shinberg
CONSULTING, LLC

Ms. Nell Donaldson, Planner City of Portland Maine
389 Congress Street
Portland, Maine 04101

Dear Ms. Donaldson:

The following is a list of items that have been discussed at several Staff and Public Meetings to date and is provided to address any questions or concerns related to these items.

Please include this letter with attached exhibits in your report to the Portland Planning Board for the Meeting and Public Hearing scheduled for Monday, October 29th at 7:30 PM.

- Please see the attached memo from Brian Fry of Commonwealth Hotels that addresses the parking of the guests in the adjacent parking garage.
- We continue to work with CMP to memorialize the new Easement for the underground electric duct bank. Please see the attached email from Stephen Daniels, CEM, Central Maine Power
- Revised Building Elevations, Building Views and Floor Plans from Canal 5 Studio
- Canal 5 Studio Materials Memo
- Revised Landscape Plans from Anthony Muench, Landscape Architect
- Revised nighttime Lighting Rendering from Greg Day, Architectural Lighting
- Revised Civil Plans and Narrative from Woodard Curran
- Ability to Serve Sewer Letter

We look forward to presenting this exciting project to the Planning Board and appreciate your time and feedback to date.

Sincerely,

Greg Shinberg
Owner's Representative, Cow Plaza Hotel LLC

shinberg
CONSULTING, LLC

Ms. Nell Donaldson, Planner City of Portland Maine
389 Congress Street
Portland, Maine 04101

Dear Ms. Donaldson:

In response to questions raised by the Planning Board and Mr. Tom Erico, please see the chart below that shows the current use of the parking garage.

TOTAL NUMBER OF PARKING SPACES IN GARAGE	**423**
TOTAL NUMBER OF SPACES LOST TO CONSTRUCTION	(45)
TOTAL AVAILABLE NUMBER OF PARKING SPACES	**378**
NUMBER OF SPACES REQUIRED BY COVENANT FOR HOURLY PARKING	(100)
NUMBER OF SPACES REQUIRED BY COVENANT FOR VERRILL & DANA	(40)
NUMBER OF PARKING SPACES REQUIRED BY COVENANT FOR CANAL PLAZA TENANTS	(139)
NUMBER OF PARKING SPACES NEEDED FOR THE HOTEL AT PEAK 9AM CHECK-IN	(67)
SURPLUS NUMBER OF PARKING SPACES	**32**

Sincerely,

Greg Shinberg
Owner's Representative, Cow Plaza Hotel LLC

COMMONWEALTH HOTELS, LLC

October 19, 2012

Mr. Tim Soley
East Brown Cow
100 Commercial Street
Portland, ME 04101

Subject: Predicted Traffic Patterns at the Hotel Entrance

Dear Tim,

In regard to your concerns regarding possibility of congestion at the hotel entrance and the potential for cars backed-up onto Fore Street I have reviewed the Parking Study and the Parking Demand Update dated September 18, 2012. I have compared this analysis with the traffic patterns at other hotels in our portfolio and other properties we have observed. I agree with you that good traffic flow is an important issue for the hotel.

- The entrance of the hotel offers the initial impression of our hotel to guests and neighbors. It is essential for the guest to have a positive experience and our team will take great care to ensure that the guests and cars travel smoothly through this space.
- The hotel's guest services staff will provide guidance and be diligent to ensure that cars are directed far enough into the circle to avoid congestion at the entrance.
- Signage may also be utilized curbside to ensure the guests leave sufficient room for other vehicles behind.
- Guests will likely drive around the block if they find the porte cochere congested and the staff will promptly deal with the rare instance when this is not the case.

The majority of guests will likely initially use the turn-around at check-in. Fewer will do so at check-out and throughout the day. Check-in time for this type of hotel in an urban location is typically between 3:00 pm and 5:30 pm and this matches the study. The Parking Demand Update shows a peak of seven cars per half hour in or out of the garage during this period. Of these, we would predict from one to five cars would use the turnaround each half hour during these two and one half hours.

Because of the proximity of the garage and staff, cars should not remain in the cue for more than ten minutes. With that in mind, we would expect no more than one to two cars in the turnaround at any point in time during the peak check-in hours. The space allows for at least two additional cars on the rare occasion when arrivals stack up.

100 E. RiverCenter Boulevard, Suite 1050, Covington, Kentucky 41011
(859) 261-5522 / (859) 261-5156 Fax
commonwealthhotels.com

Check-out time, between 7:00 am and 11:30 am will see less usage of the turnaround. Guests who are not checking out and those with typical carry-on luggage will often self-park if available. Thus the peak during check-out for cars in or out of the garage is nine cars but we predict one to four of those will use the turnaround. The traffic will move more efficiently in the morning as guests leaving the hotel are more familiar with the space and process than upon their arrival. Again we expect one to two cars with room for at least two overflow during the peak time.

Throughout the remainder of the day, the study suggests no more than three cars in any half hour period. Cars entering in the evening and overnight will be spread over several hours and would suggest a similar volume of three cars or less for any given half hour period. This volume is easily accommodated by both the space and the valet operations.

The hotel does not have large meeting space, but accommodations will be made if the hotel schedules events. While the property is unlikely to cater to groups arriving by bus, special instructions will be given to group leaders and drivers to ensure a smooth transition into the space.

In conclusion, it is unlikely that traffic will back up onto Fore Street in front of the hotel. The space and valet will accommodate the expected traffic volume. Even at the brief peak traffic times during check-in and check-out congestion should be minimal. Please let me know if you have any questions or further concerns.

