Street as part of the project improvements. The proposed storm drain will separate all storm drainage from the eastern half of the project site and all of Fore Street between India Street and Franklin Arterial from the existing combined sewer system. Storm drainage will be directed to the existing 48" combined sewer overflow drain in Franklin Arterial identified as Study Point SP-3.

Study Point SP-3

Study Point SP-3 represents the existing 48" combined sewer overflow pipe installed in the center of Franklin Arterial. This drain is the outlet of a large existing drain manhole structure (structure 2784) in the Franklin Arterial median at Fore Street. Combined sewer overflows from the diversion structures at the intersection of Franklin and Middle Streets (structure 2622) and north of the intersection of Franklin and Fore Streets (structure 2780) combine with surface runoff at structure 2784. The outlet of structure 2784 runs east to Commercial Street and eventually discharges to Casco Bay.

Runoff from approximately 24 acres of land northwest of the project site drains to combined sewers located at the intersection of Hampshire and Middle Streets. A 30" combined sewer traverses the project site and enters diversion structure 2780 immediately up-gradient of Study Points SP-2 and SP-3.

Watershed 3 represents areas northwest of the site, extending as far as Congress Street and Market Street. Combined sewers in this watershed drain south and east to the existing combined sewer diversion structure (structure 2622) in the intersection of Franklin and Middle Streets. Normal (low) flow from structure 2622 continues east along Middle Street to Hampshire Street, then across the project site, eventually reaching Study Point SP-2. Overflows from structure 2622 are diverted south to structure 2784 and Study Point SP-3.

Watershed 2 represents runoff in the separated storm drainage system in Hampshire Street.

The Hampshire Street storm drains and sanitary sewers recombine and connect with existing combined sewers in Middle Street (watersheds 3A, 3B and 3C), low flow runoff from Watershed 3 (diversion structure 2622) at existing sanitary manhole ESMH-2317 immediately north of the project site. A combined sewer runs southeast from ESMH-2317 across the Jordan's Meats site, turns southwest at manhole ESMH-1339, and connects into diversion structure 2780 located in the northbound lanes of Franklin Street, north of Fore Street. Low flow from structure 2780 continues to Study Point SP-2, and overflows are diverted to structure 2784 and Study Point SP-3.

Watershed 5 (pre-development) represents approximately 20,000 square feet of existing building and pavement at the southwest corner of the site that drains to the combined sewer traversing the site.

The project improvements include the construction of new storm drains and sanitary sewers in Middle Street that will divert the separated storm drain and sanitary sewers at the Hampshire/India intersection south, across the site, to Fore Street, and then west to Franklin Street.

The proposed separated storm drain will cross the site to Fore Street and then west to Franklin Street, connecting into the 48" combined sewer overflow down gradient of structure 2784 (Study Point SP-3). This is a dedicated overflow line that drains to Commercial Street and Casco Bay.

The proposed sanitary sewer will cross the site to Fore Street and then west to connect into existing manhole ESMH-1149 (Study Point SP-2).

Watershed 6 represents approximately 4 acres of off-site land to the southwest of the site, tributary to structure 2784 and Study Point SP-3 at the intersection of Franklin Street and Fore Street. This area is unaffected by the proposed development and is included for capacity analysis.

The enclosed pre-development watershed map depicts the general drainage patterns at the project site.

4. **Stormwater Management**

Soils

Soil classifications within the project area were referenced from the Cumberland County Medium Intensity Soil Survey.

The site is comprised entirely of Hinckley gravelly sandy loam. The Hinckley soil series consists of gravelly sandy loam with low runoff potential and high infiltration rates. The soil is classified by the Soil Conservation Service as a Group A hydrologic soil.

Stormwater Analysis

In order to evaluate drainage characteristics in pre-development and post-development conditions, a quantitative analysis was performed to determine peak rates of runoff for the 2, 10 and 25-year storm events. Runoff calculations were performed following the methodology outlined in the USDA Soil Conservation Service's "Urban Hydrology for Small Watersheds, Technical Release #55" and HydroCAD Stormwater Modeling System software.

The 24-hour rainfall values used in the hydrologic model are as follows.

Storm Frequency Precipitation (in./24 hr)	
2-year	3.0
10-year	4.7
25-year	5.5

Drainage structures were modeled as catch basins with culvert outlets. Overflow structures were modeled with multiple outlets, according to survey information and the City of Portland Inflow-Infiltration Analysis maps.

Nine sub-watersheds were analyzed in pre-development and twelve watersheds were modeled in the post-development conditions. Three study points, corresponding to existing storm drains and combined sewers, were selected to evaluate the effects of the development on stormwater runoff. The sub-watershed boundaries, time of concentration

flow paths, and routing element locations are shown on the attached pre-development and post-development watershed maps.

The following table summarizes the results of the analysis. Computer generated data sheets and hydrographs are provided in the subsequent sections of this report.

Table 1 - Stormwater Runoff Summary Table Pre-Development vs. Post-Development						
Study Point	Peak Rates of Runoff (cfs)					
	2-Year		10-Year		25-Year	
	Pre	Post	Pre	Post	Pre	Post
SP-1	49.1	49.1	88.6	88.6	107.1	107.1
SP-2	29.7	24.8	37.5	32.1	42.6	33.4
SP-3	28.3	28.8	64.6	64.5	79.4	82.9

Study Point 1

The peak rate of runoff at Study Point SP-1 is unaffected by the proposed development.

Study Point SP-2

Study Point SP-2 represents the discharge in the 30” diameter combined sewer outlet of existing sanitary manhole ESMH-1149 located in the northbound lanes of Franklin Street at the intersection of Franklin Street and Fore Street

The analysis summarized in Table 1 indicates a decrease in peak runoff rates in all design storm events at this point. The decrease in runoff is the result of the proposed storm drainage construction which effectively separates 6.7 acres of existing urban development (post-development Watersheds 2, 4, 4A, 4B, 4C, and 5) from the combined sewer system.

Study Point SP-3

The results of the analysis indicate an increases in the peak rate of runoff at Study Point 3. This increase is due to the storm drainage separation proposed as part of the project. Study Point 3 represents the existing 48” combined sewer overflow drain outlet from structure 2784 that is designed to convey storm overflows from upstream diversion structures out of the combined sewer system.

5. Erosion and Sedimentation Control

An Erosion and Sedimentation Control Plan has been developed for the project site placing emphasis on the installation of sedimentation barriers to minimize erosion potential from development activities during and after construction. The project construction does not involve the construction of roadways to serve the site; therefore, the erosion control plan focuses on measures to protect the existing catch basins during construction. The Erosion Control Plan has been placed directly on the design plans to include locations of erosion control provisions (i.e., silt fence, inlet protection and construction entrances), along with a narrative and construction details for reference by the contractor during construction.

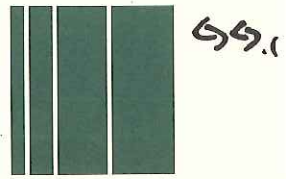
The incorporation of these measures and drainage provisions meets the standard for stormwater runoff for the proposed site development such that downstream properties will not be adversely impacted by the development.

Prepared by,
SEBAGO TECHNICS, INC.

Jayson Haskell
Design Engineer

Daniel L. Riley, P.E.
Senior Project Manager

DLR
February 16, 2010



STORMWATER MANAGEMENT PLAN ADDENDUM

**Hotel, Restaurant and Portside Residences
Former Jordan's Meats Site
207-209 Fore Street
Portland, Maine**

prepared for

**Old Port Hospitality, LLC
11 Corporate Drive
Belmont, NH 03220**

prepared by

**Sebago Technics, Inc.
One Chabot Street, P.O. Box 1339
Westbrook, ME 04098-1339**

**Revised
March 23, 2010**

**STORMWATER MANAGEMENT PLAN
ADDENDUM
MARCH 23, 2010**

**Hotel Restaurant and Residences- Old Port
Former Jordan's Meats Site
Portland Maine**

Sebago Technics, Inc. has prepared this Stormwater Management Plan Addendum to present revised stormwater management calculations for the proposed Hotel, Restaurant and Portside Residences project at 207 and 209 Fore Street on the site of the former Jordan's Meats facility in Portland, Maine.

The calculations presented in this report addendum supersede the calculations in Sebago Technics' Stormwater Management Plan dated February 16, 2010.

Summary of Revisions

The revised calculations reflect the following revisions to the previously prepared report.

1. Storm Drain in Fore Street

The analysis presented in the February 16, 2010 Stormwater Management Plan included a proposed 30" diameter storm drain traversing the project site from Middle Street at its intersection with Hampshire Street to Fore Street, and then extending west along Fore Street connecting into an existing the 48" combined sewer overflow downgradient of structure 2784 (Study Point SP-3). This is a dedicated overflow line that drains to Commercial Street and Casco Bay.

Due to conflicts with existing utilities in Franklin Street, including an existing 30" combined sewer and electrical duct bank, one (1) segment of the proposed 30" storm drain has been revised to be two (2) parallel 24" diameter pipes. The revised storm drains are identified as SD-6A and SD-6B on the project plans and are represented in the hydrologic model as the outlet of Structure DMH-6. The 24' pipes will connect DMH-6 to DMH-6A.

The twin 24" pipes provide increased capacity in the system compared to the originally proposed single 30" diameter pipe. The models indicate that during the 25-year storm event, the depth of flow in DHM-6 reduces from 2.95' with a single 30" pipe to 1.98' with the dual 24" pipe design.

2. Grading and Stormwater Quality Treatment

The project includes the re-development of existing impervious area that was in existence as of November 16, 2005. As such, the project qualifies for an exemption from the

Maine Department of Environmental Protection Chapter 500 General Standards for stormwater quality treatment in accordance with Chapter 500.4.B.(3)(f) Stormwater Management Law Project including Redevelopment. The City of Portland's Technical Standards and the State standards do not require stormwater quality treatment for this project.

However, in response to requests by City staff, the plan has been revised to incorporate two (2) underdrained "Tree Box" filters to provide treatment for a portion of the project site.

The project plans have been revised to eliminate the curbing along the south side of the proposed parking area on Lot 2. Runoff from the parking area will sheet flow off the south edge of the pavement where it will be collected in a grass lined swale and directed to two (2) Tree Box filter structures where it will be treated prior to discharging off site.


The project's post-development stormwater model has been revised to include this revision. The following revisions are reflected in the model:

- Post-development Subcatchment 4 has been divided into Subcatchment 4 and 4D. Subcatchment 4D is the area tributary to the Tree Box filters. The Tree Box filter outlet is modeled as structure TF-1 in the model.
- The Tree Box filter discharge pipes are connected to Catch Basin CB-13. The outlet pipes from CB-13 and CB-11 have been revised to reflect the proposed design.

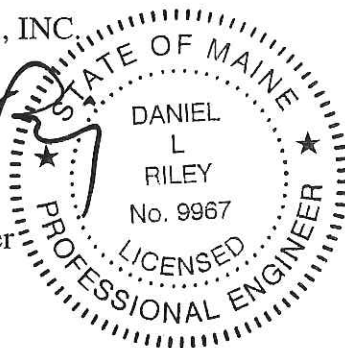
The proposed revisions do not significantly change the overall rate of runoff from the site as presented in the February 16, 2010 study.

Prepared by,

SEBAGO TECHNICS, INC.


Daniel L. Riley, P.E.
Senior Project Manager

DLR:dlr/kn
March 23, 2010



Construction
Plan. H.1

7. Construction Plan

We anticipate an approximately 13 month construction schedule commencing upon project approvals in the spring of 2010.

