

32-C-1
119 Exchange Street
Press Hotel
119 Development, LLC.

#2012-602

Order 180-12/13
Passage: 8-0 (Anton absent) 4-22-13
MICHAEL F. BRENNAN (MAYOR)
KEVIN J. DONOGHUE (1)
DAVID A. MARSHALL (2)
EDWARD J. SUSLOVIC (3)
CHERYL A. LEBMAN (4)

CITY OF PORTLAND
IN THE CITY COUNCIL

JOHN R. COYNE (5)
JOHN M. ANTON (A/L)
JILL C. DUSON (A/L)
NICHOLAS M. MAVODONES (A/L)

ORDER GRANTING EASEMENT TO I19 DEVELOPMENT, LLC

ORDERED, that an easement is hereby granted to I19 Development, LLC in substantially the form attached hereto as Attachment I.

FJB

Frank J. Brancely, B.A., M.A.
Senior Engineering Technician

CITY OF PORTLAND
Sincerely,

If the City can be of further assistance, please call 874-8832.

The existing twenty-four inch vitrified clay sewer pipe, located in Exchange Street, has adequate capacity to **transport**, while The Portland Water District sewage treatment facility, located off Marginal GPD, from the proposed hotel-restaurant. The City combined sewer overflow (C.S.O.) abatement consent agreement (with the U.S.E.P.A., and with the Maine D.E.P.) requires C.S.O. abatement, as well as storm water mitigation, in order to offset any increase in sanitary flows, from all projects.

Dear Mr. Bushey:

RE: The Capacity to Handle Wastewater Flows, from the Proposed Conversion, of the Former Gannett Building, at 119 Exchange Street, into a Hotel and Restaurant.

Mr. Stephen Bushey, P.E.,
Senior Engineer,
Deluca-Hoffman Associates,
778 Main Street,
South Portland, Maine 04106

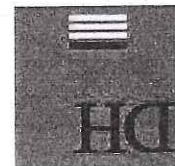
Michael J. Robinsky, Director
Public Services Department

31 December 2012

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PORTLAND MAINE





DELUCA-HOFFMAN ASSOCIATES, INC.
CONSULTING ENGINEERS
778 MAIN STREET
SUITE 8
SOUTH PORTLAND, MAINE 04106
TEL. 207.775.1121
FAX 207.879.0896

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

March 13, 2013

Revised April 10, 2013

Mr. Jeremiah Bartlett
City Traffic Engineer
Public Services Division
55 Portland Street
Portland, ME 04101



**Subject: Proposed Public Parking Modifications
Vicinity of Exchange, Market, and Federal Streets**

Dear Jeremiah:

On behalf of 119 Development LLC, we have prepared this letter and accompanying plans depicting proposed modifications to parking along Exchange, Market and Federal Streets. The changes are part of the proposed redevelopment of the former Press Herald office building into a Hotel use. The Applicant is seeking endorsement from the City Council Transportation Committee for various modifications to the alignment of parking along each of the streets. The Applicant has previously appeared and received approval from the City's Planning Board. We understand that any modifications to parking along City Streets must go before the Transportation Committee and ultimately the Council for approval. The accompanying Exhibit B plan depicts parking modifications sought and/or supported by the Hotel developer. Elements of these parking changes have been suggested by various City Staff.

BACKGROUND

The Planning Board approved the referenced project at a Public Hearing on January 22, 2013 as provided in the attached Site Plan labeled Exhibit A (Approved Plan) as well as the Existing Conditions Plan. Following discussions with the Applicant's abutter, Mr. Skarks, as well as several discussions with City Staff regarding revising the approved plan, specifically related to on street parking, we understand that a number of proposed solutions, as recommended by City Staff, may improve the situation for the City, Applicant and appease the abutter's concerns.

We note the following with respect to the on-street parking and loading immediately surrounding the building:

- On Exchange Street, there are currently six (6) or perhaps as many as seven (7) unstriped spaces, three (3) of which are metered and the remaining unmetered. It is understood there are unmetered spaces because the installation of the meter posts in the sidewalk may have conflicted with the basement space roof, which lies below a portion of the Exchange Street sidewalk. The project proposal includes the installation of a curb line bump out in front of the building's Exchange Street entrance to both deal with ADA door access as well as provide a safe entry area for pedestrians. This will eliminate at least one unmetered parking space. On the Federal Street side of the Exchange Street bump out, the Applicant is proposing a reserved area for Hotel

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BANK OF AMERICA
COMMERCIAL BANK

Mr. Jeremiah Bartlett

March 13, 2013, Revised April 10, 2013

Page 2

loading and unloading, as was submitted with the Final Site Plan Planning Board Application and depicted in Exhibit A. Approximately 60 feet of street length is proposed for this purpose. North of the extension, towards Congress Street, the new proposed plan (Exhibit B) depicts two (2) time restricted parking spaces as well as an additional single space to be reserved for Hotel loading. These spaces are to be restricted by signage to a 15 minute parking duration. It is the intent that these spaces will benefit both the proposed Hotel use as well as the tenants of 120 Exchange Street, across the street or other nearby buildings such as City Hall. Usage by the Hotel's airport and transportation shuttle is proposed for one of the three spaces, but its use will be held to the 15 minute duration.

➤ Currently there are up to three (3) unrestricted, unmetered/unstriped parking spaces along Federal Street. The Applicant proposes to provide two full spaces, either metered or signed for restricted duration use, as has been recommended by the Parking Division. The sidewalk extension is proposed to add 4' of additional sidewalk width that will facilitate the installation of up to four (4) street trees and several bicycle racks along the Federal Street frontage. Adequate street width will remain to allow the continuance of two-way traffic on Federal Street as well as parking on the opposite side of the street.

➤ Market Street currently contains as many as ten (10) unmetered, 1 hour angled parking spaces located on the Press Herald side of the street. Again, the installation of meters is precluded due to the basement space below a portion of the sidewalk, although we understand there is a desire to keep these Market Street spaces as un-metered as they have been historically. There is also loading/unloading space along the Market Street frontage. This space is expected to remain for use by the Hotel operator, to access the building for both delivery and waste removal. Access through the only loading door for the building is imperative for functionality. During the Site Plan review process, the Applicant proposed to re-orient the angled parking so as to require all vehicles to back into the spaces, as a means of improving safety (See Exhibit A). Subsequent to the Site Plan approval, we have been notified by City Staff that they are now interested in converting the Market Street parking into parallel parking on both sides of the street, while maintaining Market Street's one-way directional movement from Federal to Congress Street. The accompanying Exhibit B plan depicts these proposed conditions. The Applicant is amenable to these proposed modifications to the approved Site Plan, as long as the unfettered access to the loading area is protected. We also understand that this may provide additional parking in this area, which we see as a positive for everyone. The Applicant is also seeking a reserved space along Market Street for parking of the Airport/Transportation Center Shuttle bus/van. The van could pull around to the Exchange Street side and either use one of the 15 minutes spaces or the Hotel Loading zone when necessary for pick up or delivery of Hotel patrons. We would like to discuss this proposal with staff and the TS&E committee if possible.

➤ The Market Street loading/delivery zone will remain as the only access for waste removal and deliveries, although the space has been significantly reduced from its current condition to allow for additional parking area. We anticipate that deliveries will approach the site from Federal Street, as in the past. Smaller delivery vehicles may use the reserved loading zone, while larger trucks may simply need to temporarily park in Market Street while unloading; this is a common condition in the Old Port and certainly consistent with former Press Herald activities at this location. The benefit of the short block length and a means to go around Market via Federal to

Mr. Jeremiah Bartlett
March 13, 2013, Revised April 10, 2013
Page 3

Pearl or Temple allows a means to still access Congress Street should this condition present itself (as it did sometimes during operation of the PPH).

➤ There is currently no parking along the Congress Street frontage and the Applicant is not proposing any modifications. There is currently a Metro Bus service stop at the Congress Street side of the building.

In addition to the parking alignments described above and depicted on the accompanying plan, 119 Development LLC is proposing to install the following items within the public right of way that we understand each need Council approval, both of which have already received Planning Board approval. These items include:

➤ Granite paver stones at the Hotel entrance on Exchange Street (as shown in both Exhibits). The granite pavers are intended to provide a distinct and durable surface which enhances the visual wayfinding, helping to identify the hotel entry since the canopy is noticeably small in scale.

➤ A snow melt system that will involve the placement of radiant heating snow melt tubing system beneath a portion of the sidewalk in the vicinity of the Exchange Street entrance.

It is our understanding that the appropriate Licenses and Easements have been finalized between the City Attorney and the Applicant and are awaiting City approval and execution.

We trust that the accompanying Plan Exhibits and description of existing and proposed site conditions above adequately convey the proposal now set forth by the 119 Development LLC and City staff. We look forward to the Transportation Committee review of this project and welcome any comments or requests for information that City Staff may have.

Sincerely,

DeLUCA-HOFFMAN ASSOCIATES, INC.



Stephen R. Bushey, P.E.
Senior Engineer

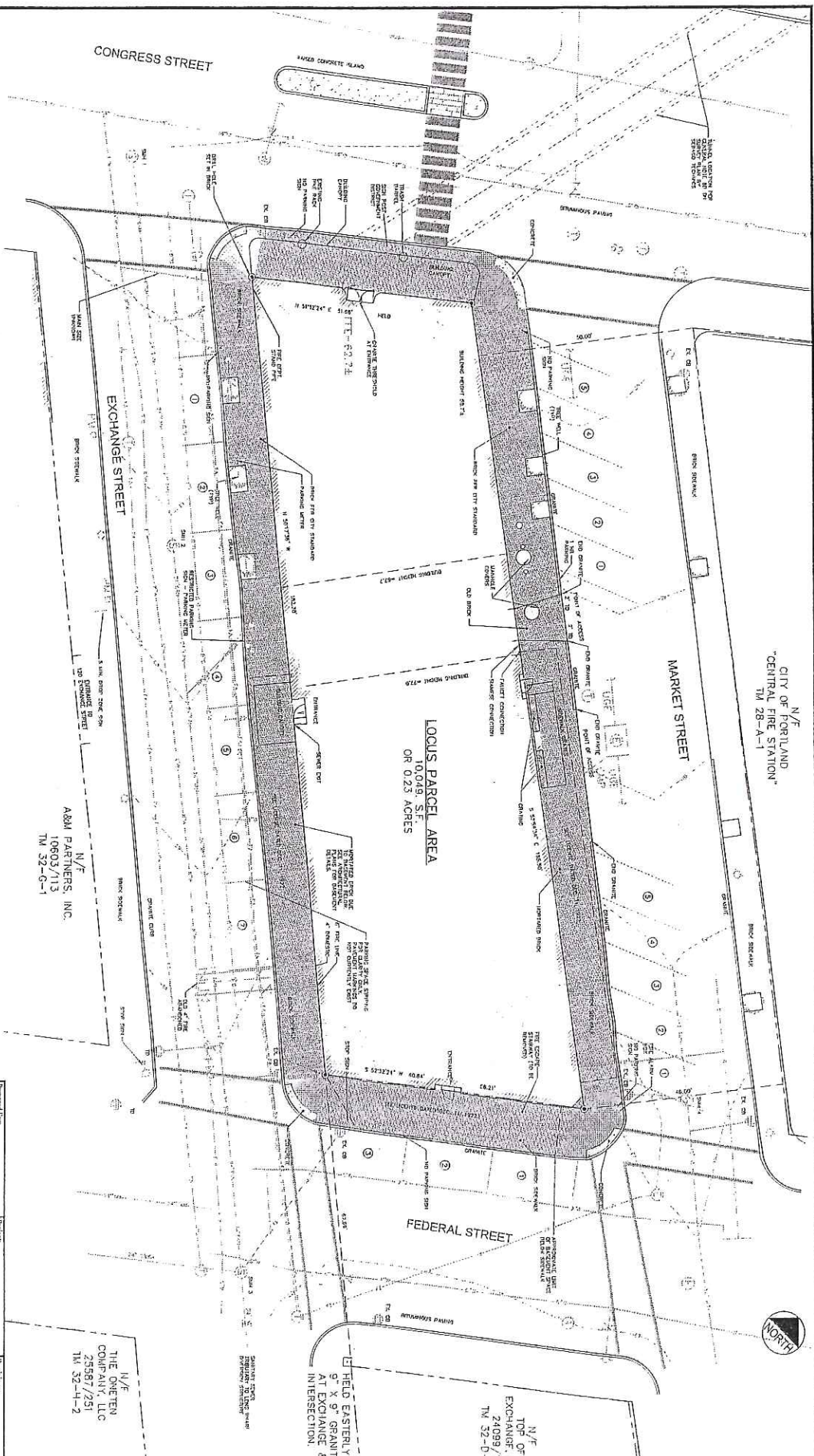
SRB/cmd/smk

Enc: Exhibit A – Site Plan
Exhibit B – Revised Site Plan
Existing Conditions Plan

c: James Brady, 119 Development LLC

Barbara Barhydt, Portland Planning
Katherine Barley, Portland Public Services Division
David Lloyd, Archetype

N/E
CITY OF PORTLAND
"CENTRAL FIRE STATION"
TM 28-A-1



PLAN REFERENCE

1. 24 1/2" X 36" PLAN AND TITLE SHEET OF CONGRESS STREET SITE, 390 CONGRESS STREET, PORTLAND, OREGON 97204.
2. 24 1/2" X 36" PLAN AND TITLE SHEET OF EXCHANGE STREET SITE, 119 EXCHANGE STREET, PORTLAND, OREGON 97204.
3. 24 1/2" X 36" PLAN AND TITLE SHEET OF FEDERAL STREET SITE, 119 FEDERAL STREET, PORTLAND, OREGON 97204.

NOTE:

1. GRADES 1'-0" ON EXCHANGE STREET, GRADES 1'-0" ON FEDERAL STREET AND ALL GRADES ON MARKET STREET ARE SHOWN AS DETERMINED BY SURVEY DATA. IF ANY DISCREPANCY EXISTS BETWEEN THESE GRADES AND THE GRADES SHOWN ON THE ADJACENT PLANS, THE GRADES SHOWN ON THIS PLAN SHALL CONTROL.
2. GRADES 1'-0" ON EXCHANGE STREET, GRADES 1'-0" ON FEDERAL STREET AND ALL GRADES ON MARKET STREET ARE SHOWN AS DETERMINED BY SURVEY DATA. IF ANY DISCREPANCY EXISTS BETWEEN THESE GRADES AND THE GRADES SHOWN ON THE ADJACENT PLANS, THE GRADES SHOWN ON THIS PLAN SHALL CONTROL.



DH
DULICH/PORTLAND ASSOCIATES, INC.
ARCHITECTS
119 EXCHANGE STREET
PORTLAND, OREGON 97204
503.525.1111

Prepared For:	119 EXCHANGE STREET HOTEL REDEVELOPMENT PORTLAND, ME
Project:	HOTEL REDEVELOPMENT PORTLAND, ME
Architect:	DULICH/PORTLAND ASSOCIATES, INC. 119 EXCHANGE STREET PORTLAND, OREGON 97204 503.525.1111
Date:	SEPT 2012
Scale:	1" = 10'
Block/Sheet:	EXISTING CONDITIONS PLAN C-2.1

N/E
THE OREITEN
COMPANY, LLC
25587/251
TM 32-4-2

N/E
TOP OF
EXCHANGE, LLC
24099/1
TM 32-0-2

N/E
HELD EASTERLY CORN
9' X 9' GRANITE MON
AT EXCHANGE & FEDS
INTERSECTION.



DLCA-HOFFMAN ASSOCIATES, INC.
 CONSULTING ENGINEERS
 778 MAIN STREET
 SUITE 8
 SOUTH PORTLAND, MAINE 04106
 TEL. 207 775 1121
 FAX 207 879 0896

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March 13, 2013

Revised March 15, 2013

Mr. Jeremiah Bartlett

City Traffic Engineer

Public Services Division

55 Portland Street

Portland, ME 04101

Subject: Proposed Public Parking Modifications

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BACKGROUND

The Planning Board approved the referenced project at a public hearing on January 22, 2013 as provided in the attached Site Plan labeled Exhibit A (Approved Plan) as well as the Existing Conditions plan. Following discussions with the applicant's abutter, Mr. Skarks, as well as several discussions with City Staff regarding revising the approved plan, specifically related to on street parking, we understand that a number of proposed solutions, as recommended by City Staff, may improve the situation for the City, applicant and appease the abutter's concerns. We note the following with respect to the on-street parking and loading immediately surrounding the building:

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Revised March 15, 2013

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We trust that the accompanying plan Exhibits and description of existing and proposed site conditions above adequately convey the proposal now set forth by the 119 Development LLC and City staff. We look forward to the Transportation Committee review of this project and welcome any comments or requests for information that City Staff may have.

Sincerely,

DeLUCA-HOFFMAN ASSOCIATES, INC.



Stephen R. Bushey, P.E.

Senior Engineer

SRB/cmd

Mr. Jeremiah Bartlett

March 13, 2013

Revised March 15, 2013

Page 4

Enc: Exhibit A – Site Plan
Exhibit B – Revised Site Plan
Existing Conditions Plan

c: James Brady, 119 Development LLC

Barbara Barhydt, Portland Planning

Katherine Barley, Portland Public Services Division

David Lloyd, Archetype

R:\3143.01-Press Herald Building Conversion\Admin\Permitting\3143.01 Bartlett (parkmod).doc



PLANNING BOARD REPORT PORTLAND, MAINE

Hotel Conversion
119 Exchange Street
Level III Site Plan
Project ID #2012-602
119 Development, LLC, Applicant

Submitted to: Portland Planning Board; Public Hearing Date: January 22, 2013	Prepared by: Shukria Wiar Date: January 18, 2013 Planning Board Report Number: 04-2013
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I. INTRODUCTION

The applicant, 119 Development, LLC, has submitted final plans and requested a Level III Site Plan review for the reuse of the Guy Gannett Building on Congress Street. The proposal is to convert the existing office building into a 110-room luxury boutique hotel and restaurant. The seven- (7) story building of 84,491 sq. ft. will be comprised of hotel and restaurant floor space. The restaurant entrance will be oriented to Congress Street and the Hotel lobby entrance will be from Exchange Street. The parking for the building will be across Congress Street at the surface parking lot located at 385 Congress Street.

The staff review comments and recommendations contained in this report are based on the submittal dated December 28, 2012. Revised site plans were submitted on Wednesday afternoon, January 16, 2013 that are intended to address some of staff comments. Staff has not reviewed or approved anything that is contained in the revised plans.

Required reviews: The proposal is being reviewed under the Land Use Code provisions 14-526 (Site Plan).

One Hundred and thirteen (133) notices were sent to area residents. A notice also appeared in the January 15th and January 16th editions of the *Portland Press Herald*.

II. PROJECT DATA

Applicant Name	119 Development, LLC
Consultants	Steve Bushey, Deluca-Hoffman Associates, Inc.
Existing Zoning:	Downtown Business B-3
Existing Use:	Vacant Office Building
Proposed Use:	Hotel and Restaurant
Existing number of lots:	Two
Proposed number of lots:	Two
Parcel Size:	0.23 acres
Imperious Surface Area:	10,049 sq. ft.
Existing:	10,049 sq. ft.
Proposed:	10,049 sq. ft.
Net Change:	Zero (0)

The surrounding area is at the head of the Old Port District links to the Congress Street corridor. Upper Exchange Street and lower Market Street is in the Pedestrian Activities District Overlay Zone. Existing development on the opposite side of abutting streets includes a mix of surface parking and multi-storied development including retail, office and restaurant with some upper story residential. Portland City Hall is across the street from the proposed site and Central Station is on the westerly side. There are also office building and mixed use buildings with retail on the next block. The surface parking lot adjacent to the former printing building will be used for parking for the proposed development. The parking lot is across from Central Station. The parking lot can be accessed through a tunnel under Congress Street to the building at 385 Congress Street or by crossing at the Congress/Market intersection. The applicant is not proposing to use the tunnel at this time.

The existing sidewalks along all the four streets are in brick with some street trees (mainly on Exchange Street). Existing Licenses: There are two licenses associated with these properties. The first is a license granted by the City of Portland for the area occupied under sidewalks on Exchange, Federal, and Market Streets. The second license is for the installation and maintenance of a tunnel under Congress Street from the proposed building to 385 Congress Street. The following language on the survey explains it in more detail:

The overall parcel is made up of two lots with approximately 0.23 acres of land, which are in single ownership and treated as one lot. The structure was built in two phases:

1. Parcel One is located at the north end (along Congress Street) of the property and the building that once held offices is located on this parcel. The property is 0.1028 acre and the total building space is approximately 33,035 sq. ft. This building has a main entrance on Congress Street. The building was built in 1947.
2. Parcel 2 is bounded by Federal, Market and Exchange Streets. The property is 0.1277 acre and the total building space is approximately 51,456 sq. ft. A portion of the basement of this building lies below the sidewalks along Exchange, Federal and Market Streets. There is a main entrance off of Exchange Street and another entrance off Federal Street. The building was built in 1925.

III. EXISTING CONDITIONS

Building Area:	Existing Building Area:	Proposed Building Area:	Existing Building Footprint:	Proposed Building Footprint:	Building Height:	Parking Spaces:	Existing:	Proposed:	Number of Handicapped Spaces:	Proposed Lease of Spaces:	Bicycle Parking Spaces:	Existing:	Proposed:	Estimated Cost of Project:	Uses in Vicinity:
84,491 sq. ft.	84,491 sq. ft.	84,491 sq. ft.	10,049 sq. ft.	10,049 sq. ft.	77' at the highest part of building	Zero (0) - Only on-street available	Two (2)	Two (2)	N/A	50 spaces at 385 Congress Street		Two (2)	Two (2)	\$8 Million	Mix of surface parking and multi-storied development including retail, office, Merrill Auditorium, restaurants and upper story residential units

EXCEPTION NO. 10: LICENSE GRANTED BY THE CITY OF PORTLAND, DATED DECEMBER 11, 1922, TO OCCUPY UNDER THE SIDEWALKS IN FRONT OF 11-119 EXCHANGE STREET, 175-179 FEDERAL STREET AND 120-126 MARKET STREET, IS SUBJECT TO THE RIGHTS OF THE CITY TO CONSTRUCT OR MAINTAIN CONDUITS FOR WIRES OR SEWERS IN SUCH SPACES OR TO TAKE SPACE UNDER SUCH SIDEWALKS FOR ANY PUBLIC USE.

SURVEY FINDINGS: THE LICENSE AREA DESCRIBED AS BEING WITHIN EXCHANGE, FEDERAL AND MARKET STREETS ARE SHOWN BASED ON THE DIMENSIONAL ELEMENTS LISTED IN THIS DOCUMENT. THE AREA LYING WITHIN MARKET STREET HAS AN APPARENT VAULT AREA WITH ASSOCIATED VENTS AS SHOWN. THE AREA LYING WITHIN FEDERAL STREET HAS A PORTION OF THE LOCUS BUILDING WITHIN THE LIMITS OF THE LICENSE, THE NORTHEAST AND SOUTHEAST PORTIONS OF THE BUILDING LIE OUTSIDE THIS LICENSE. THE AREA LYING WITHIN EXCHANGE STREET HAS A POSSIBLE SEWER SERVICE FROM THE BUILDING ON THE LOCUS PARCEL RUNNING INTO EXCHANGE STREET AS SHOWN.

EXCEPTION NO. 11: LICENSE WITH THE CITY OF PORTLAND TO INSTALL AND MAINTAIN A TUNNEL WITHIN AND ACROSS THE LIMITS OF CONGRESS STREET FROM THE SUBJECT PARCEL TO 390 CONGRESS STREET IS SUBJECT TO THE TERMS AND CONDITIONS OF THAT LICENSE AGREEMENT WITH THE CITY.

SURVEY FINDINGS: A TUNNEL EXISTS WITHIN THE LIMITS OF CONGRESS STREET ALONG THE NORTHERLY PORTION OF THE SUBJECT PARCEL AS SHOWN HEREON. SEE ORDER 127 ISSUING A BUILDING PERMIT AS PASSED BY THE MUNICIPAL OFFICERS OF THE CITY OF PORTLAND DATED MARCH 1, 1965.

IV. PROPOSED DEVELOPMENT

The applicant is proposing to convert and operate a 110-room luxury boutique hotel in the former Gannett Building. The property has maintained a prominent role in the City's Downtown District for almost a century as the home to Guy Gannett Publishing and the Portland Press Herald production facilities. The development site is bounded by Congress, Exchange, Federal and Market Streets. The project is a reuse of a former office high-rise property, which has been vacant for the past few years. The development includes primarily interior re-fit construction to create the 110-room hotel layout. The plans include the installation of the following:

1. An 80-seat restaurant and kitchen on the first floor level (street grade). The restaurant's primary access will be off Congress Street and the hotel entrance will be off Exchange Street.
2. 110 room units on Floors 2-7.
3. A pool area within the basement space.

The building's exterior will remain unchanged except for the renovation of the entrances on all public streets. Modifications to the hotel entrance off Exchange Street are also necessary to allow the entry to meet ADA requirements. The entrance on Congress Street will be improved to provide a new entry door to match the existing. Similarly, a new entry door will be installed on the Market Street side where currently there are overhead doors. Finally, a new door will be installed at the existing Federal Street entrance. The building is within the Congress Street Historic District and exterior changes must be reviewed by the Historic Preservation Board for a certificate of appropriateness. A public hearing on this proposal before the Historic Preservation Board is scheduled for February 6, 2012.

The applicant is proposing to reconstruct portions of the sidewalks around the building in brick and to create a bump-out of the curb line on Exchange Street at the building entrance. At the primary hotel entrance, the applicant is proposing to install 8" x 12" granite stones in the sidewalk beneath the existing canopy. The rest of the bump-out will be a patterned brick sidewalk. The applicant is proposing to install a radiant snow melt system beneath the entrance area. The exterior work will also include waterproofing the basement space. This will require removal and excavation of the existing sidewalk system around the perimeter of the building. Also as part of the project, the sidewalk along the Federal Street frontage will be extended from eleven (11) feet to fifteen (15) feet. New brick sidewalks will be constructed as part of the waterproofing process.

V. PUBLIC COMMENT

The neighborhood meeting for this project was held on October 11, 2012. The minutes for the meeting are included in Attachment C. As of the date of writing this report, there has been no public comment have been submitted.

VI. RIGHT, TITLE AND INTEREST AND FINANCIAL/TECHNICAL CAPACITY

a. The owner of the property is MTM Portland Properties, LLC. The applicant has provided a copy of sale and purchase agreement (Attachment I). Right, title and interest in the property has not been submitted and will need to be submitted for the final review of the project.

b. The estimated cost of the development is \$ 8 Million. The applicant has submitted a financial capacity letter from Bangor Savings Bank, dated December 27, 2012 as demonstration of their financial capacity to complete the proposed development (Attachment K).

VII. ZONING ASSESSMENT

A. ZONING REVIEW- Marge Schumackal

This project is to change the use of the previous Press Herald/Guy Gannett building. The proposed use is a 110 room hotel with amenities along with an 80 seat restaurant. A new elevator tower is proposed on the rear roof. The entire property is located within the B-3 Downtown Business Zone. Both the hotel and restaurant are allowable uses in the B-3 zone. There is also a Historic overlay zone and a Pedestrian Activities Encouragement District and a Downtown Entertainment Overlay Zone on this property. The DEOZ refers more to the dispersal of entertainment licenses through the City Clerk's office.

Per the submitted elevations, the current building is approximately 77' high for the portion of the building that is highest. The downtown height overlay map allows a maximum structure height of 125' with a 90' maximum street wall height. The current building will be meeting the current height regulations.

The B-3 zone does not require any parking to be shown for changes of use. The Historic District overly also does not require any more parking other than what may be currently on site. However, it is understood that the hotel use will want to provide parking for their guests to be competitive.

All other B-3 zone requirements are being met.

Separate permits are required for any new signs. HVAC systems will need separate permits and will need to meet the maximum noise regulations within the B-3 zone. The applicants will be required to detail the emitting dBAs for the units being installed at the time of permitting.

B. SITE PLAN STANDARDS (Section 14-526)

The proposed development has been reviewed by staff for conformance with the relevant review standards of Portland's site plan ordinance and applicable regulations. Staff comments are listed below.

1. Transportation Standards

The property is situated on a block that is surrounded by four streets: 1) to the north of the property is Congress Street; 2) to the south is Federal Street; 3) to the west is Exchange Street; and 4) to the east is Market Street. The building has entrances on all four streets. Congress Street is the main downtown street which permits traffic movement in both directions. Exchange Street permits one way movement from Congress Street towards the Old Port, while Market Street allows one way movement towards Congress Street. There are approximately six (6) parallel on-street parking spaces on Exchange Street, three (3) parallel spaces on Federal Street and eleven (11) angled spaces on Market Street. Four spaces on Exchange Street are metered while the remaining spaces are unmetered. Parking meters are not located along a portion of the sidewalk due to the basement extending below the public sidewalk. There is a license in place that the applicant refers to on the survey plan (see paragraph III above). There is no parking on Congress Street in front of the site.

As part of the project proposal, the work will include a sidewalk extension (bump out) into Exchange Street and the raising of the sidewalk grade to provide flush sidewalk access into the door entry area. The sidewalk extension is to allow the sidewalk grades to match into the entry to make the entrance ADA

accessible. The entry will consist of different sidewalk material other than the City approved brick, as well as a snow melt system. The applicant will need City Council approval for the granite stone being proposed for the entrance. The applicant will need to enter a maintenance agreement for the granite stones and an easement for the radiant snow melt system.