Sincerely,

Brian K. Fry
V.P. of Development

BKF/jls

From: Daniels, Stephen [Stephen.Daniels@cmpco.com]
Sent: Monday, October 22, 2012 9:40 AM
To: 'Greg Shinberg'
Cc: 'Tim Soley'; 'Denine Leeman'; Cough, Jamie
Subject: RE: Canal Plaza Hotel CMP Duct Bank and Site Mgt Plan

Hi Greg,

This email is a follow up to our conversation this morning 10/22/12.

The information you sent to me has been passed on the various departments here at CMP: Real Estate for the easement, Distribution Engineering for the duct bank, Substations and to other departments for their review and input.

Jamie Cough will be the CMP point person and your primary point of contact for this project. I've copied Jamie on this email and all off our previous correspondence. Jamie works out of our Portland office and can be contacted at 207-842-2367.

This is a great project and we look forward to working collaboratively with you to see it develop.

Thanks
Steve

Stephen G. Daniels, CEM
Manager, Sales
Marketing & Sales
205 Center Road, Fairfield, ME 04937
Telephone 207-453-3365
Cell 207-314-1086
Fax 207-626-4031
stephen.daniels@cmpco.com

In the interest of the environment,
please print only if necessary and recycle.

From: Daniels, Stephen
Sent: Tuesday, October 16, 2012 3:06 PM
To: 'Greg Shinberg'
Cc: 'Tim Soley'; 'Denine Leeman'
Subject: RE: Canal Plaza Hotel CMP Duct Bank and Site Mgt Plan

Hi Greg,
This email is to confirm that I've received your email with its five attachments. I'll pass this along to our various departments for review and comment.
Thanks
Steve

Stephen G. Daniels, CEM
Manager, Sales
Marketing & Sales
205 Center Road, Fairfield, ME 04937
Telephone 207-453-3365
Cell 207-314-1086
Fax 207-626-4031
stephen.daniels@cmpco.com

From: Greg Shinberg [mailto:gls@shinbergconsulting.com]
Sent: Tuesday, October 16, 2012 2:24 PM
To: Daniels, Stephen
Cc: 'Tim Soley'; 'Denine Leeman'
Subject: Canal Plaza Hotel CMP Duct Bank and Site Mgt Plan

Hi Steve:

Please see the attached Letter and attachments as per our recent conversation.

I appreciate your help getting the information at the sub station and look forward to working together.

Regards.

Greg Shinberg, Owner's Representative Cow Plaza Hotel LLC &

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Nell Donaldson

October 22, 2012

Planner, City of Portland

389 Congress Street

Portland, Maine 04101

Re: Canal Plaza Hotel / Site Plan Submission

Nell:

On behalf of Cow Plaza Hotel LLC, we are submitting our proposed design for the Canal Plaza Hotel, located at the corner of Fore and Union Street in Portland, Maine.

The design of the hotel represents our best effort to "*respect, enhance, and be integrated with the existing character of the general pattern of development in the downtown, surrounding building environment and streetscape*". It also includes a high performance exterior skin that will make the building energy efficient and incorporates high quality finish materials that are consistent with the city's design requirements.

We have worked hard to respond to a complex context. While the adjacent historic district is an important reference point, this building is firmly committed to the twenty-first century and an urban sensibility. The ground plain of the building embraces the street to engage with the pedestrian realm. The facade is carefully detailed to provide visual complexity and interest. Retail space has been placed at the intersection of Union and Fore and integrated with a six story high wall of faceted glass to punctuate the intersection of commerce, hospitality and retail activities at this location. We have designed exterior lighting to accentuate the street level experience and highlight the glass corner and terraced top of the building. By visually connecting the top and bottom of the building with light, we seek to animate the entire building and visually connect it to the larger context of the city. As a 24/7 use, the hotel will act as beacon for urban vitality and make this edge of the Old Port more engaging and animated.

The exterior palette of materials includes Petrarch panels, granite and aluminum. The materials were selected based on the performance requirements demanded by a seacoast environment and the

aesthetic qualities that each material exhibits. The Petrarch panels will be custom colored to be similar in color to the blue gray slate that is native to New England. The Maine sourced granite will be used as a building veneer and landscape material to integrate the building with its context and site. And the aluminum will be used for windows and siding material. The use of aluminum siding on the east stair tower and roof top mechanical screen will allows us to use a single material to integrate two building volumes, thereby simplifying and integrating the appearance of the building. It will also tie the building fenestration to the window frames, providing a unified palette.

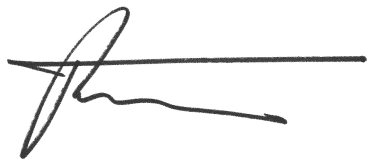
We are requesting a waiver to permit a ground based pylon sign (7'h x 10"w x 2'l) at the entry to the porte-cochere. This modest sign will be constructed of granite and stainless steel and internally illuminated. We believe this modest sign will be an important way finding tool for guests arriving by automobile by providing a sign in their line of sight as they approach the hotel along Fore Street. The narrow, congested character of Fore Street makes it unlikely that the building signage on the east façade, which we have lowered, will be noticed by motorists.

We have added a sign for the restaurant entry on the east end of the building, below the sun screen. We have removed the sign proposed at street level on the west façade. The stairway exit door on Union Street will be illuminated by an overhead recessed light fixture.

In summary, we believe our proposed hotel design is "responsive to the character of existing buildings and open space, achieving a creative integration of past, present and future building design and construction". We look forward to meeting with the Planning Board on October 29, 2012 and receiving site plan approval.