Task Name	Duration	Commencement	Completion
Site Abatement and Demolition	5 weeks	5/1/2010	6/5/2010
Erosion Controls	1 week	6/5/2010	6/12/2010
Excavation prep for Foundations	3 weeks	6/12/2010	7/3/2010
Foundations	1 month	7/3/2010	8/2/2010
Exterior Utilities and Grading	3 months	7/3/2010	10/3/2010
Erect Shell	4 months	8/2/2010	12/4/2010
Finish Interior	5 months	12/4/2010	5/4/2011
Interior punch-out	1 month	5/4/2011	6/1/2011
Exterior Finishes	2 months	4/1/2011	6/1/2011

H.Z.

8. Regulatory Approvals

The project site is fully developed and less than three acres in size. The site will not require an MDEP Site Location of Development.

The project will generate more than 100 peak hour passenger vehicle trips and, therefore, will require a traffic movement permit from MDOT. The City of Portland has full delegated authority to administer the traffic movement permit, and a scoping meeting is being requested with the City of Portland Planning Department.

With respect to the Stormwater Management Law, the project consists only of redevelopment of impervious area in existence prior to November 16th, 2005 resulting in a net decrease in impervious area. Thus, the project qualifies for a Stormwater Permit by Rule (PBR) and is required to comply with the Basic Standards defined in Chapter 500 of the Stormwater Management Law. As such, the applicant will be concurrently filing a Notice of Intent to comply with the Maine Pollutant Discharge Elimination System (MPDES) General Construction Permit by filing a PBR.

We do not anticipate that the project is subject to any additional State or Federal approvals, and we are unaware of any pending applications related the project site.

I.1

9. Financial and Technical Capacity

Technical Capability

Old Port Hospitality, LLC has retained Opechee Construction Corporation to handle the design and construction contracting of the project. Opechee Construction Corporation is a licensed architecture and civil engineering firm that has been in business since 1980 and has designed and built hundreds of commercial projects, including over 20 hotels, throughout Maine and New England. In addition, Opechee retains a full-time in-house real estate attorney who will work with the local law firm of Drummond Woodsum & MacMahon to handle title, permitting, easement, and condominium matters.

Sebago Technics has been retained to handle the civil and traffic engineering aspects of the project. They are recognized as one of Maine's premier full-service site and civil engineering firms.

Financial Capability

Attached is a letter from the project financier indicating the applicant's financial ability to complete the project.



I. 2

Member FDIC

February 1, 2010

Re: Mark Woglom and Greg Kirsch
Opechee Construction

To Whom It May Concern:

Please be advised that Bank of New England recently closed a loan to a newly formed LLC with Mark Woglom and Greg Kirsch as principles. The LLC was used to take title to a site on India St. in Portland, ME. Prior to the loan closing, the Bank reviewed the financial information on Opechee as well as Mark and Greg personally. We were impressed with their financial depth, as well as that of Opechee. Their company has long enjoyed an excellent reputation in the New Hampshire marketplace. The Bank has financed projects in the past in which their company served as the general contractor and the results have always been very satisfactory from the Bank's as well as that of the owners stand point.

The Bank has reviewed the preliminary plans for the site which include a new hotel, residential condos, and a restaurant. In our review we examined the preliminary budget as well as the source and use of funds. When the Executive Loan Committee considered the request to finance their acquisition of the property we also considered their ability to finance and build a hotel complex for the site. Although the Bank did not provide any financing commitment beyond the purchase money that was provided, the Bank obtained from the Borrower an understanding that the Bank would have the opportunity to consider the financing for the development of the site. Given the total budget and the amount of debt required the Bank welcomes the opportunity for the potential to be the lead Bank in a potential participation with an additional lender for the construction funding of the development. As soon as the project has been approved the Bank will move forward in its consideration of a loan.

Sincerely,

A handwritten signature in black ink, appearing to read "Charles E. Black".

Charles E. Black
Vice President

~~X~~ J.1

10. Right, Title and Interest

The record owner of the property is Old Port Hospitality, LLC. The current deed is recorded at the Cumberland County Registry of Deeds in Deed Book 27567 on 40. A copy of the deed is enclosed herewith.

EXHIBIT A

A certain lot or parcel of land situated on the southeasterly side of Middle Street, southwesterly of India Street, northwesterly of Fore Street and northeasterly of Franklin Street Arterial in the City of Portland, County of Cumberland and State of Maine as shown on an ALTA/ACSM Land Title Survey of Jordan's Meats Property for PME I, Limited Partnership by Sebago Technics, Inc. dated April 29, 2005, revised September 22, 2005 with reference to Project Number 05090, hereinafter referred to as "the plan" being further bounded and described as follows:

Beginning at the intersection of the southwesterly side of India Street and the northwesterly side of Fore Street witnessed by a 3 foot offset monument;

Thence N 46°-36'-24" W, by and along India Street, a distance of 182.01 feet to the southeasterly side of Middle Street;

Thence S 51°-43'-16" W, by and along Middle Street, a distance of 355.01 feet to the northerly corner of land now or formerly owned by 80-90 Corps as described in a deed recorded at Cumberland County Registry of Deeds in Book 10466, Page 206;

Thence S 37°-12'-40" E, by and along land of said 80-90 Corps, a distance of 45.93 feet;

Thence S 51°-56'-42" W, continuing along land of said 80-90 Corps by and along a partition wall, a distance of 101.27 feet;

Thence S 25°-51'-27" E, continuing along land of said 80-90 Corps by and along a partition wall, a distance of 11.37 feet;

Thence S 38°-37'-43" W, continuing along land of said 80-90 Corps by and along a partition wall, a distance of 23.03 feet to the northeasterly side of Franklin Street Arterial;

Thence S 51°-10'-50" E, by and along Franklin Street Arterial, passing a 5/8" rebar, a distance of 148.56 feet to Fore Street;

Thence N 38°-51'-25" E, by and along Fore Street, a distance of 255.83 feet to a point of curvature witnessed by a 3 foot offset monument;

Thence by and along a curve to the right with a radius of 199.68 feet having a length of 95.17 feet, having a chord of N 52°-30'-40" E, 94.27 feet to a point of tangency;

Thence N 66°-09'-55" E, continuing along Fore Street, a distance of 123.41 feet to an angle point witnessed by a 3 foot offset monument;

Thence N 43°-43'-25" E, continuing along Fore Street, a distance of 12.13 feet to the Point of Beginning.

5.4

Meaning and intending to describe 76,290 square feet as shown on said plan.

Said parcel is benefited by an easement from the City of Portland to Jordan Meats granting rights to the existing HVAC and other utilities encroaching into the Middle Street right-of-way, as described in a deed recorded at Cumberland County Registry of Deeds in Book 13982, Page 40.

Said parcel is also subject to an easement granted to the City of Portland as described in a deed recorded at Cumberland County Registry of Deeds in Book 2438, Page 258 and shown as Easements F and E on Plan of Property in Vine-Deer-Chatham Project Area 11-2 made for Slum Clearance and Redevelopment Authority of Portland, Maine by HI & EC Jordan, dated January 11, 1958, recorded at said registry on Plan Book 47, Page 48 (two sheets).

Said parcel may be subject to and or benefited by rights to utilities shown on the plan.

SUBJECT TO THE FOLLOWING:

(a) Grantee covenants that the property conveyed herein shall not be used for or in support of the following: the manufacturing or storage of processed meats. However, the storage of such meats by a bonafide restaurant or grocery or retail store for resale or by an individual for personal use shall not be considered a violation of this restriction.

(b) All such covenants, conditions, and restrictions described in paragraph (a) above shall remain in effect for a period of Twenty (20) years from September 23, 2005, the date of the Quitclaim Deed with Covenant from Zemco Industries, Inc. to Grantor, recorded in the Cumberland County Registry of Deeds in Book 23199, Page 107. The aforesaid covenants, conditions, and restrictions shall run with and bind the property, and shall bind Grantee, or its successors or assigns, and shall inure to the benefit of and be enforceable by Zemco Industries, Inc., or an affiliated company, or its successors and assigns, by any appropriate proceedings at law or in equity to prevent such violations of such covenants, conditions, and restrictions and/or to recover damages for such violations.

(c) Rights and easements granted to City of Portland for sewer purposes as set forth in an instrument recorded in the Registry in Book 2438, Page 258 and as depicted on a Plan recorded in the Registry in Plan Book 47, Page 48.

(d) Terms and provisions of the Department of Environmental Protection Orders recorded in the Registry in Book 19244, Page 271.

Being the same premises conveyed to PME I, Limited Partnership by Zemco Industries, Inc. dated September 23, 2005 and recorded in the Cumberland County Registry of Deeds in Book 23199, Page 107.

Received
Recorded Register of Deeds
Feb 01, 2010 11:39:27A
Cumberland County
Pamela E. Lovley

K.1

11. Natural Areas, Wildlife Habitat, Archeological Sites

This site was extensively reviewed by state wildlife and historical agencies with respect to the taller, more intensive Westin Hotel and Residences project:

The Maine Department of Inland Fisheries and Wildlife was contacted to determine whether there are any significant wildlife/fisheries habitats identified within the vicinity of the project. Attached is a copy of a letter from the Department which indicates that there are no known threatened or endangered fish species or habitats in the vicinity of the project.

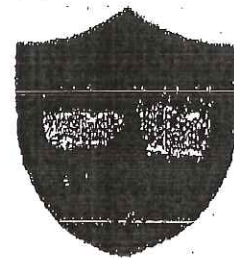
The Maine Natural Areas Program was contacted to determine if any known rare or unique botanical features exist on the property or in the immediate vicinity. Attached is a copy of a letter from the Natural Areas Program which indicates that there are no known rare botanical features documented specifically within the project area.

The Maine Historic Preservation Commission (MHPC) was contacted to determine if any known areas of historic architectural or archaeological significance exist on the property or in the immediate vicinity. Attached is a copy of a letter from MHPC, which indicates that the proposed project will have no effect upon historic properties either architectural or archaeological.

The proposed project will have no impact on wildlife, natural areas or historic properties.



Maine Department of Inland
Fisheries and Wildlife
358 Shaker Road
Gray, Maine 04039



Telephone: 207-657-2345 ext.113
Fax: 207-657-2980
Email: brian.lewis@state.mt.us

John Elias Baldacci, Governor

Roland Martin, Commissioner

May 2, 2005

Daniel Riley
One Chabot Street
P.O. Box 1339
Westbrook, Maine 04098

RE: Jordan Meats Redevelopment, Portland

Dear Daniel Riley,

I have reviewed your request for fishery resource information, and there are no known threatened/endangered fish species or habitat in the vicinity of the proposed project. There are no known fisheries resources within the parcel indicated. Our regional riparian buffer policy is outlined below.

Stream systems are vulnerable to environmental impacts associated with increased development and encroachment. If present, this project should be sensitive to these resource issues by including provisions for riparian buffers and minimizing any other potential stream impacts. Our regional buffer policy requests 100 foot undisturbed buffers along both sides of any stream or stream-associated wetlands. Buffers should be measured from the upland wetland edge of stream-associated wetlands, and if the natural vegetation has been previously altered then restoration may be warranted. This buffer requirement improves erosion/sedimentation problems; reduces thermal impacts; maintains water quality; supplies leaf litter and woody debris for the system; and provides valuable wildlife habitat. Protection of these important riparian functions insures that the overall health of the stream habitat is maintained.

If you have any additional questions or concerns then feel free to contact us.

Sincerely,

A handwritten signature in black ink that reads 'Brian Lewis'.

Brian Lewis
Fishery Specialist
MDIFW



STATE OF MAINE
 DEPARTMENT OF CONSERVATION
 157 HOSPITAL STREET
 93 STATE HOUSE STATION
 AUGUSTA, MAINE 04333-0093

K3

JOHN ELIAS BALDACCI
 GOVERNOR

PATRICK K. MCGOWAN
 COMMISSIONER

May 3, 2005

Daniel L. Riley
 Senior Project Manager
 Sebago Technics, Inc.
 P.O. Box 1339
 Westbrook, ME 04098-1339

Re: Rare and exemplary botanical features, Jordan Meats Facility, Portland.

