



PO Box 1237, 15 Shaker Road  
Gray, Maine 04039  
207.657.6910

May 13, 2015

Barbara Barhydt  
Development Review Manager  
City of Portland Planning Division  
389 Congress Street  
Portland, Maine 04101


**Subject: Bangor Savings Bank**  
**Applicant: Bangor Savings Bank**  
**Level III Site Plan Application**

Dear Barbara,

On behalf of Bangor Savings Bank we are pleased to submit the enclosed Level III Site Plan Application for the proposed construction of a three story, 2,100 sf footprint bank/office building with a double drive thru at 20 Marginal Way in Portland. On April 14, 2015 the Planning Board voted to send a text change application from the Applicant to the City Council for review. The change would allow a bank drive thru in a building less than 20,000 sf as a conditional use. Since the conditional use requires planning board approval, a Level III application has been submitted.

Enclosed you will find a Preliminary Level III Site Plan Application package and set of plans illustrating the proposal. We appreciate the Planning Authority's consideration of our proposal and look forward to meeting with City staff, as necessary, and with the Planning Board to present the proposal and address any questions. If you require any additional information, please don't hesitate to contact our office.

Sincerely,  
Gorrill Palmer



Douglas Reynolds, PE  
Project Manager

Enclosures: Level III Site Plan Application  
Site Plans

cc: David Latulippe, Jason Donovan

DER/jwa/U:\2970 - Marginal Way Portland\IP Applications\Local\Site Plan application\Cover letter 4-7-15.doc

# APPLICATION



Jeff Levine, AICP, Director  
Planning & Urban Development Department

**Electronic Signature and Fee Payment Confirmation**

Notice: Your electronic signature is considered a legal signature per state law.

By digitally signing the attached document(s), you are signifying your understanding this is a legal document and your electronic signature is considered a **legal signature** per Maine state law. You are also signifying your intent on paying your fees by the opportunities below.

I, the undersigned, intend and acknowledge that no Site Plan or Historic Preservation Applications can be reviewed until payment of appropriate application fees are **paid in full** to the Inspections Office, City of Portland Maine by method noted below:

- Within 24-48 hours, once my complete application and corresponding paperwork has been electronically delivered, I intend to **call the Inspections Office** at 207-874-8703 and speak to an administrative representative and provide a credit/debit card over the phone.
- Within 24-48 hours, once my application and corresponding paperwork has been electronically delivered, I intend to **call the Inspections Office** at 207-874-8703 and speak to an administrative representative and provide a credit/debit card over the phone.
- I intend to deliver a payment method through the U.S. Postal Service mail once my application paperwork has been electronically delivered.

[Signature] AGENT FOR APPLICANT  
Applicant Signature:

5-13-15  
Date:

[Signature]  
I have provided digital copies and sent them on:

5-13-15  
Date:

NOTE: All electronic paperwork must be delivered to [buildinginspections@portlandmaine.gov](mailto:buildinginspections@portlandmaine.gov) or by physical means i.e. a thumb drive or CD to the Inspections Office, City Hall, 3<sup>rd</sup> Floor, Room 315.



## Level III – Preliminary and Final Site Plans Development Review Application Portland, Maine

Planning and Urban Development Department  
Planning Division

Portland's Planning and Urban Development Department coordinates the development review process for site plan, subdivision and other applications under the City's Land Use Code. Attached is the application form for a Level III: Preliminary or Final Site Plan. Please note that Portland has delegated review from the State of Maine for reviews under the Site Location of Development Act, Chapter 500 Stormwater Permits, and Traffic Movement Permits.

### Level III: Site Plan Development includes:

- New structures with a total floor area of 10,000 sq. ft. or more except in Industrial Zones.
- New structures with a total floor area of 20,000 sq. ft. or more in Industrial Zones.
- New temporary or permanent parking area(s) or paving of existing unpaved parking areas for more than 75 vehicles.
- Building addition(s) with a total floor area of 10,000 sq. ft. or more (cumulatively within a 3 year period) except in Industrial Zones.
- Building addition(s) with a total floor area of 20,000 sq. ft. or more in Industrial Zones.
- A change in the use of a total floor area of 20,000 sq. ft. or more in any existing building (cumulatively within a 3 year period).
- Multiple family development (3 or more dwelling units) or the addition of any additional dwelling unit if subject to subdivision review.
- Any new major or minor auto business in the B-2 or B-5 Zone, or the construction of any new major or minor auto business greater than 10,000 sq. ft. of building area in any other permitted zone.
- Correctional prerelease facilities.
- Park improvements: New structures greater than 10,000 sq. ft. and/or facilities encompassing 20,000 sq. ft. or more (excludes rehabilitation or replacement of existing facilities); new nighttime outdoor lighting of sports, athletic or recreation facilities not previously illuminated.
- Land disturbance of 3 acres or more (includes stripping, grading, grubbing, filling or excavation).

Portland's development review process and requirements are outlined in the Land Use Code (Chapter 14) which is available on our website:

Land Use Code: <http://me-portland.civicplus.com/DocumentCenter/Home/View/1080>

Design Manual: <http://me-portland.civicplus.com/DocumentCenter/View/2355>

Technical Manual: <http://me-portland.civicplus.com/DocumentCenter/View/2356>

**Planning Division**  
Fourth Floor, City Hall  
389 Congress Street  
(207) 874-8719

**Office Hours**  
Monday thru Friday  
8:00 a.m. – 4:30 p.m.



PROJECT NAME: Bangor Savings Bank

PROPOSED DEVELOPMENT ADDRESS:

20 Marginal Way, Portland, Maine

PROJECT DESCRIPTION:

Proposed approx. 2,100 sf footprint, 3 story bank/office  
building with double bank drive thru.

CHART/BLOCK/LOT: 113-A-25

PRELIMINARY PLAN 5-13-15 (date)

FINAL PLAN \_\_\_\_\_ (date)

CONTACT INFORMATION:

<b>Applicant – must be owner, Lessee or Buyer</b> Name: Wendy Durrah Business Name, if applicable: Bangor Savings Bank Address: 99 Franklin Street City/State : Bangor, ME Zip Code: 04401	<b>Applicant Contact Information</b> Work # 207-541-2715 Home# Cell # Fax# e-mail: wendy.durrah@bangor.com
<b>Owner – (if different from Applicant)</b> Name: Northern Pride Auto Wash Address: P.O. Box 2147 City/State : So. Portland, Me Zip Code: 04116	<b>Owner Contact Information</b> Work # 207-776-5565 Home# Cell # Fax# e-mail: wdesena@maine.rr.com
<b>Agent/ Representative</b> Name: Gorrill Palmer Address: P.O. Box 1237 Gray, ME 04039 City/State : Zip Code:	<b>Agent/Representative Contact information</b> Work # 207-657-6910 Cell # 207-329-5584 e-mail: dreynolds@gorrillpalmer.com
<b>Billing Information</b> Name: Jason Donovan, Bangor Savings Bank Address: 99 Franklin Street City/State : Bangor, Me Zip Code: 04401	<b>Billing Information</b> Work # Cell # Fax# e-mail: jason.donovan@bangor.com

<b>Engineer</b> Name: Gorrill Palmer Address: P.O. Box 1237 Gray, ME 04039 City/State : Zip Code:	<b>Engineer Contact Information</b> Work # 207-657-6910 Cell # 207-329-5584 Fax# e-mail: dreynolds@gorrillpalmer.com
<b>Surveyor</b> Name: Owen Haskell, Inc. Address: 390 U.S. Route 1 City/State: Falmouth, ME Zip Code: 04105	<b>Surveyor Contact Information</b> Work # 207-774-0424 Cell # Fax# e-mail:
<b>Architect</b> Name: Address: City/State : Zip Code:	<b>Architect Contact Information</b> Work # Cell # Fax# e-mail:
<b>Attorney</b> Name: Address: City/State : Zip Code:	<b>Attorney Contact Information</b> Work # Cell # Fax# e-mail:

**APPLICATION FEES:**

Check all reviews that apply. (Payment may be made by Credit Card, Cash or Check payable to the City of Portland.)