Sincerely,

Canal 5 Studio



Patrick S. Costin, AIA, LEED AP

Principal

COMMITMENT & INTEGRITY
DRIVE RESULTS

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MEMORANDUM

TO: **Greg Shinberg, Shinberg Consulting**

CC: **Timothy Hart & Patrick Costin, Canal 5 Studios**

FROM: **Denise Cameron, PE**

DATE: **October 22, 2012**

RE: **City of Portland Planning Board – Response to Revised Preliminary Site Plan Review Comments**

Woodard & Curran has prepared the following responses to the review comments from Tom Errico, David Margolis-Pineo, Steve Bushy, Marge Schmuckal, Captain Chris Pirone and Lt. Benjamin Wallace Jr. on the Canal Plaza Hotel Final Level III Site Plan Application submitted on October 2, 2012. The peer reviewer's original comments are provided in *italics* and status update comments are provided in ***bold italics***. Woodard & Curran's responses are provided in **bold blue**.

Tom Errico, TY Lin International, Review Comments from September 5, 2012; Status Updated on October 2, 2012:

1. *9/5 Comment: I concur with the conclusions of the trip generation analysis that the project will generate less than 100 passenger-equivalent trips and therefore a Traffic Movement Permit is not required.*

   10/2 Status Update: No Comment Necessary

   Comment acknowledged, no response necessary.

2. *9/5 Comment: I concur with the conclusions of the traffic study that the Union Street/Fore Street intersection can accommodate the added traffic from the development.*

   10/2 Status Update: No Comment Necessary

   Comment acknowledged, no response necessary.

3. *9/5 Comment: It is my suggestion that left-turn movements entering the hotel on Fore Street be prohibited due to long vehicle queues on Fore Street (from the Union Street traffic signal). In my professional opinion signage alone will not be sufficient treatment for enforcing this prohibition. The applicant should investigate geometric alignment changes for the driveway and possible treatments on Fore Street for restricting left-turn entry movements.*

   10/2 Status Update: Status: The applicant has revised the geometry of the driveway entrance to discouraged left-turn entry movements. Given area conditions, this change seems reasonable. I would also suggest that regulatory signs noting the left-turn prohibition be installed.

Sheet C-201 has been revised to include a "No Left Turn" sign at the Fore Street driveway.

4. *9/5 Comment: The applicant should conduct an analysis as to whether the radius on the corner of the Union Street/Fore Street intersection abutting the project site can be reduced in size. The City in interested in reducing the radius such that improved pedestrian accommodations can be incorporated including provision of preferred sidewalk ramp alignment. I would note that the City would be open to minor vehicle encroachment, if necessary*

   10/2 Status Update: The applicant has revised the corner radius and I find the conditions to be acceptable.

   Comment acknowledged, no response necessary.

5. *9/5 Comment: The applicant should provide a detailed summary of truck deliveries, including what type of vehicles are expected, and how they will access the rear loading dock. An "auto-turn" analysis should be provided.*

   10/2 Status Update: The applicant has provided an auto-turn graphic that illustrates a single-unit truck can access the loading dock. The applicant should provide information on how the truck will begin the "backing" maneuver (will the truck begin backing from Union Street) and provide information if any deliveries will be from a tractor-trailer truck.

   Auto-Turn Sketch-3 has been revised to show a single-unit truck will not have to start the backing maneuver on Union Street.

   We anticipate a narrative describing anticipated size of delivery trucks and frequency of deliveries will be provided by Shinberg Consulting.

6. *9/5 Comment: I continue to review the parking analysis. It is my understanding from the City's Parking Manager, contractually the subject parking garage is to set aside 100 parking spaces for general users at all times. This requirement should be included in the analysis. Additionally, the City's Parking Manager indicated that there is information on monthly parking usage. The applicant should review that information as part of assessing parking supply adequacy. Lastly, it was suggested to the applicant that local parking data was collected by the Hampton Inn that would provide another data source in estimating parking demand. I believe this local data would be a good indicator of parking needs. The applicant should contact the Planning Department for acquiring this information.*

   10/2 Status Update: The applicant has provided revised information on the anticipated parking demand for the project. I concur with this estimate. The applicant has not provided information requested above as it relates to parking garage supply adequacy. This information should be provided.

   We anticipate this review comment will be addressed by Shinberg Consulting.

7. *9/5 Comment: I have reviewed the TDM Plan and find the program to be acceptable.*

   10/2 Status Update: No comment necessary.

Comment acknowledged, no response necessary.

8. *9/5 Comment: The applicant should provide a Construction Management Plan for review and approval.*

   10/2 Status Update: This is outstanding.

   We understand that the Construction Management Plan is being developed by Consigli and will be submitted by Shinberg Consulting.

9. *9/5 Comment: The applicant should consider pavement treatment methods for differentiating the sidewalk pedestrian path crossing each driveway. This will help to ensure that vehicles queuing in the drop-off area will not block the sidewalk during busy time periods.*

   10/2 Status Update: This is outstanding.

   All civil drawings have been revised to include a granite paver crosswalk for pedestrians in the Fore Street and Union Street driveway aprons. We understand that the project's Landscape Architect, Anthony Muench, has developed the crosswalk material specification based upon input from Tom Errico.

10. *9/5 Comment: Given the location of the entry to the Hotel, I am concerned that there will be the tendency for guests to park directly next to the door, thus contributing to back-ups onto Fore Street. The applicant should provide information on how drop-offs will be managed.*

    10/2 Status Update: This is outstanding.