According to the application, the reason for the material change is for the following reason:

To enhance the sense of arrival since the very small existing canopy does little to identify the arrival point or entry to this sizable building. The Applicant is proposing a change in surface treatment to provide a distinguishing visual effect. The expectation is that the surface will transition smoothly from the reconstructed brick (meeting City Standard) to the entrance. This entrance surface may consist of a granite stone or similar architectural brick treatment similar to others found in the City.

Tom Errico, Consultant Traffic Engineer, has reviewed the final application and offers the following recommendation regarding the proposed bump out on Exchange Street:

Based upon a need to provide an ADA compliant entrance, and a need for added sidewalk width to meet sidewalk cross-slope grade standards, I find the "bump-out" to be acceptable. I would note that the design should include streetscape features that prevent its use as a drop-off location for hotel guests so that Exchange Street traffic flow is not impeded.

A potential condition of approval:

The design of the extension of the sidewalk on Exchange Street (i.e. bump-out) shall include streetscape features that prevent its use as a drop-off location for hotel guests so that Exchange Street traffic flow is not impeded.

The proposal is to expand the Federal Street sidewalk to fifteen (15) feet wide, while maintaining the three parallel spaces. Currently, the sidewalk width is approximately eleven (11) feet with three parallel non-metered parking spaces between Market Street and Exchange Street. Due to the extension of the sidewalk, four street trees will be introduced on this block of the street. According to the applicant, the purpose of the sidewalk extension is to "provide improved pedestrian safety, space for the bicycle rack(s) and the ability to provide street trees along the Federal Street frontage".

The applicant is also proposing to remove the on-street parking spaces from the lower portion of Exchange Street to the Federal Street for valet service. John Reverada, Parking Division Director, has requested that this area be labeled as "Hotel Drop-Off Area" instead of "Valet Area".

A potential condition of approval:

The 'Valet Area' on the site plan shall be noted as "Hotel Drop-Off Area" on the final site plan and traffic signage.

The removal of any on-street parking will require City Council approval. Currently the on-street parking spaces on Market Street are head-in angle and the applicant has requested that these spaces be converted to back-in angle parking spaces. Mr. Errico is in support of this change, but the applicant will need to evaluate effective means to implement and educate drivers on the re-orientation of the parking spaces.

The applicant is proposing to use the surface parking lot at the former printing press building at 385 Congress Street (across from Central Station). The total number of parking spaces to be leased is fifty (50) spaces (Attachment J). The parking lot can be accessed through a tunnel under Congress Street to the building at 385 Congress Street or by crossing at the Congress/Market intersection. The applicant has

stated in their application that they intend to lease additional parking spaces at the Temple Street garage; however, a letter of intent is not included in the application. The proposed parking for 50 spaces is less than the number of parking spaces required for recently approved hotel projects; however, the reuse of an historic structure in the B-3 zone does not require parking beyond what is currently available on-site.

Mr. Errico has the following comments in regard to the proposed project; please see Attachment 2 for his complete review:

i. The project will be upgrading sidewalks surrounding the building. Coordination with DPS on appropriate sidewalk ramp design and ADA compliance will need to take place.

Status: Specific sidewalk comments are noted below:

a. The tree planters at the main entrance on Exchange Street should not be located in the sidewalk and obstruct the primary pedestrian route.

b. Based upon the specialty sidewalk material and an underground snow melt system, a maintenance agreement should be executed for the main entrance on Exchange Street

such that the applicant is responsible for maintaining the "bump-out" area.

c. A sidewalk ramp should be constructed on Congress Street at the existing crosswalk at the southwest corner of the Market Street intersection.

d. The applicant is proposing the relocation of the existing curbing on Federal Street

between Market Street and Exchange Street to provide a wider sidewalk. I find the

resultant roadway width of Federal Street to be acceptable. I would note that the travel

lane alignment for westbound traffic will require a slight shift by motorists. Based upon

low travel speeds and volumes, I expect conditions to operate safely. However, I would

suggest that a condition of approval be established that requires conditions to be

monitored. If post-improvement conditions indicate a deficiency, the applicant would be responsible for any required pavement marking and/or signage changes to mitigate the

identified deficiency.

ii. Parking regulation changes on abutting streets may need City Council action. If necessary, the applicant shall be responsible for providing all necessary materials for seeking a parking schedule

a. Status: The proposed on-street parking changes will require City Council approval. It should be noted that Council approval will require a review by the TS&E Committee prior to going to the full Council. Accordingly, the applicant should plan on the appropriate amount of time to work through this process.

A potential condition of approval:

The traffic conditions, specifically the travel lane alignment for westbound traffic, on Federal Street shall be to be monitored one year after the issuance of the certificate of occupancy. If post-improvement conditions indicate a deficiency, the applicant shall be responsible for any required pavement marking and/or signage changes to mitigate the identified deficiency.

The tree planters at the main entrance on Exchange Street shall not be located in the sidewalk and obstruct the primary pedestrian route.

2. Environmental Quality Standards

a. Landscaping and Landscape Preservation
There are a few street trees on Exchange Street that applicant is proposing to keep. Since the sidewalk on Federal Street is extending to fifteen feet, four street trees are proposed along the frontage. Jeff Tarling, City Arborist, has reviewed the final application and offers that following recommendations:

1. Street Trees - The existing conditions present six 'Armstrong' Red Maple trees approximately 4" caliper in size, three along Exchange Street and three along Market Street. All six trees are on the Congress Street end due to underground limitations on the Federal Street end. The six trees were listed in "fair" condition in our recent survey in September 2012 due to compaction, decline due to deicing salts. The project should include tree replacement options if the existing trees decline during construction. Upright Pin Oak, Quercus palustris 'Green Pillar' Oak might be a more tolerant of these urban conditions. Improving the existing tree wells or tree pits should be considered if the existing trees survive the construction phase. Limiting damage to the existing trees is noted on the plan.

Proposed 'street-trees' for Federal Street - the plan proposes four new trees along Federal Street between Exchange Street & Market Street in curbed tree pits. We may want to improve or enlarge the tree pits to contain greater soil volume to help the trees survive. This could be going from 3' x 5' to (5' x 7') sized tree well. Options for the curbing can be vertical curbing, 5" x 12" granite with thermal cut finish verses typical 'saw cut', this would be similar to ones used at the Portland Public Library project on Congress Street. The thermal finish is more natural, rough finish verses the smooth street type curb; the second option would be to use the slope granite style as found in Boothby Square on Fore Street. We have also seen larger more ornate granite used with good results - this would be an option if the project team wanted to select. Tree type options: Ginkgo, 'Princeton' American Elm, 'Alleé' Lacebark Elm, 'Musashino' Zerkova.

ii. Exchange Street Entrance Landscape - willing to work with the project team to review options for this area.

A potential condition of approval:

Prior to the issuance of a building permit, the applicant shall submit a final landscape plan that addresses items 1 and 2 of the City Arborist memorandum dated January 16, 2013 for review and approval by the City Arborist and Planning Authority.

The applicant is leasing parking spaces on the surface parking lot across the street (this property is not owned by the applicant). The lots are approved parking lots. Mr. Tarling had suggested landscaped improvements to the parking lot; however, that is beyond the jurisdiction of the City's review.

b. Water Quality, Storm Water Management and Erosion Control

David Senus, Consultant Engineer with Woodard and Curran, has reviewed the site plans and recommends that "the existing catch basin within Federal Street should be replaced, and the new basin should be situated along the gutter line with a standard grate and curb inlet in accordance with the City's standard details".

David Margolis-Pineo, Deputy Engineer with the Department of Public Services, has also reviewed the plans and is satisfied with the drainage on site. He recommends that a note be added to the final plans that "All work within the street right of way with meet City of Portland Technical Standards". Please refer to Attachment 4 for a Mr. Margolis-Pineo's full comments and recommendations.

A potential condition of approval:

The existing catch basin within Federal Street shall be replaced, and the new basin shall be situated along the gutter line with a standard grate and curb inlet in accordance with the City's standard details. The final site plan shall be updated to show this change. A note is to be added that all work within the street right of way with meet City of Portland Technical Standards.

3. Public Infrastructure and Community Safety Standards

- a. Sidewalks
- The existing sidewalks along all four streets (Congress, Exchange, Federal and Market) are in brick. Upper Exchange Street and lower Market Street is in the Pedestrian Activities District Overlay Zone. As part of the waterproofing of the basement space, the work will require removal and excavation of the existing sidewalk system around the perimeter of the building. New brick sidewalks will be constructed on the portions of the sidewalk that are undergoing the waterproofing process. David Margolis-Pineo, Deputy City Engineer, has recommended that the two ramps on Congress Street need to show appropriate detectable warning panels as shown for the corners on Federal Street. The sidewalk ramp detail should reflect the standard for historic districts. The plans would need to be updated to show these changes. There is an existing crosswalk on Congress St from City Hall ending with vertical granite curbing at the applicant's property. A sidewalk ramp should be constructed on Congress Street at the existing crosswalk at the southwest corner of the Market Street intersection.
- A potential condition of approval:

The two ramps on Congress Street shall show the appropriate detectable warning panels as required by the City's Technical Manual. The sidewalk ramp detail shall reflect the standard for historic district. A sidewalk ramp shall be constructed on Congress Street at the existing crosswalk at the southwest corner of the Market Street intersection. The final plans shall reflect these changes.

- b. Construction Management Plan
- A Construction Management Plan is addressed generally in the final application. City staff would like to see a final plan that shows the logistics of sidewalk closings for construction, handling of parking around the perimeter, and duration of construction on site. It is understood that such a plan cannot be fully addressed until a contractor is selected. It is agreed that the owner, City and selected contractor will work together to develop an agreeable plan prior to the issuance of a building permit.

A condition of approval:

A construction management plan shall be submitted for review and approval prior to the issuance of a building permit.

- c. Public Safety and Fire Prevention
- Captain Chris Pirone of Fire Department has reviewed the submitted site plans and finds the proposed site plan to be acceptable

- d. Availability and Adequate Capacity of Public Utilities
- The applicant will need to submit capacity letters for the proposed utilities as part of the final application. Since a restaurant is being proposed in the building, a grease trap will need to be installed. The applicant is proposing 1,500 gallon grease trap to be located in the Exchange Street sidewalk. A sampling manhole will also be required per City of Portland Technical Manual standards. Since this will be a permanent structure in the right of way, an easement is required to install and maintain the proposed grease trap. Mr. Margolis-Pineo has requested that a note be added to the final plans to contact Brad Roland (400-0640) to review and approve design before ordering structures.
- A potential condition of approval:

The plans for the 1,500 gallon grease trap shall be submitted for review and approval by Brad Roland, Department of Public Services, and the Planning Authority prior to ordering structures and prior to the issuance of a building permit. This note must appear on the site and utility plans.

4. Site Design Standards

- a. Snow and Ice Loading
The site is located in the Portland Downtown District (PDD) and therefore PDD, along with the City, will be responsible for plowing of sidewalks.

- b. Historic Resources
The project site is located in the Congress Street Historic District and is in the review process by the Historic Preservation Division. The public hearing for this item is tentatively scheduled for February 6, 2013.

A potential condition of approval:

Prior to the issuance of a building permit, the applicant shall obtain Certificate of Appropriateness from the Historic Preservation Board.

- c. Exterior Lighting

The applicant has conducted some lighting analysis of the site. Based upon a conversation with Mr. Lloyd on January 18th, the lighting engineer has identified several low lit areas along Market and Federal Streets. The applicant is considering the installation of street lights meeting the City's standards, but the plans have not yet been submitted for review. The applicant has proposed some exterior lighting fixtures for the building that are undergoing Historic Preservation review. A photometric plan and catalogue cuts for the proposed lighting fixtures must be submitted for review under the site plan ordinance. The Historic Preservation Board will review and approve the lighting fixtures and the Planning Authority will need to review the photometric plan. The Planning staff recommends a condition of approval that requires a final lighting plan to be submitted for review and approval by the Planning Authority.

A potential condition of approval:

A final lighting plan, including a photometric plan and catalogue cuts for the proposed exterior lighting fixtures, and any proposed street lights meeting the City's technical standards, shall be submitted for review and approval by the Planning Authority prior to the issuance of a building permit.

- d. Noise and Vibration

The applicant is proposing new HVAC and mechanical equipment. The proposed noise levels for all the HVAC and mechanical equipment must be submitted as part of the final plan.

A potential condition of approval:

Prior to a building permit, the applicant shall submit the noise levels for all the HVAC and mechanical equipment for review and approval by the Planning Authority.

- e. Signage and Wayfinding

A signage and wayfinding plan has been submitted as part of the final site plan.

- f. Zoning Related Design Standards

The site is located in the Downtown Business B-3 Zone and in the Congress Street Historic District. Since the site is a historic district, the Historic Preservation will be reviewing the exterior design of the building.

VIII. PLANNING RECOMMENDATION

The Planning Division recommends approval of the site plan with the recommended conditions of approval listed under the proposed Planning Board motion.

IX. PROPOSED PLANNING BOARD MOTION

On the basis of the application, plans, reports and other information submitted by the applicant, findings and recommendations contained in Planning Board Report # 04-2013 for application # 2012-602 relevant to the Site and other regulations, and the testimony presented at the Planning Board hearing, the Planning Board that the plan [is / is not] in conformance with the site plan standards of the Land Use, subject to the following condition(s) of approval to be met prior to the issuance of a building permit, unless stated otherwise below:

1. The applicant shall submit the proposed easements for the snow melt system and grease trap, the proposed license agreement for the planters in the right-of-way, the proposed maintenance agreement for the sidewalk material for review and approval by Corporation Counsel prior to the issuance of a Certificate of Occupancy. The proposed easement and change in sidewalk material will require the review and approval of the City Council.

2. The design of the extension of the sidewalk on Exchange Street (i.e. bump-out) shall include streetscape features that prevent its use as a drop-off location for hotel guests so that Exchange Street traffic flow is not impeded.

3. The 'Valet Area' on the site plan shall be noted as "Hotel Drop-Off Area" on the final site plan and traffic signage.

4. The traffic conditions, specifically the travel lane alignment for westbound traffic, on Federal Street shall be to be monitored one year after the issuance of the certificate of occupancy. If post-improvement conditions indicate a deficiency, the applicant shall be responsible for any required pavement marking and/or signage changes to mitigate the identified deficiency.

5. The tree planters at the main entrance on Exchange Street shall not be located in the sidewalk and obstruct the primary pedestrian route.

6. Prior to the issuance of a building permit, the applicant shall submit a final landscape plan that addresses items 1 and 2 of the City Arborist memorandum dated January 16, 2013 for review and approval by the City Arborist and Planning Authority.

7. The existing catch basin within Federal Street shall be replaced, and the new basin shall be situated along the gutter line with a standard grate and curb inlet in accordance with the City's standard details. The final site plan shall be updated to show this change. A note is to be added that all work within the street right of way with meet City of Portland Technical Standards.

8. The two ramps on Congress Street shall show the appropriate detectable warning panels as required by the City's Technical Manual. The sidewalk ramp detail shall reflect the standard for historic district. A sidewalk ramp shall be constructed on Congress Street at the existing crosswalk at the southwest corner of the Market Street intersection. The final plans shall reflect these changes.

9. A construction management plan shall be submitted for review and approval prior to the issuance of a building permit.

10. Prior to the issuance of a building permit, the applicant shall obtain Certificate of Appropriateness from the Historic Preservation Board.

11. A final lighting plan, including a photometric plan and catalogue cuts for the proposed exterior lighting fixtures, and the proposed street lights meeting the City's technical standards, shall be submitted for review and approval by the Planning Authority prior to the issuance of a building permit.

12. Prior to a building permit, the applicant shall submit the noise levels for all the HVAC and mechanical equipment for review and approval by the Planning Authority.
13. The plans for the 1,500 gallon grease trap shall be submitted for review and approval by Brad Roland, Department of Public Services, and the Planning Authority prior to ordering structures and prior the issuance of a building permit. This note must appear on the site and utility plans.

ATTACHMENTS:

PLANNING BOARD MEMO ATTACHMENTS

1. Marge Schmuckal Review 01.16.2013
2. Tom Errico Review 01.16. 2013
3. David Senus Review 01.03.2013
4. David Margolis-Pineo Review 01.16.2013
5. Jeff Tarling Review 01.16.2013

APPLICANT'S SUBMITTAL- December 28, 2012

- A. Written Description of Project
- B. Application
- C. Neighborhood Meeting Minutes
- D. Development Description
- E. Existing Site Photographs
- F. Maps
- G. Utility Capacity Availability Letters
- H. Technical and Financial Capacity
- I. Purchase and Sale Agreement
- J. Parking Lease
- K. Financial Capacity Letter
- L. Conformity with Applicable Design Standards

APPLICANT'S REVISED SUBMITTAL- January 16, 2013

- A. Applicant Responses to Staff Comments
- B. Draft license Agreement and Easement Documents
- C. Capacity Letters from Portland and Portland Public Services Division
- D. Bike Rack Detail
- E. Stone Bollard Detail
- F. Site Layout Site Improvement Plan
- G. Utility and Grading Plan
- H. Construction Management Plan

PLANS

- Plan 1 Cover Sheet
- Plan 2 General Notes and Legend
- Plan 3 Alta/Acsm Land Title Survey
- Plan 4 Existing Conditions Plan
- Plan 5 Site Improvement Plan
- Plan 6 Utility and Grading Plan
- Plan 7 Details
- Plan 8 Details
- Plan 9 Cross Sections
- Plan 10 Sub-Basement and Basement Floor Plans

Plan 11 First and Second Floor
Plan 12 Third and Fourth Floor
Plan 13 Fifth and Sixth Floor
Plan 14 Seventh Floor and Roof Plan
Plan 15 Elevations
Plan 16 Elevations
Plan 17 Elevations
Plan 18 Entries
Plan 19 Entries

Marge

Shukria,
My comments of 10/3/2012 are still in force. I have not seen anything on the plans that would violate any zoning requirements. So this would be my final comment on the proposal.

From: Marge Schmuckal
To: Shukria Wiar
Date: 1/16/2013 2:22 PM
Subject: 119 Exchange Street

Shukria Wiar - 119 Exchange Street

1.2

119 Exchange Street – 032-C-1 & 2
2012-602 - B-3 Zone with Historic – PAD and DEOZ
10/3/2012

This project is to change the use of the previous Press Herald/Guy Gannett building. The proposed use is a 110 room hotel with amenities along with an 80 seat restaurant. A new elevator tower is proposed on the rear roof. The entire property is located within the B-3 Downtown Business Zone. Both the hotel and restaurant are allowable uses in the B-3 zone. There is also a Historic overlay zone and a Pedestrian Activities Encouragement District and a Downtown Entertainment Overlay Zone on this property. The DEOZ refers more to the dispersal of entertainment licenses through the City Clerk's office.

Per the submitted elevations, the current building is approximately 77' high for the portion of the building that is highest. The downtown height overlay map allows a maximum structure height of 125' with a 90' maximum street wall height. The current building will be meeting the current height regulations.

The B-3 zone does not require any parking to be shown for changes of use. The Historic District overly also does not require any more parking other than what may be currently on site. However, it is understood that the hotel use will want to provide parking for their guests to be competitive.

All other B-3 zone requirements are being met.

Separate permits are required for any new signs. HVAC systems will need separate permits and will need to meet the maximum noise regulations within the B-3 zone. The applicants will be required to detail the emitting dBAs for the units being installed at the time of permitting.

Marge Schmuckal
Zoning Administrator

From: Tom Errico <thomas.errico@tylin.com>
To: Shukria Wiar <SHUKRIA.W@portlandmaine.gov>
Date: 1/16/2013 12:02 PM
Subject: 119 Exchange Street - Final Traffic Comments
CC: David Margolis-Pineo <DMIP@portlandmaine.gov>, Katherine Earley <KAS@port...

Shukria – The following summarizes my final comments and reflect a status report from my October 11, 2012 comments.

- The applicant is requesting a waiver for providing bicycle parking. In my professional opinion this project does not warrant a waiver from City standards.
Status: A waiver is no longer being requested and therefore I have no further comment.

- The applicant needs to provide justification for the "bump-out" on Exchange Street. Minimizing the loss of on-street parking is important. I also do not believe the bump-out is necessary as a traffic calming strategy given existing traffic characteristics.
Status: Based upon a need to provide an ADA compliant entrance, and a need for added sidewalk width to meet sidewalk cross-slope standards, I find the "bump-out" to be acceptable. I would note that the design should include streetscape features that prevent its use as a drop-off location for hotel guests so that Exchange Street traffic flow is not impeded.

- The proposed project will be providing 50 parking spaces at 385 Congress Street. Based upon similar type projects in the City, the proposed parking supply is not expected to meet the parking needs of a hotel with 110 rooms and an 80 seat restaurant.
Status: The project is not required to provide parking by City Ordinance and therefore I have no further comment.

- The applicant should provide information on truck deliveries including types of vehicles, times of unloading activity, and how they will be accommodated on the street system.
Status: The applicant has indicated that deliveries will occur on Market Street and given the size of the vehicle, it may block the street for short durations of time. Given other route options, I find this plan to be acceptable.

- The applicant has made a request to convert the head-in angle parking spaces to back-in angle parking spaces. I support this change and will need to think about implementation and driver education actions.
Status: I find conditions to be acceptable and no further action is needed by the applicant.
- The project will be upgrading sidewalks surrounding the building. Coordination with DPS on appropriate sidewalk ramp design and ADA compliance will need to take place.
Status: Specific sidewalk comments are noted below:

- The tree planters at the main entrance on Exchange Street should not be located in the sidewalk and obstruct the primary pedestrian route.
- Based upon the specialty sidewalk material and an underground snow melt system, a maintenance agreement should be executed for the main entrance on Exchange Street such that the applicant is responsible for maintaining the "bump-out" area.
- A sidewalk ramp should be constructed on Congress Street at the existing crosswalk at the southwest corner of the Market Street intersection.
- The applicant is proposing the relocation of the existing curbing on Federal Street between Market Street and Exchange Street to provide a wider sidewalk. I find the resultant roadway width of Federal

Thomas A. Erico, PE
 Senior Associate
 Traffic Engineering Director
TYLIN INTERNATIONAL
 12 Northbrook Drive
 Falmouth, ME 04105
 207.347.4354 direct
 207.400.0719 mobile
 207.781.4753 fax
 thomas.ericco@tylin.com
 Visit us online at www.tylin.com
 "One Vision, One Company"
 Please consider the environment before printing.

Best regards,

If you have any questions or comments, please contact me.

- Parking regulation changes on abutting streets may need City Council action. If necessary, the applicant shall be responsible for providing all necessary materials for seeking a parking schedule change within the City Ordinance.

Status: The proposed on-street parking changes will require City Council approval. It should be noted that Council approval will require a review by the TS&E Committee prior to going to the full Council. Accordingly, the applicant should plan on the appropriate amount of time to work through this process.

Street to be acceptable. I would note that the travel lane alignment for westbound traffic will require a slight shift by motorists. Based upon low travel speeds and volumes, I expect conditions to operate safely. However, I would suggest that a condition of approval be established that requires conditions to be monitored. If post-improvement conditions indicate a deficiency, the applicant would be responsible for any required pavement marking and/or signage changes to mitigate the identified deficiency.

Att. 3

MEMORANDUM

TO: Shukria Wiar, Planner
FROM: David Senus, P.E.
DATE: January 3, 2013
RE: 119 Exchange Street, Final Level III Site Plan Application

Woodard & Curran has reviewed the Final Level III Site Plan Application for the conversion of the former Gannett Building at 119 Exchange Street in Portland, Maine. The project proposes to redevelop the existing building to accommodate a new 110-room hotel, 80-seat restaurant and ancillary hospitality functions.

Documents Provided By Applicant

- Final Level III Site Plan Application with cover letter and attachments dated December 28, 2012, prepared by Deluca-Hoffman Associates, Inc., on behalf of 119 Development, LLC.
- Engineering Plans, Sheets C-1.0, C-1.1, C-2.0, C-2.1, C-3.0, C-3.1, C-4.0, C-4.1 and C-4.2 revised December 28, 2012, prepared by Deluca-Hoffman Associates, Inc., on behalf of 119 Development, LLC.

Comments

1. The existing catch basin within Federal Street should be replaced, and the new basin should be situated along the gutter line with a standard grate and curb inlet in accordance with the City's standard details.



Att. 4

October 12, 2012
October 24, 2012
November 15, 2012
January 16, 2013

TO: Shukria Wiar
FROM: Barbara Barhydt
David Margolis-Pineo
Dept. of Public Services
RE: Preliminary Review Comments: 119 Exchange Street – Hotel Conversion
Gannett Building

This Department has the following preliminary comments. Final comments may differ from the comments listed here.

1. Survey plan needs surveyor's stamp.
Survey plan not stamped.
Survey plan now stamped.
2. Elevations are required to be based on NGVD 1929 Datum. Please state which datum was used.
Issue not addressed.
3. Question need for easements or licenses for canopies and underground vaults. What about license dated Dec 11, 1922?
Issue addressed on survey plan. No further action needed.
4. The applicant is proposing an 80 seat restaurant. An external grease trap will be required. Please use Figure II-19 of Portland's Technical Standards for sizing and design requirements. The city would be receptive to reviewing a license agreement to allow the grease trap within the road right of way. The Exchange St. right of way seems to be a possible logical location.
Issue not addressed.
5. The applicant now shows a proposed 1,500 gallon grease trap located beneath the Exchange Street sidewalk. A sampling manhole will also be required per City of Portland Technical Manual standards. An easement from the City will be required to install and maintain this grease trap. Please add note to plans to contact Brad Roland (400-0640) to review and approve design before ordering structures.
Show location of bike racks. Are the two proposed bike racks enough? Applicant is requesting a waiver of the bike standards due to use. Also requesting a waiver of scooter and motorcycle parking. Staff discussion is needed.
Issue addressed. No further action needed. It is noted that the application states that only two bike racks will be provided but more are shown.
6. License for fire escape on Federal St? It is proposed to keep the fire escape landings and to remove the stairs between landings. The bottom flight will be removed.
This issue has not been addressed.

4.a

Plan A1.02 states that the existing external fire escape landings will remain while the ladders will be removed. Sheet A2.03 states the fire escape will be removed. Please clarify. Will a license with the City be required?

7. The applicant states that all stormwater runoff is proposed to discharge to the Fore River. If so, please show how and redirect all roof water runoff to that system.

There has been no further follow up on this issue.

No further comments needed on this issue.

8. The sidewalk ramps at all four corners on this block are being reviewed by the City's Bike/Ped Coordinator for possible revisions.

The sidewalk and access ramps have been reviewed by Bruce Hyman, the City's Bike and Pedestrian Coordinator. It is requested that Bruce's name and cell number

(400-9243) be placed in the general notes requesting that Bruce be consulted prior to work being started on the sidewalks and sidewalk ramps.

Note not placed on plans.

Currently the applicant is proposing to replace approximately 60% of the sidewalk area. With the requested changes stated below, we are hopeful the applicant may

reconsider and do 100% of the sidewalk area so that all bricks will be the Pine Hall Paver, the City standard brick.

What the applicant is proposing is acceptable.

Bruce's comments are as follows:

a. The curb ramps at Federal/Exchange and at Federal/Market are in fair/poor condition and poor ADA compliance - two crosswalks are served by one ramp

and not the preferred city configuration per our technical standards. Please

review and recommend improvements.

b. Curb ramp at Market St/Congress and Exchange/Congress Street intersection is in poor condition and not ADA compliant - only one ramp across both Market

and Exchange Streets are required for the single crosswalk. Please show

reconfiguration per technical standards.

c. The applicant is proposing to install new vertical granite curbing to close a cut on Market St but is proposing to leave a curb cut open on Market. What is the

reasoning behind this?

Please see following comments:

All four corners of this block show revised sidewalk ramps. The two ramp on

Congress St need to show appropriate detectable warning panels similar to the corners on Federal St. The sidewalk ramp detail should reflect the

standard for historic districts.

The applicant has shown a sidewalk material outside the main entrance on

Exchange St. with a material other than brick the required sidewalk material for

this area. This material may be used but may require the approval of the City

Council. If approved by Council, the City would require an agreement that the

applicant/owner would be responsible for all maintenance/repairs of this section of

walk and that if the applicant/owner failed to keep this section of walk in good

repair that the City would have recourse to repair and be compensated by the

applicant/owner.

4.6

The applicant is showing a sidewalk ramp mid-block on Market St with a detectable warning strip. There is no cross walk shown. What is the intent of this ramp?

9. The applicant is now requesting to reserve the right to install a snow/ice melt system under the Exchange Street sidewalk at the hotel entrance. The City is agreeable with this request pending an easement agreement holding the City harmless and the applicant responsible for any repairs of damage to the City infrastructure as a result of the melt system. Corporation Counsel would negotiate this easement.
10. With the proposed sidewalk widening at Federal Street, a catch basin will be impacted. Please add a note to the plans that "All work within the street right of way with meet City of Portland Technical Standards."
11. There is an existing crosswalk on Congress St from City Hall ending with vertical granite curbing at the applicant's property. The applicant is requested to install a curb ramp in the sidewalk on Congress St.
12. The applicant is proposing to grant to accent the entrance on Exchange St. Granite used for sidewalk construction is not allow without Council approval. Public Services is agreeable to waiving this sidewalk material with the understanding that the applicant would be required to make any necessary repairs is necessary. This would be the same area where the applicant is considering installing a sidewalk heating system.
13. A Construction Management Plan is addressed generically. It is understood that such a plan cannot be fully addressed until a contractor is selected. It is agreed that the owner, City and selected contractor will work together to develop an agreeable plan when required.

We have no further comments.