Dear Mr. Riley:

I have searched the Natural Areas Program's Biological and Conservation Data System files in response to your request of April 21, 2005 for information on the presence of rare or unique botanical features documented from the vicinity of the project site in the City of Portland, Maine. Rare and unique botanical features include the habitat of rare, threatened or endangered plant species and unique or exemplary natural communities. Our review involves examining maps, manual and computerized records, other sources of information such as scientific articles or published references, and the personal knowledge of staff or cooperating experts.

Our official response covers only botanical features. For authoritative information and official response for zoological features you must make a similar request to the Maine Department of Inland Fisheries and Wildlife, 284 State Street, Augusta, Maine 04333.

According to the information currently in our Biological and Conservation Data System files, there are no rare botanical features documented specifically within the project area. This lack of data may indicate minimal survey efforts rather than confirm the absence of rare botanical features. You may want to have the site inventoried by a qualified field biologist to ensure that no undocumented rare features are inadvertently harmed.

If a field survey of the project area is conducted, please refer to the enclosed supplemental information regarding rare and exemplary botanical features documented to occur in the vicinity of the project site. The list may include information on features that have been known to occur historically in the area as well as recently field-verified information. While historic records have not been

THE NATURAL AREAS PROGRAM
 GILY DOHERTY, DIRECTOR



PRINTED ON RECYCLED PAPER

received
 5-4-05
 PHONE: (207) 287-8044
 SEBAGO TECHNICS FAX: (207) 287-8040
 TTY: (207) 287-2213

K.4

documented in several years, they may persist in the area if suitable habitat exists. The enclosed list identifies features with potential to occur in the area, and it should be considered if you choose to conduct field surveys.

This finding is available and appropriate for preparation and review of environmental assessments, but it is not a substitute for on-site surveys. Comprehensive field surveys do not exist for all natural areas in Maine, and in the absence of a specific field investigation, the Maine Natural Areas Program cannot provide a definitive statement on the presence or absence of unusual natural features at this site.

The Natural Areas Program is continuously working to achieve a more comprehensive database of exemplary natural features in Maine. We would appreciate the contribution of any information obtained should you decide to do field work. The Natural Areas Program welcomes coordination with individuals or organizations proposing environmental alteration, or conducting environmental assessments. If, however, data provided by the Natural Areas Program are to be published in any form, the Program should be informed at the outset and credited as the source.

The Natural Areas Program has instituted a fee structure of \$75.00 an hour to recover the actual cost of processing your request for information. You will receive an invoice for \$75.00 for our services.

Thank you for using the Natural Areas Program in the environmental review process. Please do not hesitate to contact me if you have further questions about the Natural Areas Program or about rare or unique botanical features on this site.

Sincerely,



Toni Bingel Pied
GIS Specialist/Assistant Ecologist
93 State House Station
Augusta, ME 04333-0093
207-287-8044
toni.pied@maine.gov

Enclosures



MAINE HISTORIC PRESERVATION COMMISSION
 55 CAPITOL STREET
 65 STATE HOUSE STATION
 AUGUSTA, MAINE
 04333

K.5
 received
 12/16/05
 SEBAGO TECHNICS

JOHN ELIAS BALDACCI
 GOVERNOR

EARLE G. SHETTLEWORTH, JR.
 DIRECTOR

December 16, 2005

Michael Tadema-Wielandt
 Sebago Technics
 1 Chabot St. / P.O. Box 1339
 Westbrook, ME 04098-1339

Project: MHPC #2765-05 - proposed redevelopment; former Jordan Meats property, Map 29, Lots 1, 2 & 3, #05090
 Town: Portland, ME


Dear Mr. Tadema-Wielandt:

In response to your recent request, I have again reviewed the information received December 1, 2005 to continue consultation on the above referenced project pursuant to Section 106 of the National Historic Preservation Act, as amended.

Based on the submitted plans and elevation drawings, I have concluded that there will be no historic properties [architectural or archaeological] adversely affected by the proposed undertaking.

Please contact Mike Johnson of my staff if we can be of further assistance in this matter.

Sincerely,


 Earle G. Shettleworth, Jr.
 State Historic Preservation Officer



L

12. Recyclable Material

Recycling will be incorporated. Recyclable material removal for the hotel, restaurant and residential condominiums will be handled as part of the solid waste management program indicated in Section 4 above. Recyclable disposal will be run through the building's trash area. Hotel and restaurant waste will be collected by staff on a daily basis. Condominium residents will be responsible for bringing their own waste to the trash area.

M.1

13. Traffic Analysis

A Traffic Analysis has been prepared and is attached.

M.2

05090

Section 1 Site and Traffic Information

1.1 Site Plan and Development History

Old Port Hospitality, LLC. is proposing to redevelop the former Jordan Meats site on Fore Street in Portland. The redevelopment will consist of a 122 room hotel, 12 condominium units and a 7,022 sf high-turnover restaurant. The proposed development is located on the north side Fore Street and is bounded to the north by Middle Street to the east by India Street and to the west by Franklin Arterial. The lot area totals approximately 1.75 acres and is identified on the City of Portland Tax Maps as Map 29-L Lots 1, 2, and 3. The parcel is bounded on all sides by commercial uses. The site is currently used as a parking lot.

Access to the site will be provided via a single full access entrance on Fore Street located approximately 200 east of Franklin Arterial. The parcel is currently served by single entrances on Franklin Arterial, Middle Street and India Street. These will all be closed as part of the redevelopment. Three of the four existing curb cuts on Fore Street will also be closed.

Major access to the site will be from the Franklin Arterial located approximately 200 feet to the west of the site entrance on Fore Street. The intersection of Fore Street and Franklin Arterial is currently signalized. The intersection has a pedestrian walk phase and is equipped with painted crosswalks with ramps and truncated domes (pedestrian fields) at each terminus.

Fore Street in the vicinity of the project is a 2-lane, bi-directional roadway with a width of approximately 35 ft. traversing from west to east through a primarily commercial area of Portland. The posted speed on Fore Street was assumed to be 30 mph as it was not posted. Franklin Arterial in the vicinity is a four-lane, bi-directional roadway with a width of approximately 72 to 84 ft. The roadway has a raised center median island with curbing that is approximately 20 feet wide. The posted speed on Franklin arterial is 35 mph.

1.2 Existing and Proposed Site Uses

The previous use on the site was primarily the Jordan Meats facility. The facility was in operation within the last 10 years and therefore the trips it produced can be credited to the proposed redevelopment. The trips credited to the proposal will include 50 trips in both the AM and PM peak hours and 25 trips during the Saturday peak hour. These trip credits were utilized in the previous application for a proposed redevelopment of this site

1.3 Site and Vicinity Boundaries

A regional map showing the development site and its traffic influence areas as defined in

Maine DOT's Chapter 305 of the General Rules of the Department of Transportation (Section 6B) is presented in the proposed concept site plan and location map presented in Section 5.

1.4 Proposed Uses in the Vicinity of the Site

At our pre-application meeting with City staff there were three possible other developments mentioned. These included:

- The BayView Development located on Newbury Street and Middle Street
- The State Pier Project on Commercial Street
- Riverwalk Project located on Fore Street

Trips from these developments will be included in the background traffic volumes for analysis purposes.

1.5 Trip Generation

Trip generation calculations were completed for the development according to Maine DOT guidelines. The proposed 7,022 sf high turnover restaurant was estimated using ITE Land Use Code (LUC) 932 and building square footage. The residential condominiums were estimated using LUC 230 and the number of units. The 122 room Hotel was estimated using LUC 310 and the number of rooms. In addition a reduction in trips produced by the high turnover restaurants of 50% was taken to account for shared trips with the Hotel and Residential Condominiums, and trips by pedestrians which tend to occur in urban areas. The results are shown below.

Table 1, below summarizes trip calculations.

Table 1
Net New Site Trip Generation

Use	AM Peak Hour	PM Peak Hour	Saturday Peak Hour
Proposed Residential Condos LUC 230	4	5	4
Proposed Limited Service Hotel, LUC 310	68	74	88
Proposed High-Turnover Restaurant, LUC 932 w/ 50% Reduction Shared and Pedestrian Trips	48	66	70
Existing Jordan Meats Facility	50	50	25
NET NEW TRIPS	70	95	137

The trip generation calculations show that the net new trips generated by the proposed development include 70 new trip-ends in the AM peak hour, 95 new trip-ends in the PM peak hour, and 137 new trip-ends during the Saturday peak hour. A more detailed breakdown of net new trips is provided in Table 3 at the end of this section.

It was agreed at the pre-application meeting with City staff that although the application's highest trip generation is on Saturday the critical time period will be during the weekday pm peak hour when the background traffic volumes are much higher. In addition, we were asked to verify that the AM peak hour background volumes were less than the pm peak hour. We reviewed the latest available traffic count data from Maine DOT at count station 17001304, which was taken on Franklin Arterial southeast of Cumberland Street. It revealed that the PM peak hour (4 to 5 pm) had a bi-directional count of 1,717 vehicles while the AM peak hour (8 to 9 am) had a count of 1,528 vehicles. The AM peak hour counts were only 88% of the Pm peak hour traffic counts. Given that the site generates more trips during the PM peak hour (95) than the AM peak hour (70), we will focus the remainder of this document on the PM peak hour. A copy of the MDOT traffic counts are included at the end of this section.

1.6 Trip Distribution

Sebago Technics, Inc. has obtained the ratio of entering and exiting traffic for the proposed development based on ITE information for Land Use Code 932 High-turnover Restaurant, Land Use Code 310 Hotel, and Land Use Code 230 Residential Condominiums. The weekday PM peak hour distribution is as follows:

High Turnover Restaurant PM Peak Hour:	55% Enter, 45% Exit
Hotel PM Peak Hour:	57% Enter, 43% Exit
Residential Condominium PM Peak Hour:	51% Enter, 49% Exit
Composite Development Average	56% Enter, 44% Exit

1.7 Trip Composition

We also reviewed information available from ITE to determine the typical breakdown of trip composition for the proposed development. Trip composition for LUC 932 High-turnover Restaurant, LUC310 Hotel, and LUC 230 Residential Condominiums were reviewed. Table 2 summarizes our findings.

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Table 2
Weekday PM Peak Hour Trip Composition

Type of Trip	Primary/Di verted	Pass-By	Total
LUC 932 High Turnover Restaurant	55% (24)	45% (19)	100% (43)
LUC 310, Hotel	100% (48)	0% (0)	100% (48)
LUC 230 Residential Condominiums	100% (4)	0% (0)	10% (4)
TOTALS	76	19	95

1.8 Trip Assignment

Sebago Technics obtained weekday PM peak hour traffic counts on February 9, 2010 at the intersections of Franklin Arterial ay Fore Street and Franklin Arterial at Middle Street. These counts were utilized to distribute trips on the area roadway network. Based in the traffic counts the site generated trips were generally distributed as follows:

- 45% to/from the north on Franklin Arterial
- 20% to/from the east on India Street
- 20% to from the south on Franklin Arterial
- 15% to/from the west on Fore Street

The site generated trip assignment is shown in Figure 6 at the end of this section. The raw counts are shown in Figure 2 and the seasonally and annually adjusted counts are shown in Figure 3 at the end of this section. The raw counts were annually adjusted (increased by 1%). The raw counts were then seasonally adjusted to the 30th highest design hour according to Maine DOT guidelines (increased by 23%). Fore Street in the area of the project is classified as a Type 1 (Urban/Commuter) roadway. Type 1 roadways generally experience small variations in traffic volumes throughout the year.