<b>Level III Development (check applicable reviews)</b> <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)  <b>Plan Amendments (check applicable reviews)</b> <input type="checkbox"/> Planning Staff Review (\$250) <input type="checkbox"/> Planning Board Review (\$500)  The City invoices separately for the following: <ul style="list-style-type: none"> <li>• Notices (\$.75 each)</li> <li>• Legal Ad (% of total Ad)</li> <li>• Planning Review (\$40.00 hour)</li> <li>• Legal Review (\$75.00 hour)</li> </ul> Third party review fees are assessed separately. Any outside reviews or analysis requested from the Applicant as part of the development review, are the responsibility of the Applicant and are separate from any application or invoice fees.	<b>Other Reviews (check applicable reviews)</b> <input type="checkbox"/> Traffic Movement (\$1,000) <input type="checkbox"/> Stormwater Quality (\$250) <input type="checkbox"/> Subdivisions (\$500 + \$25/lot) # of Lots ___ x \$25/lot = _____ <input type="checkbox"/> Site Location (\$3,000, except for residential projects which shall be \$200/lot) # 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 type="checkbox"/> Historic Preservation
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**APPLICATION SUBMISSION:**

1. All site plans and written application materials must be submitted electronically on a CD or thumb drive with each plan submitted as separate files, with individual file which can be found on the **Electronic Plan and Document Submittal** page of the City's website at <http://me-portland.civicplus.com/764/Electronic-Plan-and-Document-Submittal>
2. In addition, one (1) paper set of the plans (full size), one (1) paper set of plans (11 x 17), paper copy of written materials, and the application fee must be submitted to the Building Inspections Office to start the review process.

The application must be complete, including but not limited to the contact information, project data, application checklists, wastewater capacity, plan for fire department review, and applicant signature. The submissions shall include one (1) paper packet with folded plans containing the following materials:


1. One (1) full size site plans that must be folded.
2. One (1) copy of all written materials or 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. One (1) set of plans reduced to 11 x 17.

Please refer to the application checklist (attached) for a detailed list of submission requirements.

**APPLICANT SIGNATURE:**

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 II 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:  <i>AGENT FOR Applicant</i>	Date: <i>5-13-15</i>
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## PROJECT DATA

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

<b>Total Area of Site</b>	17,862	sq. ft.
<b>Proposed Total Disturbed Area of the Site</b>	17,862	sq. ft.
If the proposed disturbance is greater than one acre, then the applicant shall apply for a Maine Construction General Permit (MCGP) with DEP and a Stormwater Management Permit, Chapter 500, with the City of Portland.		
<b>Impervious Surface Area</b>		
Impervious Area (Total Existing)	15,769	sq. ft.
Impervious Area (Total Proposed)	15,976	sq. ft.
<b>Building Ground Floor Area and Total Floor Area</b>		
Building Footprint (Total Existing)	2,706	sq. ft.
Building Footprint (Total Proposed)	2,100	sq. ft.
Building Floor Area (Total Existing)	2,706	sq. ft.
Building Floor Area (Total Proposed)	7,284	sq. ft.
<b>Zoning</b>		
Existing	B-7	
Proposed, if applicable		
<b>Land Use</b>		
Existing	Commercial	
Proposed	Commercial	
<b>Residential, If applicable</b>		
# of Residential Units (Total Existing)		
# of Residential Units (Total Proposed)		
# of Lots (Total Proposed)		
# of Affordable Housing Units (Total Proposed)		
<b>Proposed Bedroom Mix</b>		
# of Efficiency Units (Total Proposed)		
# of One-Bedroom Units (Total Proposed)		
# of Two-Bedroom Units (Total Proposed)		
# of Three-Bedroom Units (Total Proposed)		
<b>Parking Spaces</b>		
# of Parking Spaces (Total Existing)	9	
# of Parking Spaces (Total Proposed)	24	
# of Handicapped Spaces (Total Proposed)	2	
<b>Bicycle Parking Spaces</b>		
# of Bicycle Spaces (Total Existing)	0	
# of Bicycle Spaces (Total Proposed)	2	
<b>Estimated Cost of Project</b>	\$1,800,000	

<b>PRELIMINARY PLAN (Optional) - Level III Site Plan</b>			
<b>Applicant Checklist</b>	<b>Planner Checklist</b>	<b># of Copies</b>	<b>GENERAL WRITTEN SUBMISSIONS CHECKLIST</b>
x		1	Completed Application form
x		1	Application fees
x		1	Written description of project
x		1	Evidence of right, title and interest
N/A		1	Evidence of state and/or federal approvals, if applicable
x		1	Written assessment of proposed project's compliance with applicable zoning requirements
x		1	Summary of existing and/or proposed easement, covenants, public or private rights-of-way, or other burdens on the site
x		1	Written requests for waivers from site plan or technical standards, if applicable.
x		1	Evidence of financial and technical capacity
x		1	Traffic Analysis (may be preliminary, in nature, during the preliminary plan phase)
<b>Applicant Checklist</b>	<b>Planner Checklist</b>	<b># of Copies</b>	<b>SITE PLAN SUBMISSIONS CHECKLIST</b>
x		1	Boundary Survey meeting the requirements of Section 13 of the City of Portland's Technical Manual
x		1	<b>Preliminary Site Plan including the following: (information provided may be preliminary in nature during preliminary plan phase)</b>
x			Proposed grading and contours;
x			Existing structures with distances from property line;
x			Proposed site layout and dimensions for all proposed structures (including piers, docks or wharves in Shoreland Zone), paved areas, and pedestrian and vehicle access ways;
x			Preliminary design of proposed stormwater management system in accordance with Section 5 of the Technical Manual (note that Portland has a separate applicability section);
x			Preliminary infrastructure improvements;
x			Preliminary Landscape Plan in accordance with Section 4 of the Technical Manual;
N/A			Location of significant natural features (including wetlands, ponds, watercourses, floodplains, significant wildlife habitats and fisheries or other important natural features) located on the site as defined in Section 14-526 (b) (1);
N/A			Proposed buffers and preservation measures for significant natural features, as defined in Section 14-526 (b) (1);
x			Location , dimensions and ownership of easements, public or private rights of way, both existing and proposed;
x			Exterior building elevations.



<b>FINAL PLAN - Level III Site Plan</b>			
<b>Applicant Checklist</b>	<b>Planner Checklist</b>	<b># of Copies</b>	<b>GENERAL WRITTEN SUBMISSIONS CHECKLIST (* If applicant chooses to submit a Preliminary Plan, then the * items were submitted for that phase and only updates are required)</b>
		1	* Completed Application form
		1	* Application fees
		1	* Written description of project
		1	* Evidence of right, title and interest
		1	* Evidence of state and/or federal permits
		1	* Written assessment of proposed project's specific compliance with applicable Zoning requirements
		1	* Summary of existing and/or proposed easements, covenants, public or private rights-of-way, or other burdens on the site
		1	* Evidence of financial and technical capacity
		1	Construction Management Plan
		1	A traffic study and other applicable transportation plans in accordance with Section 1 of the technical Manual, where applicable.
		1	Written summary of significant natural features located on the site (Section 14-526 (b) (a))
		1	Stormwater management plan and stormwater calculations
		1	Written summary of project's consistency with related city master plans
		1	Evidence of utility capacity to serve
		1	Written summary of solid waste generation and proposed management of solid waste
		1	A code summary referencing NFPA 1 and all Fire Department technical standards
		1	Where applicable, an assessment of the development's consistency with any applicable design standards contained in Section 14-526 and in City of Portland Design Manual
		1	Manufacturer's verification that all proposed HVAC and manufacturing equipment meets applicable state and federal emissions requirements.