    We anticipate this review comment will be addressed by Shinberg Consulting.

11. *9/5 Comment: The angle of the pavement markings for the at-grade passenger loading zone should be reversed.*

    10/2 Status Update: The plans have been revised and I have no further comment.

    Comment acknowledged, no response necessary.

12. *9/5 Comment: The applicant will be responsible for design and implementation of signal equipment modifications on the corner of the Union Street/Fore Street intersection (in conjunction with changes on the corner). In addition, other signal improvements will be required to ensure the signal meets current standards and is upgraded such that it is functioning as efficiently as possible. I will define the recommendations in the future.*

    10/2 Status Update: The City requests the following signal modifications.

    - ***The controller cabinet should be relocated to the northwest corner of the intersection.***
    - ***A new mast arm shall be installed on the corner of the project and shall include all new equipment.***
    - ***All pedestrian heads and push buttons at the intersection shall be upgraded.***

    Note 14 of Sheet C-200 has been added at the request of the Department of Public Services requiring Contractor to "Coordinate traffic control box relocation well in

advance of work with City of Portland Traffic Engineer Jeremiah Bartlett (207)-632-1062" (See DPS Review Comment, Item #8).

Please note, the work to reduce the radius of the intersection at Fore & Union Streets is being performed at the request of the City, and there will be no impacts to the traffic signal mast arm. The applicant will not relocate the cabinet across the street to the northwest corner (See Page 5, Question 8) and is not proposing to make the other requested modifications.

13. *9/5 Comment: On-street metered parking spaces will be lost on Union Street. This change will require council action and the applicant will be responsible for providing all supporting information for the inclusion in the council submission.*

    10/2 Status Update: No comment necessary.

    We understand that this item will be addressed by Shinberg Consulting.

David Margolis-Pineo, City of Portland Department of Public Services, Review Comments from August 31, 2012; Status Updated on September 26, 2012 and October 3, 2012:

1. *8/31 Comment: It is unclear if the City sidewalk is encroaching on the applicant's property at the corner of Fore and Union Streets. Please clarify if the City needs a pedestrian easement from the applicant.*

   9/26 Status Update: The applicant through its consultant has indicated the property radius will be reduced so an easement will not be required.

   Comment acknowledged, no response necessary.

2. *8/31 Comment: The City is requesting verification that Central Maine Power is aware and okay with the construction of a building on their easement.*

   9/26 Status Update: It is my understanding in discussions with CMP that they are aware of the proposed hotel and have been in discussions with the applicant.

   Comment acknowledged, no response necessary.

3. *8/31 Comment: The applicant is proposing to remove and plug several drain lines. The applicant's attention is directed to section 2.6.11. of the City's Technical Manual for the requirements to plug abandoned sewer laterals. Please add note to the plans directing the demolition contractor to this City requirement.*

   10/3 Status Update: Note has been added. Thank you.

   Comment acknowledged, no response necessary.

4. *8/31 Comment: The sewer system is combined in this area. It would be advantageous to separate the stormwater down Union St to Commercial where there is a stormwater sewer. The City would be interested in receiving a contribution to do this work.*

   9/26 Status Update: After further review of the sewer system in this area, this request is withdrawn.

Comment acknowledged, no response necessary.

5. *8/31 Comment: Plans need to be stamped.*

   10/3 Status Update: All Civil drawings are now stamped.

   Comment acknowledged, no response necessary.

6. *8/31 Comment: The proposed drives are to be constructed of brick per City standards.*

   9/26 Status Update: Brick driveway aprons now proposed.

   Refer to Response to TY Lin International Review Comments, Item #9.

7. *8/31 Comment: Street lighting standards will need to be reviewed.*

   9/26 Status Update: No further comment.

   We understand that site lighting will be provided by other members of the design team and that this response will be coordinated by Shinberg Consulting.

8. *9/26 Comment: The applicant is proposing to relocate the traffic control box at the corner of Union and Fore Streets. This may or may not be feasible. Please add note to plans that states "Coordinate Traffic Control Box relocation well in advance with City of Portland Traffic Engineer Jeremiah Bartlett (632-1062)."*

   10/3 Status Update: It is understood that coordination will be required to do this so no note is required.

   The requested note was added to Sheet C-200 as Demolition General Note #14 on the October 2, 2012 Final Level III Site Plan Application submission.

9. *10/3 Comment: If the applicant is proposing a restaurant or incorporating a kitchen with this project, an external grease trap will be required. The trap will need to be designed and sized per the City's Technical Manual (Figure II-19) and approved by this Department. The proposed grease trap shown on Drawing C-202 does not meet design criteria. The grease trap shall discharge directly to separated sanitary or combined sewer system and not into a stormwater system. The schematic shown on Drawing C-202 is not acceptable.*

   The external grease trap configuration, shown on Sheet C-203, has been revised to show a connection to the building sanitary service line, which discharges to the combined sewer system in Fore Street. The revised Sheet 203 and calculations for determining the kitchen waste flow and grease trap size are be submitted as part of the request for an "ability to serve" determination from the City of Portland's Department of Public Services.

10. *10/3 Comment: The proposed core drilling into the existing drain manhole and required reconstruction of the manhole channel at the intersection of Union and Fore St. shall be approved and completed under the direction of John Emerson of the Sewer Operations Dept. Cell 318-0239. Please add note to plans directing the Contractor's attention to this condition.*

    The requested note has been added to Sheet C-202.