Other development trips are shown in Figure 4. The other development trips were combined with the seasonally and annually adjusted traffic volumes in Figure 3 to arrive at the 2011 Background Traffic Volumes shown in Figure 5. The Background Traffic Volumes were combined with the site generated trips shown in Figure 6 to compile the 2011 Post Development Traffic Volumes.

Based on our pre-application meeting with City staff we have prepared traffic operations analysis for the intersections of Franklin Arterial and Fore Street and Franklin Arterial at Middle Street during the weekday pm peak hour condition. The analysis was completed for both the 2011 Background condition and Post Development condition. The analysis is attached at the end of this Scoping document in the appendix.

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Section 2 Accident Data

Traffic accident data from Maine DOT was reviewed in the vicinity of the development on Fore Street, Middle Street and Fessenden Street for the latest available three-year period (2006-2008). Consistent with MDOT policies for developments that generate 100 to 200 new peak hour trips we have focused our review area on the site entrance and significant adjacent intersections only.

Intersections or sections of roadways are considered to be high crash locations (HCL's) if they have a critical rate factor (CRF) greater than or equal to 1 and have a minimum of 8 accidents in a three-year period.

The following intersections and sections of roadway were reviewed and are listed with the number of accidents and HCL status.

Intersections

<u>Node</u>	<u>Description</u>	<u># Accidents</u>	<u>CRF</u>	<u>HCL</u>
18801	Middle at Hampshire	0	0	No
18518	Franklin Arterial at Middle	9	0.46	No
18517	Fore at Franklin Arterial	13	0.69	No
15397	Commercial at Franklin Arterial	4	0.20	No
18817	Middle at India	9	2.85	No
18822	Fore at India	5	1.09	No
18821	India at Commercial	1	0.31	No

Roadway Sections

<u>Nodes</u>	<u>Description</u>	<u># Accidents</u>	<u>CRF</u>	<u>HCL</u>
18801-18817	Middle: India to Hampshire	3	3.26	No
18518-18801	Middle: Franklin Art. to Hampshire	0	0	No
18517-18518	Franklin Art.: Middle to Fore	0	0	No
15397-18517	Franklin Art.: Fore to Commercial	0	0	No
18817-18822	India: Middle to Fore	1	0.65	No
18517-18822	Fore: Franklin Art. to India	1	0.56	No
18821-18822	India: Fore to Commercial	2	0.25	No

There was one intersection identified in the area that was an HCL, which included:

- **Node #18817** – This intersection of Middle Street at India Street experienced a total of 9 accidents with a CRF of 2.85. The significant accident patterns included; there were a total of 3 intersections movement accidents, 3 rear-end/sideswipe, and ran off road type accidents. Currently the intersection is scheduled for some improvements including the installation of a traffic control signal with ADA compliant pedestrian ramps and crosswalks. The addition of a traffic signal should help to make the intersection safer for motorists and pedestrians.

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Section 3 Development Entrances and Exits

Sight distance was measured in each direction from the proposed site entrance on Fore Street. We have included a table that summarizes the sight distance requirements from the City of Portland and MDOT.

The site entrance is located approximately 200 feet east of Franklin Arterial. The sight distance looking left towards India Street and to the right towards Franklin Arterial will be restricted by on-street parking if the measurement is taken at a point 10 ft behind the curblane/travel-way. This issue has come up before on other proposed site entrances in the City of Portland. Generally there is an allowance for drivers to pull -up closer to the travel-way because of the on-street parking. In this case we measured the sight distance from each location. When measured from a point 10 feet back from the travel-way the sight distances are restricted to approximately 100 feet, but when the point is moved closer to the travel-way (where a driver would be as they look to pull-out) the sight distance is improved and you can see to the adjacent intersections at Franklin Arterial to the east (a distance of approximately 200 feet) and India Street to the west (a distance of approximately 310 feet). In addition, the traffic signal at the intersection of Franklin Arterial and Fore Street tends to provide regular gaps in the traffic stream on Fore Street as the signal changes phases. Therefore it is our opinion that a driver will be able to safely exit the site entrance on Fore Street.

Consideration could be given to removing a single parking space on either side of the site entrance to improve the sight distance. We would suggest meeting with the City's Traffic review engineer in the field to make a determination of the sight distance and on the location of on-street parking adjacent to the entrance.

**Table 5
MDOT Sight Distance Guidelines for Driveways**

Posted Speed (mph)	MDOT Required Sight Distance (feet)	Portland Required Sight Distance (ft.)
25	200	257
30	250	309
35	305	360
40	360	412
45	425	463
50	495	515
55	570	566

05090

M. 8

Section 4 Title Right or Interest

Please see the following document.

- Warranty Deed.

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Section 5 Public or Private Rights-of-Way

Please see the following plans.

- “Existing Conditions Plan of Hotel, Restaurant & Residences – Old Port” 207 & 209 Fore Street, Portland, Maine, "Old Port Hospitality, LLC." Sheet C.01 Prepared By: Sebago Technics, Inc., Last Revised 2/16/10, Scale 1"=30’.
- “Site Plan of Hotel, Restaurant & Residences – Old Port” 207 & 209 Fore Street, Portland, Maine, "Old Port Hospitality, LLC." Sheet C1.1 Prepared By: Sebago Technics, Inc., Last Revised 2/16/10, Scale 1"=30’.



RESPONSE TO SCOPING MEETING

TRAFFIC MOVEMENT PERMIT SUBMISSION

**Hotel, Restaurant and Portside
Residences
207 & 209 Fore Street
Portland, Maine**

on behalf of

**Old Port Hospitality, LLC
11 Corporate Drive
Belmont, NH 03220**

March 22, 2010

Table of Contents

Response to Scoping Meeting Report and Traffic Volume Figures

Appendix: Traffic Operations Analysis

- 2011 Background and Post-Development PM Peak Hour
Synchro-SimTraffic Analysis
- Maine DOT Accident Data, India Street at Middle Street
- City of Portland Traffic Design Standards, Section 3, Page
2, Corner Clearance Requirements

MM. 3

March 23, 2010
05090

William Needelman, AICP
Planner
City of Portland
Department of Planning and Urban Development
389 Congress Street
Portland, ME 04101

Response to Scoping Meeting
Proposed Town & Country Federal Credit Union, Forest Avenue, Portland

Dear Bill:

The purpose of this letter is to respond to the requests for additional information and analysis that resulted from the Scoping meeting that was held on October 16, 2009 at the City of Portland offices. The following summarizes the items requested and discussed.

1. Since the Intersection of Middle Street and India Street is classified as a High Crash Location with 9 total accidents and a Critical Rate Factor of 2.85 an accident diagram should be provided for the intersection.
2. Verify that the proposed site entrances conforms with the City of Portland Design.
3. Perform PM peak hour analysis for the following intersections; site entrance at Fore Street, Fore Street at Franklin Arterial and Middle Street at Franklin Arterial. Show the Pre and post development level-of service (LOS) and 95th percentile queues.
4. Ensure that the PM Peak Hour Post Development Traffic Analysis indicates that the 95th percentile queue on the Fore Street westbound approach does not extend to and block the proposed Fore Street entrance.
5. The 100 trip-ends included in the Other Development Trips for the State Pier Project should be removed.

1. Accident Diagram:

An accident diagram has been completed for the intersection of India Street at Middle Street. Based on the 2006-2008 data there were a total of 9 accidents and a CRF of 2.85. Currently the intersection is controlled with stop control on Middle Street while India Street is free. There is parking allowed on these streets in the vicinity of the intersection.

Our review of the accidents revealed that one accident was apparently miscoded and under Accident Report Numbers 08-001646 & 09-232323, both had the same date and time. However, of the 8 accidents there were 3 rear-end/sideswipe type, 3 intersection-movement type and 2 ran off the road type accidents. Of the 8 accidents, 2 occurred in 2006, 2 in 2007 and 4 in 2008. An accident diagram has been prepared and is included in the Appendix.

2. Site Entrance Corner Clearance Conformance

We have reviewed the City of Portland Design Standards and Guidelines relating to corner lots under Section III, Standards: Driveway Design, Part A., Paragraph e,2. It states that entrances shall be 150 feet from collector and arterial roadways measured from the centerline of the driveway to the ROW Lines of the street. In the case of the proposed site entrance on Fore Street, we have a distance of approximately 180 ft. Therefore, the proposed site entrance is in conformance with the City of Portland Corner Lot entrance regulations.

3. Traffic Operations Analysis

The applicant was asked at the scoping meeting to show the PM peak hour traffic operations analysis for 2011 for both the Background and Post Development Conditions. This includes showing a summary of level-of-service (LOS) and 95th percentile queues. In addition, the westbound Fore Street 95th percentile queue should not back-up beyond the proposed site entrance on Fore Street, a distance of approximately 170 ft.

During the PM Peak Hour the site is expected to generate 145 PM Peak Hour Trips. The site generated trips were assigned to the area roadways as shown in Figure 5 at the end of this report. These trips were added to the 2011 Background trips which included seasonally and annually adjusted traffic counts taken in February of 2010. In addition, the background traffic volumes include other development trips from the Bayview and River Walk project. The Background traffic volumes are shown in Figure 6 and the 2011 traffic volumes are shown in Figure 7 at the end of this report.

Tables 1 and 2 below summarize LOS with corresponding delay for signalized and unsignalized intersections.

Table 1
Level-Of-Service (LOS) – Signalized Intersections

LOS	Control Delay Per Vehicle (Seconds)	Condition
A	< 10	Optimal- Low Delay
B	10 to 20	Short Delay
C	20 to 35	Average Delay
D	35 to 50	Congestion Noticeable
E	50 to 80	Limit of Acceptable
F	> 80	Unacceptable

Table 2
Level-Of-Service (LOS) – Unsignalized Intersections

LOS	Control Delay Per Vehicle (Seconds)	Condition
A	< 10	Optimal- Low Delay
B	10 to 15	Short Delay
C	15 to 25	Average Delay
D	25 to 35	Congestion Noticeable
E	35 to 50	Limit of Acceptable
F	> 50	Unacceptable

Table 3
Middle St at Franklin Arterial
LOS and Delay in Seconds

Movement/Condition	Background Condition LOS & (sec)	Post-development Condition LOS & (sec)
Overall	C 20.8	C 20.4
Middle EBL	C 30.6	C 33.4
Middle EBT	C 29.1	C 30.9
Middle EBR	C 23.8	C 29.3
Middle WBL	B 18.6	C 13.5
Middle WBT	B 17.2	B 15.6
Middle WBR	A 9.7	B 8.0
Franklin NBL	C 29.4	C 24.3
Franklin NBT	B 16.9	B 13.6
Franklin NBR	B 12.2	A 4.7
Franklin SBL	D 37.2	D 39.4
Franklin SBT	C 20.5	C 21.4
Franklin SBR	A 8.3	A 8.0

The results indicate that the intersection will function well under the 2011 Post development condition from a LOS and queuing standpoint. The intersection will function at an overall LOS C with all movements at LOS D or better and the 95th percentile queues on Franklin Arterial will not back up into the intersection to the south (Franklin at Fore).

Table 4
Fore St at Franklin Arterial
LOS and Delay in Seconds

Movement/Condition	Background Condition LOS & (sec)	Post-development Condition LOS & (sec)
Overall	B 18.4	B 15.2
Fore EBL	C 31.4	C 32.4
Fore EBT	C 20.8	C 21.6
Fore EBR	B 12.2	B 11.5
Fore WBL	C 28.4	C 30.1
Fore WBT	C 24.2	C 21.6
Fore WBR	B 16.3	A 9.3
Franklin NBL	B 18.2	C 21.2
Franklin NBT	B 11.9	B 11.3
Franklin NBR	A 5.9	A 5.8
Franklin SBL	C 22.2	B 15.8
Franklin SBT	B 16.7	A 9.0
Franklin SBR	A 9.7	A 4.5

The results indicate that the intersection functions well from a LOS and queuing standpoint. The intersection will overall function at a LOS C with all movements at LOS D or better and the 95th percentile queues on Franklin will not back up into the intersection to the north (Franklin at Middle). The existing 210 ft. left-turn lane storage lane on the Fore Street eastbound approach will be adequate for the calculated 95th percentile queue of 137 ft.