Applicant Checklist	Planner Checklist	# of Copies	<b>SITE PLAN SUBMISSIONS CHECKLIST</b> (* If applicant chooses to submit a Preliminary Plan, then the * items were submitted for that phase and only updates are required)
		1	* Boundary Survey meeting the requirements of Section 13 of the City of Portland's Technical Manual
		1	<b>Final Site Plans including the following:</b>
			Existing and proposed structures, as applicable, and distance from property line (including location of proposed piers, docks or wharves if in Shoreland Zone);
			Existing and proposed structures on parcels abutting site;
			All streets and intersections adjacent to the site and any proposed geometric modifications to those streets or intersections;
			Location, dimensions and materials of all existing and proposed driveways, vehicle and pedestrian access ways, and bicycle access ways, with corresponding curb lines;
			Engineered construction specifications and cross-sectional drawings for all proposed driveways, paved areas, sidewalks;
			Location and dimensions of all proposed loading areas including turning templates for applicable design delivery vehicles;
			Existing and proposed public transit infrastructure with applicable dimensions and engineering specifications;
			Location of existing and proposed vehicle and bicycle parking spaces with applicable dimensional and engineering information;
			Location of all snow storage areas and/or a snow removal plan;
			A traffic control plan as detailed in Section 1 of the Technical Manual;
			Proposed buffers and preservation measures for significant natural features, where applicable, as defined in Section 14-526(b)(1);
			Location and proposed alteration to any watercourse;
			A delineation of wetlands boundaries prepared by a qualified professional as detailed in Section 8 of the Technical Manual;
			Proposed buffers and preservation measures for wetlands;
			Existing soil conditions and location of test pits and test borings;
			Existing vegetation to be preserved, proposed site landscaping, screening and proposed street trees, as applicable;
			A stormwater management and drainage plan, in accordance with Section 5 of the Technical Manual;
			Grading plan;
			Ground water protection measures;
			Existing and proposed sewer mains and connections;

- Continued on next page -

		Location of all existing and proposed fire hydrants and a life safety plan in accordance with Section 3 of the Technical Manual;
		Location, sizing, and directional flows of all existing and proposed utilities within the project site and on all abutting streets;
		Location and dimensions of off-premises public or publicly accessible infrastructure immediately adjacent to the site;
		Location and size of all on site solid waste receptacles, including on site storage containers for recyclable materials for any commercial or industrial property;
		Plans showing the location, ground floor area, floor plans and grade elevations for all buildings;
		A shadow analysis as described in Section 11 of the Technical Manual, if applicable;
		A note on the plan identifying the Historic Preservation designation and a copy of the Application for Certificate of Appropriateness, if applicable, as specified in Section Article IX, the Historic Preservation Ordinance;
		Location and dimensions of all existing and proposed HVAC and mechanical equipment and all proposed screening, where applicable;
		An exterior lighting plan in accordance with Section 12 of the Technical Manual;
		A signage plan showing the location, dimensions, height and setback of all existing and proposed signs;
		Location, dimensions and ownership of easements, public or private rights of way, both existing and proposed.



PORTLAND FIRE DEPARTMENT  
SITE REVIEW  
FIRE DEPARTMENT CHECKLIST



A separate drawing[s] shall be provided as part of the site plan application for the Portland Fire Department's review.

1. Name, address, telephone number of applicant
- 2.
3. Name address, telephone number of architect
4. Proposed uses of any structures [NFPA and IBC classification]
- 5.
6. Square footage of all structures [total and per story]
7. Elevation of all structures
8. Proposed fire protection of all structures
  - **As of September 16, 2010 all new construction of one and two family homes are required to be sprinkled in compliance with NFPA 13D. This is required by City Code. (NFPA 101 2009 ed.)**
9. Hydrant locations
10. Water main[s] size and location
11. Access to all structures [min. 2 sides]
12. A code summary shall be included referencing NFPA 1 and all fire department. Technical standards.

Some structures may require Fire flows using annex H of NFPA 1

# CITY OF PORTLAND WASTEWATER CAPACITY APPLICATION

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



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

Date: 5-5-15

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

Site Address: 20 Marginal Way Chart Block Lot Number: 113-A-25

Proposed Use: Bank/Office

Previous Use: Car Wash

Existing Sanitary Flows: \_\_\_\_\_ GPD

Existing Process Flows: \_\_\_\_\_ GPD

Description and location of City sewer that is to receive the proposed building sewer lateral.

Existing San Sewer in front of parcel in Marginal Way

Site Category	Commercial (see part 4 below)	<input checked="" type="checkbox"/>
	Industrial (complete part 5 below)	<input type="checkbox"/>
	Governmental	<input type="checkbox"/>
	Residential	<input type="checkbox"/>
	Other (specify)	<input type="checkbox"/>

*(Clearly, indicate the proposed connections, on the submitted plans)*

**2. Please, Submit Contact Information.**

City Planner's Name: Barbara Barhydt Phone: 207-874-8699

Owner/Developer Name: Bangor Savings Bank

Owner/Developer Address: 99 Franklin Street, Bangor, Maine

Phone: 207-541-2715 Fax: \_\_\_\_\_ E-mail: wendy.durrah@bangor.com

Engineering Consultant Name: Gorrill Palmer

Engineering Consultant Address: P.O. Box 1237, Gray, Me 04039

Phone: 207-657-6910 Fax: \_\_\_\_\_ E-mail: dreynolds@gorrillpalmer.com

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

**3. Please, Submit Domestic Wastewater Design Flow Calculations.**

Estimated Domestic Wastewater Flow Generated: \_\_\_\_\_ 160 GPD

Peaking Factor/ Peak Times: \_\_\_\_\_ 288 GPD Peak

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)

Handbook of Subsurface Wastewater Disposal in Maine

***(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)***



**4. Please, Submit External Grease Interceptor Calculations.**

Total Drainage Fixture Unit (DFU) Values: \_\_\_\_\_ N/A \_\_\_\_\_  
Size of External Grease Interceptor: \_\_\_\_\_  
Retention Time: \_\_\_\_\_  
Peaking Factor/ Peak Times: \_\_\_\_\_

*(Note: In determining your restaurant process water flows, and the size of your external grease interceptor, please use The Uniform Plumbing Code. Note: In determining the retention time, sixty (60) minutes is the minimum retention time. Note: Please submit detailed calculations showing the derivation of your restaurant process water design flows, and please submit detailed calculations showing the derivation of the size of your external grease interceptor, either in the space provided below, or attached, as a separate sheet)*

**5. Please, Submit Industrial Process Wastewater Flow Calculations**

Estimated Industrial Process Wastewater Flows Generated: \_\_\_\_\_ N/A \_\_\_\_\_ GPD  
Do you currently hold Federal or State discharge permits? Yes \_\_\_\_\_ No \_\_\_\_\_  
Is the process wastewater termed categorical under CFR 40? Yes \_\_\_\_\_ No \_\_\_\_\_  
OSHA Standard Industrial Code (SIC): <http://www.osha.gov/oshstats/sicser.html>  
Peaking Factor/Peak Process Times: \_\_\_\_\_

*(Note: On the submitted plans, please show where the building's domestic sanitary sewer laterals, as well as the building's industrial-commercial process wastewater sewer laterals exits the facility. Also, show where these building sewer laterals enter the city's sewer. Finally, show the location of the wet wells, control manholes, or other access points; and, the locations of filters, strainers, or grease traps)*

*(Note: Please submit detailed calculations showing the derivation of your design flows, either in the space provided below, or attached, as a separate sheet)*

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Notes, Comments or Calculation

From State of Maine Subsurface Wastewater Disposal Rules:  
Table 4C  
Employees at place of employment with no showers = 12 GPD/Employee  
Assume 24 employees in a 24 hour period  
Design Flow = 24x12 GPD = 288 GPD

**Bangor**  
Savings Bank

You matter more.

April 20, 2015

Re: Bangor Savings Bank  
20 Marginal Way  
Portland, Maine

To Whom It May Concern:

Jason Donovan authorizes Gorrill Palmer to execute land development permit applications on behalf of Bangor Savings Bank for the referenced project.

If you have any questions or if I can be of any further assistance, please contact me at 207-949-4027.

Very truly yours,



Jason Donovan  
VP, Facilities Manager  
Bangor Savings Bank

# NARRATIVE

## Project Narrative

The following narrative presents the information required for the Preliminary Level III Site plan application.

### Project Description:

The site is located adjacent to the northeast corner of the intersection of Marginal Way and Forest Avenue in Portland. The existing site is currently occupied by Northern Pride Car Wash and Detailing Center. The Car Wash is located approximately 250' from the above referenced intersection. There are currently two curb cuts for the car wash site. The existing easterly driveway for the car wash is located at the beginning of a two way left turn lane within Marginal Way.