From: Jeff Tarling
To: Shukria Wiar
Date: 1/16/2013 4:43 PM
Subject: 119 Exchange Street
CC: David Margolis-Pineo

Hi Shukria -

In review of the 119 Exchange Street project landscape comments -

a) Street-trees - The existing conditions present six 'Armstrong' Red Maple trees approximately 4" caliper in size,

three along Exchange Street and three along Market Street. All six trees are on the Congress Street end due to underground

limitations on the Federal Street end. The six trees were listed in "fair" condition in our recent survey in

September 2012 due to compaction, decline due to deicing salts. The project should include tree replacement options

if the existing trees decline during construction. Upright Pin Oak, Quercus palustris 'Green Pillar' Oak might be a more

tolerant of these urban conditions. Improving the existing tree wells or tree pits should be considered if the existing trees

survive the construction phase. Limiting damage to the existing trees is noted on the plan.

Proposed 'street-trees' for Federal Street - the plan proposes four new trees along Federal Street

between Exchange

Street & Market Street in curbed tree pits. We may want to improve or enlarge the tree pits to

contain greater soil

volume to help the trees survive. This could be going from 3' x 5' to (5' x 7') sized tree

well. Options for the curbing can

be vertical curbing, 5" x 12" granite with thermal cut finish vs typical 'saw cut', this would be similar

to ones used at the

Portland Public Library project on Congress Street. The thermal finish is a more natural, rough

finish vs the smooth

street type curb; the second option would be to use the slope granite style as found in Boothby

Square on Fore Street.

We have also seen larger more ornate granite used with good results - this would be an option if the

project team wanted

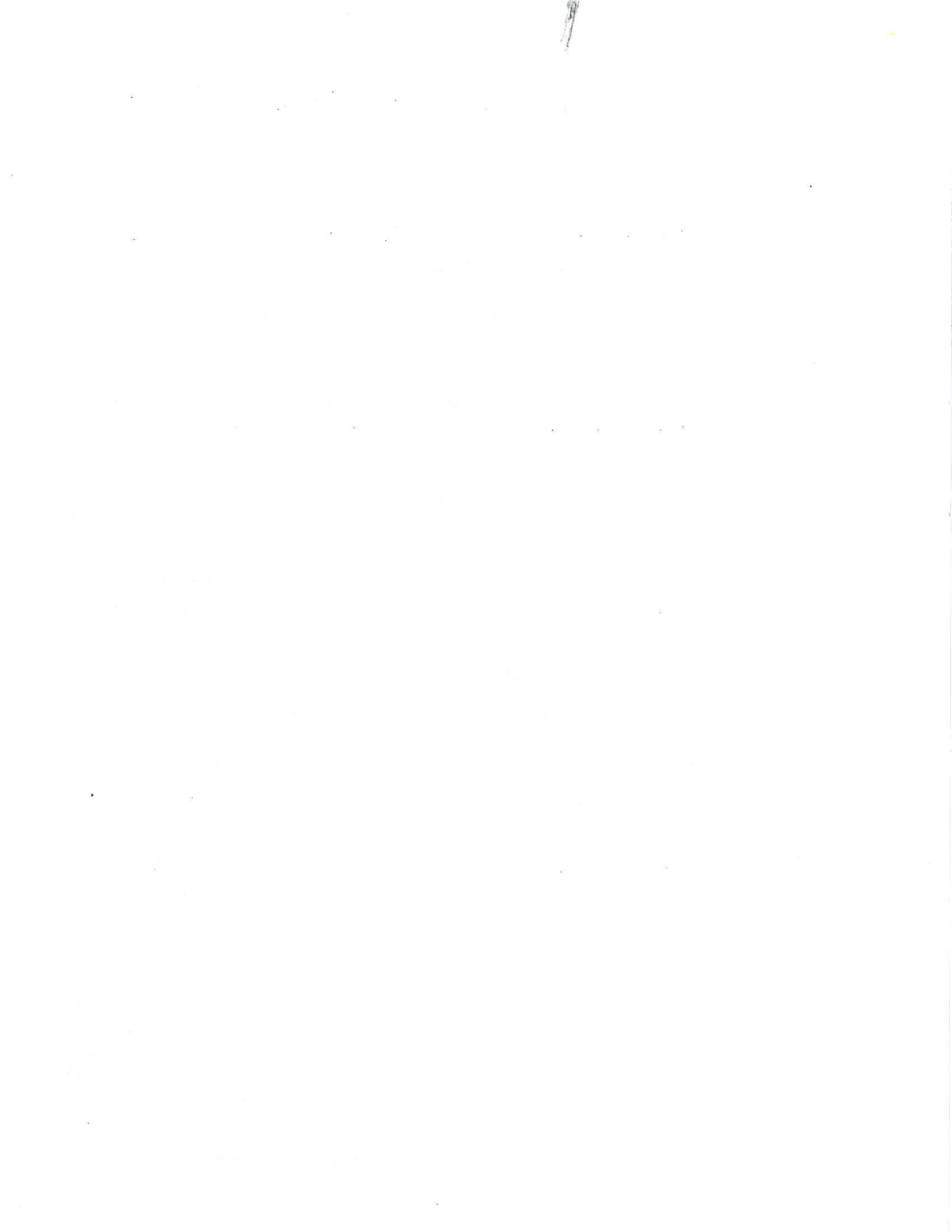
to select. Tree type options: Ginkgo, 'Princeton' American Elm, 'Allee' Lacebark Elm, 'Musashino'

Zelkova.

b) Exchange Street entrance landscape - willing to work with the project team to review

options for this area.

c) Off-site parking lot - consideration should be made to improve the off site parking lot area to



Jeff Tarling
City Arborist

Overall - it will be good to see the reuse of this site and the greening components improve this end of the Old Port.

possible tree planting sites near the project.

review with the project team

Tree Fund could be an option to replant trees in vicinity of the project. The City Arborist could

contribution to the Planning

parking lot tree & landscape standard. If the use of this area is tentative for less than five years,

meet the current

Applicant's Submittal

Dated December 28, 2012

Att. A

- SITE PLANNING AND DESIGN
- ROADWAY DESIGN
- ENVIRONMENTAL ENGINEERING
- PERMITTING
- AIRPORT ENGINEERING
- CONSTRUCTION ADMINISTRATION
- LANDSCAPE PLANNING

DELUCA-HOFFMAN ASSOCIATES, INC.
 CONSULTING ENGINEERS
 778 MAIN STREET
 SUITE 8
 SOUTH PORTLAND, MAINE 04106
 TEL. 207.775.1121
 FAX 207.879.0896



December 28, 2012

Ms. Shukria Wiar, Planner
 Planning and Urban Development Department
 City of Portland, Maine
 389 Congress Street
 Portland, Maine 04101-3509

Subject: Hotel Conversion – Former Gannett Building
119 Exchange Street
Final Site Plan Application
Applicant: 119 Development LLC

Dear Shukria:

On behalf of 119 Development LLC, we are pleased to provide the accompanying package of Final Site Plan submission materials related to the proposed hotel redevelopment of the former Gannett Building at 119 Exchange Street (former primary address was 390 Congress Street). This submission package is intended to meet the City's Final Plan Submission Requirements as outlined in the Level III Final Site Plan Application procedures. These materials represent the ongoing design development for the proposed Hotel use for the property generally bounded by Congress Street (north), Market Street (east), Federal Street (south) and Exchange Street (west). It is the Applicant's intent to renovate the approximately 84,491 s.f. building to create a 110-room Hotel, 80-seat Restaurant and ancillary hospitality functions. The development site is an approximately 0.23-acre area that includes two properties owned by MTM Portland Properties, LLC. The Applicant currently has a purchase and sale agreement to acquire the properties from the current Owner (see Attachment 2). The existing site has had a long history of development activity including, but not limited to use by Gannett Publishing and the Portland Press Herald as an office/production facility. Most recently, the building's interior was partially gutted in advance of reuse. The building is currently unoccupied. The Applicant's Team appeared before the Planning Board at their November 5, 2012 workshop and we are now submitting the accompanying materials as part of the request for a Final Site Plan approval at the earlier meeting in January 2013, if possible. We have also received the various staff comments pertaining to the Preliminary Site Plan submission and we have incorporated supplemental information in this submission to address these comments.

Accompanying this cover letter are the following materials:

- Site Plan Application
- Section 1: Written Description of Project
- Section 2: Evidence of Right, Title and Interest and Financial Capacity

Ms. Shukria Wiar
December 28, 2012
Page 2

- Section 3: Written Assessment of Proposed Project's Compliance with Applicable Zoning and Land Use Requirements
- Section 4: Utility Capacity Letters
- Section 5: Supplemental Information
- Construction Management Plan
- Lighting Package
- Reduced Sized Plans

You will find in the accompanying materials, information including the Final Site Plan, Lighting Package and Building Plans that provide details for the building development activities. We have also included building elevations showing areas of exterior improvement. Information pertaining to the project's utilities needs and statements regarding compliance with the City's Standards are contained within this submission.

On behalf of the 119 Development LLC Team, we look forward to your continued assistance on the project and we look forward to a January 2013 Public Hearing meeting with the Planning Board. Please find one (1) hard copy of the application materials including one set each of 11x17 and full size plans, along with a CD containing PDF files for all submitted materials.

If you have any questions regarding these materials please contact this office.

Sincerely,

DELUCA-HOFFMAN ASSOCIATES, INC.

Stephen R. Bushey, P.E.
Senior Engineer

SRB/smk

Attachments

c: James Brady, 119 Development LLC
Kevin Bunker, Developers Collaborative
David Lloyd, Archetype

A.1

Att. B

PROJECT NAME: Hotel Conversion - Former Gannett Building

PROPOSED DEVELOPMENT ADDRESS:

119 Exchange Street, Portland, Maine

PROJECT DESCRIPTION:

Redevelopment of the former Gannett Building into a 110 unit hotel, 80 seat restaurant

and ancillary hospitality related uses.

CHART/BLOCK/LOT: 32/C/1 & 2

PRELIMINARY PLAN

(date)

09/18/12

FINAL PLAN

(date)

12/28/12

<p>Applicant's Contact for electronic plans Name: Stephen R. Bushey, P.E. e-mail: sbushey@delucahoffman.com work # 207-775-1121</p>	
<p>Applicant – must be owner, Lessee or Buyer Name: 119 Development LLC Business Name, if applicable: c/o Developers Collaborative Address: 17 Chestnut Street City/State: Portland, Maine Zip Code: 04101</p>	<p>Applicant Contact Information Work # 207-772-7673 Home# Cell # 207-776-1632 e-mail: bunker.kevin@gmail.com Fax#</p>
<p>Owner – (if different from Applicant) Name: MTM Properties, LLC c/o HM Capital Partners, LLC Address: 25 South Service Road Jericho, New York City/State: Zip Code: 11753</p>	<p>Owner Contact Information Work # 516-997-4210 Home# Cell # e-mail: Fax# 516-997-0673</p>
<p>Agent/ Representative Stephen R. Bushey, P.E. Deluca-Hoffman Associates, Inc. Name: Address: 778 Main Street City/State: South Portland, Maine Zip Code: 04106</p>	<p>Agent/Representative Contact Information Work # 207-775-1121 Cell # 207-756-9359 Fax # 207-879-0896 e-mail: sbushey@delucahoffman.com</p>
<p>Billing Information Name: 119 Development LLC c/o Developers Collaborative Address: 17 Chestnut Street City/State: Portland, Maine Zip Code: 04101</p>	<p>Billing Information Work # 207-772-7673 Cell # 207-776-1632 e-mail: bunker.kevin@gmail.com Fax#</p>

<p>Engineer Name: Stephen R. Bushey, P.E. Deluca-Hoffman Associates, Inc. Address: 778 Main Street City/State : South Portland, Maine Zip Code: 04106</p>	<p>Engineer Contact Information Work # 207-775-1121 Cell # 207-756-9359 Fax# 207-879-0896 e-mail: sbushey@delucahoffman.com</p>
<p>Surveyor William Shippen Name: Sebago Technics Address: 75 John Roberts Road, Suite 1A City/State : South Portland, Maine Zip Code: 04106</p>	<p>Surveyor Contact Information Work # 207-856-0277 Cell # 207-856-2206 Fax# 207-856-2206 e-mail: wshippen@sebagotechnics.com</p>
<p>Architect David Lloyd Name: Archetype, PA Address: 48 Union Wharf City/State : Portland, Maine Zip Code: 04101</p>	<p>Architect Contact Information Work # 207-772-6022 Cell # 207-671-9194 Fax# 207-772-4056 e-mail: lloyd@archetypepa.com</p>
<p>Attorney Maurice "Cito" Selinger Name: Curtis Thaxter Address: PO Box 7320 City/State : Portland, Maine Zip Code: 04112-7320</p>	<p>Attorney Contact Information Work # 207-774-9000 Cell # 207-775-0612 Fax# 207-775-0612 e-mail: mselinger@curtisthaxter.com</p>

6.1

b.2

APPLICATION FEES:
 Check all reviews that apply. (Payment may be made by Cash or Check payable to the City of Portland.)

		Fees Paid (office use)	
		Fees Paid (office use)	Fees Paid (office use)
Fees Paid (office use)	Other Reviews (check applicable reviews) <input type="checkbox"/> Traffic Movement (\$1,000) <input type="checkbox"/> Stormwater Quality (\$250) <input type="checkbox"/> Subdivisions (\$500 + \$25/lot) <input type="checkbox"/> # of Lots x \$25/lot = _____ <input type="checkbox"/> Site Location (\$3,000, except for residential projects which shall be \$200/lot) <input type="checkbox"/> # of Lots x \$200/lot = _____ <input type="checkbox"/> Other _____ <input type="checkbox"/> Change of Use _____ <input type="checkbox"/> Flood Plain _____ <input type="checkbox"/> Shoreland _____ <input type="checkbox"/> Design Review _____ <input type="checkbox"/> Housing Replacement _____ <input checked="" type="checkbox"/> Historic Preservation *	Fees Paid (office use)	Level III Development (check applicable reviews) <input checked="" type="checkbox"/> Less than 50,000 sq. ft. (\$500.00) <input type="checkbox"/> 50,000 - 100,000 sq. ft. (\$1,000) <input type="checkbox"/> 100,000 - 200,000 sq. ft. (\$2,000) <input type="checkbox"/> 200,000 - 300,000 sq. ft. (\$3,000) <input type="checkbox"/> over 300,00 sq. ft. (\$5,000) <input type="checkbox"/> Parking lots over 11 spaces (\$1,000) <input type="checkbox"/> After-the-fact Review (\$1,000.00 plus applicable application fee) ----- The City invoices separately for the following: <input type="checkbox"/> Notices (\$.75 each) <input type="checkbox"/> Legal Ad (% of total Ad) <input type="checkbox"/> Planning Review (\$40.00 hour) <input type="checkbox"/> Legal Review (\$75.00 hour) Third party review is assessed separately.
Fees Paid (office use)	Fees Paid (office use)	Fees Paid (office use)	Plan Amendments (check applicable reviews) <input type="checkbox"/> Planning Staff Review (\$250) <input type="checkbox"/> Planning Board Review (\$500)

APPLICATION SUBMISSION

All site plans and written application materials must be uploaded to a website for review. At the time of application, instructions for uploading the plans will be provided to the applicant. One paper set of the plans, written materials and application fee must be submitted to the Planning Division Office to start the review process.

Submissions shall include one (1) paper packet with folded plans containing the following materials:

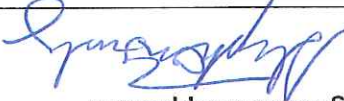
1. One (1) full size set of plans that must be folded.
2. One (1) copy of all written materials as follows, unless otherwise noted:
 - a. Application form that is completed and signed.
 - b. Cover letter stating the nature of the project.
 - c. All Written Submittals (Sec. 14-525 2. (c)), including evidence of right, title and interest.
3. A stamped standard boundary survey prepared by a registered land surveyor at a scale not less than one inch to 50 feet.
4. Plans and maps based upon the boundary survey and containing the information found in the attached sample plan checklist.
5. Copy of the checklist completed for the proposal listing the material contained in the submitted application.
6. One (1) set of plans reduced to 11 x 17.

Refer to the application checklist 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 a Level III Site Plan review. It is not a permit to begin construction. An approved site plan, a Performance Guarantee, Inspection Fee, Building Permit, and associated fees will be required prior to construction. Other Federal, State or local permits may be required prior to construction, which are the responsibility of the applicant to obtain.

Signature of Applicant: 	Date: 12/28/12
--	-------------------

b.3

b.4

PROJECT DATA

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

Total Site Area (Condominium Complex Only)		
Proposed Total Disturbed Area of the Site (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)		10,049 sq. ft.
IMPERVIOUS SURFACE AREA		
Proposed Total Paved Area		0 sq. ft.
Existing Total Impervious Area		10,049 sq. ft.
Proposed Total Impervious Area		10,049 sq. ft.
Proposed ImperVIOUS Area		10,049 sq. ft.
Proposed ImperVIOUS Net Change		0 sq. ft.
BUILDING AREA		
Proposed Building Footprint		10,049 sq. ft.
Proposed Building Footprint Net change		0 sq. ft.
Existing Total Building Floor Area		84,491 sq. ft.
Proposed Total Building Floor Area		84,491 sq. ft.
Proposed Building Floor Area Net Change		0 sq. ft.
New Building		NO (yes or no)
ZONING		
Existing		
Proposed, if applicable		
LAND USE		
Existing		Unoccupied Office Building
Proposed		110 Unit Hotel/80 Seat Restaurant
RESIDENTIAL, IF APPLICABLE		
Proposed Number of Affordable Housing Units		N/A
Proposed Number of Residential Units to be Demolished		
Existing Number of Residential Units		
Proposed Number of Residential Units		
Subdivision, Proposed Number of Lots		
PARKING SPACES		
Existing Number of Parking Spaces		N/A
Proposed Number of Parking Spaces		
Number of Handicapped Parking Spaces		
Proposed Total Parking Spaces		
BICYCLE PARKING SPACES		
Existing Number of Bicycle Parking Spaces		2
Proposed Number of Bicycle Parking Spaces		2
Total Bicycle Parking Spaces		2
ESTIMATED COST OF PROJECT		\$8 million construction

*The entire site is a building

9.5

Existing and proposed easements or public or private rights of way.

General Submittal Requirements – Final Plan (Required)
Level III Site Plan
Final Plan Phase Check list (including items listed above in General Requirements for Preliminary Plan, if applicant did not elect to submit for a preliminary plan review)

Applicant Checklist	Planner Checklist	Number of Copies	Written Submittal Requirement
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	Evidence of financial and technical capacity.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	Evidence of utilities' capacity to serve the development.
<input type="checkbox"/>	<input type="checkbox"/>	1	Written summary of fire safety (referencing NFPA fire code and Section 3 of the City of Portland Technical Manual).
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	Construction management plan.
<input type="checkbox"/>	<input type="checkbox"/>	1	Traffic Plan (if development will (1) generate 100 or more PCE or (2) generate 25 or more PCE and is located on an arterial, within 1/2 mile of a high crash location, and/or within 1/4 mile of an intersection identified in a previous traffic study as a falling intersection).
<input type="checkbox"/>	<input type="checkbox"/>	1	Stormwater management plan.
<input type="checkbox"/>	<input type="checkbox"/>	1	Written summary of solid waste generation and proposed management of solid waste.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	Written assessment of conformity with applicable design standards.
<input type="checkbox"/>	<input type="checkbox"/>	1	Manufacturer's verification that HVAC and manufacturing equipment meets applicable state and federal emissions requirements.

Final Plan Phase	Applicant Checklist	Planner Checklist	Number of Copies	Written Submittal Requirement
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	Final Site Plan including the following
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	Existing and proposed structures on the site with distance from property line (including location of proposed piers, docks or wharves if in Shoreland Zone).
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	Location of adjacent streets and intersections and approximate location of structures on abutting properties.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	Proposed site access and circulation.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	Proposed grading and contours.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	Location and dimension of existing and proposed paved areas including all parking areas and vehicle, bicycle and pedestrian access ways. Proposed curb lines must be shown.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	Proposed loading and servicing areas, including applicable turning templates for delivery vehicles
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	Proposed snow storage areas or snow removal plan.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	Proposed trash and recycling facilities.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	Landscape plan including existing vegetation to be preserved, proposed site landscaping and street trees.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	Existing and proposed utilities.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	Location and details of proposed infrastructure improvements (e.g. - curb and sidewalk improvements, roadway intersection modifications, utility connections, public transit infrastructure, roadway improvements).
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	Proposed septic system, if not connecting to municipal sewer. (Portland Waste Water Application included in this application)
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	Proposed finish floor elevation (FFE).
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	Exterior building elevation(s) (showing all 4 sides).
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	Proposed stormwater management and erosion controls.

<ul style="list-style-type: none"> ▪ Exterior lighting plan, including street lighting improvements.. 	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<ul style="list-style-type: none"> ▪ Proposed signage. 	<input type="checkbox"/>	<input type="checkbox"/>
<ul style="list-style-type: none"> ▪ Identification of existing significant natural features located on the site (including wetlands, ponds, watercourses, floodplains, significant wildlife habitats and fisheries or other important natural features listed in Section 14-526 (b)1. of the Land Use Code). 	<input type="checkbox"/>	<input type="checkbox"/>
<ul style="list-style-type: none"> ▪ Proposed alterations to and protection measures for of existing significant natural wetlands must be delineated. 	<input type="checkbox"/>	<input type="checkbox"/>
<ul style="list-style-type: none"> ▪ Features located on the site (including wetlands, ponds, watercourses, floodplains, significant wildlife habitats and fisheries or other important natural features listed in Section 14-526 (b)1. of the Land Use Code). 	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<ul style="list-style-type: none"> ▪ Total area and limits of proposed land disturbance. 	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<ul style="list-style-type: none"> ▪ Soil type and location of test pits and borings. 	<input type="checkbox"/>	<input type="checkbox"/>
<ul style="list-style-type: none"> ▪ Details of proposed pier rehabilitation (Shoreland areas only). 	<input type="checkbox"/>	<input type="checkbox"/>
<ul style="list-style-type: none"> ▪ Existing and proposed easements or public or private rights of way. 	<input type="checkbox"/>	<input checked="" type="checkbox"/>

b.6

CITY OF PORTLAND WASTEWATER CAPACITY APPLICATION

6.7

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: September 18, 2012

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

Site Address: 119 Exchange Street (former Gannett Building)
(Regarding addressing, please contact Leslie Kaynor, either at 756-8346, or at LMK@portlandmaine.gov)

Proposed Use: 110 Unit Hotel
Previous Use: Office High Rise
Existing Sanitary Flows: TBD GPD
Existing Process Flows: TBD GPD
Description and location of City sewer, at proposed building
sewer lateral connection:
Existing sewer ties into 24" main on Exchange Street.

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

2. Please, Submit Domestic Wastewater Design Flow Calculations.

Estimated Domestic Wastewater Flow Generated: 14,060 GPD
Peaking Factor/Peak Times: 60 gpm peaking factor AM hours

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) _____")

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: 119 Development LLC
Owner/Developer Address: c/o Developer's Collaborative - 17 Chestnut Street, Portland, ME 04106
Phone: 207-772-7673
E-mail: _____
Engineering Consultant Name: Stephen Bushey, P.E. - Deluca-Hoffman Associates, Inc.
Engineering Consultant Address: 778 Main Street, South Portland, ME 04106
Phone: 207-879-0896
E-mail: sbushey@delucahoffman.com
City Planner's Name: Barbara Barhydt
Phone: 207-775-1121
E-mail: _____

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: 0 GPD
Do you currently hold Federal or State discharge permits? Yes _____ No X
Is the process wastewater termed categorical under CFR 40? Yes _____ No X
OSHA Standard Industrial Code (SIC): _____
Peaking Factor/Peak Process Times: _____
(http://www.osha.gov/oshsstats/sicser.htm)

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.

Hotel with Private Bath:

100 gpd per room plus 12 gpd per employee
 100 gpd/room x 110 rooms = 11,000 gpd
 12 gpd/employee x 30 employees = 360 gpd
 Subtotal = 11,360 gpd

Eating Place - 3 meals per day

30 gpd per seat plus 12 gpd per employee
 30 gpd/seat x 80 seats = 2,400 gpd
 12 gpd/employee x 25 employees = 300 gpd
 Subtotal = 2,700 gpd

GRAND TOTAL = 14,060 GPD*

* Information is per the Maine Subsurface Wastewater Disposal Rules



September 27, 2012

Dear Neighbor:

Please join us for a neighborhood meeting to discuss our plans for a 110 room hotel and 80 seat restaurant located at 119 Exchange St, in the former Portland Press Herald building.

Meeting Location: City Hall, Room 24 (basement), 389 Congress St.
Meeting Date: October 11, 2012
Meeting Time: 5:30 PM

The City code requires that property owners within 500 feet (except notices must be sent to property owners within 1000 feet for industrial zoning map amendments and industrial subdivisions) of the proposed development and residents on an "interested parties list", be invited to participate in a neighborhood meeting. A sign-in sheet will be circulated and minutes of the meeting will be taken.

Both the sign-in sheet and minutes will be submitted to the Planning Board. If you have any questions, please call Kevin Bunker at 207-772-7673.

Sincerely,

Kevin Bunker, Manager
119 Development LLC

Note: Under Section 14-32(C) and 14-525 of the City Code of Ordinances, an applicant for a Level III development, subdivision of over five lots/units, or zone change is required to hold a neighborhood meeting within three weeks of submitting a preliminary application or two weeks of submitting a final site plan application, if a preliminary plans was not submit. The neighborhood meeting must be held at least seven days prior to the Planning Board public hearing on the proposal. Should you wish to offer additional comments on this proposed development, you may contact the Planning Division at 874-8721 or send written correspondence to the Planning and Urban Development Department, Planning Division 4th Floor, 389 Congress Street Portland, ME 04101 or by email: to bab@portlandmaine.gov

Att.C

C.1

Neighborhood Meeting Certification

I, Kevin Bunker, Manager, 119 Development LLC
 (applicant/consultant) hereby certify that a neighborhood meeting was held on 10/11/12 at City Hall Room 24
 time: 5:30 PM
 I also certify that on 9/28/12 (date) at least seven days prior to the neighborhood meeting, invitations were mailed to all addresses on the mailing list provided by the Planning Division, including property owners within 500 feet of the proposed development or within 1000 feet of a proposed industrial subdivision or industrial zone change and the residents on the "interested parties" list.

Signed [Signature]
Manager
119 Development LLC

10/29/12 (date)

- Attached to this certification are:
1. Copy of the invitation sent
 2. Sign-in sheet
 3. Meeting minutes

Portland Pro & Home Development Neighborhood Meeting 10/11/12

Please sign in below

NAME	Resident of	Affiliation	email
Kevin Banker	Brunswick	Developer	banker.kevin@gmail.com
Jim Brady	Yorkmouth	Developer	jbrady@yorkmouth.com
Romaine MacLennan	Yorkmouth	Developer	kmac@yorkmouth.com
Dianne O'Leary	"	Developer	dianne@yorkmouth.com
Shirley Brown	"	Developer	shirley@yorkmouth.com
Tim Curran	Portland	Developer	tim@curran.com
Arthur Fink	Portland	Developer	afink@portland.com
Kevin George	Cape Elizabeth	Developer	kgeorge@capeelizabeth.com

**Press Herald Hotel
Neighborhood Meeting
October 11, 2012**

C.3

Introduction: Kevin Bunker - Developers Collaborative

Jim Brady - Red Group
Kevin Gough - Archetype Architects

• Building built in two sections:
7 story - 1923
Front - 1947

• Newspaper Offices up to 2009

• First radio station - 5th floor

• Described Historic photos

• Printing press originally in basement of this building. Later was moved across the

street connected by tunnel.

• This project not including tunnel and press building.

• Former owner stripped out interiors.

• Wide open inside now

• Some historic features lost.

• Though building was utilitarian and not overly ornate originally

• Progress stopped after historic issues with the City.

• Jim Brady's expertise is in Hotels. Kevin Bunker's is in historic buildings.

• 105 room hotel proposed

• Justified by market

• Unique project - independent, design-oriented hotel. Not branded. Cool

• Where we are in process - This is the first meeting leading to planning board.

First step - Change of use from office to hotel. No zone changes.

- Valet parking will be required as there is none on site. (site plan image shown on wall)
- Exchange Street bump out.
- (elevations image shown on wall)
- Historic Tax Credits – go through rigorous review at State and Federal levels.
- Rules apply to tax credit project. Preserve exterior appearance, i.e. windows unchanged. Entry must remain as original. Primary historic aspects:
 1. View from the street
 2. Public areas inside
 3. Most leeway in units/private
- Create sense of arrival off of Exchange Street.
- Egress from 7 stories. Rooftop corridor – not visible from street.
- Public question
 1. How does the floor connect to the stairs? Explained, want to remove fire escape, historic may ask to keep.
- (Floor plan image shown on wall)
 - Exchange street entry
 - Described public area
 - Stair locations
 - Restaurant – tap into food scene
 - Congress street side – relates to Merrill Auditorium
 - Critical to hotel success
- Question: Will you keep Congress Street canopy? Yes, based on historic guidelines.