The 95th percentile queue was calculated for the Fore Street westbound approach to its intersection with Franklin Arterial. Based on the SimTraffic results the queue is expected to be approximately 186 ft. while the average queue will be 105 ft. Based on the Synchro results the expected 95th percentile queue is expected to be 108 ft. and the average queue 78 ft. The available storage is approximately 170 ft. from the stop bar to the site entrance. These results include some minor timing changes. The changes included adding 5 seconds of green time to the side-street (Fore St) and taking away 5 seconds of time from the mainline (Franklin).

We would recommend observing the queues after the build-out of the hotel, residences and restaurant are complete to verify the actual queue lengths. If necessary further timing changes could be made at that time.

Table 5
Site Entrance at Fore St
LOS and Delay in Seconds

Movement/Condition	Post-development Condition LOS & (sec)
Overall	A 1.6
Fore EBL	A 3.4
Fore EBT	A 1.6
Fore WBT	A 0.90
Fore WBR	A 0.20
Site SBL	A 5.5
Site SBR	A 4.2

Conclusions

Based on the above response and analysis we offer the following conclusions.

1. An accident diagram has been completed for the intersection of India Street at Middle Street. Our review of the accidents revealed that one accident was apparently miscoded and under Accident Report Numbers 08-001646 & 09-232323, both had the same date and time. However, of the 8 accidents there were 3 rear-end/sideswipe type, 3 intersection-movement type and 2 ran off the road type accidents. Of the 8 accidents, 2 occurred in 2006, 2 in 2007 and 4 in 2008. An accident diagram has been prepared and is included in the Appendix.
2. The proposed site entrance meets the City Design Standards for corner clearance minimum of 150 ft. as approximately 180 ft. is supplied.
3. Our review of traffic operations indicates that from a LOS and delay standpoint all of the study intersections; Franklin Arterial at Middle Street, Franklin Arterial at Fore Street, and Fore Street at the proposed site entrance will all operate satisfactorily. All movements will function at LOS D or better and overall the intersection of Fore Street at Franklin will function at LOSB and Fore Street at Franklin Arterial will function at LOS C. The site entrance will function at LOS A.
4. All of the storage lanes are adequate for the calculated 95th percentile queues.
5. The 95th percentile queue was calculated for the Fore Street westbound approach to its intersection with Franklin Arterial. Based on the SimTraffic results the queue is expected to be approximately 186 ft. while the average queue will be 105 ft. Based on the Synchro results the expected 95th percentile queue is expected to be 108 ft. and the average queue 78 ft. The available storage is approximately 170 ft. from the stop bar to the site entrance. We would recommend observing the queues after the build-out of this hotel, residences and restaurant are complete to verify the actual queue lengths. If necessary further timing changes could be made at that time.

Mr. Needelman

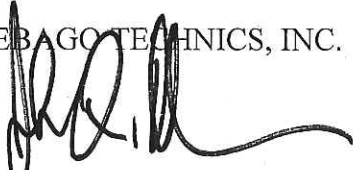
-6-

MM.8
March 23, 2010

We trust the above response to the Scoping Meeting has addressed your concerns. Please contact me with any need for additional information.

Sincerely,

SEBAGO TECHNICS, INC.



John Q. Adams, P.E.
Senior Transportation Engineer

JQA:jqa/df

Encl.

MM.9



BACK
COVE

EASTERN PROM

I-295

FRANKLIN ARTERIAL
RTE. 1A

FORE STREET

SITE LOCATION

CASCO
BAY

COMMERCIAL STREET

PORTLAND
SOUTH PORTLAND

SCALE: 1"=0.25 MILES

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

OLD PORT HOSPITALITY, LLC.
FORE STREET PORTLAND

FIGURE NUMBER

1

05090

LOCATION PLAN

OF 7



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Traffic Volumes Counts Conducted by AccurateCount in February, 2010

Sebago Technics
 Engineering Expertise You Can Build On
 One Chebot Street
 Westbrook, Me 04095-1339
 Tel (207) 856-0277

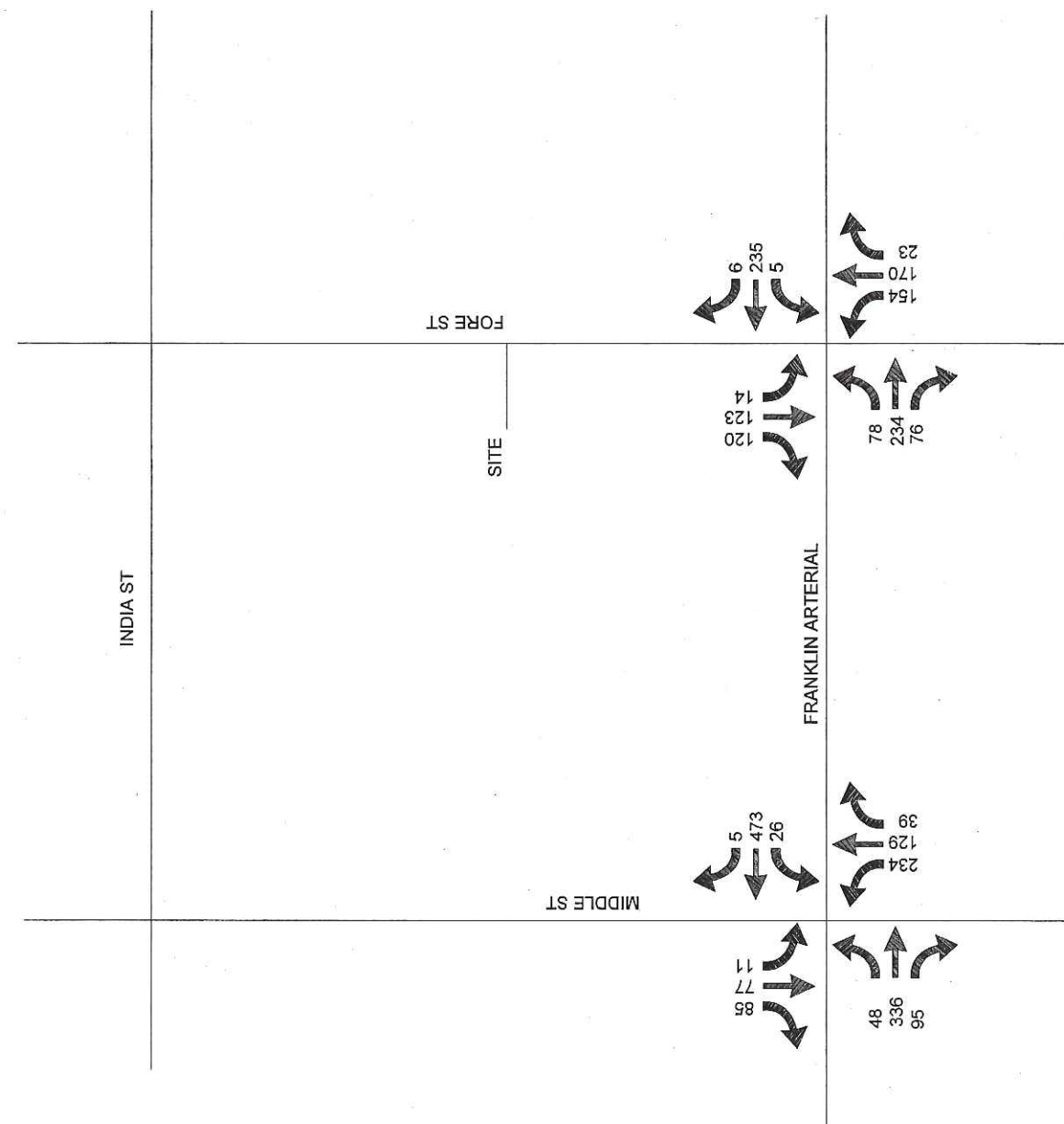
2010 PM PEAK HOUR TRAFFIC

SCALE:	NTS
DATE:	02/16/2010
SHEET:	Fig. 2


LOCATION: FORE ST
 PORTLAND, MAINE

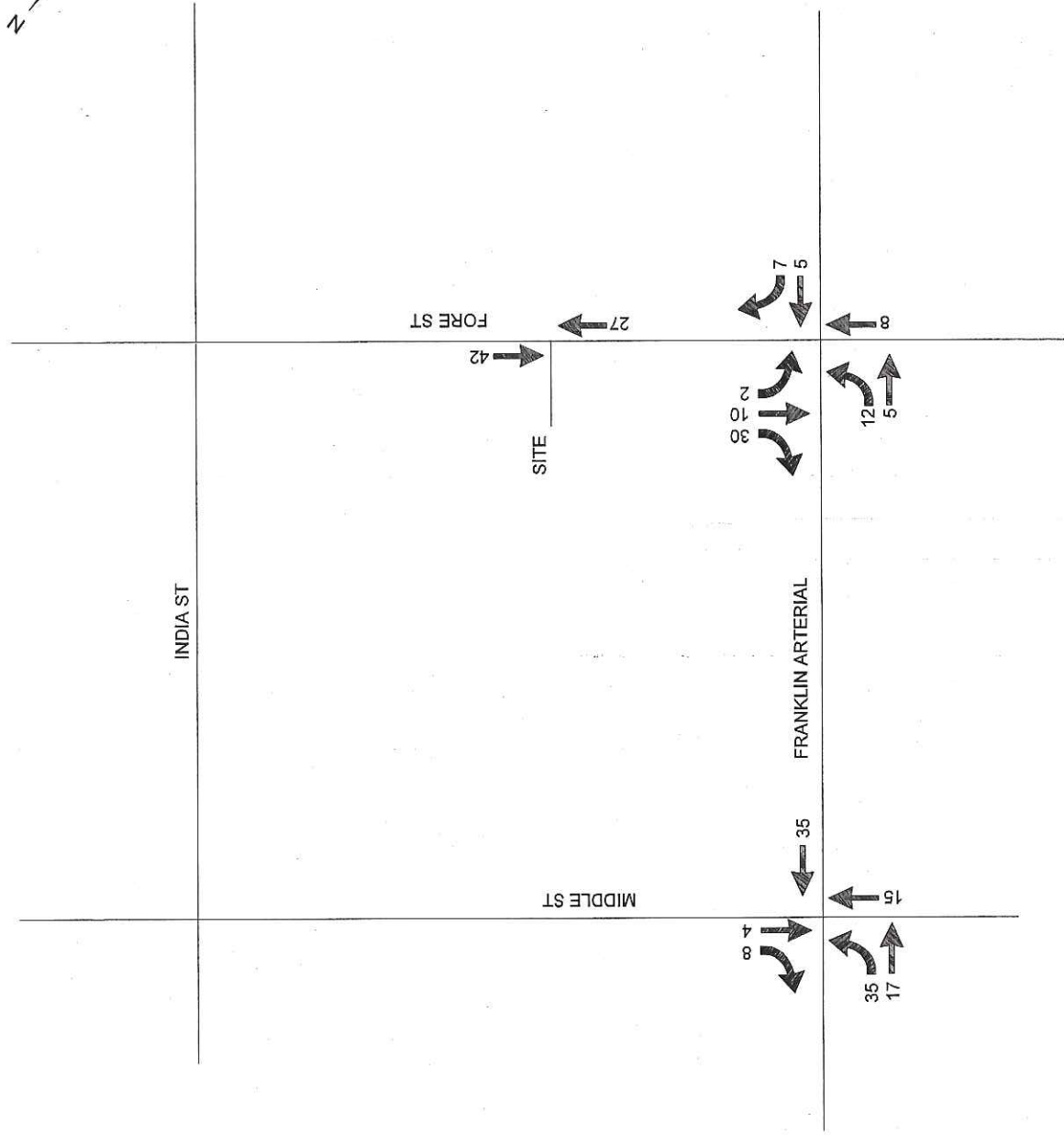
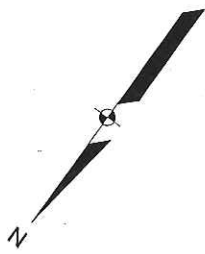
FOR: OLD PORT HOSPITALITY, LLC.
 BELMONT, NH 03220

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2010 Background Traffic Volumes have been increased by 1% per year and 23% seasonal adjustment.