Bangor Savings Bank intends to demolish the existing building and construct a 2,100 sf footprint branch with 2 drive-thru lanes. The structure would also include two additional stories of approximately 2,800 sf each for use as office space. One curb cut is proposed adjacent to the easterly property line. Based on the City of Portland zoning map, the property is zoned B-7, Mixed Development District Zone. On April 14, 2015 the Planning Board voted to send a text change application from the Applicant to the City Council for review. The change would allow a bank drive thru in a building less than 20,000 as a conditional use. A conditional use permit application has been filed with this preliminary site plan application in anticipation of the text change approval.

### Right, Title and Interest:

Bangor Savings Bank intends to lease the parcel from the current owner. Attachment I contains a notice of intent to lease for the subject parcel.

### State and Federal Permits:

No state or federal permits are required for this project. The project disturbs less than one acre and results in an impervious area of less than one acre.

### Zoning Assessment:

The project is located in the B-7 zone. A bank and office space is a permitted use within the zone. The project proposes a double drive through for the bank. The zoning ordinance lists a bank drive through as a conditional use for banks greater than 20,000 sf of floor area. Since the proposed project has a floor area less than 20,000 sf, an application for a text change to the zoning was submitted to the City. On April 14, 2015 the Planning Board voted to send a text change application from the Applicant to the City Council for review. The change would allow a bank drive thru in a building less than 20,000 sf as a conditional use. A conditional use permit application has been filed with this preliminary site plan application in anticipation of the text change approval.

### Easements or Other Burdens:

There are no existing or proposed easements on-site.

### Proposed Waivers:

The following waivers are requested:

- The applicant requests a waiver from the dimensional requirements for bicycle parking. The City technical standards show a minimum distance for a bike rack from a building to be 24". Due to limited site area, the applicant is proposing to place the bike racks 12" from the building. The 12" dimension will allow for bicycle parking on one side of the bike racks rather than the two sides available with a 24" spacing. The required number of bicycle spaces for this project is 3. The applicant meets the requirement of three spaces by providing three racks with a single bike per rack.
- Due to limited site area the applicant requests a waiver pursuant to 14-526.b.2.b.ii.e *Where site constraints prevent implementation of all or a portion of required parking lot landscaping, as*

*determined by the Reviewing Authority, the requirements may be all or partially waived and the applicant shall contribute an amount proportionate to the cost of required parking lot trees to the City of Portland Tree Fund.*

**Evidence of Financial and Technical Capacity:**

Bangor Savings Bank has constructed numerous banks throughout Maine and has hired Professional Engineers and Architects to prepare construction plans for this project, therefore the Applicant possesses sufficient technical capacity. Attachment 2 contains evidence of the financial capacity for this project.

**Construction Management Plan:**

A construction management plan will be prepared by the General Contractor prior to demolition work at the site as noted on the demolition plan and site plan contained within the plan set. The management plan will address the anticipated start and end date of the project, discuss the construction sequence, and provide a pedestrian circulation plan. The management plan will be submitted to the City Planning Division prior to demolition work.

**Traffic:**

Attachment 3 contains the Traffic Report for this project.

**Significant Natural Features:**

The project site is currently developed with a car wash and associated parking and drive aisles. The parcel size is 17,862 sf with an existing non-vegetated area of 15,769 sf. The remainder of the site is landscaped or grass. No significant natural features are present on-site. There are no wetlands on-site.

**Stormwater:**

Section 14-526.b.3.b of the Land Use Ordinance states that all development other than Level I residential shall comply with Section 5 of the Technical Manual including Basic, General, and Flooding standards as applicable to prevent and control the release of pollutants to waterbodies, watercourses, wetlands and groundwater, and reduce adverse impacts associated with increases or changes in flow, soil erosion and sedimentation.

Section 5.II.c of the Technical Manual states that Level II and III site plans shall be required to submit a stormwater management plan pursuant to the regulations of Maine DEP Chapter 500 Stormwater Management Rules, including Basic, General and Flooding standards.

The **Basic Standard** is met by the Erosion and Sedimentation Control Report submitted with this application.

**General Standards:** The project site is not tributary to an Urban Impaired Stream. Section 5.III.4.B.1 States when general Standards must be met for areas not tributary to Urban Impaired Streams: A project disturbing one acre or more and resulting in any of the following must meet the general standards:

5.III.4.B.1.b - Other stream, coastal and freshwater wetland watersheds. One acre or more of impervious area, or 5 acres or more of developed area, in any other stream, coastal, or wetland watershed.

Section 5.III.4.B.3.e contains requirements for redevelopment; Stormwater Management Law project including



redevelopment. For a project requiring a Stormwater Management Law permit that includes redevelopment of impervious area that was in existence as of November 16, 2005 (the effective date of Chapter 500 revisions), the redevelopment of that impervious area is not required to meet General standards provided the department determines that the new use of the existing impervious area is not likely to increase stormwater impacts resulting from the proposed project's stormwater runoff beyond the level of impact already caused by the runoff from the existing impervious area. The requirements of Appendix D must still be met, if applicable.

The proposed project will disturb a maximum of 17,862 sf (0.41 acres) and is a redevelopment of an existing developed site. The proposed bank and associated parking will not increase the stormwater impacts beyond the level of the existing car wash. As discussed with Dave Margolis-Pineo of the City of Portland, the Applicant proposes to maintain the current runoff characteristics by having a portion of the site draining forward to the Marginal Way stormdrain system and the remainder of the site draining to the rear where it will sheet flow through vegetation before crossing the rear property line.

Since the proposed impervious and developed area are less than the Chapter 500 thresholds and the project is a redevelopment which will not increase stormwater impacts, the General Standards have been met.

Since the disturbed area is less than one acre, neither a Construction General Permit nor MDEP Stormwater Permit are required.

**Flooding Standard:** Section 5.III.4.E states: If required, the flooding standard applies in addition to the basic standards, general standards, phosphorus standards and urban impaired stream standards.

When the flooding standard must be met. If a project results in three acres or more of impervious area or 20 acres or more of developed area, requires review pursuant to the Site Law, or is a Site Law modification of any size, the flooding standard must be met.

The project proposes 0.37 acres of impervious area and 0.41 acres of developed area. The proposed project will result in an insignificant increase in impervious area on-site (0.005 acres). The current impervious area is approximately 15,769 square feet. The proposed project will result in approximately 15,976 sf (0.37 acres) of impervious area. The project results in an insignificant increase in impervious area, therefore there is no increase in the runoff from the site as a result of development.

Since the proposed impervious and developed area are less than the Chapter 500 thresholds and there is no increase in runoff, the Flooding Standard is met.

**Conclusion:** The proposed project results in a redevelopment of an existing car wash site and will not increase the stormwater impacts from the site. The disturbed area of 0.41 acres and the proposed impervious area of 0.37 acres are well below the Chapter 500 standards included in Chapter 5 of the Portland Technical Standards. As discussed with Dave Margolis-Pineo the runoff from the site will enter the Marginal Way stormdrain or sheet flow to the rear of the site. The proposed project will not have an adverse impact due to the stormwater runoff from the site.

#### **Master Plan:**

The proposal aligns with the relevant goals and objectives of the City's Master Plan for Marginal Way. The building is located adjacent to the Right-of-Way with parking located to the rear of the site. As shown on the Master Plan for the area, the sidewalk is proposed adjacent to the building with an esplanade adjacent to Marginal Way. One access drive to the site is proposed as shown on the Master Plan, and the building is three stories tall.

#### Utility Capacity:

Attachment 5 contains letters sent to the Portland Water District and Portland Public Services requesting confirmation of their ability to serve the project. Responses will be forwarded to the City upon receipt.

#### Solid Waste Management:

An enclosed dumpster pad is shown on the proposed plans. The project is anticipated to produce the following quantities of solid waste.