- Question: What are you going to name hotel?
 - Maybe "Press Hotel" – will be unique.
 - Maybe focus group the name.
- Restaurant probably third party owner/operator. Critically important to have a unique entry for restaurant. Right now "Corner Room" is farthest reaches that the cool Old Port reaches up to Congress St. But this is located out of the Zam bar scene.
- 2 Basements: Upper is good space 13" ceilings, pool, spa, fitness, treatment rooms, toilets, back-of-house.
- Every branded hotel has a pool. The two independent local hotels have no pool.
- Discussed/considered opening fitness to club membership.
- Hotel management would prefer to provide meeting space. It provides better revenue than a pool.
- Not a convention-type hotel.
- Room Layouts
- Corridor and guest rooms
- Work with existing windows
- 19-21 rooms/floor
- Average 325 sq. ft.
- Water view from 3rd floor up, even at north
- Jim:
 - Sample imagery
 - Independent - Not branded

- Sophisticated for a broad demographic.
- Wider audience.
- Images representative of look and feel.
- Transitional to modern style – not traditional.
- Open, nice business center – similar to a Starbucks rather than enclosed office room with computers.
- Pod-concept front desk
- Basement pool and whirlpool spa
- Fitness – key amenity; a must-have.
- Guest rooms not branded hotel, more unique and local. Portland Art and Culture.
- Local arts – foodies, etc.
- Finishes on drywall, no brick to expose
- Color - softness - warmth
- Stone.
- Contemporary. Sophisticated
- Comment: Could cast the modern styling in and art deco idiom, due to age of building.
- Question: What is the time frame? Response: This neighborhood meeting kicks off the planning board process. Want to be open in time for summer season 2014. Start construction in May of 2013. Ambitious timeframe, but do-able.
- Environmental remediation and demolition is nearly complete from the work of the previous owner.
- Building is well maintained, sound structure, well built, most repointing is done

C.6

End Notes

- Question: What is the price expected to be? Jim B. compared concepts of "limited service", "select service" and "full service". All of these tend to be determined by access to and the scope of the restaurant. This hotel will be a boutique hotel with food and beverage option. Will be positioned with the "full service" hotels due to valet service and restaurant. Similar to Portland Harbor Hotel.
- Question: Where will valet take cars? There will be a lease agreement with lot on Pearl Street.
- Comment: Excited to have this in the neighborhood. This certainly helps value of our condos.

Att. D

1. DEVELOPMENT DESCRIPTION

1.1 PROJECT OVERVIEW

119 Development LLC proposes to construct, own, and operate a 110-room Luxury Boutique Hotel to be redeveloped out of the former Gannett Building, a long standing and prominent building along Congress Street and Exchange Street. The project represents an ideal reuse of a former office high-rise property that over the years has fallen into non-use. The property has maintained a prominent role in the City's Downtown District for almost a century as the home to Guy Gannett Publishing and the Portland Press Herald production facilities.

The development includes primarily interior retrofit construction to create the 110-room Hotel layout. The plans include the installation of the following:

- A pool area within the basement space.
- An 80-seat restaurant and kitchen on the first floor level (street grade). The restaurant's primary access will be off Congress Street and the Hotel's primary entrance will be off Exchange Street. Existing entrances off Federal Street and Market Street will remain unchanged, however they are considered as secondary entrances into the building.
- 110 room units on Floors 2-7.

The building's exterior will remain largely unchanged except for the installation of modified sidewalk entrance conditions off Exchange Street and the removal of the fire escape stairs on the Federal Street side of the building. We propose to reconstruct a portion of the sidewalk at the Exchange Street entrance to provide an ADA compliant route. Currently there is a granite threshold at the entrance that precludes ADA access. The work will include a sidewalk extension into Exchange Street and raising of the sidewalk grade to provide flush sidewalk access into the door entry area. The sidewalk extension is required to allow for the necessary sidewalk grades to match into the granite threshold/entry as well as into the existing sidewalk grade within a reasonable distance from the entrance. The sidewalk work will also include new sidewalk surface treatment including a patterned granite block entry area, as depicted on the accompanying Site Improvements Plan. The Applicant is considering a heated sidewalk system beneath the entry area. The exterior work also includes waterproofing much of the basement space. This will require removal and excavation of the existing sidewalk system around the perimeter of the original 1927 building. New brick sidewalks will be required following the completion of waterproofing.

1.2 SITE OWNERSHIP AND LOCATION

According to the ALTA/ACSM Survey completed by Sebago Technics in 2009 and updated in 2012, the development site contains two parcels as identified in the City of Portland Tax Assessor's maps. These parcels are more fully described as follows:

d.1

TABLE 1 – Land Ownership		
Chart-Block-Lot	Owner	Description
32-C-1, 2	Metro Media Properties LLC	A rectangular shaped parcel containing 10,049 SF (0.23 acres) of land, entirely covered by building.

Figures 2-5 and 6-11 at the end of this section depict the project location on various available resource maps. As shown, the site location is on Congress Street between Market Street and Exchange Street. The combined parcels have approximately 51 LF of frontage along Congress Street. The development site is identified on the U.S.G.S Portland West 7.5 Minute Quadrangle Map. The accompanying survey plan contains a licensed surveyors stamp and the vertical datum for the depicted topography is now based on NVD29 datum per the City requirements. In addition, we understand that City Staff have coordinated with the City Archivist to verify the existence of the December 11, 1922 license agreement created to allow the placement of the subgrade basement area beneath the City sidewalk limits.

1.3 PROJECT PURPOSE AND NEED

The proposed project is considered a unique opportunity to transform an underutilized, yet prominent property, into a luxury hotel and hospitality center as significantly contemplated within the City's zoning and comprehensive plans. The project's community benefits include:

- Enhanced commercial related opportunity and rehabilitation of a deteriorated, older historic commercial property.
- Rehabilitated downtown property with proximity to the City's major service centers.
- Furtherance of the purposes of the zone as articulated in the Land Use Ordinance.

1.4 EXISTING CONDITIONS

The site consists of approximately 0.23 acres of land that is composed of two primary areas described as follows:

1. **Parcel One (Map 32C, Lot 1):** Consists of a rectangular shaped 0.1028 acre area. This parcel is located along the Congress Street frontage and contains an office/high rise building constructed in 1947. This building space has a primary entrance off Congress Street. The total building space is approximately 33,035 SF according to City records.
2. **Parcel Two (Map 32C, Lot 2):** This rectangular area contains frontage along Federal, Market and Exchange Streets. The site area is approximately 0.1277 acres. This parcel contains a building constructed in 1925 and its approximate size is 51,456 SF according to City records. Interestingly, a portion of this building's basement space lies beneath the City's sidewalk systems (per long-term license agreements as outlined above).

Existing development in the area includes the following:

- Portland City Hall is located to the north of the site.

Subsequent to the Preliminary Site Plan submission, the Development Team has also considered the implementation of a sidewalk extension along the Federal Street frontage. Currently, the sidewalk width is approximately 11 feet with three parallel non-metered parking spaces between Market Street and Exchange Street. The proposal is to expand the Federal Street sidewalk to 15 feet wide, while maintaining the three parallel spaces. The purpose of the sidewalk extension is to provide improved pedestrian safety, space for the bicycle rack(s) and the ability to provide street trees along the Federal Street frontage. We note that the existing Federal Street sidewalk overlies basement space associated with the building, thus precluding the opportunity for tree planting.

2) To enhance the sense of arrival since the very small existing canopy does little to identify the arrival point or entry to this sizable building. The Applicant is proposing a change in surface treatment to provide a distinguishing visual effect. The expectation is that the surface will transition smoothly from the reconstructed brick (meeting City Standard) to the entrance. This entrance surface may consist of a granite stone or similar architectural brick treatment similar to others found in the City.

Figure 1 – Existing Exchange Street Entrance



1) To accommodate ADA grade levels to meet the historic building existing granite entry threshold. The Exchange Street entrance is the primary Hotel entrance and requires ADA accessibility. Currently this entry is not ADA accessible. In order to provide an adequate approach surface to the entrance the sidewalk will need to be raised slightly, thus the extension into the street will allow for proper grading and cross slope to the sidewalk without significant impact to the curb and gutter line of the street (See Fig. 1);

The existing buildings contain access entrances on all four sides of the building. The Exchange Street entrance will be modified to enhance the sense of arrival for hotel patrons/visitors. Modifications to this entrance are also necessary to allow the entry to meet ADA requirements. These improvements include a brick sidewalk extension and a small granite paver block entrance surface that is intended to mirror the granite surface that exists with the entrance foyer. It is yet undetermined if a similar granite material can be obtained. The primary exterior Street improvements proposed for the project include the sidewalk extension along Exchange Street and Federal Street. The Exchange Street sidewalk extension is required for the following reasons:

1.5 ACCESS CONDITIONS

- Portland's Central Fire Station is located to the east of the site.
- The 120 Exchange Street building is located to the west of the site.
- Various Downtown (Old Port) uses are located to the south of the site.
- The City sidewalks surrounding the site are brick and contain various utilities, tree wells, parking meters, and signage.

d.2

- The City of Portland maintains a 24" combined sewer line within Exchange Street. City records indicate the building's sewer lines connect at two locations to this 24" main. It is the Applicant's intent to reuse the existing sewer services. In response to a Staff comment, the Final Plans also include a 1,500 gal. grease trap to be installed beneath the Exchange Street sidewalk adjacent the building. This grease trap will serve the proposed restaurant kitchen sewer line and be connected back into the existing sewer service exiting the building.
- The Portland Water District maintains an 8" water main in Exchange Street, off of which it is understood that a 6" water main enters the building to supply fire service. The building is also served by a 4" domestic service. There is a fire connection at the NW building corner near Congress Street, as well as a fire department connection midway along the Market Street building frontage. Improvements to the building's fire suppression systems will include upgrades to meet NFPA 13 requirements.
- Until maintains multiple natural gas lines including distribution lines along Exchange and Federal Streets. It is the Applicant's intent to use natural gas to heat the building.

The site contains numerous active utility lines. The primary utilities are identified as follows:

1.6 SITE UTILITIES

The development site is bounded by City streets. Congress Street is the primary downtown thoroughway that allows traffic movement in each direction. Exchange Street allows one way directional movement from Congress Street towards the Old Port, while Market Street allows one way movement towards Congress Street. On-street parking in the area includes approximately 6 parallel spaces on Exchange Street (3 metered and at least 3 non-metered), 3 non-metered parallel spaces on Federal Street and approximately 10 non metered angled spaces on Market Street. Parking meters are not located in a portion of the sidewalk due to the basement space below. There is no parking on Congress Street in front of the site.

The entrance on Congress Street will be improved to provide a new entry door. In the Preliminary Site Plan Application this improvement was stated as a new Mahogany and glass door, which now is simply identified as new doors to match original. Similarly, a new door to match original will be installed on the Market Street and Federal Street sides.

We acknowledge that the exterior changes proposed with the project require Historic Preservation Board Review and the Applicant will be seeking that approval concurrently with the Site Plan review.

Figure 2 - Existing Exchange Street Sidewalk



The proposed extension allows for the tree installation outside of the basement area. Overall the extension seems to work well with allowing increased pedestrian space along with improving the visual appearance of this end of the building. Pedestrians approaching from the Old Port will see an improved appearance from the site's current condition. This sidewalk extension approach is not unique as similar sidewalk conditions exist further down Exchange Street (See Fig. 2). This extension condition will also mirror similar conditions (in alignment) down Federal Street.

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0.4

- Power to the site is supplied by Central Maine Power. An underground service line from Market Street feeds an onsite transformer. Several Vaults and below grade spaces within the Market Street sidewalk may be reused as part of the electrical and communications services for the site. The Development Team is currently working with CMP and Fairpoint to determine any improvements that may be necessary.

1.7 TOPOGRAPHY, STORMWATER AND DRAINAGE

The development site is completely covered by building space. The perimeter sidewalks slope moderately from Congress Street downhill to Federal Street. Interior stairs are necessary for the access points off Exchange, Federal and Market Streets. The accompanying Survey Plan and detailed Grading Plan include topographic information based on the City's NGVD29 datum, located nearby in front of City Hall.

The surrounding drainage system includes catch basins at the Federal Street corners and corner of Congress Street. These catch basins are part of the City's combined sewer system. The proposed Federal Street sidewalk extension will require an adjustment to an existing catch basin. The existing basin will either be relocated or replaced with a new structure once the subgrade sidewalk conditions are revealed and existing pipe routing identified. The Applicant's contractor will work closely with Public Services representatives during construction to assure compliance with City standards and requirements.

The building's roof drainage systems are expected to remain unchanged and they will continue to remain connected to the City's municipal system in the street.

The project's stormwater management needs are generally not impacted by the proposed change of use. No new impervious area is to be created (a small decrease related to the proposed tree plantings on Federal Street is taken as insignificant). For this reason, the Applicant is providing no further evidence with respect to compliance with the General and Flooding Standards as outlined under the City's Stormwater Management Technical Provisions. Under Basic Standards compliance the Applicant proposes the following:

- During construction the Applicant's contractor will be required to maintain temporary sediment capture measures at all nearby catch basins including silt sacks or approved equivalent, street sweeping, and temporary ground stabilization as may be necessary. Since earthwork activity is very limited, we foresee no major issues related to the maintenance of erosion control throughout the course of construction.
- As all surrounding drainage infrastructure is within the City's Right-of-Way, it is anticipated the Applicant and/or Hotel Operator will not be responsible for any long term inspection and maintenance of the surrounding drainage systems. The Applicant will be responsible for the routine maintenance of their roof drainage connections within the building space. As part of any interior plumbing work, the Applicant will include the installation of backflow prevention devices within their sewer and roof drainage service lines.
- With respect to routine sidewalk maintenance it will be the Applicant's goal to minimize sand use along the sidewalks during the wintertime. The Applicant is requesting the option to install a snow melt system beneath the Exchange Street sidewalk entrance and this installation would help minimize the need for sand and salt at this location.

d.5

1.8 LAND ORDINANCE REVIEW

1.8.1 OVERVIEW

The property currently lies within the City of Portland Waterfront Downtown Business (B-3) Zone. Within the B-3 District, the following uses are permitted or conditioned (among others):

Permitted Uses

- General and business offices; Professional offices
- Restaurants, excluding drive-through
- Hotels

The following dimensional requirements apply in the B-3 District:

Dimensional Standard	Requirement
Minimum Lot Size	None
Minimum Frontage	15 feet
Front Yard Setback	None
Side Yard Setback	None
Rear Yard Setback	None
Street Wall Build to Line	5 feet for structures
Maximum Lot Coverage	100%
Maximum Building Height	Per Downtown Overlay Map

WAIVERS

The Preliminary Plan Staff Memorandum outlined several waiver requests for which we offer these clarifications. We concur that a waiver request is sought to not provide a bus shelter or pull-out bay. There are METRO stops along Congress Street including one immediately in front of the building which has the entire Congress Street facade canopy providing shelter from the weather. Therefore, the equivalent of a shelter seems to already be in place, and therefore a new shelter is not warranted.

Regarding the bicycle parking requirements, the Final Site Plan submission drawings contain provisions to install multiple bike racks around the property's sidewalks. We propose to install the racks along Federal Street and Market Street in order to provide a total of ten bicycle spaces. We are interested in discussing options for the type of racks to be installed, as there may be alternative styles that may blend more pleasingly with the Hotel motif, etc. A waiver request will not be required.

We suggest that three motorcycle/scooter spaces be provided within the reverse angle parking spaces on Market Street. These are identified on the accompanying color plan. Accordingly a waiver request is not required.

The Applicant also concurs with the request of a waiver for landscaped islands in the parking lot being proposed for off-site parking at 385 Congress Street.

d.v

1.9 TRAFFIC/PARKING

The proposed project will not result in significant impacts to the surrounding street system. The project's proposed conditions will result in fewer than 100 new peak hour trips. According to Section 14-332 (c) of the Land Use Ordinance, hotels shall require one (1) parking space for each four (4) guest rooms. The proposed hotel conversion includes 110 guest rooms for a parking requirement of 28 spaces. The proposed building use also includes an 80 seat restaurant space. The Code requires one space per 150 SF of floor area not used for bulk storage or food preparation. The preliminary floor plans indicate a restaurant space consisting of less than 2,000 SF of dining floor area. This equates to a parking requirement of 14 spaces. Based on the Hotel and restaurant uses the total parking requirement is 42 spaces. By providing an agreement for at least 50 spaces at the nearby 385 Congress Street site, the Applicant appears to meet the parking supply requirements per the Code. As is customary with downtown uses, we also expect that patrons to the Hotel and restaurant may use other nearby parking resources, including short term on street parking and longer term surface and structured parking lots. It is anticipated that the Hotel operator will offer valet parking service to patrons thus aiding with routine parking demand and orderly handling of parking needs.

We note the following with respect to the on-street parking and loading immediately surrounding the building:

- On Exchange Street there are currently six (6) or perhaps as many as seven (7) spaces, three (3) of which are metered and the remaining unmetered. It is understood there are unmetered spaces because the installation of the meter posts in the sidewalk may have conflicted with the basement space roof which lies below a portion of the Exchange Street sidewalk. The project proposal includes the installation of a curbline bump out in front of the building's Exchange Street entrance. This will eliminate at least one unmetered parking space.

- Currently there are three (3) unmetered parking spaces along Federal Street. We propose to maintain these spaces, although they will be shifted slightly due to the proposed sidewalk extension.

- Market Street currently contains as many as ten (10) unmetered angled parking spaces. Again the installation of meters is precluded due to the basement space below a portion of the sidewalk. There is also loading/unloading space along the Market Street frontage. This space is expected to remain for use by the Hotel operator; however, dimensionally it may be modified to potentially provide one or two additional parking spaces. The Applicant is also proposing to re-orient the angled parking so as to require all vehicles to back into the spaces, thus improving safety in our opinion. The Applicant is amenable to coordinating with the Public Services Division for any signage and wayfinding measures directing vehicles for the reverse entry parking stalls. The current plan also includes three additional motorcycle/scooter spaces along Market Street.

- The Market Street loading/delivery zone will remain as the existing freight elevator access will remain in place and functional. We anticipate that deliveries will approach the site from Federal Street, as in the past. Smaller delivery vehicles may use the reserved loading zone, while larger trucks may simply need to temporarily park in Market Street while unloading; this is a common condition in the Old Port and certainly consistent with former Press Herald activities at this location. Frequency of deliveries is expected to be mostly early morning hours. If necessary, longer term shutdown of Market Street for deliveries might require

d.7

advance signage and temporary wayfinding measures, while the short length of Market Street, between Federal and Congress is used for deliveries.

➤ There currently is no parking along the Congress Street frontage and the Applicant is not proposing any.

1.10 NATURAL FEATURES

The development site does not contain any significant natural features including wetlands, vernal pools or other protected resources. The site has been developed for a period greater than 150 years and there is generally no land area that has not been disturbed or otherwise developed.

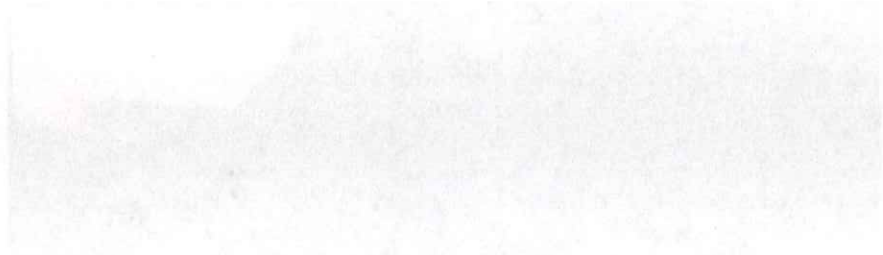
1.11 APPROVAL REQUIREMENTS

The following permits are anticipated:

- City of Portland Planning Board Level III Site Plan Approval
- City of Portland Building Permit(s)
- Historic Preservation Review and Approval

1.12 ATTACHMENTS

- Attachment A – Existing Site Photographs
- Attachment B – Figures 2-5 and 7-11
- Attachment C – Building Elevations/Floor Plans
- Attachment D – Utility Capacity Availability Letters
- Attachment E – Construction Management Plan
- Attachment F – Lighting Package (To Be Provided Under Separate Cover)



Existing Site Photographs
Former Gannett Building – Portland, Maine
Photos Taken 08-27-12 by Steve Bushey, P.E.

DeLUCA-HOFFMAN ASSOCIATES,
INC.
CONSULTING ENGINEERS
778 MAIN STREET, SUITE 8
SOUTH PORTLAND, MAINE 04106
TEL. 207-775-1121
FAX: 207-879-0896



PHOTO 2 – Market Street



PHOTO 1 – Market Street



Att. E



DeLUCA-HOFFMAN ASSOCIATES,
INC.
CONSULTING ENGINEERS
778 MAIN STREET, SUITE 8
SOUTH PORTLAND, MAINE 04106
TEL. 207-775-1121
FAX: 207-879-0896

Existing Site Photographs
Former Gannett Building – Portland, Maine
Photos Taken 08-27-12 by Steve Bushey, P.E.

PHOTO 4 – Market Street



PHOTO 3 – Exchange Street





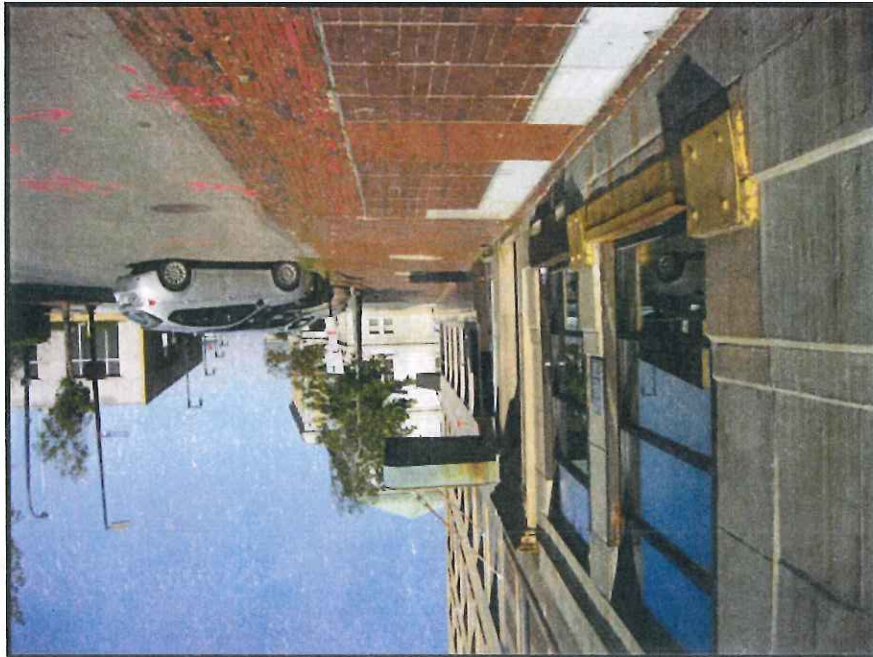
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INC.
CONSULTING ENGINEERS
778 MAIN STREET, SUITE 8
SOUTH PORTLAND, MAINE 04106
TEL. 207-775-1121
FAX: 207-879-0896

Existing Site Photographs
Former Gannett Building – Portland, Maine
Photos Taken 09-14-12 by Steve Bushey, P.E.

PHOTO 6 – View from Federal Street up Exchange Street



PHOTO 5 – Market Street



e.2

Existing Site Photographs
Former Gannett Building – Portland, Maine
Photos Taken 09-14-12 by Steve Bushey, P.E.

DeLUCA-HOFFMAN ASSOCIATES,
INC.
CONSULTING ENGINEERS
778 MAIN STREET, SUITE 8
SOUTH PORTLAND, MAINE 04106
TEL. 207-775-1121
FAX: 207-879-0896



PHOTO 8 – Sidewalk to be Reconstructed at Exchange Street Entrance



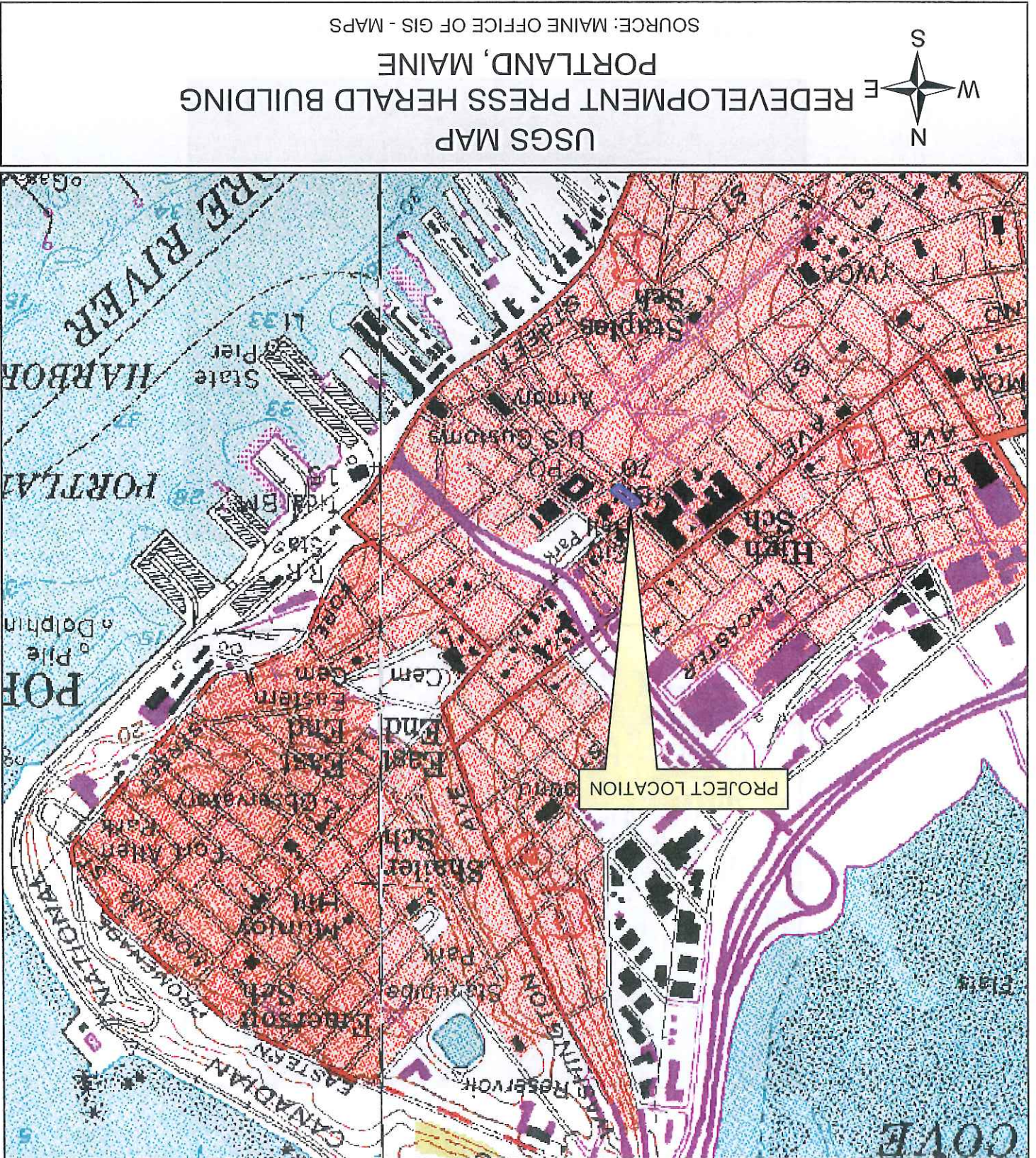
PHOTO 7 – Market Street



Deluca-Hoffman Associates, Inc.
 778 MAIN STREET, SUITE 8
 SOUTH PORTLAND, ME 04106
 207-775-1121
 www.delucahoffman.com

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 SCALE: 1 inch = 1,000 feet

FIGURE 2



Att. 2

3

FIGURE

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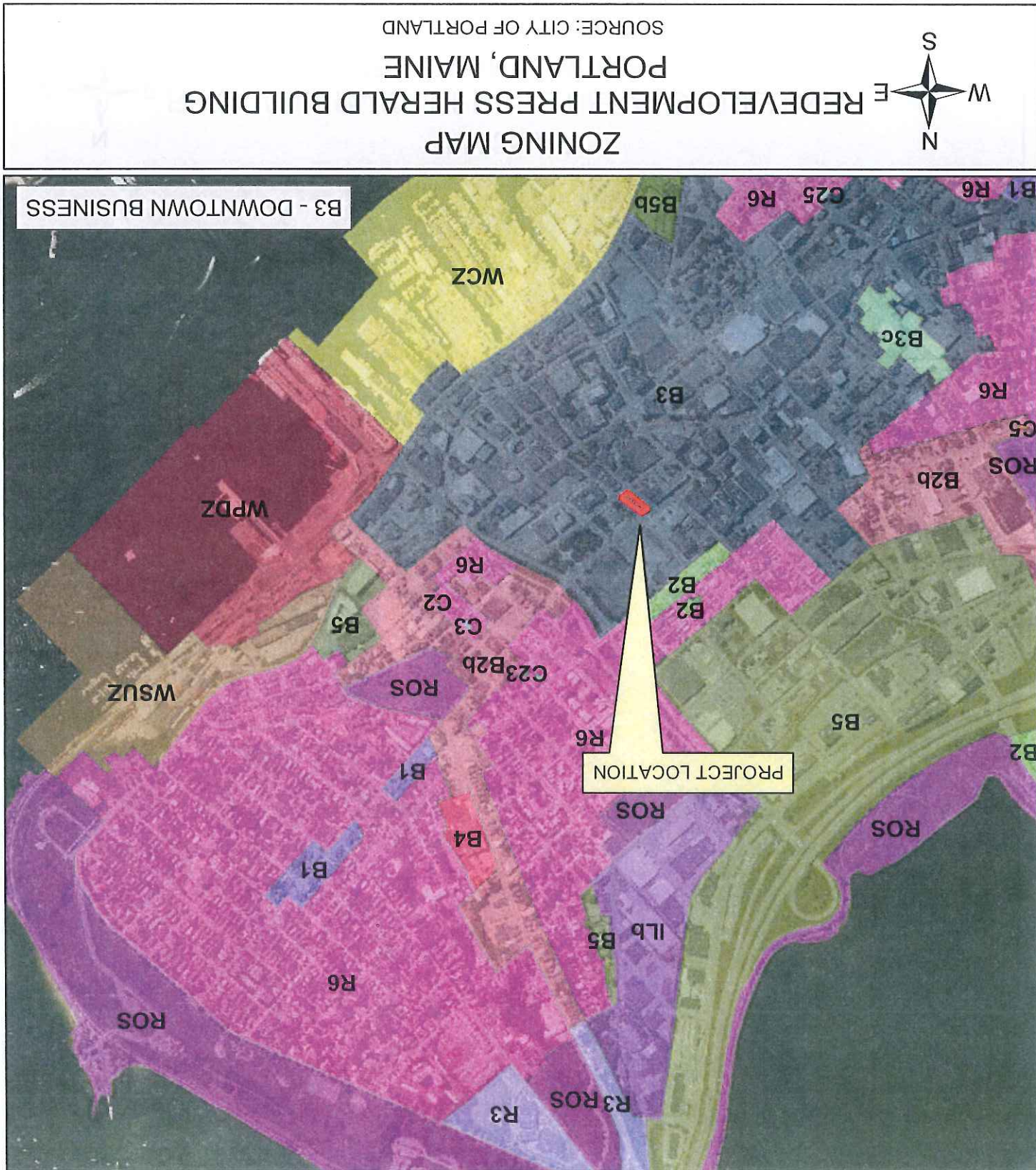
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FIGURE 4



f.2

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FIGURE

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FIGURE 7



fit

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FIGURE

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f.5

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FIGURE



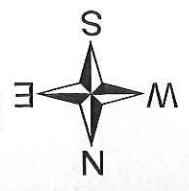
SAND AND GRAVEL AQUIFER MAP
REDEVELOPMENT PRESS HERALD BUILDING
PORTLAND, MAINE
SOURCE: MAINE OFFICE OF GIS - AQUIFER

f.6

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 778 MAIN STREET, SUITE 8
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 207-775-1121
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 FILENAME: 3143.01-GEOLOGY
 SCALE: 1 inch = 1,000 feet

SURFICIAL GEOLOGY MAP
 REDEVELOPMENT PRESS HERALD BUILDING
 PORTLAND, MAINE
 SOURCE: MAINE OFFICE OF GIS - SURF



f.7

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778 MAIN STREET, SUITE 8
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207-775-1121
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SCALE: 1 inch = 1,000 feet

FIGURE 11

NWI MAP
REDEVELOPMENT PRESS HERALD BUILDING
PORTLAND, MAINE
SOURCE: U.S. FISH & WILDLIFE SERVICE



f.8

A.H.G

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

DELUCA-HOFFMAN ASSOCIATES, INC.
 CONSULTING ENGINEERS
 778 MAIN STREET
 SUITE 8
 SOUTH PORTLAND, MAINE 04106
 TEL. 207.775.1121
 FAX 207.879.0896



December 27, 2012

Mr. Rico Spugnardi

Portland Water District

PO Box 3553

225 Douglass Street

Portland, ME 04104-3553

**Subject: 119 Exchange Street – Portland, Maine
 Ability to Serve Project with Water Supply & Wastewater Collection/Treatment**

Dear Mr. Spugnardi:

Our office is working as a consultant to 119 Development, LLC in the redevelopment of the former Press Herald Building bounded by Exchange Street, Federal Street, Market Street and Congress Street. We would like to verify the Portland Water District's ability to provide domestic and fire supply water and wastewater capacity for the project and determine any impact fees. The project site includes the following existing properties:

Chart-Block-Lot / Size	Address
32-C-1 & 2 / 10,094 SF	119 Exchange Street

The plans call for the development of a 110-unit Hotel project.