 Sebago Technics Engineering Expertise You Can Build On One Chabot Street Westbrook, Me 04098-1339 Tel (207) 858-0277	2011 ADJUSTED WEEKDAY PM PEAK HOUR TRAFFIC		SCALE: NTS
	LOCATION: FORE ST PORTLAND, MAINE	FOR: OLD PORT HOSPITALITY, LLC. BELMONT, NH 03220	DATE: 02/16/2010
			SHEET: Fig. 3



Other Development Trips Include; BayView and River Walk Projects.

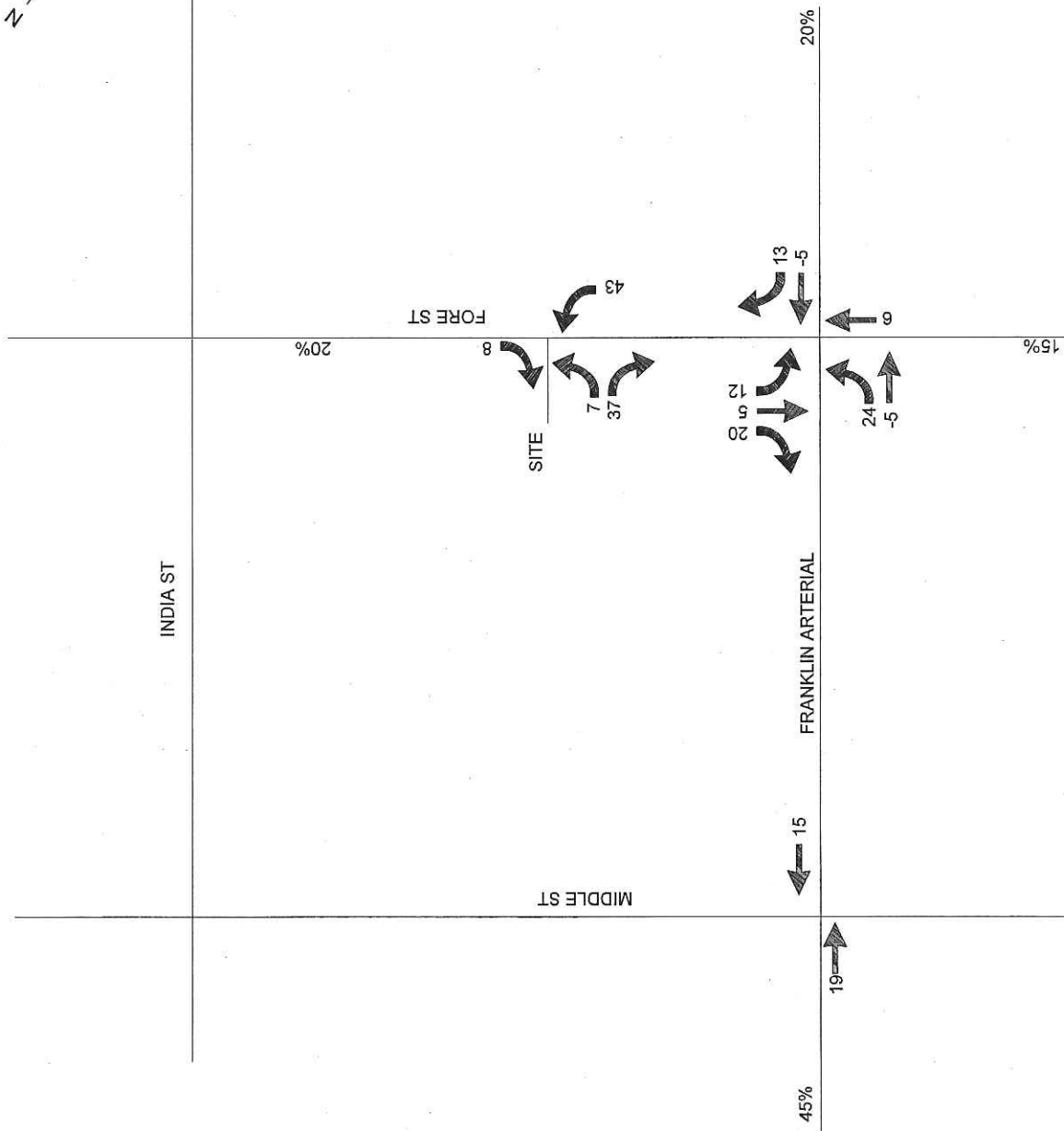
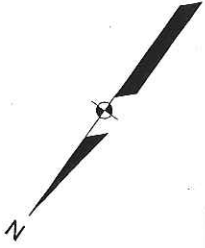
Sebago Technics
 Engineering Expertise You Can Build On
 One Chabot Street
 Westbrook, Me 04098-1339
 Tel (207) 656-0277

OTHER DEVELOPMENT TRIPS - WEEKDAY PM PEAK HOUR

LOCATION:
 FORE ST
 PORTLAND, MAINE

FOR:
 OLD PORT HOSPITALITY, LLC.
 BELMONT, NH 03220

SCALE:	NTS
DATE:	03/22/2010
SHEET:	Fig. 4



M.M.12

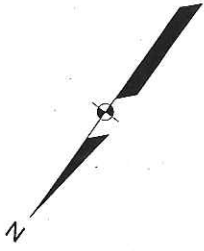
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DATE:	02/16/2010
SHEET:	Fig. 5

NET NEW SITE GENERATED WEEKDAY PM PEAK HOUR TRIPS

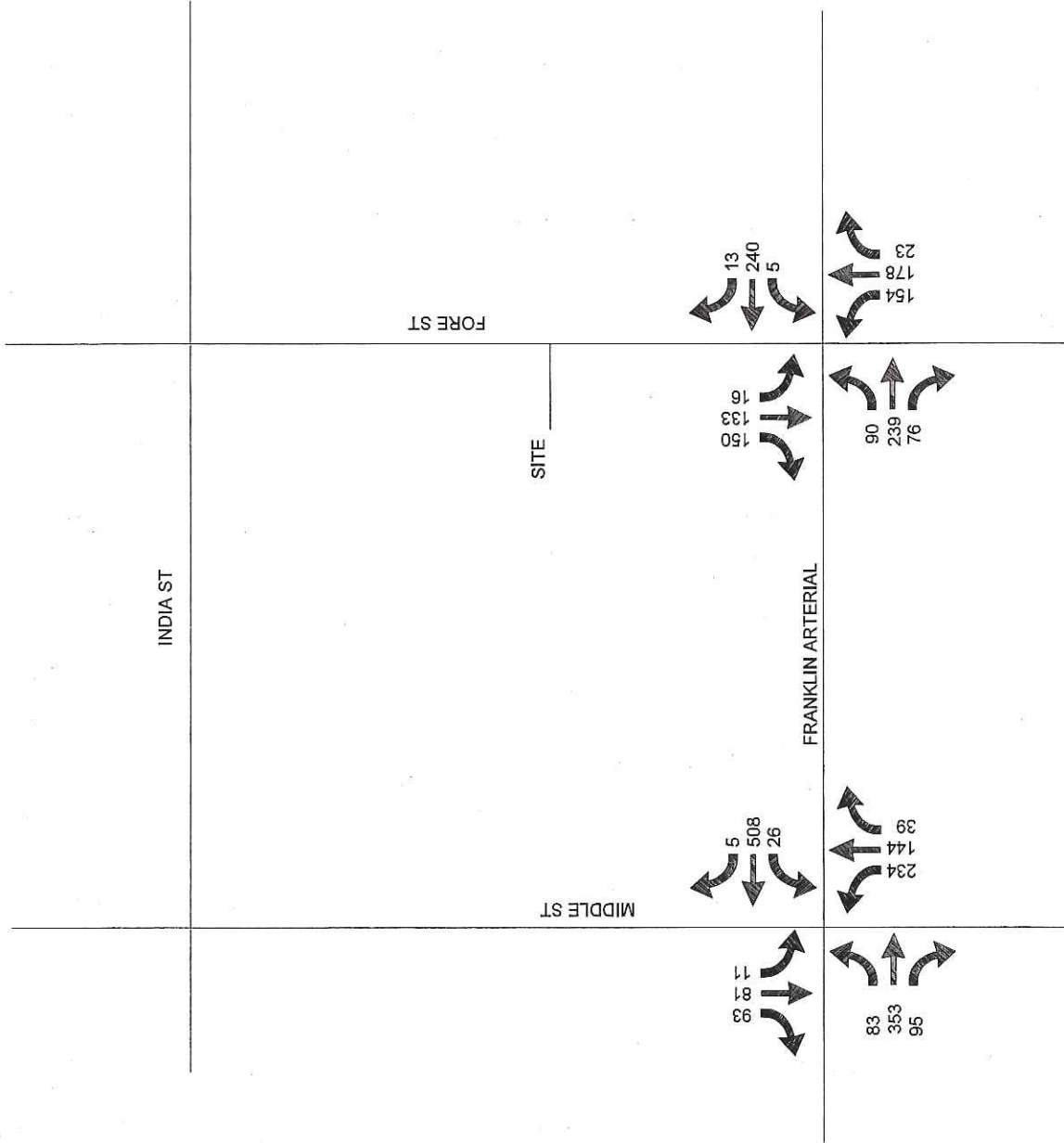
LOCATION: FORE ST
PORTLAND, MAINE

FOR: OLD PORT HOSPITALITY, LLC.
BELMONT, NH 03220

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Tel (207) 856-0277



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2011 Background Traffic Volumes include applicable Other Development Trips.