- Demolition – Approximately 27 c.y.
- Construction Waste – Approximately 49 c.y.
- Commercial Solid Waste, Non-Recyclable – 18 c.y. per month

Commercial Solid Waste, Recyclable – 15 c.y. per month

Attachment 5 contains a letter sent to Pine Tree Waste requesting their ability to serve the project. The response from Pine Tree Waste will be forwarded to the City upon receipt.

#### NFPA:

A code summary is included in Attachment 6. An existing fire hydrant is located approximately 180 feet from the Marginal Way Right-Of-Way.

#### Design Standards:

The development is in conformance with the design standards of Section 14-526 of the City Land Use Code as noted below. Waiver requests from the standards are also noted below.

14-526 a Transportation Standards – See Traffic Report contained in Attachment 3. The required offstreet parking is shown on the plans. Three bicycle parking spaces are shown on the plan. A waiver from the dimensional requirements of the bicycle parking spaces is requested. Due to limited site area snow will not be stored on-site and will be removed by the snow removal contractor as noted on the site plan.

14-526 b Environmental Quality Standards – The site is currently developed and there are no significant natural features on-site. The dumpster is screened from view by the proposed enclosure, and mechanical systems will be roof mounted and screened from view. Due to limited site area, a waiver from the parking lot landscaping requirements is requested as noted in the waiver request noted previously. Stormwater management is discussed above.

14-526 c Public Infrastructure and Community Safety Standards – The orientation of the building, parking, and access drive is in conformance with the City Master Plan. The site is within 180 feet of an existing fire hydrant. The proposed electric service is underground and the applicant has contacted the Portland Water District and the Department of Public services to obtain ability to serve letters for water service and wastewater service. The proposed utility connections are shown on the Site and Utility plan of the plan set.

14-526 d Site Design Standards – The proposed building location and height is in conformance with the Marginal Way master plan. Attachment 7 contains the proposed building elevations. All site lighting will be full cut off and will not impact adjoining properties. A lighting plan and catalog cuts of the proposed lighting will be provided in the final submission. HVAC units shall comply with applicable state and federal emission requirements. Signage will comply with City of Portland regulations. The signage information will be submitted at a later date.

**HVAC Verification:**

The actual HVAC units are to be determined. All units used on the project will comply with all applicable state and federal emissions standards.

**Boundary Survey**

A boundary survey is included within the plan set.

**Plan Set**

A plan set containing the required information is included with this application.

**ATTACHMENT I**  
**TITLE, RIGHT, INTEREST**

CJ Developers, Inc.  
35 Primrose Lane  
Freeport, Maine 04032

September 30, 2014

Northern Pride Auto Wash  
c/o Joe Malone  
Malone Commercial Brokers  
5 Moulton Street  
Portland, ME 04101

RE: Letter of Intent re Lease of Property Located at  
20 Marginal Way, Portland, ME

Dear Joe:

This Letter of Intent sets forth the terms and conditions under which CJ Developers, Inc. on behalf of Bangor Savings Bank and/or assigns ("Tenant") is willing to enter into a lease with Northern Pride Car Wash ("Landlord") for the 0.41 ± acre parcel with improvements thereon located at 20 Marginal Way (the "Leased Premises").

Tenant: Bangor Savings Banks

Landlord: Northern Pride Car Wash

Leased Premises: 0.41 +/- acre parcel with improvements thereon located at 20 Marginal Way Portland, Maine. The Leased Premises includes the carwash building located thereon (the "Building") and any improvements.

Initial Term: Twenty (20) years from Rent Commencement Date (as hereinafter defined).

Renewal Terms: Three (3), ten (10) year renewal terms.

NNN Rent: 

Delivery Condition: Tenant will accept the Leased Premises in AS-IS condition without any work by Landlord. Landlord shall remove all chemicals associated with the car wash operation and deliver the Lease Premises free site being clean environmentally under State of Maine General.

**Rent**

**Commencement**

**Date:**

Five months after all permits and approvals are received for the construction of a branch bank with drive through..

**Real Estate Taxes and Utilities:**

Tenant shall be responsible for all real estate taxes and utilities with respect to the Leased Premises.

**Repair and Maintenance Obligations:**

Tenant shall be responsible for repairing and maintaining all interior, exterior and structural portions of the Building, including without limitation all electric, plumbing, and mechanical systems serving the Leased Premises.

**Insurance:**

Tenant shall be responsible for maintaining property and casualty insurance on the Building. Tenant shall maintain commercially reasonable liability insurance on Leased Premises indemnifying Landlord from all harm.

**Security Deposit:**

No security deposit.

**Brokerage Commission:**

Landlord shall be responsible for all brokerage commissions relate to the Lease.

**Contingencies:**

Tenant's obligations under the Lease will be contingent upon the following:

- (i) Tenant being satisfied with its due diligence investigation of the Leased Premises, such due diligence investigation to be completed within 75 days from signing of this Letter of Intent.
- (ii) Tenant obtaining approval to enter into a Lease Agreement from the Bangor Savings Bank Board of Directors within 75 days from signing of this Letter of Intent.
- (iii) Tenant obtaining all necessary state and local permits and approvals for the construction of a new building including a drive thru no later than [REDACTED] from execution of the Lease Agreement. Tenant to diligently pursue such permits and approvals in good faith;

**Lease Agreement:**

Parties shall negotiate in good faith to execute a Lease Agreement within

██████ of the full execution of this Letter of Intent.

**Offer Expiration**

This Letter of Intent will expire on October 8, 2014 at 5:00 p.m. if not executed by Landlord prior to then.

**Exclusivity:**

Upon acceptance of this Non-Binding Letter of Intent, Landlord agrees to take the Leased Premises off the market and not enter into any discussions with other third parties regarding the acquisition or leasing of its property. Notwithstanding anything contained herein to the contrary, this provisions shall be binding on the Landlord.

**Binding Effect:**

This Letter is intended to be confirmation of interest between the parties in pursuing negotiations for a definitive agreement based on the terms hereof and, shall not constitute a binding agreement between the parties hereto. No agreement shall be binding unless and until each party has reviewed and approved (in its sole discretion) a definitive written agreement incorporating all the terms, conditions, and obligations of the parties, and has duly executed and delivered such agreement.

CJ Developers, Inc.

By: David Catalano

SEEN & AGREED

Northern Pride Auto Wash, Landlord

By: WDS

Its: \_\_\_\_\_

Print

Name: William De Sena

**ATTACHMENT 2**

**FINANCIAL CAPACITY**



**Bangor**  
Savings Bank

You matter more.

May 5, 2015

Portland Planning Board

Re: Proposed Redevelopment of 20 Marginal Way, Portland, Maine

To Whom It May Concern:

Bangor Savings Bank has previously completed bank branch and office developments within Portland and throughout the State of Maine and has the technical expertise and financial capacity to complete the proposed redevelopment of 20 Marginal Way, Portland, Maine. Bangor Savings Bank has ample, liquid funding resources available to self-fund this project.

Sincerely,



Bruce G. Nickerson, CPA  
Executive Vice President,  
Chief Financial Officer and  
Treasurer

**ATTACHMENT 3**  
**TRAFFIC**

Traffic Impact Study  
Proposed Bangor Savings Bank  
Marginal Way  
Portland, Maine  
May 2015

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*Appendix A*

Site Location Diagram  
Turning Movement Diagrams

*Appendix B*

Capacity Analyses Results

*Appendix C*

Trip Generation calculations  
Sebago Tech Memo  
MaineDOT Crash Data  
Site Plan

## Executive Summary

The following Executive Summary is prepared for the reader's convenience, but is not intended to be a substitute for reading the full report.

Gorrill-Palmer (GP) was retained by Bangor Savings Bank to examine the traffic impacts associated with a proposed three story 7,708 square foot Bangor Savings Bank building with two drive-through lanes to be located on the northwesterly side of Marginal Way in Portland. The site is currently occupied by the Northern Pride Auto Wash, which will be closed and demolished as part of this development. The site is currently served by two driveways. The westerly driveway will be removed and the easterly driveway will remain to serve the proposed bank. A site location map is included as Figure I in Appendix A.