The plans will include the reuse of existing water and wastewater services into the building.

Deluca-Hoffman Associates, Inc. has developed a projected flow based on the Maine Subsurface Wastewater Disposal Rules. These flows are summarized as follows:

Hotel Units:	110 rooms at 100 gpd/room
	30 employees at 12 gpd/employee
	Eating Place (3 meals per day):
	80 seat at 30 gpd/seat
	25 employees at 12 gpd/employee
	300 gpd
Less Existing Wastewater Flows from former use =	(unknown gpd)
Proposed Wastewater Flow Net Increase =	TBD gpd
Total	TBD gpd

9.1

Mr. Rico Spugnardi
December 27, 2012
Page 2

We note that we have not ascertained the historical water use associated to the Press Herald operations that formerly occurred at the site. We trust that you can verify these records to determine if there will be an increase or decrease in actual water use at the site with the proposed change of use. Water demand for domestic consumption is expected to be similar to wastewater demands. We do not anticipate the use of irrigation at this time. The fire demand is unknown at this time. We are interested in learning more about the existing "6" water main serving the building for use in our fire suppression supply system. This includes available fire flows at the hydrants nearest the site.

Specifically, our office is interested in a letter from you indicating the following:

- The ability of the Portland Water District Pump Station and Treatment Facilities to serve the project.
- Any other factors which may affect the water and sewer service to this site.
- The ability of the collection system to accept this flow.
- Any connection service or impact fees.
- The ability of the Portland Water District to provide domestic and fire water supply to the development.
- The fire pressures and flows in the area, particularly in the Main/Hydrants on nearby streets.

If you have any questions regarding this letter, please contact our office.

Sincerely,

DeLUCA-HOFFMAN ASSOCIATES, INC.



Stephen R. Bushey, P.E.
Senior Engineer

SRB/smk

Attachment

c: Frank Brancely

g.2

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

DELUCA-HOFFMAN ASSOCIATES, INC.
 CONSULTING ENGINEERS
 778 MAIN STREET
 SUITE 8
 SOUTH PORTLAND, MAINE 04106
 TEL. 207.775.1121
 FAX 207.879.0896



December 27, 2012

Ms. Kelly Fowler
 Uniti Service Corp.
 PO Box 3586
 1075 Forest Avenue
 Portland ME 04103

**Subject: 119 Exchange Street – Portland, Maine
 Ability to Serve Project with Natural Gas**

Dear Ms. Fowler:

Our office is working as a consultant to 119 Development, LLC in the redevelopment of the former Press Herald Building bounded by Exchange Street, Federal Street, Market Street and Congress Street. We would like to verify Uniti's ability to provide natural gas service for the project and determine any impact fees. The project site includes the following existing properties:

Chart-Block-Lot / Size	Address
32-C-1 & 2 / 10,094 SF	119 Exchange Street

The plans call for the development of a 110 unit Hotel project.

The plans will include either the extension of a new gas service into the site or reuse of existing facilities.

Specifically, our office is interested in a letter from you indicating the following:

- The ability of Uniti to serve the project. Specific site demand requirements will be computed and forwarded upon completion.
- Any connection service or impact fees.
- Notification of any Uniti plans to upgrade the service in this area.
- Engineering and/or construction upgrade fees required to extend the main to the project development area.

Mr. Kelly Fowler
December 27, 2012
Page 2

If you have any questions regarding this letter, please contact our office.

Sincerely,

DeLUCA-HOFFMAN ASSOCIATES, INC.



Stephen R. Bushey, P.E.
Senior Engineer

SRB/smk

Attachment

R:\3143.01-Press Herald Building Conversion\Admin\Permitting\Utilities\2012-12-27-Fowler-Unitil-ABS Natural Gas-digital.doc

Att. H

2. TECHNICAL AND FINANCIAL CAPACITY

2.1 TITLE, RIGHT AND INTEREST

The Applicant currently has a Purchase and Sale Agreement with MTM Properties, LLC to purchase property as evidenced by the agreement contained in Attachment A to this section.

2.2 TECHNICAL CAPACITY

The Applicant has assembled a highly qualified team of professionals to plan, permit, and develop construction documents for the project. The Team is working under the direction of Mr. James Brady as Project Developer and Mr. Kevin Bunker of Developers Collaborative. The Team services will be provided by the following companies and their respective team leaders.

2.3 CONSULTANT TEAM

<p><i>Civil Engineer</i></p> <p>Stephen R. Bushey, P.E. Deluca-Hoffman Associates, Inc. 778 Main Street, Suite 8 South Portland, ME 04106 (207) 775-1121 – Work (207) 756-9359 – Cell sbushey@delucahoffman.com</p>	<p><i>Surveyor</i></p> <p>William Shippen Sebago Technics 75 John Roberts Road, Suite 1A South Portland, Maine 04106-6963 (207) 856-0277 – Work (207) 856-2206 – Fax wshippen@owenhaskeill.com</p>
<p><i>Architect</i></p> <p>David Lloyd Archetype, PA 48 Union Wharf Portland, ME 04101 (207) 772-6022 – Work (207) 772-4056 – Fax lloyd@archetypempa.com</p>	<p><i>Landscape Architect</i></p> <p>Stuart O. Dawson, FASLA, RAAR Principal Emeritus Sasaki Associates (617) 923-7328 www.sasaki.com</p>
<p><i>Attorney</i></p> <p>Maurice "Cito" Sellinger Curtis Thaxter PO Box 7320 Portland, ME 04112-7320 (207) 774-9000 – Work (207) 775-0612 – Fax msellinger@curtisthaxter.com</p>	

2.4 EXPERIENCE OF PROJECT TEAM

The team of consultants retained by the Developer has expertise and experience in the design of similar commercial projects. Resumes of key personnel for Development Team can be provided upon request.

The Applicant also has significant experience in the development and management of large commercial projects having developed similar properties in the City, including 50 Sewell Street and Crescent Heights Apartments among others.

2.5 FINANCIAL CAPACITY

The Developer has the capacity to complete the project as shown in the Financial Capacity Letter provided in Attachment B to this section.

2.6 CONSTRUCTION COST ESTIMATE

A breakdown of the preliminary project cost for the project includes the following:

➤ Hotel Reconstruction – \$8 million

These values are considered preliminary and approximate and are subject to change as building design and project layout is refined.

2.7 ATTACHMENTS

Attachment A – Purchase and Sale Agreement with MTM Properties, LLC

Attachment B – Financial Capacity Letter

REINSTATEMENT OF AND FIRST AMENDMENT TO PURCHASE AND SALE AGREEMENT

THIS REINSTATEMENT AND FIRST AMENDMENT made and entered into as of December 5, 2012, by and between METRO MEDIA PROPERTIES LLC, a Maine limited liability company with a place of business and mailing address of 25 South Service Road, Suite 300, Jericho, New York 11753 ("Seller") and 119 DEVELOPMENT LLC, a Maine limited liability company with a place of business in Portland, Maine and mailing address of 17 Chestnut St., Portland, Maine 04101 (the "Buyer")

WITNESSETH:

WHEREAS, the parties entered into that certain Purchase and Sale Agreement dated as of June 5, 2012 (the "Agreement"), the Buyer terminated the Agreement as of this date, and the parties now wish to reinstate and amend the Agreement;

NOW THEREFORE, FOR VALUABLE CONSIDERATION, the receipt and sufficiency of which are hereby acknowledged, the parties agree as follows:

1. Buyer rescinds its termination of the Agreement, and Seller accepts such rescission, all with an effective date of December 5, 2012. The parties, intending to be legally bound, hereby mutually reinstate the Agreement, notwithstanding Buyer's termination of the Agreement as of December 5, 2012, and the parties agree that Buyer's such termination is rescinded and shall be and is void and of no force or effect and shall be disregarded. The parties further agree that the Agreement continues in full force and effect, as amended hereby, without lapse of any kind.

2. The last sentence of Section 2 c. of the Agreement is deleted in its entirety and is replaced by the following:

"The Deposit and all Extension Payments (as defined in Section 4 below) paid to Seller shall be credited against the Purchase Price."

3. The Closing Date, as defined in Section 4 of the Agreement, is hereby changed to June 1, 2013, and the following is added at the end of Section 4:

"Buyer shall have the unilateral right to extend the Closing Date by up to ninety (90) days in increments of thirty (30) days each by paying to Seller the sum of \$_____ for each thirty (30) day increment (each, an "Extension Payment" and collectively, the Extension Payments"); provided, however, that in no event shall the Closing Date be extended beyond September 1, 2013. All Extension Payments shall be paid on the first day of the month and shall be credited against the Purchase Price. In the event the transaction is not consummated for any reason other than Seller's breach of this Agreement or inability to convey good and marketable title to the Premises as required under Section 3 above, then Seller

JHB

M.H.I

By: [Signature]
Print name: James H Brady
Its Manager

[Signature]

119 DEVELOPMENT LLC, Buyer

By: [Signature]
John Cacouladis its Member

[Signature]

Seller

METRO MEDIA PROPERTIES LLC,

WITNESS:

IN WITNESS WHEREOF, Seller and Buyer have executed this Reinstatement and First Amendment as of the date written above.

6. The Agreement, as modified above, and notwithstanding the Buyer's termination thereof, which termination has been rescinded and voided, remains in full force and effect, and the parties hereby ratify and affirm their respective obligations thereunder. This instrument may be executed in counterpart originals.

"11. Payment of Seller's Carrying Costs. On each of March 1, 2013, April 1, 2013 and June 1, 2013, Buyer shall pay to Seller the sum of \$[redacted] to assist Seller in defraying the costs of ownership of the Premises (the "Carrying Cost Payments"). The Carrying Cost Payments shall not be credited to the Purchase Price and are nonrefundable except in the event Seller breaches this Agreement or is unable to convey good and marketable title to the Premises as required under Section 3 above. By March 1, 2013, Seller shall provide to Buyer documentation in reasonable detail showing Seller's costs, other than acquisition costs, but including, without limitation, demolition and remediation costs and operating expenses."

following:

5. Section 11 of the Agreement is deleted in its entirety and is replaced with the
 4. The Due Diligence Completion Date, as defined in Section 7 of the Agreement, is hereby changed from December 5, 2012, to March 1, 2013.
- shall be entitled to retain such Extension Payments and the Deposit without any set off or credit due Buyer."

Att. J

September 17, 2012

James Brady
119 Development, LLC
17 Chestnut Street
Portland, Maine 04101

RE: Parking - 385 Congress Street, Portland, Maine

Dear Mr. Brady,

The following terms represent the general terms and conditions under which Metro Media Properties, LLC (Landlord) and 119 Development, LLC (Tenant) are willing to move forward toward a binding lease agreement for parking spaces located at 385 Congress Street, Portland, Maine.

Letter of Intent to Lease

Address: 385 Congress Street, Portland, Maine

Landlord: Metro Media Properties, LLC

Tenant: 119 Development, LLC

Property: Fifty (50) parking spaces located at 385 Congress Street, Portland, Maine

Term: The term of the lease shall be agreed to by the parties prior to a binding lease agreement.

Rate: The lease rate for said parking spaces will be agreed to by the parties prior to a binding lease agreement.

Non Binding:

This Letter of Intent represents the general terms under which the parties are willing to move forward. The parties will not be bound by any of the terms of this agreement until a mutually agreeable and fully executed lease agreement is received.

Seen and agreed to this 17th day of September, 2012

METRO MEDIA PROPERTIES, LLC

By: John Cacoulidis
Its: President

119 DEVELOPMENT, LLC

By: James Brady
Its: President

Att. K



December 27, 2012

City of Portland Planning Board

Re: Portland Press Herald Hotel Project - 119 Exchange St. / 390 Congress St.

To Whom It May Concern:

Bangor Savings Bank has worked with the developers of the proposed Portland Press Herald Hotel Project in the past and is familiar with the financial and technical capabilities of Jim Brady and Kevin Bunker.

The Bank has been presented with preliminary plans and budgets for the proposed redevelopment of the former Portland Press Herald building into a full service hotel with 105 guest rooms. Based upon a review of the plans and specifications along with the Bank's experience with the developers, it appears they have the technical expertise and financial capacity to complete the project.

Very truly yours,

Michael P. O'Reilly
Vice President, Commercial Banking

Att. L

3. CONFORMITY WITH APPLICABLE DESIGN STANDARDS

The following statements are made in accordance with the City of Portland Code of Ordinances, Chapter 14 Land Use, Article V Section 14-526.

3.1 OVERVIEW

This project conforms with all the applicable design standards of Section 14-526 as demonstrated in the following narrative.

(a) Transportation Standards

1. Impact on Surrounding Street Systems:

The development will fit in with the existing street system, as it will use improved access locations off Exchange and Market Streets. Based on the limited intensity of use, the project is expected to have an insignificant impact on traffic in the neighborhood particularly given the historic use of the site.

2. Access and Circulation:

a. Site Access and Circulation.

(i) The development provides primary pedestrian access via Exchange Street. Secondary access will continue off Federal and Market Street. The restaurant will be primarily accessed from the Congress Street entrance. Deliveries will continue off Market Street.

(ii) Access and egress have been designed to avoid conflicts with existing turning movements and traffic flows.

(iii) The site does not feature drive up services as mentioned in this requirement.

b. Loading and Servicing.

(i) The existing loading bay off Market Street will remain in front of the proposed Market Street entrance to allow for deliveries, waste removal, etc. Vehicle movements related to deliveries will continue as they have in the past and rely on a reserved loading zone in front of the freight elevator, while larger trucks may need to temporarily park in the street, as they have always done in the past.

c. Sidewalks.

(i) The development site is surrounded by the City's sidewalk system. The development work will require reconstruction of much of the existing brick sidewalks. It is the Applicant's intent to construct all sidewalks and curbs in accordance with the City's Technical requirements. Proposed sidewalks extensions will reflect existing nearby street conditions.

- a. The existing site retains no prominent significant natural features; therefore, no issue related to the preservation of these features applies.
- b. The Applicant is not requesting a waiver from this standard.

1. Preservation of Significant Natural Features:

(b) Environmental Quality Standards

- 5. Transportation Demand Management (TDM):
 - a. A TDM plan is not required for the project.
 - (i) Snow removal is not an issue as the site is a 100% building area.

d. Snow Storage:

- (i) The Applicant is providing three (3) motorcycle/scooter parking spaces along Market Street.

c. Motorcycles and Scooter Parking:

- (i) The Applicant is providing bicycle parking measures around the site perimeter.

b. Location and Required Number of Bicycle Parking Spaces:

- (iii) The Applicant proposes the amount of parking which is appropriate for the anticipated uses of this site. Additional evidence of the Applicant's agreements pertaining to available parking supply has been previously provided.

intended uses.

- (ii) The Applicant has not prepared a TDM strategy, as it is not applicable to the

- (i) The Applicant is proposing to use the surface parking lot adjacent the former printing press building at 385 Congress Street. Up to 50 spaces are available under an agreement with the landowner.

a. Location and Required Number of Vehicle Parking Spaces:

4. Parking:

- d. Waiver: The Applicant requests a waiver of the Transit facility requirement.
- c. A new Transit stop is not proposed.
- b. A new Transit stop is not proposed.

applicable.

- a. The development contains no residential uses; therefore, Public Transit access is not

3. Access and Circulation:

L.1

L.2

2. Landscaping and Landscaping Preservation:

a. Landscape Preservation.

- (i) There are several trees along Exchange Street that will remain. The Applicant is considering some modest street landscaping (potted plants) at the entrance and will work with City staff during the course of construction for plant selection.

(iii) Not applicable

(iiii) Not applicable

- (iv) The Applicant will request a waiver from this standard.

b. Site Landscaping.

(i) Landscaped Buffers:

- (a) There are no service or loading areas observable from nearby sidewalks or residential properties.

- (b) The development is not subject to zoning setbacks or buffering requirements.

(c) Not applicable.

(ii) Parking Lot Landscaping:

- a) thru d) The Applicant will be requesting a waiver of the parking lot landscaping standards based on site use.

3. Water Quality, Stormwater Management and Erosion Control:

a. Stormwater:

- (i) The site's runoff conditions are primarily self-contained and roof runoff enters into the City's combined sewer system.

- (ii) All stormwater runoff is proposed to discharge to the Fore River. The project will not adversely impact adjacent lots or the City street system.

- (iii) All stormwater runoff is proposed to discharge to the Fore River. The project will not adversely impact adjacent lots or the City street system.

- (iv) All stormwater runoff is proposed to discharge to the Fore River. The project will not adversely impact adjacent lots or the City street system.

- b. A Stormwater Management Plan is proposed based on site use and size.

- c. The project is not located in a watershed of an urban impaired stream as listed by the MEDP.

L.3

d. N/A

- e. The project is serviced by both a public wastewater system and public water supply system. The project will not pose a risk of groundwater contamination.
- f. The project will be connected to the public sanitary sewer system which is adequately sized for the project flows based on the longstanding site use.

(c) Public Infrastructure and Community Safety Standards.

1. Consistency with City Master Plans:

- a. The project has been designed to be consistent with the City's Zoning Ordinance and off-site infrastructure.
- b. The Applicant will coordinate with utility representatives for the continuation of service related to utility infrastructure entering the site.

2. Public Safety and Fire Prevention:

- a. The site has been designed to promote safe and inviting customer access.
- b. No change to emergency access conditions within the surrounding streets is proposed.
- c. Fire hydrants are located within the adjacent street system. Fire Department connections already existing at two locations on the buildings.

3. Availability and Adequate Capacity of Public Utilities:

- a. The Applicant will secure letters from all applicable utilities stating their ability to serve this project.
- b. All on site electrical lines will be underground.
- c. All new utility infrastructures will meet the provisions of the Technical Manual.
- d. The project does not require a new service connection to the sewer system.
- e. The sanitary sewer collection system will be designed to meet all applicable sections of the Technical Manual. The Applicant intends to work with the Public Services Division regarding the need and possible installation of a grease trap for the proposed restaurant.
- f. Not applicable.

(d) Site Design Standards.

1. Massing, Ventilation and Wind Impact:

L.4

a. The bulk, location and height of the building do not appear to result in adverse impacts to abutting properties. Building elevations depicting building massing are enclosed in the site plan package.

b. HVAC venting is proposed to be directed to the building roof and directed away from public spaces. We understand that all HVAC equipment must meet maximum noise regulations for the B-3 District.

2. Shadows:

a. The development is located in the B-3 Zone and this standard is not applicable.

3. Snow and Ice Loading:

a. The proposed buildings will be designed and located such that accumulated snow and ice will not fall onto adjacent properties or public ways.

4. View Corridors:

a. The project site is located outside the Downtown Vision View Corridor Protection Plan.

5. Historic Resources:

a. The building will be renovated under the guidelines of the Secretary of Interior's Standards for Historic Rehabilitation. It will be listed as a designated Historic Landmark. It will be reviewed and need approval by the City of Portland Historic Preservation Board.

6. Exterior Lighting:

a. Site Lighting:

(i) Exterior lighting will be designed to meet the requirements of Section 12 of the Technical Manual. A Lighting Report prepared by Bartlett Design for this Final Submission will be provided under separate cover.

7. Noise and Vibration:

The project noise levels will be designed to meet the permitted levels as outlined in the B-3 Zone. All HVAC and mechanical equipment is proposed to be mounted on the roof, concealed from nearby properties.

8. Signage and Wayfinding:

a. All street and wayfinding signage shall meet the requirements of the Manual on Uniform Traffic Devices (MUTCD) and Division 22 of the City Code.

(i) The project is not located in a historic district or subject to Article IX.

(ii) Proposed commercial signage is still being designed and subject to a condition of approval.

L.5

- (!!!!) All street and wayfinding signage shall meet the requirements of the Manual on Uniform Traffic Devices (MUTCD) and Division 22 of the City Code.
- 9. Zoning Related Design Standards:
 - a. The project is within the B-3 and zoning related design standards are not applicable.

Applicant's Submittal

Revised January 16, 2013



DELUCA-HOFFMAN ASSOCIATES, INC.
 CONSULTING ENGINEERS
 778 MAIN STREET
 SUITE 8
 SOUTH PORTLAND, MAINE 04106
 TEL. 207.775.1121
 FAX 207.879.0896

- SITE PLANNING AND DESIGN
- ROADWAY DESIGN
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- PERMITTING
- AIRPORT ENGINEERING
- CONSTRUCTION ADMINISTRATION

M.H.A.

January 15, 2013

Ms. Shukria Wiar, Planner
 Planning and Urban Development Department
 City of Portland, Maine
 389 Congress Street
 Portland, Maine 04101-3509

Subject: Hotel Conversion – Former Gannett Building
 119 Exchange Street
 Final Site Plan Application
 Applicant: 119 Development LLC

Dear Shukria:

On behalf of 119 Development LLC, we have reviewed your emails dated January 4 & 9, 2013 and offer the following responses to your comments. For ease of reference, we have included your comments (italics) and our response follows.

COMMENTS FROM JANUARY 9, 2013 EMAIL TRANSMISSION

Comment 1:

Bike Racks – place bike racks parallel to the street (not perpendicular), specifically the ones on Market Street. Space the racks 6 feet apart on center. Also space the racks 2 feet minimum (2.5 preferred) away from the curb.

Response:

We have modified the plans accordingly.

Comment 2:

Congress Street – an ADA ramp will need to be installed at the sidewalk crossing.

Response:

The applicant is seeking a waiver of this request on the basis that the project will improve the existing ADA ramps at the four project street corners. The construction of a ramp will disrupt the existing Congress Street sidewalk conditions which are not currently intended for any reconstruction at this time

Comment 3:

Sidewalk Extension on Exchange Street (bump out):

a. *Staff does not want this area to be the drop for the hotel. In order to prevent drop off at this location, put some kind of system like landscaping or hardscape at the location.*

Response:

The latest plans include the placement of four 18" x 18" granite bollards along the sidewalk extension. It is hoped that the granite styling including color and grade can be matched to the existing building entrance threshold.

b. *A cross slope detail of the entry need to be submitted for review.*

Response:

Spot grades and slopes have been added to the Grading Plan.

c. *Need a maintenance agreement for the different sidewalk material.*

Response:

Draft license agreement documents that have been submitted to the City Corporation Counsel are contained in Attachment A.

d. *Need an easement for the snow melt system and the easement needs to be approved by the City Council.*

Response:

Same as above.

e. *The planters cannot block the pedestrian travel way. The applicant can consider small planters and place closer to the entry door. An alternative will be placing landscaping on the bump out.*

Response:

The planters have been modified to the dimensions of 2.5' x 4' and aligned to run closely parallel to the building.

A-1

A.2

Ms. Shukria Wiar
January 15, 2013
Page 3

Comment 4:

Federal Street – Please confirm if the alignment is matching up with the other segments on the street.

Response:

The proposed Federal Street sidewalk extension will align closely with the sidewalk and curb located between Monument Square and Temple Street, along Federal Street to the south.

Comment 5:

Grease Trap – the applicant will need an easement for the proposed grease trap in the ROW. Easements will need approval from the City Council.

Response:

Draft easement documents have been forwarded to the City's Corporation Council for review.

Comment 6:

Construction Plan/Traffic Control Plan – please submit a plan that meets the Section 1 Transportation Systems and Street Design Standards (Section 1.22) of the Technical Manual.

Response:

We have modified the accompanying Construction Management Plan (see Attachment B) to include an 11 x 17 figure that outlines the anticipated measures for temporary sidewalk closures. The extent of exterior building work is limited; therefore, any sidewalk closures are expected to be short duration. We foresee reasonable measures, including directional signage and the use of barriers, including fencing, will be used to redirect pedestrian around the work zone. In the case of both Exchange Street and Market Street there are sidewalks on the opposite sides of the streets therefore allowing reasonable opportunity for pedestrians to be routed around the work zone. It may be necessary to also occasionally close Exchange Street. The applicant is requesting consideration to allow more lengthy shutdowns of Market Street to through traffic for deliveries or the setting up of a crane for exterior building work. Again, rerouting of traffic should be reasonably accommodated given the proper use and placement of signage and barriers. Access along Market Street is probably easier rerouted since there are no access points to the Fire Station off this section of Market Street. Any Exchange Street closures will need to be coordinated with the building tenants across the street and emergency services representatives.

A.3

Ms. Shukria Wiar
January 15, 2013
Page 4

COMMENTS FROM JANUARY 4, 2013 EMAIL TRANSMISSION

Comment 1:

A Construction Management Plan (or Maintenance of Traffic) which shows the logistics of sidewalk closing for construction needs to be submitted for review.

Response:

See response above.

Comment 2:

Lighting Plan needs to be submitted.

Response:

The applicant is currently working with a lighting consultant for the placement of exterior lighting around the buildings. Points of emphasis include the overhead canopies at the entrances as well as accent lighting. These lighting measures are subject to Historic Review Board oversight. The site currently has overhead lighting associated with a number of street fixtures along Exchange Street and Market Street. These fixtures provide a reasonable level of coverage for safe pedestrian access. We have requested our lighting consultant provide a measure of the existing coverage in the area in order to insure that adequate lighting is currently available around the site. We will provide this to the Planning Department when available.

Comment 3:

Utilities Capacity letters (specifically wastewater and water) needs to be submitted. The letters that were included in the packet were request letters from the applicant. Actually Frank Brancey of Public Services has forwarded me the wastewater capacity letter and had a few comments. Please see attachment.

Response:

Accompanying this submission in Attachment C are capacity letters from the Portland Water District and from the Portland Public Services Division.

Comment 4:

It was mentioned in the cover letter that the applicant wants to work with the City in regard to other options for Bike Racks. I talked to David Margolis-Pineo and he recommends that you provide a detail of what the applicant wants and he will review it. The bike racks on the site plan will need to be closest to the entry ways. The current location is too far from entrances.

Response:

We have modified the bike rack locations accordingly with emphasis placed on position of the racks on Federal Street. The accompanying schematic bike rack detail depicts the proposed rack form (see Attachment D). We look forward to staff input as to its acceptance.

Comment 5:

Sidewalk Material Change – Granite stone is proposed for the entry way. The sidewalk material for this District is brick. The applicant will need City Council approval for material change. The applicant will also need a license/maintenance agreement for this area. Please submit draft language for review.

Response:

The accompanying draft documents contained in Attachment A have been submitted to the Corporation Council for review.

Comment 6:

Radian Snow Melt System – Since this will be a more permanent replacement in the ROW, an easement is required. Please submit draft language for the easement for review.