Lt. Benjamin Wallace Jr., City of Portland Fire Department, Review Comments from October 2, 2012:

1. *10/2 Comment: The ambulance movement sheet through the porte-cochere doesn't indicate overhead clearance.*

   We anticipate this review comment will be addressed by Canal 5 Studios.

Captain Chris Pirone, City of Portland Fire Department, Review Comments from October 8, 2012:

1. *10/8 Comment: Fire is all set.*

   Comment acknowledged, no response necessary.

Steve Bushey, DeLuca-Hoffman Associates, Inc., Review Comments from October 12, 2012; Status Updated on October 16, 2012

Sheet C-200 Demolition Plan:

1. *10/12 Comment: We note that demolition and excavation work is likely to extend onto the adjacent CMP property. It may be necessary to obtain a temporary construction easement for these purposes. We understand the applicant owns the adjacent parking garage building, so no construction easement is necessary, unless a new developer/owner takes over the project following approvals.*

   No work on CMP property is anticipated as shown by the limit of work line on Sheet C-200. We anticipate this review comment will be further addressed by Shinberg Consulting and Consigli as part of the Construction Management Plan.

Sheet C-201 Site Plan:

1. *10/12 Comment: The plan indicates a 9' x 9' transformer pad which is placed directly adjacent the property boundary. Evidence of CMP's acceptance of this placement should be provided. CMP owns the adjacent parcel so this is likely OK, however this should be confirmed.*

   We anticipate this review comment will be addressed by Shinberg Consulting and Bennett Engineering.

2. *10/12 Comment: Does the City require the horizontal datum be tied to the City's coordinate system?*

   10/16 Status Update: Defer to Bill Clark's comments on survey.

   We anticipate this review comment will be addressed by the site surveyor and coordinated by Shinberg Consulting.

3. *10/12 Comment: Are "Do Not Enter" signs necessary at the Union Street exit driveway?*

   10/16 Status Update: Defer to Tom Errico's comments on traffic signage.

Refer to Response to TY Lin International Review Comments.

4. *10/12 Comment: We recommend that Structural soil mix be considered for the tree areas within the sidewalk zones. Perhaps Jeff Tarling can weigh in on the use of this material and if it would be beneficial.*

   10/16 Status Update: Jeff Tarling mentioned that he spoke with Tony Muench. I just spoke with Tony and trust that he has a handle on Jeff's comments.

   Sheet L101 has been updated to specify structural soil mix within the planters.

Sheet C-202 Grading, Drainage and Erosion Control Plan:

1. *10/12 Comment: The current plan indicates a grease trap to be installed at the rear of the building. We assume the trap is related to the restaurant sewer service. The trap is tied into the rear drainage system, which ultimately all ties into the combined sewer pipe beneath the parking garage. Public Services should comment on their acceptance of having the grease trap tie into the drainage system. We would prefer the grease trap be tied to a sanitary sewer service lead exiting the building. The size of the grease trap should be noted.*

   10/16 Status Update: Also see DPS comments

   Refer to Response to Department of Public Services, Item #9.

2. *10/12 Comment: The apparent pipe sizes connecting between DMH-4 and DMH-5 show up on the structure schedule and profile but not the pipe schedule.*

   Structure and pipe sizes are reflected in the profile. The structure and pipe tables are intended to reflect information for pipes not otherwise shown in profile.

   Some calculations should be provided supporting the 10" PVC pipe sizing related to the roof drain leader.

   The proposed 10" PVC storm drain was sized based on the 25-year-storm post-development HydroCAD model submitted as part of the Final Level III Site Plan Application submission. Attached please find calculations based upon Manning's equation confirming the capacity of the storm drain.

3. *10/12 Comment: Public Services may want to comment on the unfortunate placement of the existing DMH-1 within the ramp on Union Street. There aren't really any options for this so you should recognize that this structure cover will be right in the middle of the ADA ramp.*

   10/16 Status Update: David Margolis-Pineo has indicated that we should proceed with plans as is. It may be that this issue can be resolved in the field. Please add a note to the plan in this regard.

   The requested note has been added to Sheet C-202.

4. *10/12 Comment: It should be noted that the UGE along the Fore Street sidewalk and adjacent the east side of the building will be possibly conflict with the foundation construction.*

Underground electrical service locations will be coordinated with foundation design. This was reviewed with CMP during a site visit on July 27, 2012.

5. *10/12 Comment: The geotechnical report recommends the use of a foundation underdrain. The location and connection points for the foundation drain should be added to the plan.*

   Due the proximity of the foundation walls to the property lines, the foundation drains will be located on the interior side of the foundation walls. Sheet C-202 has been revised to include the connection of the foundation drains to the proposed 10" storm drain in Union Street.

Sheet C-203 Utility Plan:

1. *10/12 Comment: The engineer should confirm CMP setback requirements and sizing again for the transformer pad. Will CMP require protective bollards to the sides/front of the pad?*

   We anticipate this review comment will be addressed by Bennett Engineering and coordinated by Shinberg Consulting.

2. *10/12 Comment: The proposed sewer service size should be identified out to Fore Street.*

   The proposed sewer service sizes have been added to Sheet C-203.

3. *10/12 Comment: Will the emergency generator include a self-contained fuel storage or will it be natural gas fired?*

   Emergency Generator will include a self-contained fuel storage tank.

4. *10/12 Comment: Has CMP reviewed, and have they accepted, the location of the underground primary power supply along the easterly side of the building? Do they need an easement for the UGE primary feed?*

   We anticipate this review comment will be addressed by Shinberg Consulting.