Based on the results of the study, our office finds the following:

1. The proposed development is forecast to generate 61 and 84 trip ends for the weekday AM and PM peak hours of the generator, respectively. However, the existing Northern Pride Auto Wash generates 106 and 118 trip ends for the weekday AM and PM peak hours, respectively, for which credit can be taken. Therefore, this project will result in a **decrease** of 45 and 34 trip ends in the weekday AM and PM peak hours for the cart wash, respectively. Since there is not a net traffic increase of 100 peak hour trip ends, a MaineDOT traffic movement permit will not be required.
2. The level of service analyses show that the proposed project will have a minimal impact on traffic flow in the vicinity of the site.
3. GP reviewed the MaineDOT crash data for the years 2012 – 2014. Based on the published history, the roadway segment where the site drive is located is not classified as a high crash location.
4. The proposed project will result in the closure of one of the two driveways currently serving the site. The available sight distances at the remaining easterly driveway exceed local and MaineDOT sight distance requirements. GP recommends that all plantings, which will be located within the right of way, not exceed three feet in height and be maintained at or below that height. Signage should not interfere with sight lines. In addition, we recommend that during construction, when heavy equipment is entering and exiting the site, that appropriate measures, such as signage and flag persons, be utilized in accordance with the Manual on Uniform Traffic Control Devices.
5. The proposed Bangor Savings site has been designed to facilitate pedestrian circulation and safety.

Based on these findings, it is the opinion of GP that the existing street system can accommodate the traffic generated by the redevelopment of this site.

Traffic Impact Study  
Proposed Bangor Savings Bank  
Marginal Way  
Portland, Maine  
May 2015

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***Appendix A***

Site Location Diagram  
Turning Movement Diagrams

***Appendix B***

Capacity Analyses Results

***Appendix C***

Trip Generation calculations  
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5. The proposed Bangor Savings site has been designed to facilitate pedestrian circulation and safety.

Based on these findings, it is the opinion of GP that the existing street system can accommodate the traffic generated by the redevelopment of this site.

## I. *Proposed Site*

The site is currently occupied by the Northern Pride Auto Wash, which will be closed and demolished as part of this development. The site is currently served by two driveways. The westerly driveway will be removed and the easterly driveway will remain to serve the proposed bank. A site location map is included as Figure I in Appendix A.

Proposed for the site is a three story 7,708 square foot Bangor Savings Bank building with two drive-through lanes. The lower level of the building will be a retail branch with two drive thru lanes and the upper two floors will be offices for bank management.

## II. *Background Traffic Conditions*

GP based the study on the following information:

- A proposed site plan prepared by GP dated May 2015.
- Crash information for 2012-2014 provided by the Maine Department of Transportation (MaineDOT).
- Post development traffic volumes for the Federated property project in Bayside furnished by FST for the following intersections
  - ❖ State, Kennebec and Marginal
  - ❖ Marginal and Preble
- Memorandum from Bradley Lyon of Sebago Technics entitled "Trip Generation for 20 Marginal Way, Portland, Maine"

### **Predevelopment Traffic Volumes**

#### *Federated Properties*

The Bayside area development proposed by Federated Properties was recently approved by the City of Portland. FST furnished their projected post development traffic volumes to GP which were utilized as the predevelopment volumes for the proposed Bangor Saving Bank Project.

## III. *Trip Generation*

Proposed for the site is a three story 7,708 sf Bangor Savings Bank building. The ground floor of the building will be a 2,108 sf retail bank with two drive-through lanes. The upper two floors will be bank offices consisting of 2,800 sf each. The existing Northern Pride car wash currently on the site will be demolished.

In order to determine the need for a MaineDOT Traffic Movement Permit, GP has estimated the trip ends generated by the current use of the site as well as the proposed bank and office building using the Institute of Transportation Engineers (ITE) publication Trip Generation. A trip end is defined as an in or out, thus a round trip is equal to two trip ends. These calculations presented below show there is

a net decrease in trip ends during the AM and PM peak hours of the proposed bank building compared to the car wash. Since there is not a net traffic increase of 100 peak hour trip ends, a MaineDOT traffic movement permit will not be required.

*Trips associated with the Northern Pride car wash-* GP utilized a memorandum from Bradley Lyons of Sebago Technics to William DeSena dated August 29, 2014 to estimate the trip ends associated with the car wash. A copy of this memo is included in the Appendix to this report. The memo analyzed the trip generation associated with the car wash using sales data for weekdays in January, April and December and on a Sunday in April of 2013. The data showed a weekday average of 106 AM and 118 and PM trip ends during the peak hours for the car wash for the data compiled.

*Trip Estimate for the Proposed Bank-* For the purposes of this analysis, GP has estimated the trips generated by the proposed bank using Land Use Code 912, Drive-In Bank of the 9<sup>th</sup> Edition of the Institute of Transportation Engineers publication, Trip Generation. A summary of the resulting trip generation estimate is presented below. The trip generation calculations are included in Appendix C.

**Trip Generation – Net Increase for Proposed Bangor Savings Bank (\*Trip Ends) During the Peak hour of the Generator**

Time Period	Car Wash	Bangor Savings Bank	Net Increase
Daily	1076	432	-644
Weekday AM Peak Hr of Generator	106	61	-45
Weekday PM Peak Hr of Generator	118	84	-34
Saturday Peak Hr of Generator	116	57	-59

\*A trip end is either a trip into or out of the site. Thus a round trip equals two trip ends.

These results show that the peak hours of the proposed project will generate less than currently occurs during the peak hours of the existing car wash.

The peak hour of the adjacent street traffic on Marginal Way generally occurs from 7:30 to 8:30 AM and again from 4:30 to 5:30 PM. A comparison of the existing and proposed uses during the peak hour of the adjacent street traffic is summarized below:

**Trip Generation – Net Increase for Proposed Bangor Savings Bank (\*Trip Ends) During the Peak Hour of Adjacent Street Traffic**

Time Period	Car Wash	Bangor Savings Bank	Net Increase
Daily	1076	432	-644
Weekday AM Peak Hr of Adj Street	85	43	-42
Weekday PM Peak Hr of Adj Street	98	84	-14
Saturday Peak Hr of Adj Street	116	57	-59

These results show that during the peak hour of the adjacent street traffic the proposed project will generate less than currently occurs during the peak hour of the adjacent street traffic for the existing car wash.



IV. *Trip Distribution*

GP has estimated the trip distribution based on the information published by ITE which is summarized below.

Land Use	AM Peak	PM Peak
<b>Retail Bank</b>		
Entering	60%	50%
Exiting	40%	50%
<b>Office</b>		
Entering	90%	15%
Exiting	10%	85%

V. *Trip Composition*

GP has utilized the following trip composition based on information obtained from the ITE publication, *Trip Generation Handbook* for Land Use Codes 715 and 912, Single Tenant Office Building and Drive-In Bank respectively. The percentages were compiled for the AM and PM peak hours as follows:

**Trip Composition for Proposed Bangor Savings Bank**

Trip Type	AM Peak Hour				PM Peak Hour			
	Office		Bank		Office		Bank	
	Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit
Primary	18	2	3	2	2	23	7	8
Pass-by	0	0	7	5	0	0	15	15
Diverted	0	0	3	2	0	0	7	7
<b>Total</b>	<b>18</b>	<b>2</b>	<b>13</b>	<b>9</b>	<b>2</b>	<b>23</b>	<b>29</b>	<b>30</b>

VI. *Trip Assignment*

The trip assignment for the proposed site is based on existing traffic patterns. Trip assignment is shown on Figure 3 in Appendix A. Since the Northern Pride car wash was operational when the traffic counts were completed for Federated Properties we have assumed the development traffic was already in the traffic stream at the adjacent intersections.

VII. **2016 Post Development Traffic**

The anticipated year 2016 predevelopment traffic shown on Figure 2 of Appendix A has been combined with the trips forecast for the development shown on Figure 3 of Appendix A to yield the 2016 postdevelopment traffic shown on Figure 4 of Appendix A.

VIII. *Study Area*

Since the proposed project is forecast to generate less trips than the car wash during both the adjacent street as well as the overall peak hours, the study area for the project is limited to the site driveway onto Marginal Way.