Response:

Same response as above

Comment 7:

The site plan shows two removable plant pots, the applicant will need a license for this.

Response:

Same response as above.

In addition to this information we offer the following clarifications to the site plans for your consideration.

- The interior fit up will not include a pool in the basement as was stated in the Development Description.

A.H

A5

Ms. Shukria Wiar
January 15, 2013
Page 6

- We seek to clarify that the Exchange Street entrance is currently being considered as a frameless glass door and not the "original style" as expressed in the application narrative. This proposal remains subject to Historic Preservation review and approval.

- We have modified the curbing along the Market Street side of the building to provide a flush curb between the existing freight elevator and the Market Street entrance doorway, which is a distance of approximately 26 feet. Another 30 feet of currently uncurbed sidewalk will receive new vertical granite curb (former loading area for Press Herald).

- As discussed earlier, we have modified the bike rack locations and now have three bike racks on Federal Street and one bike rack on Market Street. Will the City be replacing the bike rack that was on the Congress Street sidewalk?

- We have prepared a preliminary detail for the stone bollards to be placed at the Exchange Street entrance. A copy of the detail accompanies this letter submission in Attachment E. We are currently considering 18" square granite for the bollards and they include a flush mount ground light(s).

- We have modified the corners for the Exchange Street sidewalk extension to include 3' radius pieces to avoid any sharp edges at these corners.

- We have discussed the placement of parking meters along Federal Street with John Peverada and he has suggested their be only two metered spaces between Market Street and Exchange Street on the site's side of the street. We have modified the plan accordingly. We have also modified approximately 60 LF along Exchange Street to be a "Hotel Loading Zone" as recommended by Mr. Peverada.

- The existing and future parking conditions around the site are summarized as follows:

Street	Existing Spaces	Proposed Spaces
Exchange	3 metered and 4 or 5 unmetered	3 metered and approximately 60 LF for Hotel loading zone
Federal	3 unmetered	2 metered
Market	10 unmetered	10 unmetered and 3 motorcycle/scooter spaces
Congress	No Parking	No Parking

We trust that this information satisfies some of the remaining outstanding issues on the project and this information can be made part of the Planning Board packet they will consider at the January 22, 2013 Board Meeting.

A/c

Ms. Shukria Wiar
January 15, 2013
Page 7

If you have any questions regarding these materials please contact this office.

Sincerely,

DELUCA-HOFFMAN ASSOCIATES, INC.



Stephen R. Bushey, P.E.
Senior Engineer

SRB/smk

Attachments

c: James Brady, 119 Development LLC
Kevin Bunker, Developers Collaborative
David Lloyd, Archetype

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Wiar-ComRes.doc

Att-B

LICENSE AGREEMENT

This License Agreement is entered into this _____ day of _____, 2013, between the CITY OF PORTLAND, a Maine body corporate and politic, with a mailing address of City Hall, 389 Congress Street, Portland, Maine 04101 (the "City"), and 119 DEVELOPMENT LLC, a Maine limited liability company with a place of business in Portland, Maine and mailing address of 17 Chestnut St., Portland, Maine 04101 (hereinafter the "Licensee"), who hereby agree as follows:

FOR VALUABLE CONSIDERATION, the receipt and sufficiency of which is hereby acknowledged, City grants revocable licenses to Licensee for the purposes described below.

1. City grants to Licensee a license to install and maintain granite pavers (the "Pavers") on property owned by the City at the main entrance of the hotel to be constructed by Licensee at 119 Exchange Street (also identified as 390 Congress Street) (the "Building"), as more particularly shown on Exhibit A which is attached hereto and incorporated herein by reference. The Building is on land owned by Licensee described in a deed recorded in the Cumberland County Registry of Deeds in Book _____, Page _____. The installation and maintenance of the Pavers shall be governed by the terms of this License Agreement. Licensee is hereby permitted to occupy City land located on Congress Street, consisting of a portion of the sidewalk right-of-way directly in front of the main entrance to the Building as shown on Exhibit A, for the installation of the Pavers. The Pavers shall be installed in a professional manner and according to City standards. Licensee shall be responsible for the proper maintenance of the Pavers. In the event of damage to the Pavers, Licensee shall promptly repair/restore the Pavers in accordance with this Paragraph.

2. City grants to Licensee a license to maintain (i) an existing building canopy over the sidewalk on Congress Street, and (ii) an existing canopy over the sidewalk on Exchange and Market Streets, all as shown on the approved site plan for the Building recorded in said Registry of Deeds in Plan Book _____, Page _____ (the "Site Plan").

3. City grants to Licensee a license to install and maintain those building components shown on the Site Plan as well as signs in the locations approved by the City.

4. Licensee agrees to assume responsibility for any and all claims and/or damage to persons or property arising out of in any way related to its negligence in performing under the terms and conditions of this License Agreement.

5. Licensee shall procure and maintain liability insurance in an amount of at least Four Hundred Thousand Dollars (\$400,000) combined single limit (or the amount stated in the Maine Tort Claims Act as the same may be amended from time to time), covering claims for bodily injury, death and property damage and shall either name the City of Portland as an additional insured with respect to such coverage or shall obtain a contractual liability endorsement covering the obligations of Licensee under the terms of this License Agreement.

6. This License is assignable to any subsequent owners of the Licensee's property located at 119 Exchange Street (also identified as 390 Congress Street), Portland, Maine.

7. This Agreement shall automatically terminate in the event that the Building is destroyed, removed or otherwise ceases to exist on the site. The licenses granted in Sections 1 and 3 above may be revoked upon three (3) months written notice from the City to Licensee. Copies of the termination notice shall be sent to mortgagees of record. In the event that the City revokes the licenses granted in Sections 1 or 3 above in accordance with this Paragraph, the Licensee will not be deemed to be in violation of the permits and approvals issued by the City in connection with the construction of the Building, and the City will take no enforcement action against Licensee with respect to any noncompliance by Licensee with its permits and approvals arising from the revocation of this license.

IN WITNESS WHEREOF, the parties have caused this License Agreement to be duly executed, as of the day and year written above.

WITNESS:

CITY OF PORTLAND

By: Mark Rees, its City Manager

119 DEVELOPMENT LLC

By: _____
its Manager
Print name:

STATE OF MAINE
CUMBERLAND, ss

_____, 2013

PERSONALLY APPEARED the above-named Mark Rees, City Manager of the City of Portland as aforesaid, and acknowledged the foregoing instrument to be his free act and 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:
My commission expires: _____

O:\MAS\00133 119 Development LLC\Title\Esasements and licenses\license Agreement_PPH building 1_15_13.doc

Print name: _____
My commission expires: _____

Notary Public/Attorney at Law

Before me,

PERSONALLY APPEARED the above-named _____, Manager of 119
Development LLC as aforesaid, and acknowledged the foregoing instrument to be his free act
and deed in his said capacity and the free act and deed of said limited liability company.

_____, 2013

STATE OF MAINE
CUMBERLAND, ss

b.2

b.4

EASEMENT

KNOW ALL PERSONS BY THESE PRESENTS, that the CITY OF PORTLAND, a Maine body corporate and politic, with a mailing address of City Hall, 389 Congress Street, Portland, Maine 04101 ("Grantor"), FOR VALUABLE CONSIDERATION, does hereby GRANT to 119 Development LLC, a Maine limited liability company with a place of business in Portland, Maine and mailing address of 17 Chestnut St., Portland, Maine 04101 (the "Grantee"), easements for the purposes set forth below, over portions of Grantor's land as described below (collectively, "Grantor's Land"). The land which is subject to the easements granted herein abuts land of Grantee, located at 119 Exchange Street (also identified as 390 Congress Street) in Portland, Maine which is described in a deed from Metro Media Properties, LLC to Grantor recorded in said Registry in Book _____, Page _____ ("Grantee's Land").

1. Grantor grants to Grantee a permanent and perpetual easement over and under the sidewalk area shown on the plans attached hereto as Exhibits A and B and made a part hereof (collectively the "Plan"), which is labeled "Easement 1 Area", for the purpose of installing, using and maintaining a radiant snow melting system (the "Snow Melt System") under the sidewalk.

2. Grantor grants to Grantee a permanent and perpetual easement over and under the sidewalk area shown on the Plan which is labeled "Easement 2 Area", for the purpose of installing, using and maintaining a grease trap (the "Grease Trap") to be used in connection with the restaurant in the building which is to be constructed by Grantee on Grantee's Land.

3. Grantor grants to Grantee a permanent and perpetual easement for portions of the building on Grantee's Land in existence on the date of this easement and a fire escape (as it may be reconstructed) that extend beyond the parcel boundaries of Grantee's land towards Federal Street.

4. Grantor grants to Grantee a permanent and perpetual easement to use and occupy spaces below the sidewalk on each of Market, Exchange and Federal Streets in the areas as shown on Exhibit C attached hereto and made a part hereof. Grantee shall be responsible for maintaining the structural integrity of the spaces covered by this easement.

Grantee shall have the right to install, maintain, repair and replace the Snow Melt System and the Grease Trap and shall have the right to engage in all related construction and maintenance work, provided Grantee restores Grantor's Land to substantially its original condition after all such installation, construction, maintenance or repair activities. Grantee shall pay all installation, construction, maintenance and repair costs relating to the Snow Melt System and the Grease Trap and shall not look to Grantor for payment of any of such costs.

TO HAVE AND TO HOLD the aforementioned and bargained easements, with all privileges and appurtenances thereof, to the Grantee, its successors and assigns, to its and their use and behoof, forever.

[signatures begin on next page]

O:\MAS\00133 119 Development LLC\Title\Easements and licenses\Easement_PPH building 1_15_13.doc

My commission expires: _____
Print name: _____
Notary Public/Attorney at Law

Before me,

PERSONALLY APPEARED the above-named Mark Rees, City Manager of the City of Portland as aforesaid, and acknowledged the foregoing instrument to be his free act and deed in his said capacity and the free act and deed of said City of Portland.

STATE OF MAINE
CUMBERLAND, ss

_____, 2013

By: _____
Mark Rees, its City Manager

CITY OF PORTLAND

WITNESS:

IN WITNESS WHEREOF, the City of Portland, the Grantor, has caused this instrument to be duly executed, this _____ day of _____, 2013.

b.5

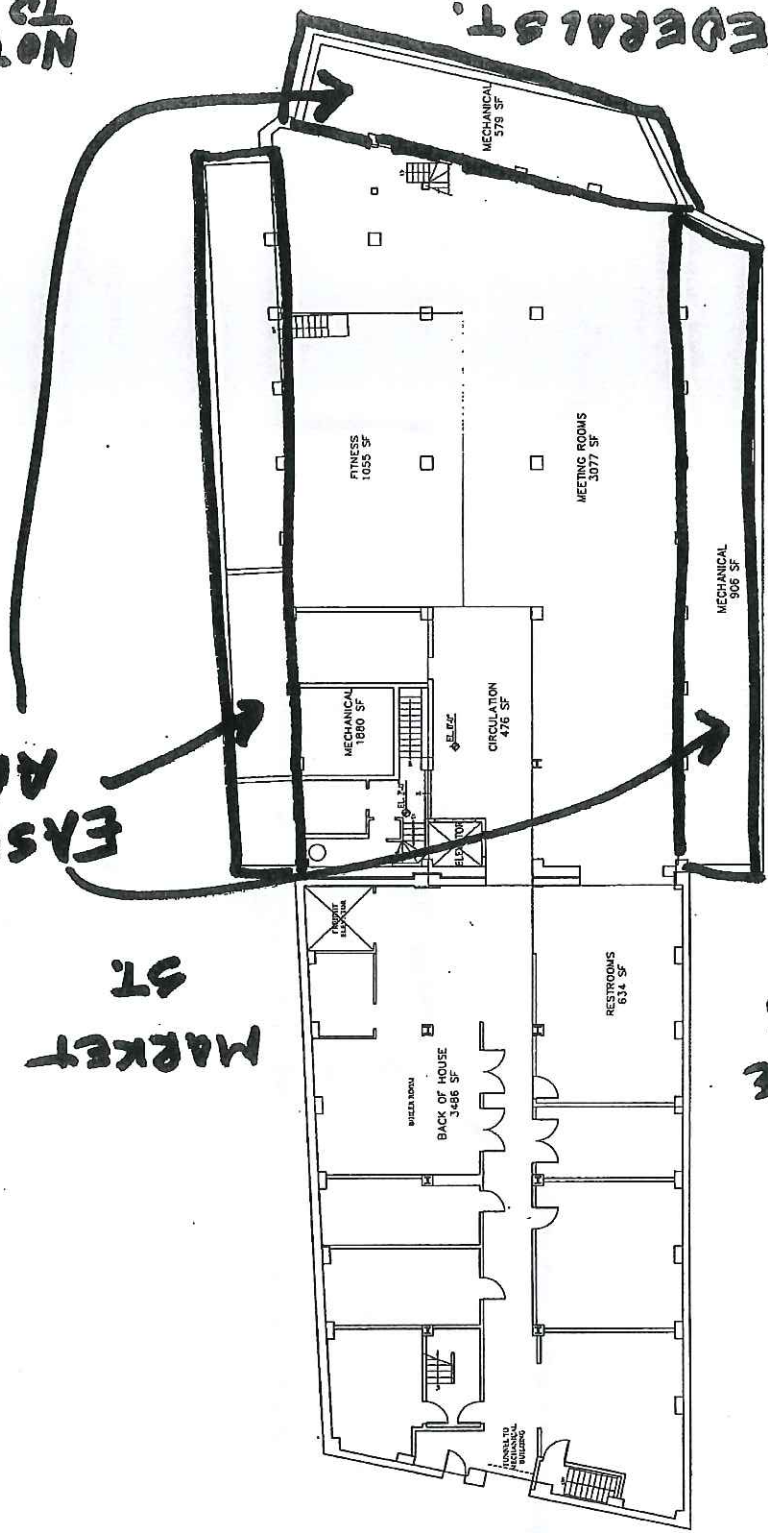
NOT TO SCALE

BASEMENT AREAS

MARKET ST.

EXCHANGE ST.

FEDERAL ST.



1 BASEMENT
SCALE: 1/16" = 1'-0"

EXHIBIT C

b.8

A.H.C



Portland Water District

FROM SEBAGO LAKE TO CASCO BAY

January 14, 2013

Deluca-Hoffman Associates, Inc
778 Main Street, Suite 8
South Portland, ME 04106

Attn: Stephen Bushey, P.E.
Re: 119 Exchanges Street, Portland
Ability to Serve with PWD Water

Dear Mr. Bushey:

The Portland Water District has received your request for an Ability to Serve determination for the noted site submitted on December 27, 2012. Based on the information provided, we can confirm that the District will be able to serve the proposed project as further described in this letter.

Please note that this letter does not constitute approval of this project from the District. Please review this letter for any special conditions specified by the District and to determine the appropriate next steps to take to move your project through the submittal and approval process.

Existing Site Service

According to District records, the project site does currently have existing water service. A 6-inch diameter ductile iron fire service line, a 4-inch diameter cast iron combined fire and domestic service line and a 1-inch copper seasonal service line, located as shown on the attached water service cards, provide water service to this site. Please refer to the "Conditions of Service" section of this letter for requirements related to the use of these services.

Water System Characteristics

According to District records, there is a 16-inch diameter cast iron water main on the north side of Congress Street, an 8-inch diameter cast iron water main on the west side of Exchange Street, and a 6-inch diameter cast iron water main on the south side of Federal Street as well as a public fire hydrant located across the Federal Street from the site.

The current data from the nearest hydrant with flow test information is as follows:

Hydrant Location: Federal Street 150' west of Exchange Street
Hydrant Number: POD-HYD00172
Last Tested: 6/24/2008
Static Pressure: 86 psi
Residual Pressure: Not Measured
Flow: 1,758 GPM

Public Fire Protection

It is anticipated that this project will not include the installation of new public hydrants to be accepted into the District water system. The decision to require new hydrants and to determine their locations is solely that of the local fire department. It is your responsibility to contact the Portland Fire Department to ensure that this project is adequately served by existing and/or proposed hydrants.

Domestic Water Needs

The data noted above indicates there should be adequate pressure and volume of water to serve the domestic water needs of your proposed project. Based on the high water pressure in this area, we recommend that you consider the installation of pressure reducing devices that comply with state plumbing codes.

Private Fire Protection Water Needs

You have indicated that this project will require water service to provide private fire protection to the site. Please note that the District does not guarantee any quantity of water or pressure through a fire protection service. Please share these results with your sprinkler system designer so that they can design the fire protection system to best fit the noted conditions. If the data is out of date or insufficient for their needs, please contact the MEANS Division to request a hydrant flow test and we will work with you to get more complete data.

Conditions of Service

The District can confirm that the existing Wastewater Treatment Facility, Interception and Pumping system can support the additional flow from this proposed development. The District does not own the collection system in the City of Portland; please contact the City to determine the adequacy of the collection system.

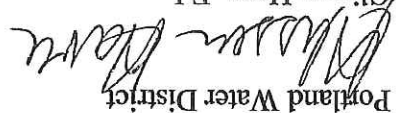
The existing water services at this site may be used for the proposed 110-unit Hotel project provided that the development team determines that these existing services will provide adequate flow and pressure for the site needs. If any of the existing services will no longer be used as a result of this development then they must be terminated according to PWD standards. This includes shutting the corporation valve and cutting the pipe from the main for the 1-inch service, or removing the gate valve and capping the tapping sleeve (for 4-inch and larger services).

As design plans become available for the next construction phase please send a copy to the MEANS Division for review. We will work with you to ensure that the design meets our current standards.

If the District can be of further assistance in this matter, please let us know.

Sincerely,

Portland Water District



E.I. Glissen Havn, E.I.

Design Engineer

21

FJB

Frank J. Branceley, B.A., M.A.
Senior Engineering Technician

Sincerely,
CITY OF PORTLAND

If the City can be of further assistance, please call 874-8832.

The existing twenty-four inch vitrified clay sewer pipe, located in Exchange Street, has adequate capacity to **transport**, while The Portland Water District sewage treatment facility, located off Marginal Way, has adequate capacity to **treat**, the total anticipated net increase in wastewater flows of 15,427 GPD, from the proposed hotel-restaurant.

The City combined sewer overflow (C.S.O.) abatement consent agreement (with the U.S.E.P.A., and with the Maine D.E.P.) requires C.S.O. abatement, as well as storm water mitigation, in order to offset any increase in sanitary flows, from all projects.

Dear Mr. Bushey:

RE: The Capacity to Handle Wastewater Flows, from the Proposed Conversion, of the Former Gannett Building, at 119 Exchange Street, into a Hotel and Restaurant.

Mr. Stephen Bushey, P.E.,
Senior Engineer,
Deluca-Hoffman Associates,
778 Main Street,
South Portland, Maine 04106

Public Services Department
Michael J. Robinsky, Director

31 December 2012

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



C.2

C.3

Anticipated Net Increase in Wastewater Flows from the Proposed Hotel-Restaurant Project:

The Proposed Restaurant:	
80 Proposed Three-Meal-Restaurant Seats @ 45 GPD/Seat	= 3,600 GPD
10 Proposed Lounge-Bar Seats @ 20 GPD/Seat	= 200 GPD
25 Proposed Employees @ 15 GPD/Employee	= 375 GPD
The Proposed Hotel:	
110 Proposed Hotel Rooms @ 100 GPD/Hotel Room	= 11,000 GPD
30 Proposed Employees @ 15 GPD/Employee	= 450 GPD
	= 11,450 GPD
Total Wastewater Design Flow, from the Proposed Hotel-Restaurant Project:	= 15,625 GPD
Less Wastewater Flows from Previous Tenant	= (198)GPD
Total Anticipated Net Increase in Wastewater Flows for this Project	= 15,427 GPD

CC:

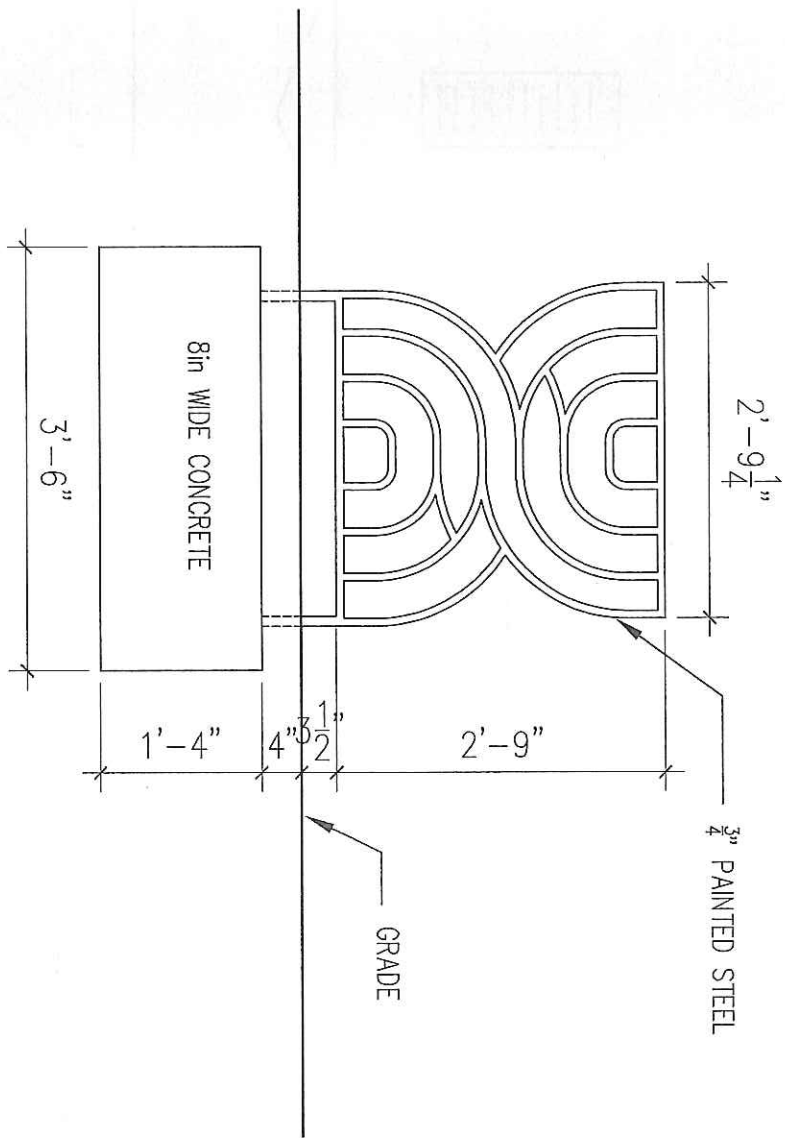
- Jeffrey Levine, Director, Department of Planning, and Urban Development, City of Portland
- Barbara Barhydt, Development Review Services Manager, Department of Planning, and Urban Development, City of Portland
- Shukria Wiar, City Planner, Department of Planning, and Urban Development, City of Portland
- David Margolis-Pineo, Deputy City Engineer, City of Portland
- Michael Farmer, P.E., Project Engineer, City of Portland
- Bradley A. Roland, P.E., Environmental Projects Engineer, City of Portland
- John Emerson, Wastewater Coordinator, City of Portland
- Rhonda Zazzara, Field Inspection Coordinator, City of Portland
- Jane Ward, Administrative Assistant, City of Portland

P. S. Steve,

Please address the following. 1. Show the location of the external grease trap, on your utility plan.
 2. Show the location of the control manhole associated with the external grease trap, on your utility plan.
 3. Show the sizing calculations, for your external grease trap, in terms of the restaurant process flows.

Frank

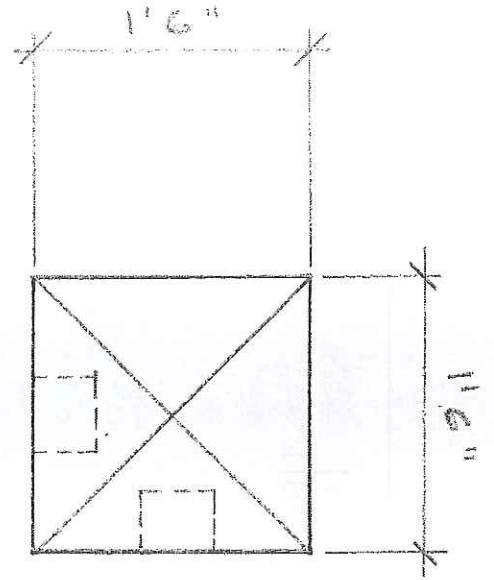
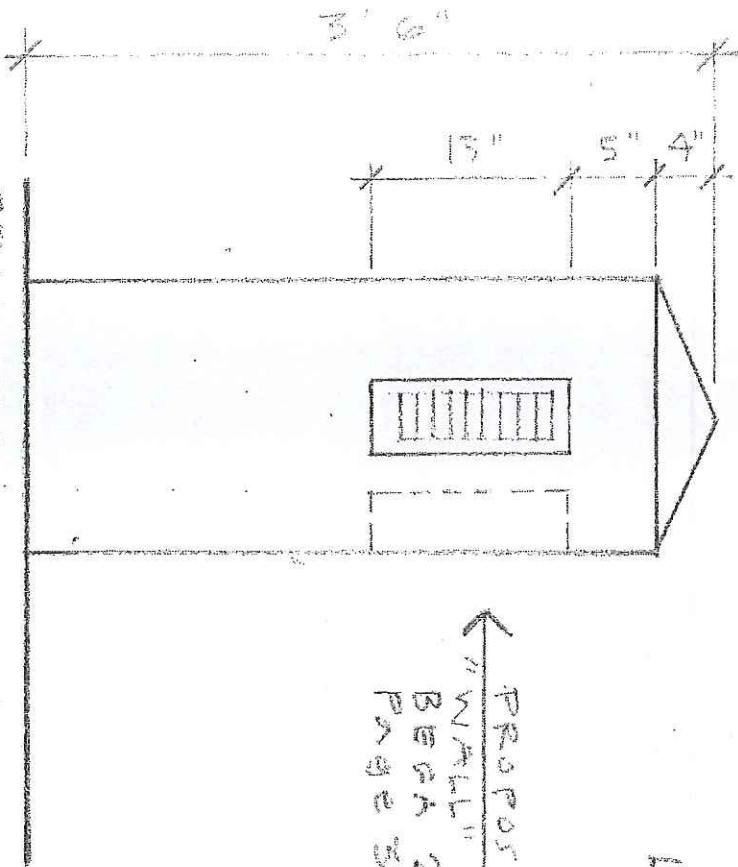
1 | Bike Rack Elevation View
 1" = 1'-0"



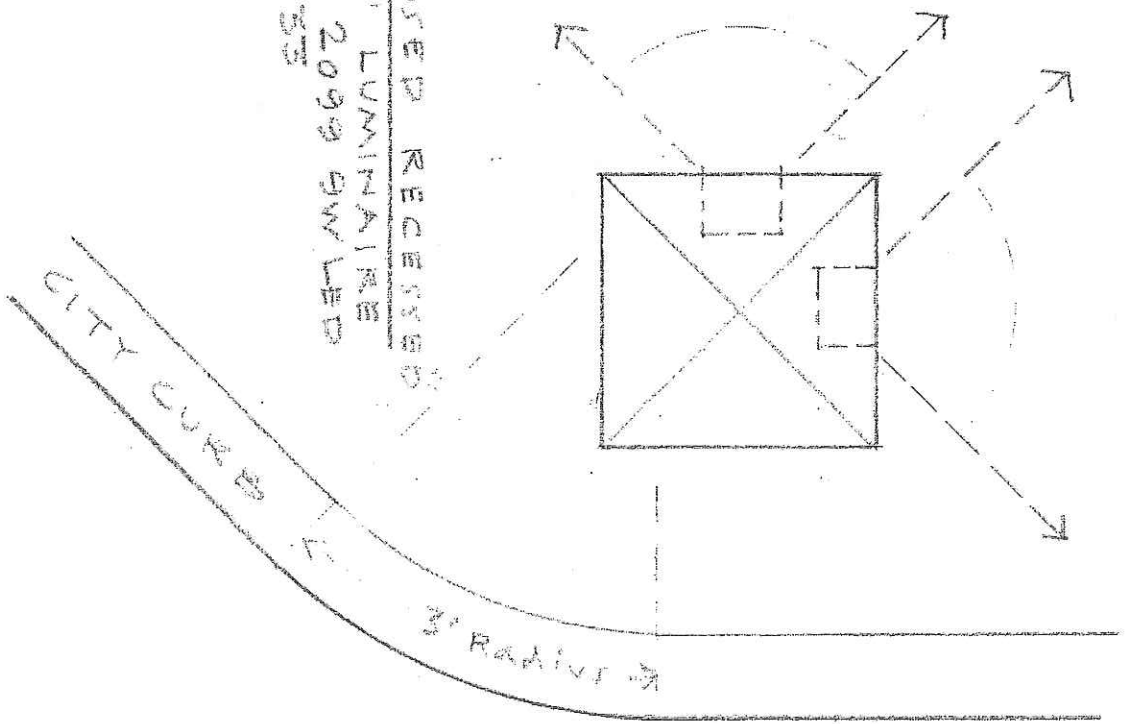
Handwritten initials: A.H. D.

SK-1A	Project:	Date:	Scale:	ARCHETYPE Architects 48 Union Wharf Portland, Maine 04101 (207) 772-6022 Fax (207) 772-4056	
	19 EXCHANGE STREET	09 January 2013	As noted		
Portland, Maine	BIKE RACK				

GRANITE BOLLARD



PROPOSED RECESSED
 "WALL" LUMINAIRE
 BEGA 2099 GW LED
 PAGE 55



BOLLARD / LIGHTS
 119 EXCHANG ST
 1" = 1'-0" 1/14/2014
 A.H.F.