5. *10/12 Comment: It is unclear if the utilities are to be shared between the two buildings. If so, will these utility lines go underground beneath the entrance driveway? It seems like the water supply entering from Union Street can probably feed the entire building through the upper floors. However, how does the sewer for the retail space discharge? Is there a pump intended to serve the Retail bathroom since it is unlikely the plumbing can extend within the porte cochere area.*

   There is only a single building; the building footprint shown on Sheet C-201 reflects the ground (street) level building floor plan. Note, the upper floors have been identified as the dashed line on Sheet C-201.

   Water and gas utilities will be shared between the two separate sections of the first floor.

   A separate 6" sanitary service connecting to the combined sewer main in Union Street has been added to Sheet C-203 to service the restroom in the first floor retail space.

6. *10/12 Comment: The fire department connection(s) should be identified as to where they will be. It appears it will be off Union Street; however this is not clearly identified on the building exterior at this location.*

   We anticipate this review comment will be addressed by Bennett Engineering and coordinated by Shinberg Consulting.

7. *10/12 Comment: We have not reviewed any site lighting and assume this will be done by Staff. How will the street lights be powered and where will the meter be installed?*

   We anticipate this review comment will be addressed by Bennett Engineering and coordinated by Shinberg Consulting.

Sheet C-300 Details:

1. *10/12 Comment: The erosion control notes on Sheet C-304 should note that any dewatering flow directed to the City's systems should be reviewed and approved by Public Services and/or the Portland Water District as this will ultimately end up at the treatment plant.*

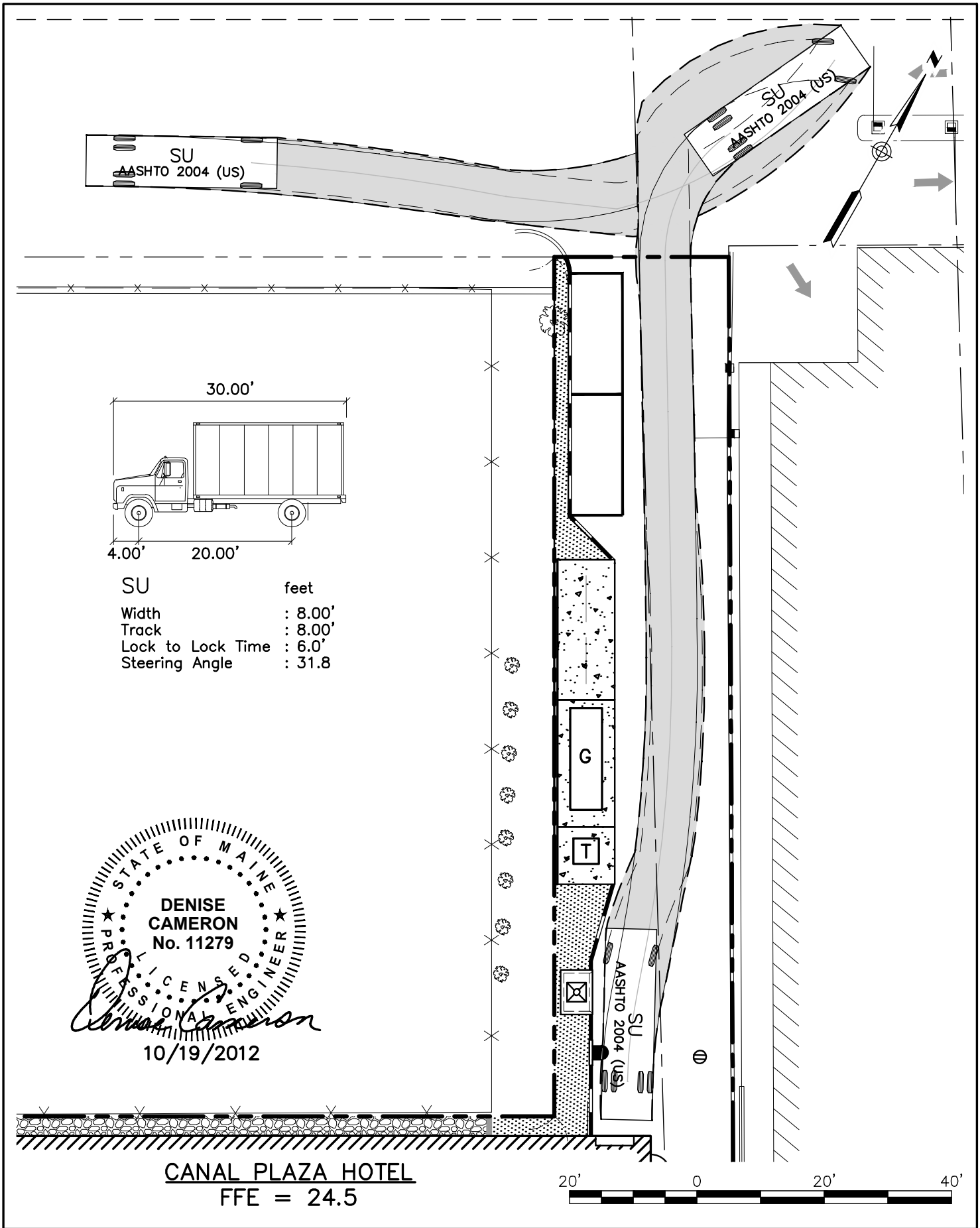
   The requested note has been added to Sheet C-304.