IX. *Capacity Analyses*

The capacity analyses were performed using the Synchro / Simtraffic computer software, with an average of five runs. Levels of service rankings are similar to the academic ranking system where an 'A' represents little control delay and an 'F' represents significant delay. A level of service 'D' or above is desired at a signalized intersection. At an unsignalized intersection, if the level of service falls below a 'D', an evaluation should be made to determine if further mitigation is warranted.

The following table summarizes the relationship between control delay and level of service for an unsignalized intersection:

Level of Service Criteria for Unsignalized Intersections

Level of Service	Control Delay per Vehicle (sec)
A	Up to 10.0
B	10.1 to 15.0
C	15.1 to 25.0
D	25.1 to 35.0
E	35.1 to 50.0
F	Greater than 50.0

Site Driveway / Marginal Way

The results of the capacity analyses for the site driveway for the AM and PM peak hours of adjacent street traffic are summarized as follows. The detailed analyses are included in Appendix B.

Level of Service Summary

Approach	Peak Hour	
	AM Post	PM Post
Site Drive / Marginal Way		
Site Drive - SB	A	B
Marginal - NE	A	A
Marginal - SW	A	A

As can be seen from the results, the each of the approaches of the site driveway intersection are forecast to operate at acceptable levels of service.

X. *Crash Data*

In order to evaluate whether a location has a crash problem, MaineDOT uses two criteria to define High Crash Locations (HCL). Both criteria must be met in order to be classified as an HCL.

1. A critical rate factor of 1.00 or more for a three-year period. (A Critical Rate Factor {CRF} compares the actual accident rate to the rate for similar intersections in the State. A CRF of less than 1.00 indicates a rate less than average) and:
2. A minimum of eight crashes over the same three-year period.

The following summarizes the crash history for the roadway segment where the site driveway is located.

**MaineDOT Crash Data for 2012-2014: Road Segments**

Nodes	Street	From	To	# of Collisions	CRF	HCL?
60346-18999	Marginal Way	Forest Ave	Hanover St	2	0.31	No

Based on the published history provided by MaineDOT, the roadway segment where the site driveway is located is not classified as a high crash location.

XI. *Sight Line Analysis*

The Maine Department of Transportation (MaineDOT) and the City of Portland have guidelines for sight distances at roadways. The sight line standards for MaineDOT and the City of Portland are as follows:

**Sight Distance Requirements**

Speed (mph)	MaineDOT (ft)	City of Portland (ft)
25	200	367
30	250	440
35	305	513
40	360	587
45	425	660
50	495	773

GP has evaluated the available sight lines at the proposed site driveway on Marginal Way in accordance with MaineDOT and City of Portland standards.

The MaineDOT standards are as follows:

Roadway observation point:	10 feet off major street travelway
Height of eye at roadway:	3 ½ feet above ground
Height of approaching vehicle:	4 ¼ feet above road surface

The posted speed limit on Marginal Way in the site vicinity is 35 mph. Based on a site review, the sight distance looking to the right is to Forest Avenue, and the sight distance exceeds 550 feet looking to the left. Therefore, the available sight distances are acceptable.

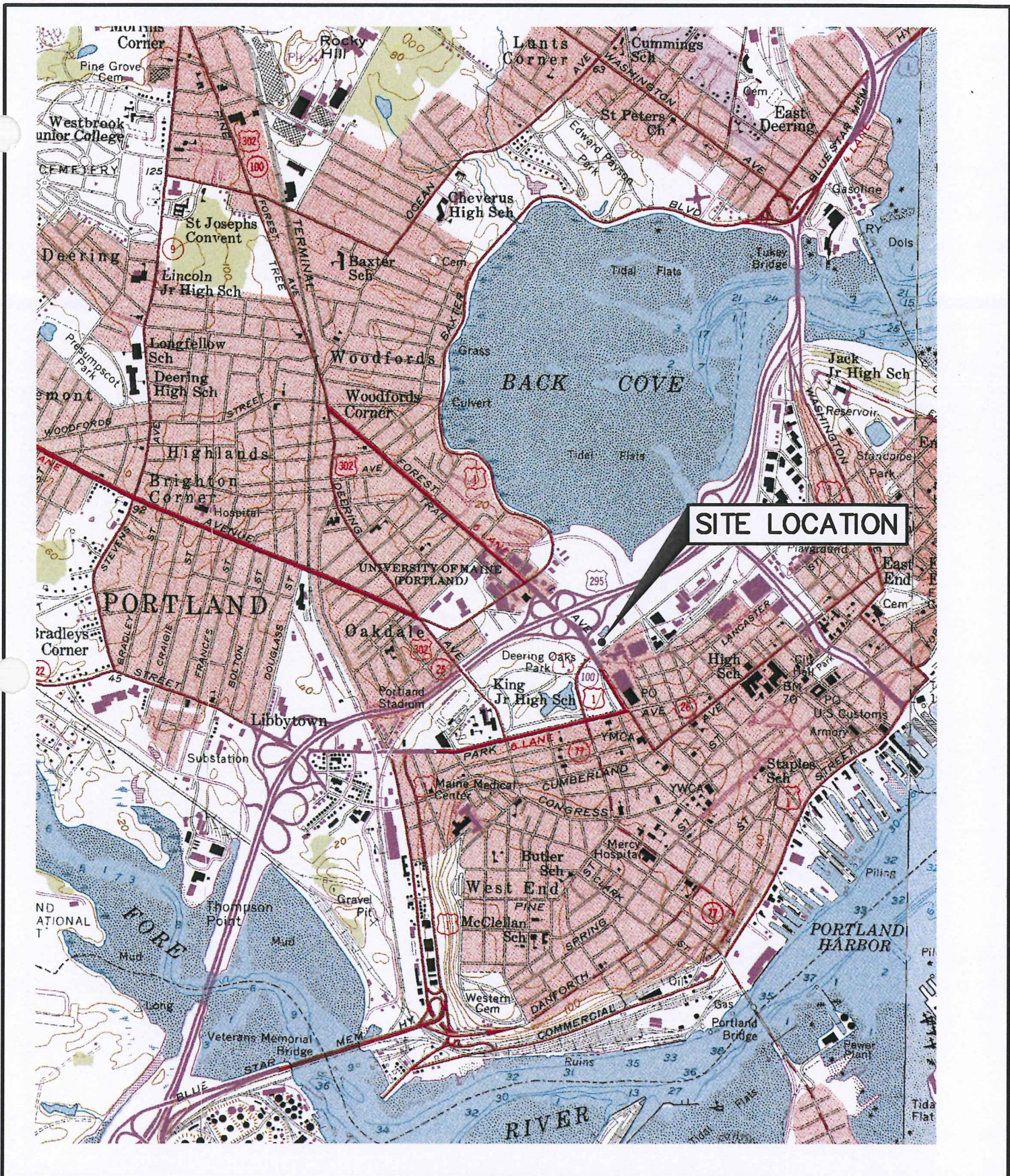
GP recommends that all plantings, which will be located within the right of way, not exceed three feet in height and be maintained at or below that height. Signage should not interfere with sight lines. In addition, we recommend that during construction, when heavy equipment is entering and exiting into the site, that appropriate measures, such as signage and flag persons, be utilized in accordance with the Manual on Uniform Traffic Control Devices (MUTCD).

## XII. *Pedestrian Circulation*

The proposed Bangor Savings site has been designed to facilitate pedestrian circulation and safety. The building has been brought to the front of the lot to facilitate pedestrian access to the front of the building. The building will also be fronted by a sidewalk to facilitate convenient pedestrian access to the building. Furthermore, the existing car wash has two curb cuts on Marginal Way. The proposed Bangor Saving Bank project will eliminate one of the existing curb cuts to improve pedestrian safety.