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 Westbrook, Me 04098-1339
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2011 WEEKDAY PM PEAK HOUR BACKGROUND VOLUMES

LOCATION:
 FORE ST
 PORTLAND, MAINE

FOR:
 OLD PORT HOSPITALITY, LLC.
 BELMONT, NH 03220

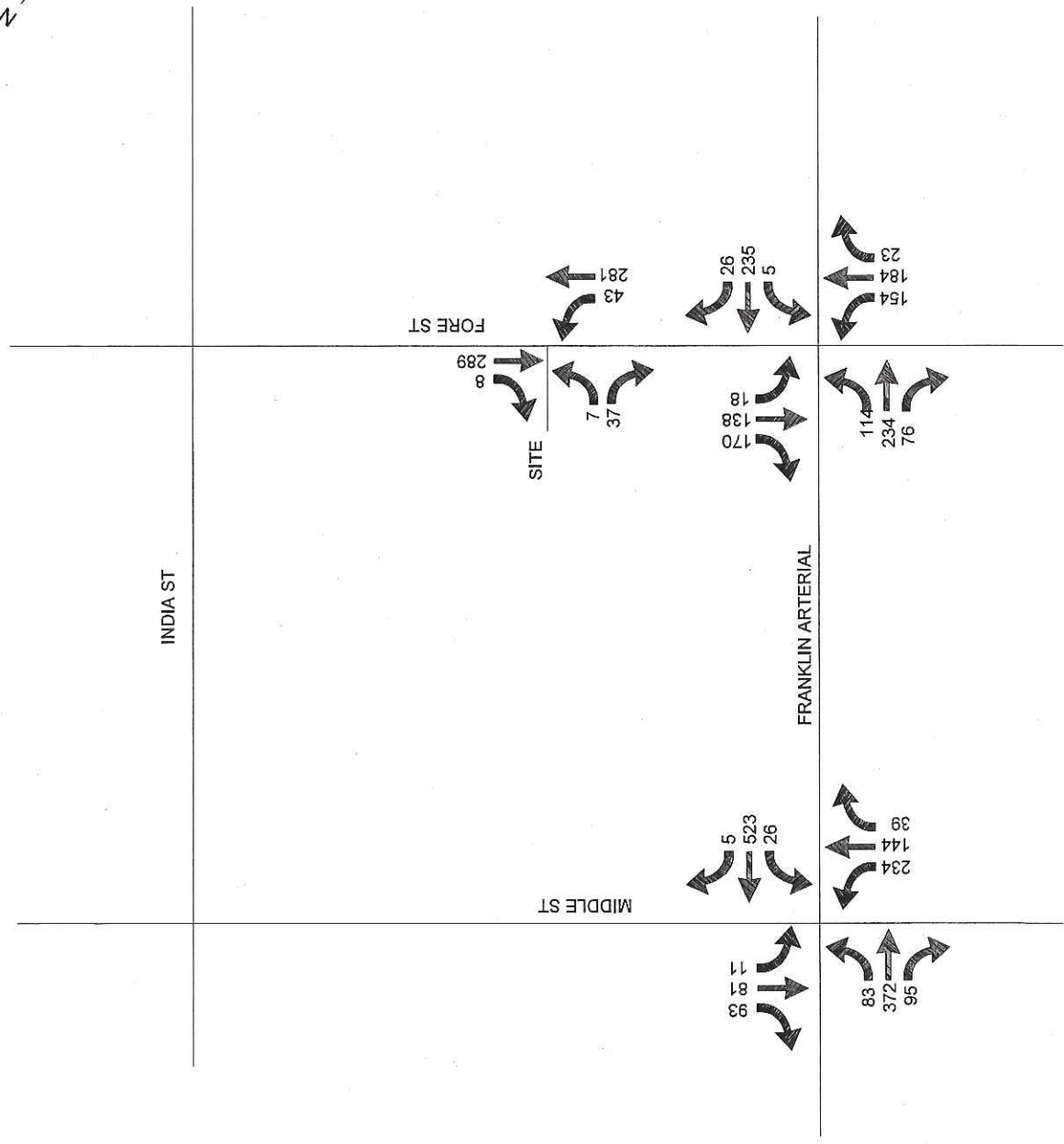
SCALE: NTS

DATE: 03/22/2010

SHEET: Fig. 6



MM. 141



SCALE: NTS
 DATE: 03/22/2010
 SHEET: Fig. 7

2011 POST DEVELOPMENT WEEKDAY PM PEAK HOUR VOLUMES

FOR: OLD PORT HOSPITALITY, LLC.
 BELMONT, NH 03220

LOCATION: FORE ST
 PORTLAND, MAINE

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 One Chabot Street
 Westbrook, Me 04098-1339
 Tel (207) 855-0277

N, 1

Parking Analysis
Proposed Hotel, Restaurant and Residences
 (Former Jordan's Meats Site)
Applicant: Old Port Hospitality, LLC
 February 26, 2010

1. **Project Description:** The applicant is proposing a mixed-use development comprised of a 122-room limited service hotel, 12 residential condominiums, and a casual restaurant of approximately 160 seats. The plan calls for 93 on-site parking spaces, of which 58 spaces are tandem (one space behind another). In addition to the on-site parking spaces that are being created, 16 newly created on-street parking spaces are proposed along Fore Street, for a total of 109 new parking spaces attributable to the project. It should be noted that the applicant's long-range intention is to further develop the property above the proposed on-site parking spaces, at which time a structured parking arrangement would likely be proposed.

2. **Zoning Ratios:** Section 14-332 of the City of Portland Zoning Ordinance requires that; *"In all zones where off-street parking is required, the following minimum off-street parking requirements shall be provided ..."*

Table 1
Parking Ratios per Section 14-332

Use	Size	Required Ratio	Total Req'd
Hotel Rooms	122 rooms	0.25 spaces per room	31
Condominiums (On Peninsula)	12 units	1 space per room	12
Restaurant	4,300 sf	1 space per 150 sf (excludes kitchen/storage)	29
Totals			72

3. **Parking Standards:** Section 14-332 of the City of Portland Zoning Ordinance provides an exception to the standard ratios, as follows: *"... the parking requirement for any new structure in excess of fifty thousand (50,000) square feet shall be as established by the Planning Board."* The proposed development is approximately 94,900 sq. ft., and as such, is subject to this exception. Further, section 14-526 of the City of Portland Site Plan Review Regulations specifies that *"Where construction is proposed of new structures having a total floor area in excess of fifty thousand (50,000) square feet, the Planning Board shall establish the parking requirement for such structures. The parking requirement shall be determined based upon a parking analysis submitted by the applicant, which shall be reviewed by the city traffic engineer, and upon the recommendation of the city traffic engineer."*

- 4. **Demand:** While the quantity of parking spaces applicable to the project is sufficient to meet the standard parking ratios established for projects less than 50,000 sq. ft, the applicant is proposing to utilize the proposed parking in a method that will best accommodate the anticipated demand for the mixed uses within the development. The following summarizes the means by which parking will be accommodated for each use:
 - A. **Residences:** Each residential condominium unit in the development will be provided one dedicated parking space within the proposed surface parking lot, for a total of 12 dedicated spaces.
 - B. **Hotel:** Experience from data provided by Hilton Worldwide, (the franchisor for the proposed hotel) indicates that urban hotel properties generate approximately two customer vehicles per three occupied rooms(0.65 vehicles per occupied room). This is attributable to the fact that some guests arrive by taxi, hotel courtesy van, or other means of public transportation. Further, some guests (such as families or business groups) will arrive in a single vehicle, but occupy more than one room. During full occupancy, a 0.65 vehicles/room ratio would be expected to generate approximately 80 guest vehicles. All of the guest vehicles would be parked by valet personnel, resulting in an appropriate use of the tandem parking spaces. Hotel employees can generally be accommodated on site, as the greatest staffing demand is during the day (laundry/housecleaning) when the guest rooms are not fully occupied. In the few instances where full occupancy might generate an atypical parking ratio in excess of .65 vehicles per room, the few extra employee and/or customer vehicles can easily be accommodated in one of the nearby public spaces/garages, as peak demand will occur in the late evening hours, when parking demand by area businesses is at a minimum.
 - C. **Restaurant:** The restaurant operator anticipates that most of its customers will already be shopping, working, or touring the Old Port neighborhoods. The restaurant operation will relocate from an existing Old Port location, where there is no on-site parking. Accordingly, the new location within this development will not be provided with dedicated on-site parking. This arrangement will encourage pedestrian activity in the Eastern Waterfront, consistent with the master planning goals for the area. Similarly to the hotel, peak demand for the restaurant will occur during times that are off-peak for most of the area businesses, providing good utilization of the several public parking spaces/garages within a block of the proposed development. Many of the restaurant employees currently walk or take the bus to the existing downtown location, and others will use the available public parking opportunities. During peak hours, the restaurant would employ approximately 14 people, and the proposed development will have created 16 new public parking spaces as part of the development plan.

- 5. **Summary:**
 - A. Typical full occupancy hotel demand (+/- 80 cars), plus the dedicated residential spaces (12 cars) can be accommodated with the proposed 93 on site parking spaces.
 - B. Both the restaurant and hotel peak parking demands occur during “off peak” parking times for public parking spaces, leading to efficient utilization of existing public parking facilities.
 - C. The addition of 16 new public (on-street) parking spaces will offset any demand from employee parking attributable to the hotel and the restaurant.
 - D. The total number of on-site parking spaces is consistent with ratios established by the City of Portland zoning ordinance for uses less than 50,000 sq. ft. Specifically, 72 off-street spaces would be required, where 93 on-site parking spaces are being provided.
 - E. The necessity for restaurant customers to park in other Old Port or Eastern Waterfront locations will encourage pedestrian activity in the area, consistent with the master planning goals for the Eastern Waterfront, and enhancing the viability of future retail uses in the neighborhood.

Section 6 Schedule



- Construction is scheduled for completion in 2011

14. Conditional Use Permit

A Conditional Use Permit is required for surface parking within the B3 District. An application is attached.



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Conditional Use Application

Department of Planning and Development
Portland Planning Board

1. Applicant Information:

Greg Kirsch / Old Port Hospitality, LLC
Name

11 Corporate Drive
Address

Belmont, NH 03220

603-527-9090 603-527-9191
Phone Fax

2. Subject Property:

207 & 209 Fore Street
Address

Assessor's Reference (Chart-Block-Lot)

3. Property Owner: _____ Applicant _____ Other

Same as Applicant
Name

Address

Phone Fax

4. Current Zoning Designation(s):

B3

5. Right, Title, or Interest: Please identify the status of the applicant's right, title, or interest in the subject property:

See Attached

Provide documentary evidence, attached to this application, of applicant's right, title, or interest in the subject property. (For example, a deed, option or contract to purchase or lease the subject property.)

6. Vicinity Map: Attach a map showing the subject parcel and abutting parcels, labeled as to ownership and/or current use. (Applicant may utilize the City Zoning Map or Parcel Map as a source.)

See attached Site Plan Set

7. Existing Use:

Describe the existing use of the subject property: Former Jordans Meats Facility

8. Type of Conditional Use Proposed:

Surface Parking

9. **Sketch Plan:** On a separate sheet please provide a sketch plan of the property, showing existing and proposed improvements, including such features as buildings, parking, driveways, walkways, landscape and property boundaries. This may be a professionally drawn plan, or a carefully drawn plan, to scale, by the applicant. (Scale to suit, range from 1"=10' to 1"=100'.) See attached plans.

10. **Conditional Use Authorized by:** Section 14- 218 (b) 5

11. **Standards - Criteria for Conditional Use Appeal**

Upon a showing that a proposed use is a conditional use under this article, a conditional use permit shall be granted unless the Board determines that:

- a. There are unique or distinctive characteristics or effects associated with the proposed conditional use;
- b. There will be an adverse impact upon the health, safety, or welfare of the public or the surrounding area;
- c. Such impact differs substantially from the impact which would normally occur from such a use in that zone.

12. **Application Fee:** A fee for must be submitted by check payable to the City of Portland in accordance with Section 14-54 of the Municipal Code (see below). The applicant also agrees to pay all costs of publication (or advertising) of the Workshop and Public Hearing notices as required for this application. Such amount will be billed to the applicant following the appearance of the advertisement.

_____	Fee for Service Deposit (\$200.00)	
	(Required for all applications in addition to the applicable application fee listed below)	
<input checked="" type="checkbox"/>	Conditional Use	\$100.00
	Legal Advertisements	percent of total bill
	Notices (workshop and public hearing)	.55 cents each

NOTE: Legal notices placed in the newspaper for the public hearing meeting are required by State Statute and local ordinance. The cost of any and all Newspaper advertisements, legal advertisements and Planning Board notices will be billed directly to the applicant.

13. **Signature:** The above information is true and accurate to the best of my knowledge.

February 16, 2010
Date of Filing

OLD PORT HOSPITALITY, LLC
Gregory R. King, Member
Signature of Applicant

Further Information: Please contact the Planning Division for further information regarding the conditional use process. Applicants are encouraged to make an appointment to discuss their conditional use before filing the application.