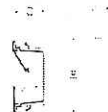
Lamp		Lumen	
A	B	A	B
3W LED	3W LED	250	7 1/2
3W LED	3W LED	750	4 1/2
3W CF (WVH-2P)	3W CF (WVH-2P)	250	7 1/2
3W CF (WVH-4P)	3W CF (WVH-4P)	1250	4 1/2

Passaged luminaires - shielded

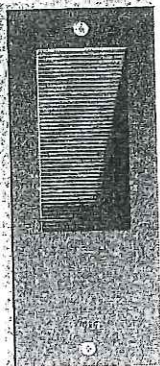
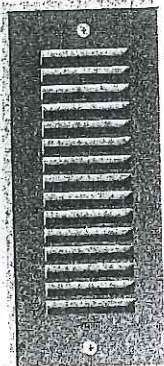


Lamp		Lumen	
A	B	A	B
2W LED	2W LED	170	3 1/2
1 20W T3 G4,12V	1 20W T3 G4,12V	320	3 1/2

Passaged luminaires - directed



- Passaged luminaires - Directed or shielded light
- LEDs or for tungsten halogen and fluorescent lamps
- Clear aluminum - Safety glass
- 100% Reflector of pure anodized aluminum
- LEDs with integral electronic driver
- Operating temperature 3300K
- Tungsten halogen with integral electronic transformer
- For dimming please see page 369
- Black (BLK) White (WHT)
- Silver (SLV) Bronze (BRZ)
- 100% suitable for wet locations and for installation
- at least 3 feet of ground (see page 370).
- Protection class IP64 (3008P - 2099LED IP65)



Shukria Wiar - 119 Exchange Street

From: Shukria Wiar
To: Steve Bushey
Date: 1/4/2013 10:03 AM
Subject: 119 Exchange Street
CC: Barbara Barhydt

Hello Steve:

I got your voice message yesterday and wanted to give up an update on the project. The final application was submitted on Wednesday (day of our Development Review meetings). there is a two week turn around on me written comments. I will discuss the project next Wednesday with staff and will try to get comments to you sooner. I reviewed the submission and have the following comments:

1. A Construction Management Plan (or Maintenance of Traffic) which shows the logistics of sidewalk closing for construction needs be submitted for review.
2. Lighting Plan needs to be submitted.

3. Utilities Capacity letters (specifically wastewater and water) needs to be submitted. The letters that were included in the packet were request letters from the applicant. Actually Frank Branchely of Public Services has forwarded me the wastewater capacity letter and had a few comments. Please see attachment.

4. It was mention in the cover letter that the applicant wants to work with the City in regard to other options for Bike Racks. I talked to David Margolis-Pineo and he recommends that you provide a detail of what the applicant wants and he will review it. The bike racks on the site plan will need to be closet to the entry ways. The current location is too far from entrances.

5. Sidewalk material change- granite stone is proposed for the entry way. The sidewalk material for this district is brick. The applicant will need City Council approval for material change. Te applicant will also need a license/maintenance agreement for this area. Please submit draft language for review.

6. Radian Snow Melt System- since this will be a more permanent replacement in the ROW, an easement is required. Please submit draft language for the easement for review.

7. The site plan shows two removable plant pots, the applicant will need a licence for this.

Danielle West-Chughta of Corporation Counsel will be reviewing the draft languages for the maintenance agreement, license and easement.

If you have any questions, please do not hesitate to contact me.

Thank you.

Shukria

From: Barbara Barhydt

To: Wiar, Shukria

Date: 2/7/2013 7:54 AM

Subject: Fwd: Re: PPH boutique hotel

Attachments: 3143 C-3.0-SITE LAYOUT SITE IMPROVEMENTS.pdf

Please look at this and check the conditions of approval. I think we can consider this administratively, but I want to be sure. Also run this by Tom E for his thoughts on the feasibility of these changes.

Thanks.

Barbara

>>> Jeff Levine Wednesday, February 06, 2013 12:21 PM >>>

Is this something that requires a modification of their site plan? Can we handle it administratively? Any other thoughts?

Jeff Levine, AICP

Director

Planning & Urban Development Department

389 Congress Street 4th Floor

Portland, Maine 04101

Phone (207)874-8720

Fax (207)756-8258

<http://www.portlandmaine.gov/planning>

@portlandplan

>>> Kevin Bunker <bunker.kevin@gmail.com> 2/5/2013 7:53 PM >>>

Hi Jeff,

Just wanted to follow up from our meeting last week. We have met with our abutter Mike Scarks and he remains very concerned about hotel guests using the 5 minute spaces in front of his building on Exchange for hotel loading, whether or not we have chains connecting the bollards on the bump out. He is otherwise very supportive of the project.

As we mentioned to you we had identified the issue of needing some space for the shuttle van to pick up from and suggested the space immediately north of the proposed bump out. Just within the last couple days we have received design comments from our brand and our manager and both think we do not have enough drop off space and are strongly recommending that we try to use the whole block length above and below the bump out for hotel loading. Our abutter is also strongly in favor of this approach and plans to speak at the Council committee meeting and subsequent full Council meeting, as do we.

While using both areas above and below would result in a loss of 3 more parking spaces, it would prevent circling round the block. We also think it is possible to get 2 of those spaces back: one by doing a smaller, narrower loading area on the Market St. side (made possible by that wonderful panacea of back-in angled parking), and the other on Federal, where 3 cars currently park (and which our engineer showed as capable of fitting 3), but which staff directed us to show 2 on our site plan, which we did. So we think there is an opportunity to only lose 1 more on net, satisfy our abutter, and ease congestion around the block on what we sure hope is going to be a very busy area.

I am a little embarrassed this did not come to light a little sooner as it would have been good to have the same plan

before the Planning Board in terms on on-street parking that we now want to show to the Council. But given the way it worked out this is where we are. What are your thoughts?

Site plan attached for reference.

Thanks,

Kevin

On Sun, Jan 27, 2013 at 11:01 AM, Jeff Levine <jlevine@portlandmaine.gov> wrote:

I will have something set up. Unless you think there is a reason not so, I will invite Deb Andrews from Preservation and Barbara Barhydt from Planning.

Jeff

Jeff Levine, AICP

Director

Planning & Urban Development Department

389 Congress Street 4th Floor

Portland, Maine 04101

Phone [\(207\)874-8430](tel:(207)874-8430)

Fax [\(207\)756-8258](tel:(207)756-8258)

>>> Jim Brady <jameshbrady@gmail.com> 01/25/13 20:18 PM >>>
Thanks Greg,

Jeff, I would be pleased to meet with you when ever you are available to review more specifically in person the issues noted to Greg in my discussion and follow up email.

Thank you,

Jim Brady

[+1.207.653.9990](tel:+1.207.653.9990)

Jim.Brady2 - Skype

jameshbrady@gmail.com

Sorry for any errors - sent from my iPhone

On Jan 25, 2013, at 7:12 PM, Greg Mitchell <gmitchell@portlandmaine.gov> wrote:

> jim:

> Thanks for your project update yesterday and for your follow up.

> I spoke with Jeff Levine, Portland's new Planning Director, about your project issues at yesterday's MEREDA conference. Unfortunately, my attempt to introduce the two of you yesterday was not successful. In any event, Jeff agreed to look into both issues - Council Committee meeting to process changes to on-street parking and sidewalk/landscaping improvements to the Federal Street side of your project. Please note that I copied Jeff on this email to remind him of the need for his assistance.

> Please keep in touch with me regarding the status of your project so that we can plan a ground break ceremony at the start of project construction.

> Best, Greg

> Greg A. Mitchell, Director
> Economic Development Division
> City of Portland
> 389 Congress Street
> Portland, Maine 04101

> Tel. [207.874.8945](tel:207.874.8945)
> Fax [207.756.8217](tel:207.756.8217)

> > > Jim Brady <jameshbrady@gmail.com> 01/25/13 07:51 AM > > >

> Hi Greg,

> It was nice speaking with you yesterday regarding the recent approval
> by the Planning Board of the re-use of the PPH office building.

> At your recommendation, I think it would be good to set up a meeting
> with the transportation committee ahead of City Council to review the
> proposed changes to Exchange Street (the sidewalk bump out & hotel
> loading zone) as well as the applicants proposed improvements to
> Federal Street.

> On Exchange Street - there are I believe two issues.
> 1. The proposed sidewalk extension at the historic former entry to the
> PPH at 119 Exchange Street. There are several reasons this improvement
> has merit:

> A. There is precedent for this traffic calming, safety feature in many
> locations in Portland including further down Exchange Street and on
> new streets the City designed in Bayside.
> B. it provides for more space at the hotel entry which keeps a safe
> sidewalk where we expect many people flowing in and out.

> C. The grading to get ADA entry to the historic threshold height
> requires complex grading to get the new elevated sidewalks to blend
> back into the street grades - this location of the bump out was
> suggested by City planning in our first meeting as a way to solve this
> requirement.

> D. Visual way finding. I'm a big proponent of creating visual cues for
> navigation and we believe that this improvement will better identify
> where to enter this sizable building without the introduction of too
> many directional signs.

> The second issue brought up by our abutter had to do with creating a
> hotel loading zone in place of what is now 3 "free" no time limit
> parking spaces. Since a hotel functionally needs the ability for guest
> to load and unload luggage and we are on a site which the building is
> built to the property line on all four sides surrounded by sidewalks,
> there is no feasible means to make this functional except to dedicate
> an area adjacent to the hotel entry for guest arriving to Portland to
> unload. The PB noted that this has proven necessary at all other urban
> hotels in Portland and had no issues with the proposed plan, thus
> approving it in the hearing. Because this bump out reduces current on
> street parking, this will go to City Council for review as well.

> Moving onto the other site improvements which really have more to do

> with our Feb 6 upcoming HP public hearing for approvals. While the
 > Federal St improvements were our attempt to simply improve the public
 > sidewalk and visual appearance by adding four sizable street trees.
 > The PB never asked us to consider this, it was simply our good gesture
 > toward the neighborhood which was very well received by the PB. The
 > Historic Preservation has thus far not been in favor of the new
 > proposed trees - the whole reason we proposed pushing out and
 > expanding the sidewalk in the first place. The expanded area also
 > allows ample space to meet the City std for number of bike racks and
 > according to Mr Errico does not eliminate any parking spaces. We
 > worked with the staff and PB to achieve this design. We have agreed to
 > these improvements in the ROW including the cost for a new catch basin
 > due to this design simply to improve the neighborhood, but really need
 > HP to get on board with the PB that this design is a significant
 > improvement in the area.
 > Greg, please let me know when and how we can set something up with
 > transportation committee and City Planner on the Exchange Street
 > improvements as these are critical to the project success.
 > On the Federal street trees, we plan to do some work ahead of time
 > with Deb Andrews, but any suggestions on this one are welcome.
 >
 > Thanks,
 > Jim Brady
 > +1.207.653.9990
 > Jim.Brady2 - Skype
 > jamesbrady@gmail.com
 > Sorry for any errors - sent from my iPhone
 >
 >
 >
 > Notice: Under Maine law, documents - including e-mails - in the possession of public officials or city employees
 > about government business may be classified as public records. There are very few exceptions. As a result, please be
 > advised that what is written in an e-mail could be released to the public and/or the media if requested.

Barbara Barhydt - Market Street Parking at Press Herald Hotel

From: Kevin Donoghue <kjdonoghue@portlandmaine.gov>
To: John Reverada <jbp@portlandmaine.gov>, Barbara Barhydt <BAB@portlandmaine.gov>
Date: Friday, February 15, 2013 9:27 AM
Subject: Market Street Parking at Press Herald Hotel

Hi All,

I've seen the site plan for the new hotel whereby the angled parking has been moved from head-in to back-in. I'd like to see us pursue parallel parking. The visibility here is terrible for pedestrians at Congress Street, even after having removed one-angled space. Can we fit parallel on both sides? If not, I'm still interested in parallel parking for visibility reasons, but also because the Market Street is important for cyclists since the Fore Street cobble zone forces east bound bike traffic up Market leading ultimately to Congress Street. This block, however, is narrow and accommodating both car and bike is challenging with angled parking. I understand we will be asked to look at some of the parking changes related to this site plan in Transportation Committee and would like you to be prepared to show us some bike-ped friendly options.

Thanks,
 Kevin

From: "Steve Bushey" <SBushey@DelucaHoffman.com>
To: "Barbara Barhydt" <BAB@portlandmaine.gov>, "David Margolis-Pineo" <DMP@p...>
Date: 12/10/2012 2:03 PM
Subject: RE: Exchange Street sidewalk extension at the entrance to the proposed Hotel
CC: "John Peverada" <JP@portlandmaine.gov>, "Shukria Wiar" <SHUKRIAW@porta...>
Attachments: IMG_3109.JPG; HPSC0749.pdf; IMG_3103.JPG; IMG_3108.JPG; IMG_3092.JPG

Hi Barbara and Shukria,

I did not intend to leave you out of the loop. Just thought I'd ask Dave and Tom for some feedback. Currently the area being considered for the sidewalk extension at the entrance is unmetereed parking. Currently the parking is unmetereed from the Exchange Street entrance down to the corner of Federal Street. It remains unmetereed along Federal and up Market Street. We've discussed the idea of a sidewalk extension on Federal Street of 4' which might then allow three new metereed spaces while improving the sidewalk for the placement of multiple street trees (we need the extension since basement space below the existing sidewalk limits precludes the ability to install a tree well. We've not discussed the idea of any type of metereed parking along Market Street. We do plan to increase the parking capacity along Market Street since a portion of Market Street currently is prohibited parking due to the old Press Herald loading area restrictions that no longer will apply. David Margolis Pineo commented earlier about some concern for the loss of the parking space at the Exchange Street sidewalk extension, however perhaps this is offset by the fact that it's unmetereed parking anyway. I've attached the schematic and some photos to help with your review. Please let me know your thoughts on this.

Stephen Bushey, PE
 Deluca-Hoffman Associates, Inc
 778 Main Street
 South Portland, Maine 04106
 Tel. 207-775-1121
 Fax 207-879-0896
sbushey@delucahoffman.com

From: Barbara Barhydt [mailto:BAB@portlandmaine.gov]
Sent: Monday, December 10, 2012 1:30 PM
To: Steve Bushey; David Margolis-Pineo
Cc: John Peverada; Shukria Wiar; Tom Errico
Subject: Re: Exchange Street sidewalk extension at the entrance to the proposed Hotel

The attachment is not included with my e-mail. Could you forward this to Shukria and to me?

Thank you,

Barbara

Barbara Barhydt
 Acting Planning Division Director
 Planning Division
 389 Congress Street 4th Floor
 Portland, ME 04101
 (207) 874-8699
 Fax: (207) 756-8256

Shukria Wiar - 119 Exchange Street

From: Tom Errico <thomas.errico@tylin.com>
 Shukria Wiar <SHUKRIAW@portlandmaine.gov>
To: Shukria Wiar <SHUKRIAW@portlandmaine.gov>
Date: 10/11/2012 3:37 PM
Subject: 119 Exchange Street
CC: David Margolis-Pineo <DMP@portlandmaine.gov>, Katherine Earley <KAS@port...

Shukria – The following summarizes my preliminary comments for the above noted project.

- The applicant is requesting a waiver for providing bicycle parking. In my professional opinion this project does not warrant a waiver from City standards.
- The applicant needs to provide justification for the "bump-out" on Exchange Street. Minimizing the loss of on-street parking is important. I also do not believe the bump-out is necessary as a traffic calming strategy given existing traffic characteristics.
- The proposed project will be providing 50 parking spaces at 385 Congress Street. Based upon similar type projects in the City, the proposed parking supply is not expected to meet the parking needs of a hotel with 110 rooms and an 80 seat restaurant.
- The applicant should provide information on truck deliveries including types of vehicles, times of unloading activity, and how they will be accommodated on the street system.
- The applicant has made a request to convert the head-in angle parking spaces to back-in angle parking spaces. I support this change and will need to think about implementation and driver education actions.
- The project will be upgrading sidewalks surrounding the building. Coordination with DPS on appropriate sidewalk ramp design and ADA compliance will need to take place.
- Parking regulation changes on abutting streets may need City Council action. If necessary, the applicant shall be responsible for providing all necessary materials for seeking a parking schedule change within the City Ordinance.

If you have any questions or comments, please contact me.

Best regards,

Thomas A. Errico, PE
 Senior Associate
 Traffic Engineering Director
TYLIN INTERNATIONAL
 12 Northbrook Drive
 Falmouth, ME 04105
 207.347.4354 direct
 207.400.0719 mobile
 207.781.4753 fax
 thomas.errico@tylin.com
 Visit us online at www.tylin.com
 "One Vision, One Company"
 Please consider the environment before printing.

October 12, 2012

TO: Shukria Wiar
FROM: Barbara Barhydt
David Margolis-Pineo
Dept. of Public Services
RE: Preliminary Review Comments: 119 Exchange Street – Hotel Conversion
Gannett Building

This Department has the following preliminary comments. Final comments may differ from the comments listed here.

1. Survey plan needs surveyor's stamp.
2. Elevations are required to be based on NGVD 1929 Datum. Please state which datum was used.
3. Question need for easements or licenses for canopies and underground vaults. What about license dated Dec 11, 1922?
4. The applicant is proposing an 80 seat restaurant. An external grease trap will be required. Please use Figure II-19 of Portland's Technical Standards for sizing and design requirements. The city would be receptive to reviewing a license agreement to allow the grease trap within the road right of way. The Exchange St. right of way seems to be a possible logical location.
5. Show location of bike racks. Are the two proposed bike racks enough? Applicant is requesting a waiver of the bike standards due to use. Also requesting a waiver of scooter and motorcycle parking. Staff discussion is needed.
6. License for fire escape on Federal St? It is proposed to keep the fire escape landings and to remove the stairs between landings. The bottom flight will be removed.
7. The applicant states that all stormwater runoff is proposed to discharge to the Fore River. If so, please show how and redirect all roof water runoff to that system.
8. The sidewalk ramps at all four corners on this block are being reviewed by the City's Bike/Ped Coordinator for possible revisions.

MEMORANDUM

TO: Shukria Wiar, Planner
FROM: David Senus, P.E. & Ashley Auger, E.I.T.
DATE: October 10, 2012
RE: 119 Exchange Street, Preliminary Level III Site Plan Application

Woodard & Curran has reviewed the Preliminary Level III Site Plan Application for the conversion of the former Gannett Building at 119 Exchange Street in Portland, Maine. The project proposes to redevelop the existing building to accommodate a new 110-room hotel, 80-seat restaurant and ancillary hospitality functions.

Documents Provided By Applicant

- Preliminary Level III Site Plan Application with cover letter and attachments dated September 18, 2012, prepared by Deluca-Hoffman Associates, Inc., on behalf of 119 Development, LLC.
- Engineering Plans, Sheets C-1.0, C-2.0, C-2.1 & C-3.0 revised September 18, 2012, prepared by Deluca-Hoffman Associates, Inc., on behalf of 119 Development, LLC.

Comments

- 1) The application is preliminary. As such, additional documents will need to be submitted for the final application, including site details, letters from utilities confirming capacity to serve the proposed development, a Construction Management Plan, and Erosion and Sediment Control requirements (as described below). Woodard & Curran will perform a review of the Final Application upon receipt of those documents.
- 2) Per Section 13 of the City's Technical Manual, the Applicant is required to submit a Boundary Survey that has been Stamped by a Maine Licensed Professional Surveyor, the Boundary Survey submitted by the applicant has not been stamped.
- 3) In accordance with Section 5 of the City of Portland Technical Manual, a Level III development project is required to submit a stormwater management plan pursuant to the regulations of Maine DEP Chapter 500 Stormwater Management Rules, including conformance with the Basic, General, and Flooding Standards:
 a) Basic Standards: Plan callouts, notes and details should be provided to address erosion and sediment control requirements, inspection and maintenance requirements, and good housekeeping practices in accordance with Appendix A, B, & C of MaineDEP Chapter 500.
 b) General Standards: It appears that the project will not result in any new impervious areas. As such, the project is not required to include any specific stormwater management features for stormwater quality control.
 c) Flooding Standards: It appears that the project will not result in any new impervious areas. As such, the project is not required to include any specific stormwater management features to control the rate or quantity of stormwater runoff from the site.



This project is to change the use of the previous Press Herald/Guy Gannett building. The proposed use is a 110 room hotel with amenities along with an 80 seat restaurant. A new elevator tower is proposed on the rear roof. The entire property is located within the B-3 Downtown Business Zone. Both the hotel and restaurant are allowable uses in the B-3 zone. There is also a Historic overlay zone and a Pedestrian Activities Encouragement District and a Downtown Entertainment Overlay Zone on this property. The DEOZ refers more to the dispersal of entertainment licenses through the City Clerk's office.

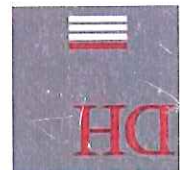
Per the submitted elevations, the current building is approximately 77' high for the portion of the building that is highest. The downtown height overlay map allows a maximum structure height of 125' with a 90' maximum street wall height. The current building will be meeting the current height regulations.

The B-3 zone does not require any parking to be shown for changes of use. The Historic District overly also does not require any more parking other than what may be currently on site. However, it is understood that the hotel use will want to provide parking for their guests to be competitive.

All other B-3 zone requirements are being met.

Separate permits are required for any new signs. HVAC systems will need separate permits and will need to meet the maximum noise regulations within the B-3 zone. The applicants will be required to detail the emitting dBAs for the units being installed at the time of permitting.

Marge Schmuckal
Zoning Administrator



D&L LUCIA-HOFFMAN ASSOCIATES, INC.
 CONSULTING ENGINEERS
 778 MAIN STREET
 SUITE 8
 SOUTH PORTLAND, MAINE 04106
 TEL. 207.775.1121
 FAX 207.879.0896

- SITE PLANNING AND DESIGN
- ROADWAY DESIGN
- ENVIRONMENTAL ENGINEERING
- PERMITTING
- AIRPORT ENGINEERING
- CONSTRUCTION ADMINISTRATION
- LANDSCAPE PLANNING

November 2, 2012

Ms. Shukria Wiar, Planner
 Planning and Urban Development Department
 City of Portland, Maine
 389 Congress Street
 Portland, Maine 04101-3509

Subject: Hotel Conversion – Former Gannett Building
 119 Exchange Street
 Preliminary Site Plan Application
 Applicant: 119 Development LLC

Dear Shukria:

On behalf of 119 Development LLC, we are pleased to provide the following supplemental information related to the proposed hotel redevelopment of the former Gannett Building at 119 Exchange Street (former primary address was 390 Congress Street). Specifically, we have reviewed the Planning Board Memorandum dated October 25, 2012 and offer various responses to comments and information contained in the memorandum.

WAIVERS

The memo outlines several waiver requests for which we offer these clarifications. We concur that a waiver request is sought to not provide a bus shelter or pull-out bay. There are METRO stops along Congress Street including one immediately in front of the building which has the entire Congress Street facade canopy providing shelter from the weather. therefore, a shelter seems to already be in place, and is not warranted.

-6 proposed

Regarding the bicycle parking requirements, the applicant is amenable to providing additional bicycle racks along the site's adjacent sidewalks. We propose to install the racks along Federal Street and Market Street in order to provide a total of ten bicycle spaces. We are interested in discussing options for the type of racks to be installed, as there may be alternative styles that may blend more pleasingly with the hotel motif, etc. A waiver request will not be required.

① We suggest that two motorcycle/scooter spaces be provided within the reverse angle parking spaces on Market Street. These are identified on the accompanying color plan. Accordingly a waiver request is not required.

② The applicant also concurs with the request of a waiver for landscaped islands in the parking lot being proposed for off-site parking at 385 Congress Street.

EXISTING CONDITIONS

We would like to note that the existing tunnel that connects the former Press Herald Buildings on each side of Congress Street is not part of the Hotel proposal at this time. The applicant does not intend to own or maintain the tunnel, nor will any license or easement for its use be pursued. The applicant does retain the rights to enter into agreement on the use of the tunnel in the future; however, this is subject to possible changes in land use at the 385 Congress Street location.

With respect to the existing license agreements with the City of Portland, we have requested copies of this document from both the surveyor and the City's archivist. We will forward the license agreement to the Planning Department upon receipt.

PROPOSED DEVELOPMENT

The primary exterior site improvements proposed for the project include the sidewalk extension along Exchange Street. This sidewalk extension is required for the following reasons:

- 1) To accommodate ADA grade levels to meet the historic building existing granite entry threshold. The Exchange Street entrance is the primary Hotel entrance and requires ADA accessibility. Currently this entry is not ADA accessible. In order to provide an adequate approach surface to the entrance the sidewalk will need to be raised slightly, thus the extension into the street will allow for proper grading and cross slope to the sidewalk without significant impact to the curb and gutter line of the street (See Fig. 1);



Figure 1 – Existing Exchange Street Entrance

- 2) To enhance the sense of arrival since the very small existing canopy does little to identify the arrival point or entry to this sizable building. The applicant is proposing a change in surface treatment to provide a distinguishing visual effect. The expectation is that the surface will transition smoothly from the reconstructed brick (meeting City Standard) to the entrance. This entrance surface may consist of a stone or similar architectural brick treatment similar to others found in the City.

Subsequent to the preliminary plan submission, the Development Team has also considered the implementation of a sidewalk extension along the Federal Street frontage. Currently the sidewalk width is approximately 11 feet with three parallel parking spaces between Market Street and Exchange Street. The proposal is to expand the Federal Street sidewalk to 19 feet, while eliminating the three parallel spaces. The purpose of the sidewalk extension is to provide improved pedestrian safety, space for the bicycle rack(s) and the ability to provide street trees along the Federal Street frontage. We note that the existing Federal Street sidewalk overlies basement space associated with the building.

The proposed extension allows for the tree installation outside of the basement area. Overall the extension seems to work well with allowing increased pedestrian space along with improving the visual appearance of this end of the building. Pedestrians approaching from the Old Port will see an improved appearance from the site's current condition. This sidewalk extension approach is not unique as similar sidewalk conditions exist further down Exchange Street (See Fig. 2).



Figure 2 – Existing Exchange Street Sidewalk

We acknowledge that the exterior changes proposed with the project require Historic Preservation Board Review and the applicant will be seeking that approval concurrently with the Site Plan review.

RIGHT, TITLE AND INTEREST

The memorandum inadvertently references that the Purchase and Sale Agreement was not submitted. We simply clarify that it was part of the submission materials.

ZONING ASSESSMENT

We are seeking to clarify the parking requirements for the project. According to Code Section 14-332.1(e), no off-street parking is required for changes of use in the B-3 Zone. Notwithstanding this provision, we have previously provided supporting information regarding the project's proposed parking supply which is fifty (50) spaces to be provided by lease agreement with the owner of the 385 Congress Street property. According to our calculations as presented in the October 2, 2012 memo to you, the parking requirements for the project are forty-two (42) spaces based on the Code provisions of Section 14-332 (subject to the provisions of 14-332.1(e) previously referenced). On this basis, the applicant's parking supply is based only on the 50 spaces to be available per the applicant's proposed parking lease agreement, an LOI of which has been previously supplied to the Planning Department. Although cited by reference in the Planning Board Memo, these 50 spaces will not be accessed via the tunnel, but by surface access on Congress Street and via the valet parking service to be offered by the Hotel. Similarly, the use of alternative parking locations is not currently part of the development proposal, thus no further agreements will be forthcoming at this time. While it is the applicant's belief that a substantial percent of the guest arriving via car will desire to utilize the hotel's provided valet parking service, it is understood that with the adjacent parking facilities located at the Temple Street garage and such locations as the Top of the Old Port parking areas, guest will have ample opportunities to self park should they wish to do so in nearby accessible public parking facilities.

LANDSCAPING

We note that the site currently contains three (3) street trees along Exchange Street as well as three (3) street trees along Market Street. The remaining sidewalk space around the buildings

Ms. Shukria Wiar
November 2, 2012
Page 4

cannot support trees due to the basement space below the sidewalks as well as the canopy overhang along Congress Street. The applicant is seeking to retain the existing street trees, as is, while proposing to install four trees along Federal Street within the proposed sidewalk extension. No plantings are proposed within the Exchange Street sidewalk extension at the Hotel Entrance. The applicant is not proposing landscaping in the 385 Congress Street parking lot, which is not the applicant's lot, hence a waiver of these requirements is requested.

SIDEWALKS/LIGHTING

The portion of existing brick sidewalk that is over basement space will be reconstructed as part of a waterproofing effort on the concrete slab and walls. Much of the remaining brick sidewalk around the building is in reasonable condition, some areas of which have recently been reconstructed, and does not appear to warrant full reconstruction. The Applicant is amenable to review and possible reconstruction of the sidewalk ramps on Congress Street if necessary.

Currently there are two existing Colonial Style light fixtures along Exchange Street, nearer the Congress Street end of the site. Again, the basement space below has precluded the placement of lights along much of the sidewalk bordering the building. On Market Street there are larger overhead street fixtures on the opposite side of the street. The applicant will be working with a lighting consultant on the building lighting including entrance enhancements, etc. Additional information related to lighting, HVAC, signage and related building design will be forthcoming.

On behalf of the I19 Development LLC Team, we look forward to your continued assistance on the project and we look forward to the Monday workshop meeting with the Planning Board. If you have any questions regarding these materials please contact this office.

Sincerely,

DELUCA-HOFFMAN ASSOCIATES, INC.