Marge Schmuckal, Zoning Administrator, Review Comments from October 3, 2012:

1. *10/3. Comment: I have been able to view the most recent submission. Currently the room number count has been reduced by one to 123 rooms. I have also reviewed the elevations showing the average grade using the computation method that I commonly use. The 65' maximum street wall height is being met. The so-called krinkle wall is also meeting the maximum street wall height requirement. The maximum allowable height for the structure is 85' and the top of the highest roof beam is 75.25'. There is a roof wall surrounding the HVAC units and elevator shafts that is not required to meet the height requirement by Ordinance. All other zoning requirements are being met. My previous comments about signage and HVAC units still are in force.*

   We anticipate this review comment will be addressed by other members of the design team and coordinated by Shinberg Consulting.

We are confident the revisions and responses described in this memorandum have adequately addressed the review comments, however we would be pleased to discuss them further. Please contact our office at 207-774-2112 if you have any questions or concerns.



WOODARD &CURRAN
41 Hutchins Drive
Portland, Maine 04102
800.426.4262 | www.woodardcurran.com
COMMITMENT & INTEGRITY DRIVE RESULTS

AASHTO SU TURNING TEMPLATE

DESIGNED BY: MDLM	CHECKED BY: MDLM
DRAWN BY: JBC	22586901-C200A.DWG

COW PLAZA HOTEL, LLC
100 COMMERCIAL STREET, SUITE 306
PORTLAND, MAINE, C/O TIM SOLEY

CANAL PLAZA HOTEL

JOB NO: 225869.01
DATE: SEPTEMBER 2012
SCALE: 1" = 20'

SK-3

COMMITMENT & INTEGRITY
DRIVE RESULTS
WOODARD &CURRAN
41 HUTCHINS DRIVE
PORTLAND, MAINE 04102
TEL.(207)774-2112

CLIENT	Canal 5 Studios		
PROJECT	Canal Plaza Hotel		
DESIGNED BY	MDLM	DATE	10/17/2012
CHECKED BY	DLC	DATE	10/18/2012
PROJECT NO.	222804.17	SHEET NO.	1

Sizing Storm Drain Pipe

Proposed Storm Drain Pipe in Union Street for Roof Drain

Percent Full	Flow Rate (gpd)	Flow Rate (cfs)	Velocity (fps)	Wetted Perimeter	Hydraulic Radius (feet)	Flow Area (sq. ft.)
0	0	0	0	0	0	0
1	197	0.000	0.329	0.167	0.006	0.001
2	877	0.001	0.521	0.236	0.011	0.003
3	2,099	0.003	0.681	0.290	0.016	0.005
4	3,891	0.006	0.822	0.336	0.022	0.007
5	6,270	0.010	0.951	0.376	0.027	0.010
10	27,260	0.042	1.485	0.536	0.053	0.028
15	63,470	0.098	1.913	0.663	0.077	0.051
20	114,343	0.177	2.277	0.773	0.100	0.078
25	178,858	0.277	2.594	0.873	0.122	0.107
30	255,699	0.395	2.874	0.966	0.142	0.138
35	343,323	0.531	3.121	1.055	0.161	0.170
40	440,008	0.681	3.340	1.141	0.179	0.204
45	543,867	0.841	3.534	1.226	0.194	0.238
50	652,855	1.010	3.703	1.309	0.208	0.273
55	764,769	1.183	3.848	1.392	0.221	0.307
60	877,228	1.357	3.971	1.477	0.231	0.342
65	987,650	1.528	4.070	1.563	0.240	0.375
70	1,093,189	1.691	4.146	1.652	0.247	0.408
75	1,190,648	1.842	4.197	1.745	0.251	0.439
80	1,276,288	1.974	4.220	1.845	0.253	0.468
85	1,345,456	2.081	4.211	1.955	0.253	0.494
90	1,391,622	2.152	4.163	2.082	0.248	0.517
95	1,403,004	2.170	4.054	2.242	0.239	0.535
100	1,305,712	2.019	3.703	2.618	0.208	0.545

25 year storm flow 1.92 cfs <------- Flow from Final Level III Site Plan Application submission, Post-Development HydroCAD Model, Subcatchment 1P, dated 10/1/12

Diam. (in)	10
Manning n	0.01
Slope(ft/ft)	0.005

PROPOSED 10" PVC PIPE IS 80% UTILIZED

COMMITMENT & INTEGRITY
DRIVE RESULTS

41 Hutchins Drive
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August 6, 2012 (Original Submission Date)
Updated October 22, 2012

Mr. Frank Brancely
Senior Engineering Technician
City of Portland, Public Services
55 Portland Street
Portland, Maine 04101-2921

Re: Cow Plaza Hotel, LLC - Canal Plaza Hotel

Dear Frank:

A request for an ability to serve determination was submitted to the Department of Public Services on August 6, 2012, for the proposed redevelopment project, located at the corner of Fore Street and Union Street in Portland, Maine. The Department requested revisions and additional information with respect to the proposed grease trap and sanitary services for the project. This letter intends to the provide the changes and additional information for the Department's review and approval.

This redevelopment project includes the demolition of an existing paved parking lot and the construction of a hotel with approximately 123 rooms. Mechanical Engineers from Bennett Engineering, Inc. have reviewed the domestic water demand for the proposed facility and estimates peak domestic water flow for the facility to be approximately 150 Gallons per Minute (GPM).