Applicants are encouraged to include a letter or narrative to accompany the conditional use application which can provide additional background or contextual information, and describe the proposed conditional use and reasons for the request in a manner that best suits the situation.

Portland Planning Board, Portland, Maine- Effective: July 6, 1998

Waiver Requests (submitted by email from Barry Stowe, April 7, 2010)

1. The Build-To Line:

Section 14-220 (c) (Zoning Ord.): All buildings or structures shall be located within five (5) feet of the property line along street frontages, unless the Planning Board requires or approves an additional distance to comply with the requirements of section 14-526(a)(16) *This waiver is required in order to place the south side of the building a distance greater than 5' from the property line. The increased distance will provide adequate room for the outdoor eating area associated with the proposed restaurant. The waiver also allows for increased pedestrian access along the southern side of the building.*

2. Driveway curb radius:

Standard: Under the City's 'Technical and Design Standards and Guidelines' Section III, 2 (c) **Curbing of Driveways**, requires that the minimum radius be 20 feet. *The waiver is required in order to provide 10 foot wide curb radii at the driveway. The smaller curb radii are proposed in order to decrease the length of pedestrian travel across the driveway mouth. However, with the proposed on-street parking along Fore Street, the entrance can accommodate 20-foot turning radii and will accommodate truck turning movements.*

3. Parking Layout:

Standard: Under the City's 'Technical and Design Standards and Guidelines' Section III, 3 C **Parking Layout:** Lot layout shall conform to figures III-1 and III-2. *A waiver is required in order to provide a parking lot layout that includes tandem valet spaces. These spaces will smaller than the required 9 foot by 19 foot standard parking space. These spaces will be utilized by the valet service attendants only.*

4. Required Brick Sidewalk along Middle Street:

As shown on the Sidewalk Replacement Material Map.

A waiver is required in order to replace a portion of the sidewalk along Middle Street with a bituminous sidewalk where a brick sidewalk is required. This portion of sidewalk is intended to be temporary. A brick sidewalk will be installed in the future. A bond will be provided for the installation of a brick sidewalk if none is installed in the next three years.

5. Building facade illumination:

Standard: Under the City's 'Technical and Design Standards and Guidelines' Section XV: **Site Lighting Standards, 3. General Standards**, All fixtures, including wall packs, shall be a "cut-off" type where...no direct light shall be directed at or above the horizontal plane.

A waiver is required in order to provide the building facade with illumination. Illumination that directs light above a horizontal plane has been integrated into the exterior design of the structure to help create a greater sense security and interest for pedestrians, patrons, and residents. Also, facade illumination will help draw the awareness of new patrons to the building that are unfamiliar with the City.

6. Illumination levels above the maximum:

Standard: Under the City's 'Technical and Design Standards and Guidelines' **Section XV: Site Lighting Standards, 4. Specific Standards**, Maximum illumination level of 5.0 foot candles shall be measured at the grade.

A waiver is required in order to integrate down lighting on the building facade to highlight the restaurant entrance. Maximum illumination level of 5.0 foot-candles will be exceeded as a result light accumulated from the restaurant's proposed down lighting and the public street lights. Since the ambient light that is spilled onto the property from the public street lights is not addressed in the standards, a waiver is being sought to highlight the restaurant entrance with building facade down lighting. This outside lighting often makes the first impression to the pedestrian customer and can attract customers passing by the establishment. Also, the facade down light illumination will relay a sense of security and comfort during the outdoor dining season.

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EASEMENT RELOCATION AGREEMENT

THIS EASEMENT RELOCATION AGREEMENT is made as of the ____ day of March, 2010, by and between OLD PORT HOSPITALITY, LLC, a Maine limited liability company, whose mailing address is 11 Corporate Drive, Belmont, New Hampshire 03220 (hereinafter referred to as "Old Port") and the CITY OF PORTLAND, a body politic and corporate located in Cumberland County, Maine, whose mailing address is 389 Congress Street, Portland, Maine 04101 (the "City").

WHEREAS, Old Port is the owner of a parcel of land located on Fore Street, India Street, Middle Street and Franklin Street Arterial in Portland, Cumberland County, Maine, which parcel of land is more particularly described in a deed from PME I, Limited Partnership to Old Port dated January 29, 2010, and recorded in the Cumberland County Registry of Deeds in Book 27567, Page 40 (hereinafter referred to as the "Old Port Property"); and

WHEREAS, the City is the owner of a sewer line easement over the Old Port Property, which easement is more particularly described in a deed from the Slum Clearance and Redevelopment Authority to the City dated October 8, 1958, and recorded in the Cumberland County Registry of Deeds in Book 2438, Page 258 (hereinafter referred to as the "Existing City Easement"); and

WHEREAS, the City has agreed to terminate the Existing City Easement and release all of its rights and easements thereunder to Old Port with respect to the Old Port Property in return for Old Port granting the City a replacement easement over the Old Port Property to the City.

NOW, THEREFORE, for good and valuable consideration, the receipt whereof is hereby acknowledged, and in consideration of the foregoing and subject to the terms and conditions hereof, Old Port and the City hereby agree as follows.

1. Grant of Replacement Easement to City. Old Port hereby grants to the City a perpetual right and easement for the purpose of maintaining, repairing and replacing (a) an underground sewer line and (b) an underground stormwater line, together with all fixtures and appurtenances thereto, following the installation thereof by Old Port in accordance with the requirements and specifications of the City and at the sole cost and expense of Old Port within the limits of Middle and Fore Streets and that portion of the Old Port Property more particularly bounded and described as follows:

Beginning at a point located N 51° 43' 16" E a distance of 30.90' from the northeasterly corner of land owned now or formerly owned by 80-90 Corps as described in a deed recorded in the Cumberland County Registry of Deeds in Book 10466, Page 206;

Thence from the point of beginning running N 51° 43' 16" E a distance of 30.00' by and along Middle Street to a point;

Thence turning and running S 38° 16' 44" E a distance of 22.99' to a point;

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Thence turning and running S 51° 08' 35" E a distance of 144.74' to a point;

Thence turning and running S 38° 51' 25" W a distance of 30.00' by and along the Fore Street to a point;

Thence turning and running N 51° 08' 35" W a distance of 148.12' to a point; and

Thence turning and running N 38° 16' 44" W a distance of 26.37' to the point of beginning (hereinafter referred to as the "Easement Area").

The above-described Easement Area contains approximately five thousand one hundred thirty-three and thirteen one-hundredths (5,133.13) square feet of area and is shown on a plan entitled "Subdivision Plan of Hotel, Restaurant & Residences - Old Port for Old Port Hospitality, LLC" dated February 8, 2010, most recently revised February 23, 2010, and prepared by Sebago Technics.

Together with the right to enter upon the Easement Area at all reasonable times following prior notice to Old Port, except in the case of an emergency situation, for such purposes.

After the expiration of the defect guarantee period (as further described in the City's Land Use Code), Old Port shall be under no obligation to maintain, repair or replace said underground sewer line and underground stormwater line, or any fixtures and appurtenances thereto, following Old Port's completion of the initial installation thereof in accordance with the requirements and specifications of the City.

Reserving to Old Port, its successors and assigns, the right to use the Easement Area for pedestrian and vehicular access to and from the Old Port Property or any portion thereof, the right to pave the Easement Area, the right to install brick pavers, landscaping and landscaping related improvements within the Easement Area, the right to install other utilities within the Easement Area to serve the Old Port Property which do not materially interfere with said underground sewer line and underground stormwater line, or any fixtures and appurtenances thereto, the right to erect buildings and improvements over the Easement Area provided that such buildings and improvements are located not less than twelve (12) feet above the surface of the Easement Area, provided that no foundations or supporting structures for such buildings and improvements shall be located within the Easement Area, and the right to use the Easement Area for all other purposes as shall not materially interfere with the use thereof by the City, its successors and assigns, for the purposes described herein.

2. Termination and Release of Existing City Easement to Old Port. The City hereby terminates the Existing City Easement insofar as it relates to the Old Port Property and releases to Old Port all rights and easements in and to the Old Port Property acquired under and pursuant to the Existing City Easement, which termination and release shall be effective upon the City's determination that the installation of the underground sewer line and underground stormwater line, together with all fixtures and appurtenances thereto, within the Easement Area by Old Port has been completed in accordance with the requirements and specifications of the City. Such a determination will require the installation of video sewer camera by Old Port, a physical

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inspection of the infrastructure construction by the City and written approval by the City Engineer or Deputy City Engineer.

This Agreement shall be binding upon and shall inure to the benefit of the parties hereto and their respective successors and assigns.

IN WITNESS WHEREOF, OLD PORT HOSPITALITY, LLC and the CITY OF PORTLAND have caused this Agreement to be executed by their duly authorized representatives as of the date first set forth above.

WITNESS:

OLD PORT HOSPITALITY, LLC

By: _____
Mark G. V. Woglom
Its Manager

STATE OF NEW HAMPSHIRE
COUNTY OF BELKNAP, ss.

March ____, 2010

Personally appeared the above named Mark G. V. Woglom, Manager of OLD PORT HOSPITALITY, LLC, and acknowledged the foregoing instrument to be his free act deed in his said capacity and the free act and deed of said OLD PORT HOSPITALITY, LLC.

Before me,

Notary Public

Print name

R, G

WITNESS:

CITY OF PORTLAND

By: _____

Joseph E. Gray, Jr.
Its City Manager

STATE OF MAINE
COUNTY OF CUMBERLAND, ss.

March ____, 2010

Personally appeared the above named Joseph E. Gray, Jr., City Manager for the CITY OF PORTLAND, and acknowledged the foregoing instrument to be his free act deed in his said capacity and the free act and deed of said CITY OF PORTLAND.

Before me,

Notary Public/Attorney at Law

Print name

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MORTGAGEE'S JOINDER
TO
EASEMENT RELOCATION AGREEMENT

The undersigned, BANK OF NEW ENGLAND, holder of (a) a Mortgage, Security Agreement and Fixture Filing from OLD PORT HOSPITALITY, LLC dated January 26, 2010, and recorded in the Cumberland County Registry of Deeds in Book 27567, Page 43, (b) a Collateral Assignment of Leases and Rents from OLD PORT HOSPITALITY, LLC dated January 26, 2010, and recorded in said Registry of Deeds in Book 27567, Page 57, and (c) a Collateral Assignment of Contracts, Plans and Permits from OLD PORT HOSPITALITY, LLC dated January 26, 2010, and recorded in said Registry of Deeds in Book 27567, Page 63 (collectively, the "Security Documents"), for itself and its successors and assigns, hereby joins in this Easement Relocation Agreement for the purpose of (a) consenting thereto, (b) releasing the rights and easements granted to the CITY OF PORTLAND by OLD PORT HOSPITALITY, LLC as described herein from the Security Documents, and (c) agreeing that the Security Documents shall be subject and subordinate to the terms and provisions hereof and that in its exercise of its rights under the Security Documents it will recognize and agree to be bounds by the terms and conditions hereof.

IN WITNESS WHEREOF, the BANK OF NEW ENGLAND has caused this instrument to be executed by Charles E. Black, its Vice President, thereunto duly authorized, as of the ____ day of March, 2010.

WITNESS:

BANK OF NEW ENGLAND

By: _____
Charles E. Black
Its Vice President

STATE OF NEW HAMPSHIRE
COUNTY OF MERRIMACK, ss.

March ____, 2010

Then personally appeared the above-named Charles E. Black, Vice President of the BANK OF NEW ENGLAND, and acknowledged the foregoing instrument to be his free act and deed in his said capacity and the free act and deed of said BANK OF NEW ENGLAND.

Before me,

Notary Public

Print name