Stephen R. Bushey, P.E.
Senior Engineer

SRB/smk

Attachments

c: James Brady, I19 Development LLC
Kevin Bunker, Developers Collaborative
David Lloyd, Archetype

**Memorandum
Planning and Urban Development Department
Planning Division**



To: Carol Morrisette, Chair and Members of the Portland Planning Board
From: Shukria Wiar, Planner
Date: October 25, 2012
Re: Hotel Conversion, 119 Exchange Street, 119 Development, LLC
Project #: 2012-602 **CBL:** 032-C-001 and 032-C-002
Meeting Date: October 29, 2012

I. INTRODUCTION

The applicant, 119 Development, LLC, has submitted preliminary plans and requested a Level III Site Plan review for the Guy Gannett Building on Congress Street. The proposal is to convert the existing building to a hotel and restaurant. The building will comprise seven- (7) story mixed use building of 84,491 sq. ft. of hotel and restaurant floor space. The restaurant entrance will be oriented to Congress Street and the Hotel lobby entrance will be from Exchange Street. The parking for the building will be across Congress Street at the surface parking lot located at 385 Congress Street.

Required reviews: The proposal is being reviewed under the Land Use Code provisions 14-526 (Site Plan). The applicant has asked for waivers as listed below:

Requested Waiver	Standard and any waiver provisions
<p>Transit Facility Under the Site Plan ordinance requirements for public transit improvements, this project may be required to provide an improvement consisting bus shelter and pullout bay unless there is an existing transit shelter and/or pullout bay within 1350 feet of the closest primary proposed building. Bicycle Parking The applicant is required to install 10 (ten) parking spaces for the 50 leased spaces. The applicant is proposing to add two parking spaces and seek a waiver of the remaining.</p>	<p><i>Public Transit Access:</i> b. Transit facilities shall consist of a transit shelter and a transit pullout bay. c. Transit facilities shall be connected to the public sidewalk system.</p> <p><i>Parking:</i> b. Location and Required Number of Bicycle Parking Spaces: (i) The site plan shall provide secure bicycle parking in conformance with Section 1 of the Technical Manual and shall meet the following requirements: (b) <i>Non-residential structures:</i> Two (2) bicycle parking spaces for every ten (10) vehicle parking spaces for the first one hundred (100) required vehicle parking spaces, plus one (1) bicycle parking space for every twenty (20) required motor vehicle parking space over one hundred (100) required vehicle parking spaces.</p> <p><i>Motorcycle and Scooter Parking</i> (i) The site plan shall accommodate access and parking for two-wheeled motorized vehicles such as motorcycles and scooters.</p> <p><i>Parking Lot Landscaping:</i> (a) Developments with five (5) or more parking spaces shall include at least two (2) trees (or one (1) tree and three (3) shrubs) per five (5) parking spaces planted in landscaped islands to screen shade and break up parking. Trees and shrubs in parking lots may be in informal groups, straight rows, or concentrated in clusters as detailed in Section 4 of the Technical Manual. (b) Landscaped islands shall be distributed so that uninterrupted pavement does not exceed forty (40) parking spaces.</p>
<p>Transit Facility Under the Site Plan ordinance requirements for public transit improvements, this project may be required to provide an improvement consisting bus shelter and pullout bay unless there is an existing transit shelter and/or pullout bay within 1350 feet of the closest primary proposed building. Bicycle Parking The applicant is required to install 10 (ten) parking spaces for the 50 leased spaces. The applicant is proposing to add two parking spaces and seek a waiver of the remaining.</p>	<p><i>Motorcycle and Scooter Parking</i> The applicant is not proposing any parking for motorcycles or scooters.</p> <p>Landscaped Islands in Parking Lot Since the applicant is leasing existing surface parking lot spaces, they are requesting a waiver of this standard.</p>

II. PROJECT DATA

Downtown Business B-3	Existing Zoning:	Existing Use:	Proposed Use:	Existing number of lots:	Proposed number of lots:	Parcel Size:	Impervious Surface Area:	Existing:	Proposed:	Net Change:	Building Area:	Existing Building Area:	Proposed Building Area:	Proposed Building Net Change:	Existing Building Footprint:	Proposed Building Footprint:	Building Height:	Parking Spaces:	Existing:	Proposed:	Number of Handicapped Spaces:	Lease of Spaces:	Bicycle Parking Spaces:	Existing:	Proposed:	Estimated Cost of Project:	Uses in Vicinity:
Vacant Office Building				Two	Two	0.23 acres	10,049 sq. ft.	10,049 sq. ft.	10,049 sq. ft.	Zero (0)	84,491 sq. ft.	84,491 sq. ft.	Zero (0)	10,049 sq. ft.	10,049 sq. ft.	77' at the highest part of building	Zero (0) - Only on-street available	Zero (0)	N/A	50 spaces at 385 Congress Street	Two (2)	Two (2)	\$8 Million	Mix of surface parking and multi-storied development including retail, office and restaurant with some upper story residential			

III. EXISTING CONDITIONS

The overall parcel includes two lots and consists of approximately 0.23 acres of land. Both parcels are owned by one owner and therefore will be considered as one lot. Parcel One is located at the north end (along Congress Street) of the property and comprises building that once held offices. The property is 0.1028 acre and the total building space is approximately 33,035 sq. ft. This building has a main entrance on Congress Street. The building was built in 1947.

Lot 2 is bounded by Federal, Market and Exchange Streets. The property is 0.1277 acre and the total building space is approximately 51,456 sq. ft. A portion of the basement of this building lies below the sidewalk. There is a main entrance of Exchange and Federal Streets. The building was built in 1925.

The surrounding area is at the head of the Old Port District links to the Congress Street corridor. Upper Exchange Street and lower Market Street is in the Pedestrian Activities District Overlay Zone. Existing development on the opposite side of abutting streets includes a mix of surface parking and multi-storied development including retail, office and restaurant with some upper story residential. Portland City Hall is across the street from the proposed site and Central Station is on the westerly side. There are also office building and mixed use buildings with retail on the next block. The surface parking lot adjacent to the former printing building will be used for parking for the proposed development. The parking lot is across from Central Station. The parking lot can be accessed through a tunnel under Congress Street to the building at 385 Congress Street or by crossing at the Congress/Market intersection.

The existing sidewalks along all the four streets are in brick with some street trees (mainly on Exchange Street). Existing Licenses: There are two licenses associated with these properties. The first is a license granted by the City of Portland for the occupying under sidewalks on Exchange, Federal, and Market Streets. The second license is for the installation and maintenance of a tunnel under Congress Street from the proposed building to 385 Congress Street. Copies of the licenses will need to be submitted with the final application. The following language on the survey explains it in more detail:

EXCEPTION NO. 10: LICENSE GRANTED BY THE CITY OF PORTLAND, DATED DECEMBER 11, 1922, TO OCCUPY UNDER THE SIDEWALKS IN FRONT OF 11-119 EXCHANGE STREET, 175-179 FEDERAL STREET AND 120-126 MARKET STREET, IS SUBJECT TO THE RIGHTS OF THE CITY TO CONSTRUCT OR MAINTAIN CONDUITS FOR WIRES OR SEWERS IN SUCH SPACES OR TO TAKE SPACE UNDER SUCH SIDEWALKS FOR ANY PUBLIC USE.

SURVEY FINDINGS: THE LICENSE AREA DESCRIBED AS BEING WITHIN EXCHANGE, FEDERAL AND MARKET STREETS ARE SHOWN BASED ON THE DIMENSIONAL ELEMENTS LISTED IN THIS DOCUMENT. THE AREA LYING WITHIN MARKET STREET HAS AN APPARENT VAULT AREA WITH ASSOCIATED VENTS AS SHOWN. THE AREA LYING WITHIN FEDERAL STREET HAS A PORTION OF THE LOCUS BUILDING WITHIN THE LIMITS OF THE LICENSE. THE NORTHEAST AND SOUTHEAST PORTIONS OF THE BUILDING LIE OUTSIDE THIS LICENSE. THE AREA LYING WITHIN EXCHANGE STREET HAS A POSSIBLE SEWER SERVICE FROM THE BUILDING ON THE LOCUS PARCEL RUNNING INTO EXCHANGE STREET AS SHOWN.

EXCEPTION NO. 11: LICENSE WITH THE CITY OF PORTLAND TO INSTALL AND MAINTAIN A TUNNEL WITHIN AND ACROSS THE LIMITS OF CONGRESS STREET FROM THE SUBJECT PARCEL TO 390 CONGRESS STREET IS SUBJECT TO THE TERMS AND CONDITIONS OF THAT LICENSE AGREEMENT WITH THE CITY. A TUNNEL EXISTS WITHIN THE LIMITS OF CONGRESS STREET ALONG THE NORTHERLY PORTION OF THE SUBJECT PARCEL AS SHOWN HEREON. SEE ORDER 127 ISSUING A BUILDING PERMIT AS PASSED BY THE MUNICIPAL OFFICERS OF THE CITY OF PORTLAND DATED MARCH 1, 1965.

IV. PROPOSED DEVELOPMENT

The applicant is proposing to convert the former Gannett Building and operate a 110-room luxury boutique hotel. The property has maintained a prominent role in the City's Downtown District for almost a century as the home to Guy Gannett Publishing and the Portland Press Herald production facilities. The development site is bounded by Congress, Exchange, Federal and Market Streets. The project is a reuse of a former office high-rise property, which has been vacant for the past few years. The development includes primarily interior retrofit construction to create the 110-room hotel layout. The plans include the installation of the following:

1. An 80-seat restaurant and kitchen on the first floor level (street grade). The restaurant's primary access will be off Congress Street and the hotel entrance will be off Exchange Street.
2. 110 room units on Floors 2-7.
3. A pool area within the basement space.

The building's exterior will remain unchanged except for the renovation of the entrances on all public streets. Modifications to the hotel entrance off Exchange Street are also necessary to allow the entry to meet ADA requirements. The entrance on Congress Street will be improved to provide a new Mahogany and glass entry door. Similarly, a new Mahogany and glass door will be installed on the Market Street side where currently there were former overhead doors. Finally, a new Mahogany and glass door will be installed at the existing Federal Street entrance. The building is within the Congress Street Historic District and exterior changes must be reviewed by the Historic Preservation Board for a certificate of appropriateness.

The applicant is proposing a bump out of the curb line on the Exchange Street side. The exterior work will also include waterproofing the basement space. This will require removal and excavation of the existing sidewalk system around the perimeter of the building. New brick sidewalks will be constructed as part of the waterproofing process.

V. PUBLIC COMMENT

The neighborhood meeting for this project was held on October 11, 2012. The minutes for the meeting are

As part of the project proposal, the applicant is constructing a landscaped bump out at the main entry. The applicant does not state to the purpose for the bump out at this location and the City staff has requested more information. Tom Errico, Consultant Traffic Engineer, has reviewed the submitted plans and offers the following comment in regard to the bump out:

1. Transportation Standards
The property is situated on a block that is surrounded by four different city streets. To the north of the property is Congress Street, to the south is Federal Street, to the west is Exchange Street and to the east is Market Street. The building has entrances on all four streets. Congress Street is the main downtown street which permits traffic movement in both directions. Exchange Street permits one way movement from Congress Street towards the Old Port, while Market Street allows one way movement towards Congress Street. There are approximately six (6) parallel on-street parking on Exchange Street, three (3) parallel spaces on Federal Street and eleven (11) angled spaces on Market Street. Four spaces on Exchange Street are metered while the remaining spaces are unmetered. Parking meters are not located along a portion of the sidewalk due to the basement extends below the public sidewalk. There is a license in place that the applicant refers to on the survey plan (see paragraph III above) but had not submit the actually document. There is no parking on Congress Street in front of the site.

The proposed development has been reviewed by staff for conformance with the relevant review standards of Portland's site plan ordinance and applicable regulations. Staff comments are listed below.

B. SITE PLAN STANDARDS (Section 14-526)

Separate permits are required for any new signs. HVAC systems will need separate permits and will need to meet the maximum noise regulations within the B-3 zone. The applicants will be required to detail the emitting dBAs for the units being installed at the time of permitting.

All other B-3 zone requirements are being met.

The B-3 zone does not require any parking to be shown for changes of use. The Historic District overly also does not require any more parking other than what may be currently on site. However, it is understood that the hotel use will want to provide parking for their guests to be competitive.

Per the submitted elevations, the current building is approximately 77' high for the portion of the building that is highest. The downtown height overlay map allows a maximum structure height of 125' with a 90' maximum street wall height. The current building will be meeting the current height regulations.

This project is to change the use of the previous Press Herald/Guy Gannett building. The proposed use is a 110 room hotel with amenities along with an 80 seat restaurant. A new elevator tower is proposed on the rear roof. The entire property is located within the B-3 Downtown Business Zone. Both the hotel and restaurant are allowable uses in the B-3 zone. There is also a Historic overlay zone and a Pedestrian Activities Encouragement District and a Downtown Entertainment Overlay Zone on this property. The DEOZ refers more to the dispersal of entertainment licenses through the City Clerk's office.

A. ZONING REVIEW - Marge Schmuckal

VII. ZONING ASSESSMENT

b. The estimated cost of the development is \$ 8 Million. The applicant has not submitted a financial capacity letter as demonstration of their financial capacity to complete the proposed development.

a. The owner of the property is MTM Portland Properties, LLC. The applicant has provided a copy of sale and purchase agreement (Attachment G). Right, title and interest in the property has not been submitted and will need to be submitted for the final review of the project.

VI. RIGHT, TITLE AND INTEREST AND FINANCIAL/TECHNICAL CAPACITY

included in Attachment J. As of the date of writing this report, no public comments have been submitted.

The applicant needs to provide justification for the "bump-out" on Exchange Street. Minimizing the loss of on-street parking is important. I also do not believe the bump-out is necessary as a traffic calming strategy given existing traffic characteristics.

The applicant is also proposing to remove the on-street parking spaces from the lower portion of Exchange Street to the Federal Street for valet service. The removal of any on-street parking will require City Council approval. Currently the on-street parking spaces on Market Street are head-in angle and the applicant has requested that these spaces be converted to back-in angle parking spaces. Mr. Errico is in support of this change, but will need to evaluate effective means to implement and educate drivers on the re-orientation of the parking spaces.

The applicant is proposing to use the surface parking lot at the former printing press building at 385 Congress Street (across from Central Station). The total number of parking spaces being leased is fifty (50) spaces (Attachment I). The parking lot can be accessed through a tunnel under Congress Street to the building at 385 Congress Street or by crossing at the Congress/Market intersection. In addition to these parking spaces, the applicant states that additional parking will be leased in the Temple Street garage. The lease agreement for parking spaces at Temple Street garage has not been submitted.

The applicant has also requested waivers of the requirement for bicycle parking, motorcycles and scooter parking, transit facility.

Mr. Errico has the following comments in regard to the proposed project:

- i. The applicant is requesting a waiver for providing bicycle parking. In my professional opinion this project does not warrant a waiver from City standards.
- ii. The proposed project will be providing 50 parking spaces at 385 Congress Street. Based upon similar type projects in the City, the proposed parking supply is not expected to meet the parking needs of a hotel with 110 rooms and an 80 seat restaurant.
- iii. The applicant should provide information on truck deliveries including types of vehicles, times of unloading activity, and how they will be accommodated on the street system.
- iv. The applicant has made a request to convert the head-in angle parking spaces to back-in angle parking spaces. I support this change and will need to think about implementation and driver education actions.
- v. The project will be upgrading sidewalks surrounding the building. Coordination with DPS on appropriate sidewalk ramp design and ADA compliance will need to take place.
- vi. Parking regulation changes on abutting streets may need City Council action. If necessary, the applicant shall be responsible for providing all necessary materials for seeking a parking schedule change within the City Ordinance.

2. Environmental Quality Standards

- a. Landscaping and Landscape Preservation
 - There are a few street trees on Exchange Street that applicant is proposing to keep. The applicant is also proposing to landscape the bump out on Exchange Street. Staff recommends street trees be proposed on all street frontages. Jeff Tarling, City Arborist, review is pending and comments will be provided to the applicant. There is no formal landscaping plan submitted.

The applicant is not proposing any landscaped island at the surface parking lot across the street. The applicant is requesting a waiver of this standard.

- b. Water Quality, Storm Water Management and Erosion Control
 - The plans that have been submitted are preliminary. David Senus, Consultant Engineer with Woodard and Curran, has reviewed the plans and offer comments as to what needs to be submitted to meet the stormwater standards, please see Attachment 3 for the full comments.

David Margolis-Pineo, Deputy Engineer with the Department of Public Services, has also reviewed the plans and is requesting more information about the drainage on site. Below is his comment regarding stormwater:

i. The applicant states that all stormwater runoff is proposed to discharge to the Fore River. If so, please show how and redirect all roof water runoff to that system.

3. Public Infrastructure and Community Safety Standards

a. Sidewalks
The existing sidewalks along all four streets (Congress, Exchange, Federal and Market) are in brick. Upper Exchange Street and lower Market Street is in the Pedestrian Activities District Overlay Zone. As part of the waterproofing of the basement space, the work will require removal and excavation of the existing sidewalk system around the perimeter of the building. New brick sidewalks will only be constructed on the portions that is part of the waterproofing process. Mr. Margolis-Pineo has recommended that all the sidewalks and ADA ramps on the four streets be replaced (see Attachment 4 for complete comments).

b. Public Safety and Fire Prevention
Captain Chris Firone of Fire Department has reviewed the submitted site plans and finds the proposed site plan to be acceptable

c. Availability and Adequate Capacity of Public Utilities
The applicant will need to submit capacity letters for the proposed utilities as part of the final application.

4. Site Design Standards

a. Snow and Ice Loading
The site is located in the Portland Downtown District (PDD) and therefore PDD, along with the City, will be responsible for plowing of sidewalks.

b. Historic Resources
The project site is located in the Congress Street Historic District and will have to be reviewed by the Historic Preservation Division.

c. Exterior Lighting
A photometric plan and catalogue cuts for all proposed lighting fixtures must be submitted for the final plan. The lighting fixtures will need to be reviewed by the Historic Preservation.

d. Noise and Vibration
The applicant is proposing new HVAC and mechanical equipment. The proposed noise levels for all the HVAC and mechanical equipment must be submitted for the final plan.

e. Signage and Wayfinding
A signage and wayfinding plan must be submitted as part of the final review.

f. Zoning Related Design Standards
The site is located in the Downtown Business B-3 Zone and in the Congress Street Historic District. Since the site is a historic district, the Historic Preservation will be reviewing the exterior design of the building.

VIII. NEXT STEPS

Next steps include:

- Address comments of the Transportation Engineering Reviewer Tom Errico
- Address comments from the Public Services Department
- Submit further information on the outstanding items mentioned in this memo
- Submit copy of the licenses with the City
- Address Planning Board comments
- Submit final application

ATTACHMENTS:

PLANNING BOARD MEMO ATTACHMENTS

1. Marge Schmuckal Review
2. Tom Errico Review
3. David Senus Review
4. David Margolis-Pineo Review

APPLICANT'S SUBMITTAL

- A. Written Description of Project
- B. Application
- C. Development Description
- D. Photos of Existing Site
- E. Maps
- F. Technical and Financial Capacity
- G. Purchase and Sale Agreement
- H. Conformity with Applicable Design Standards
- I. Parking Lease
- J. Neighborhood Meeting Minutes

PLANS

- Plan 1 Cover Sheet
- Plan 2 Alta/Acsm Land Title Survey
- Plan 3 Existing Conditions Plan
- Plan 4 Site Improvement Plan
- Plan 5 Building Floor Plans
- Plan 6 Elevations
- Plan 7 Sub-Basement and Basement Floor Plans
- Plan 8 Building Section
- Plan 9 Elevator Floor Plan and Section

119 Exchange Street - 032-C-1 & 2
2012-602 - B-3 Zone with Historic - PAD and DEOZ
10/3/2012

This project is to change the use of the previous Press Herald/Guy Gannett building. The proposed use is a 110 room hotel with amenities along with an 80 seat restaurant. A new elevator tower is proposed on the rear roof. The entire property is located within the B-3 Downtown Business Zone. Both the hotel and restaurant are allowable uses in the B-3 zone. There is also a Historic overlay zone and a Pedestrian Activities Encouragement District and a Downtown Entertainment Overlay Zone on this property. The DEOZ refers more to the dispersal of entertainment licenses through the City Clerk's office.

Per the submitted elevations, the current building is approximately 77' high for the portion of the building that is highest. The downtown height overlay map allows a maximum structure height of 125' with a 90' maximum street wall height. The current building will be meeting the current height regulations.

The B-3 zone does not require any parking to be shown for changes of use. The Historic District overly also does not require any more parking other than what may be currently on site. However, it is understood that the hotel use will want to provide parking for their guests to be competitive.

All other B-3 zone requirements are being met.

Separate permits are required for any new signs. HVAC systems will need separate permits and will need to meet the maximum noise regulations within the B-3 zone. The applicants will be required to detail the emitting dBAs for the units being installed at the time of permitting.

Marge Schmuckal
Zoning Administrator

From: Tom Errico <thomas.errico@tylin.com>
 Shukria Wiar <SHUKRIA.W@portlandmaine.gov>
To: Shukria Wiar <SHUKRIA.W@portlandmaine.gov>
 10/11/2012 3:37 PM
Date: 10/11/2012 3:37 PM
Subject: 119 Exchange Street
 David Margolis-Pineo <DMP@portlandmaine.gov>, Katherine Farley <KAS@port...>
CC:

Shukria – The following summarizes my preliminary comments for the above noted project.

- The applicant is requesting a waiver for providing bicycle parking. In my professional opinion this project does not warrant a waiver from City standards.
- The applicant needs to provide justification for the "bump-out" on Exchange Street. Minimizing the loss of on-street parking is important. I also do not believe the bump-out is necessary as a traffic calming strategy given existing traffic characteristics.
- The proposed project will be providing 50 parking spaces at 385 Congress Street. Based upon similar type projects in the City, the proposed parking supply is not expected to meet the parking needs of a hotel with 110 rooms and an 80 seat restaurant.
- The applicant should provide information on truck deliveries including types of vehicles, times of unloading activity, and how they will be accommodated on the street system.
- The applicant has made a request to convert the head-in angle parking spaces to back-in angle parking spaces. I support this change and will need to think about implementation and driver education actions.
- The project will be upgrading sidewalks surrounding the building. Coordination with DPS on appropriate sidewalk ramp design and ADA compliance will need to take place.
- Parking regulation changes on abutting streets may need City Council action. If necessary, the applicant shall be responsible for providing all necessary materials for seeking a parking schedule change within the City Ordinance.

If you have any questions or comments, please contact me.

Best regards,

Thomas A. Errico, P.E.
 Senior Associate
 Traffic Engineering Director
TYLIN INTERNATIONAL
 12 Northbrook Drive
 Falmouth, ME 04105
 207.347.4354 direct
 207.400.0719 mobile
 207.781.4753 fax
 thomas.errico@tylin.com
 Visit us online at www.tylin.com
 "One Vision, One Company"
 Please consider the environment before printing.

Attachment 3

MEMORANDUM

TO: Shukria Wiar, Planner
FROM: David Senus, P.E. & Ashley Auger, E.I.T.
DATE: October 10, 2012
RE: 119 Exchange Street, Preliminary Level III Site Plan Application



Woodard & Curran has reviewed the Preliminary Level III Site Plan Application for the conversion of the former Gannett Building at 119 Exchange Street in Portland, Maine. The project proposes to redevelop the existing building to accommodate a new 110-room hotel, 80-seat restaurant and ancillary hospitality functions.

Documents Provided By Applicant

- Preliminary Level III Site Plan Application with cover letter and attachments dated September 18, 2012, prepared by Deluca-Hoffman Associates, Inc., on behalf of 119 Development, LLC.
- Engineering Plans, Sheets C-1.0, C-2.0, C-2.1 & C-3.0 revised September 18, 2012, prepared by Deluca-Hoffman Associates, Inc., on behalf of 119 Development, LLC.

Comments

- 1) The application is preliminary. As such, additional documents will need to be submitted for the final application, including site details, letters from utilities confirming capacity to serve the proposed development, a Construction Management Plan, and Erosion and Sediment Control requirements (as described below). Woodard & Curran will perform a review of the Final Application upon receipt of those documents.
- 2) Per Section 13 of the City's Technical Manual, the Applicant is required to submit a Boundary Survey that has been Stamped by a Maine Licensed Professional Surveyor; the Boundary Survey submitted by the applicant has not been stamped.
- 3) In accordance with Section 5 of the City of Portland Technical Manual, a Level III development project is required to submit a stormwater management plan pursuant to the regulations of Maine DEP Chapter 500 Stormwater Management Rules, including conformance with the Basic, General, and Flooding Standards:
 - a) Basic Standards: Plan callouts, notes and details should be provided to address erosion and sediment control requirements, inspection and maintenance requirements, and good housekeeping practices in accordance with Appendix A, B, & C of MaineDEP Chapter 500.
 - b) General Standards: It appears that the project will not result in any new impervious areas. As such, the project is not required to include any specific stormwater management features for stormwater quality control.
 - c) Flooding Standards: It appears that the project will not result in any new impervious areas. As such, the project is not required to include any specific stormwater management features to control the rate or quantity of stormwater runoff from the site.

October 12, 2012
October 24, 2012

TO:

Shukria Wiar

FROM:

Barbara Barhydt

David Margolis-Pineo
Dept. of Public Services

RE:

Preliminary Review Comments: 119 Exchange Street – Hotel Conversion Gannett Building

This Department has the following preliminary comments. Final comments may differ from the comments listed here.

1. Survey plan needs surveyor's stamp.
2. Elevations are required to be based on NGVD 1929 Datum. Please state which datum was used.
3. Question need for easements or licenses for canopies and underground vaults. What about license dated Dec 11, 1922?
4. The applicant is proposing an 80 seat restaurant. An external grease trap will be required. Please use Figure II-19 of Portland's Technical Standards for sizing and design requirements. The city would be receptive to reviewing a license agreement to allow the grease trap within the road right of way. The Exchange St. right of way seems to be a possible logical location.
5. Show location of bike racks. Are the two proposed bike racks enough? Applicant is requesting a waiver of the bike standards due to use. Also requesting a waiver of scooter and motorcycle parking. Staff discussion is needed.
6. License for fire escape on Federal St? It is proposed to keep the fire escape landings and to remove the stairs between landings. The bottom flight will be removed.
7. The applicant states that all stormwater runoff is proposed to discharge to the Fore River. If so, please show how and redirect all roof water runoff to that system.
8. The sidewalk ramps at all four corners on this block are being reviewed by the City's Bike/Ped Coordinator for possible revisions.

The sidewalk and access ramps have been reviewed by Bruce Hyman, the City's Bike and Pedestrian Coordinator. It is requested that Bruce be consulted prior to work being started on the sidewalks and sidewalk ramps. Currently the applicant is proposing to replace approximately 60% of the sidewalk area. With the requested changes stated below, we are hopeful the applicant may reconsider and do 100% of the sidewalk area so that all bricks will be the Pine Hall Paver, the City standard brick.

Bruce's comments are as follows:

- a. The curb ramps at the Federal/Exchange and at Federal/Market intersections are in fair/poor condition and have poor ADA compliance - two crosswalks are served by the one ramp and are not the preferred city configuration of two ramps per corner per our technical standards. Please review and recommend improvements.
- b. The curb ramps at the Market St/Congress and Exchange/Congress Street intersections are in poor condition, are not ADA compliant and are not oriented in the direction of pedestrian travel, the preferred city configuration - only one ramp across each Market and Exchange Streets is required for the single crosswalk. Please review and recommend improvements.
- c. The applicant is proposing to install new vertical granite curbing to close a cut on Market St but is proposing to retain a smaller curb cut open on Market. What is the reasoning behind this? If it is recommended to retain this curb cut, please provide construction details that show the ramp will achieve ADA compliance for the sidewalk (cross-slope, etc).

Attachment 4

Applicant's Submittal

Att. A

- SITE PLANNING AND DESIGN
- ROADWAY DESIGN
- ENVIRONMENTAL ENGINEERING
- PERMITTING
- AIRPORT ENGINEERING
- CONSTRUCTION ADMINISTRATION
- LANDSCAPE PLANNING

DELUCA-HOFFMAN ASSOCIATES, INC.
 CONSULTING ENGINEERS
 778 MAIN STREET
 SUITE 8
 SOUTH PORTLAND, MAINE 04106
 TEL. 207.775.1121
 FAX 207.879.0896



September 18, 2012

Ms. Barbara Barhydt
 Development Review Service Manager
 Planning and Urban Development Department
 City of Portland, Maine
 389 Congress Street
 Portland, Maine 04101-3509

**Subject: Hotel Conversion – Former Gannett Building
 119 Exchange Street
 Preliminary Site Plan Application
 Applicant: 119 Development LLC**

Dear Barbara:

On behalf of 119 Development LLC, we are pleased to provide the accompanying package of submission materials related to the proposed hotel redevelopment of the former Gannett Building at 119 Exchange Street (former primary address was 390 Congress Street). This submission package is intended to meet the City's Preliminary Submission Requirements as outlined in the Level III Application procedures. These materials represent the ongoing design development for the proposed Hotel use for the property generally bounded by Congress Street (north), Market Street (east), Federal Street (south) and Exchange Street (west). It is the applicant's intent to renovate the approximately 84,491 s.f. building to create a 110-room Hotel, 80-seat Restaurant and ancillary hospitality functions. The development site is an approximately 0.23-acre area that includes two properties owned by MTM Portland Properties, LLC. The applicant currently has a purchase and sale agreement to acquire the properties from the current owner. The existing site has had a long history of development activity including, but not limited to use by Gannett Publishing and the Portland Press Herald as an office/production facility. Most recently, the building's interior was partially gutted in advance of reuse. The building is currently unoccupied.

Accompanying this cover letter are the following materials:

- Site Plan Application
- Section 1: Written Description of Project
- Section 2: Evidence of Right, Title and Interest
- Section 3: Written Assessment of Proposed Project's Compliance with Applicable Zoning and Land Use Requirements
- Reduced Sized Plans

Soils - PDS

Soils - PDS

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