The hotel will include a separate retail space with a restroom located at street level. An existing underground electrical duct bank separates the retail space from the main lobby of the hotel, making it difficult to share underground utilities between the two spaces. We are proposing a 6-inch domestic sewer service connection to the main located in Union Street to service the restroom in the retail space. An 8-inch sewer service connection to the main located in Fore Street is proposed to service the remainder of the hotel.

The hotel will also include a kitchen. A 1500-gallon exterior grease trap and control sewer manhole are proposed in the back service alley. The external grease trap will connect to the building's 8-inch sanitary service line, and discharge to the combined sewer system in Fore Street.

Enclosed, please find the revised utility plan and grease trap sizing calculations for your review and approval.

If you have any questions or comments, please contact Denise Cameron, of Woodard & Curran by phone at 207-774-2112 or by email at dcameron@woodardcurran.com.

Sincerely,

WOODARD & CURRAN INC.

Denise Cameron

Denise L. Cameron, PE
Project Manager

MDLM

225869.00

Enclosure – Final Level III Site Plan Application – Sheet C-203, Utility Plan

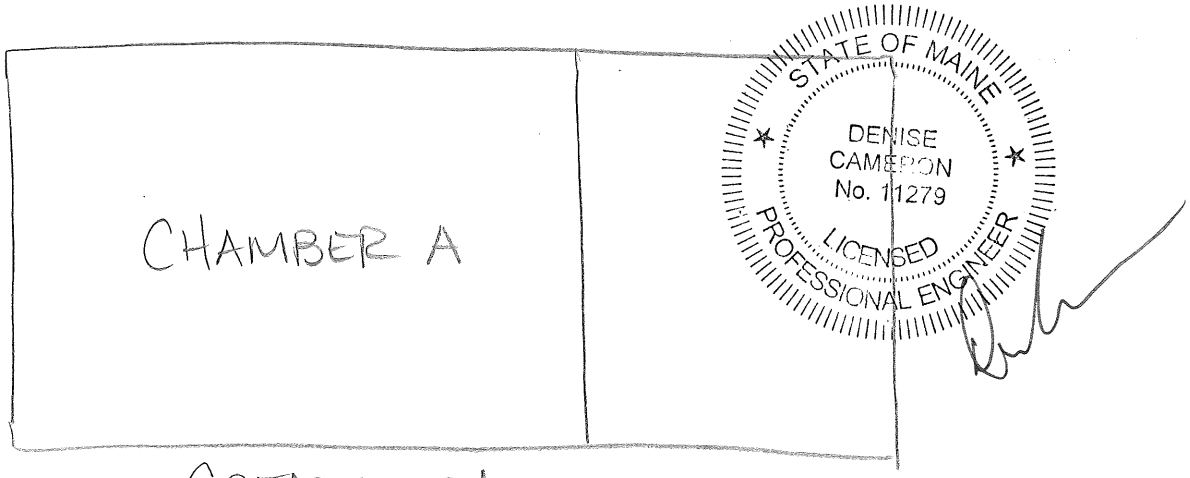
cc: Greg Shinberg, Shinberg Consulting, LLC

WOODARD &CURRAN
41 HUTCHINS DRIVE
PORTLAND, MAINE 04102
TEL. (207) 774-2112

CLIENT Canal 5 Studios
PROJECT Canal Plaza Hotel - Grease Trap
DESIGNED BY MDLM DATE 10/1/12
CHECKED BY DLC DATE 10/1/12
PROJECT NO 225869 SHEET NO. 1 OF

EXTERNAL GREASE TRAP SIZING

MAXIMUM SANITARY FLOW RATE = 750 GPD
(Per Stephen Dole, Bennett Engineering, email dated 9.28)



GREASE TRAP PLAN

CHAMBER A = AVERAGE DAILY FLOW (2/3 TANK VOLUME)
(Per City's Technical Standards Manual, Figure II-19)

CONVERT GALLONS TO CUBIC FEET:

$$750 \text{ GAL} \times \frac{1 \text{ CF}}{7.48 \text{ GAL}} = 100.3 \text{ CF}$$

CAPACITY OF 1500 GAL GREASE TRAP BY AMERICAN CONCRETE INDUSTRIES:

CHAMBER A = 5.83 FT x 3.83 FT x 6.33 FT = 141 CF

141 CF > 100.3 CF

1500 GAL GREASE TRAP IS ADEQUATE

Megan McDevitt

From: Stephen <SDoel@bennettengineering.net>
Sent: Friday, October 19, 2012 10:37 AM
To: Megan McDevitt
Subject: RE: Canal Plaza Hotel

Wastewater use = 6 gallons per meal x 125 meals per day (only includes what goes into the grease trap).

Stephen P. Doel, PE
Bennett Engineering, Inc.
PO Box 297, 7 Bennett Road
Freeport, ME 04032
(V) 207-865-9475
(F) 207-865-1800
Email: sdoel@bennettengineering.net
-----Original Message-----
From: Megan McDevitt [mailto:mmcdevitt@woodardcurran.com]
Sent: Wednesday, October 17, 2012 10:59 PM
To: Stephen
Cc: Denise Cameron
Subject: Canal Plaza Hotel

Steve,

Could you please provide me with a set of calculations to show where the flow of 750 GPD for the kitchen waste came from? Department of Public Services is requesting this as part of their review of our request for an "ability to serve" determination. Attached is an example of the grease trap sizing calculations I will be submitting for their review.

Thanks,

Megan LaPierre McDevitt, P.E.

Woodard & Curran
41 Hutchins Drive
Portland, ME 04102
Phone: 800.426.4262 x3354
Phone: 207.774.2112
Fax: 207.774.6635