# APPENDIX A





U.S.G.S. Location Map  
 Bangor Savings Bank - Portland, Maine  
 U.S.G.S. Portland-East, Maine-7.5 Minute Series (Topographic)

Design: JWA	Date: may 2015
Draft: CG	Job No.: 2970
Checked: AMP	Scale: None
File Name: 2970-LOCATION.dwg	



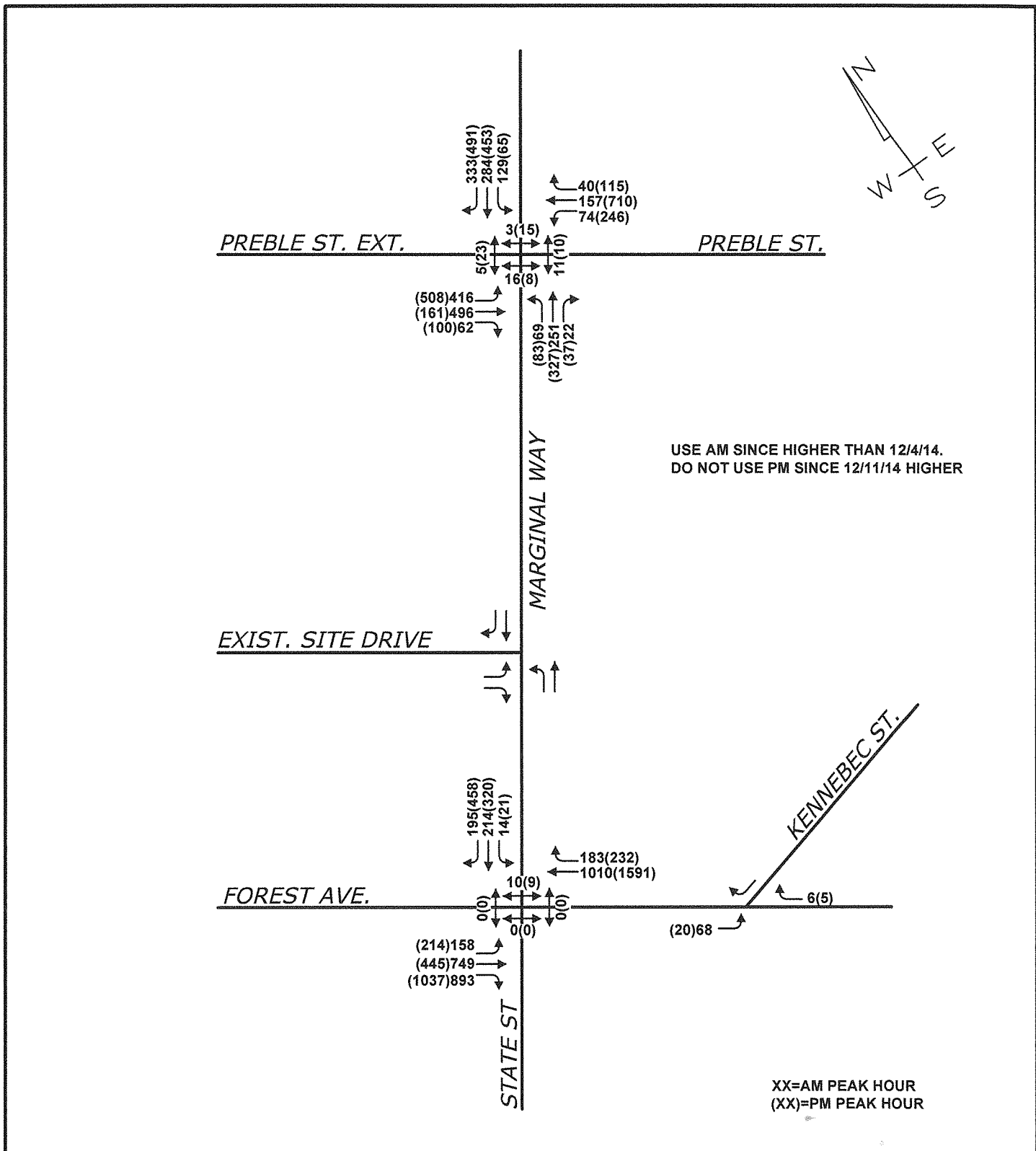
Relationships. Responsiveness. Results.  
[www.gorrillpalmer.com](http://www.gorrillpalmer.com)  
 207.657.6910

Figure

1



# 2016 Predevelopment Volumes



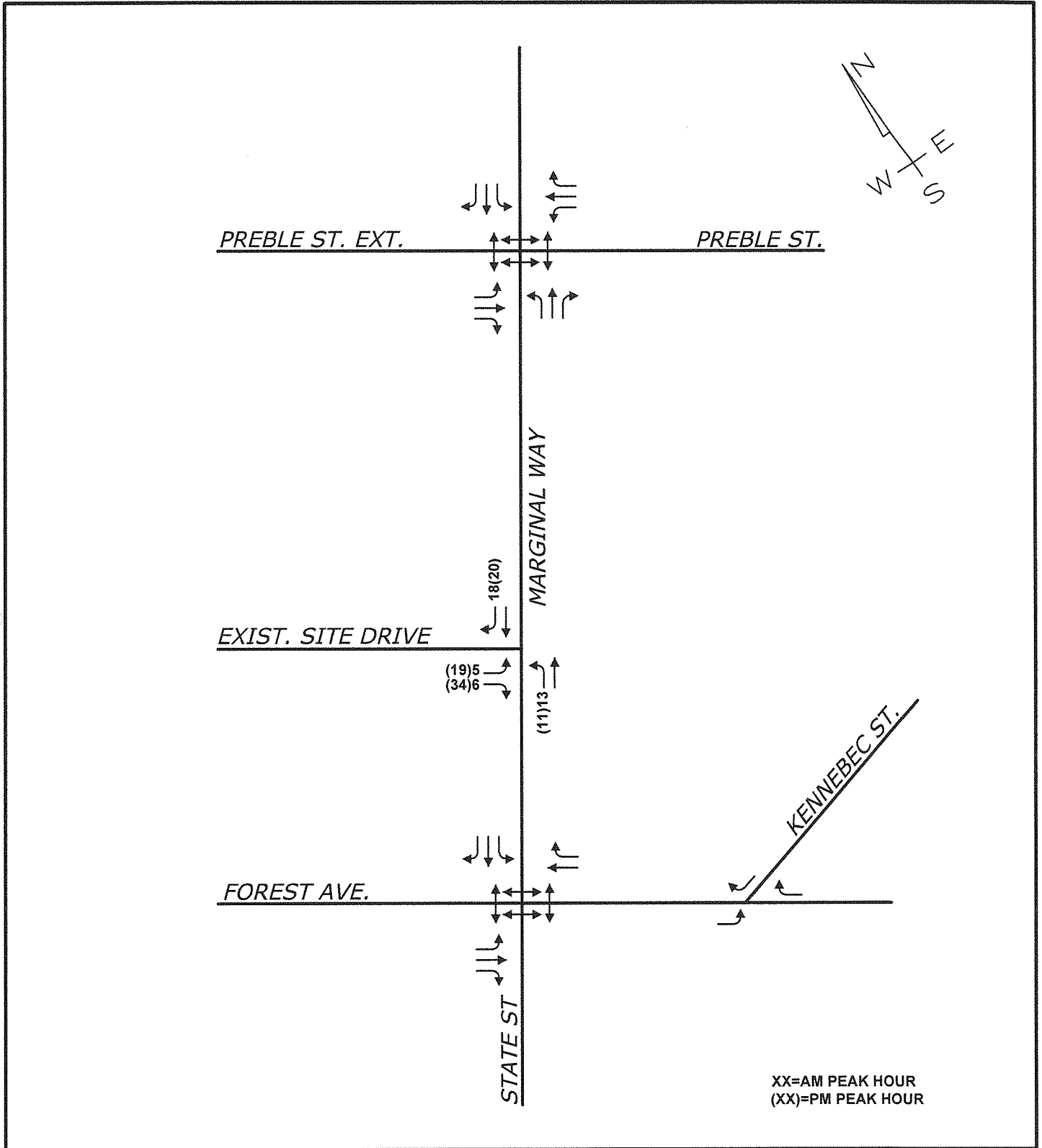
## PROPOSED BANGOR SAVINGS, PORTLAND, MAINE

Design: TLG    Scale: NONE  
 Draft: DB    Date: APR 2015  
 Checked: -    File Name: 2970-TRAFF.dwg



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# Development Volumes



## PROPOSED BANGOR SAVINGS, PORTLAND, MAINE

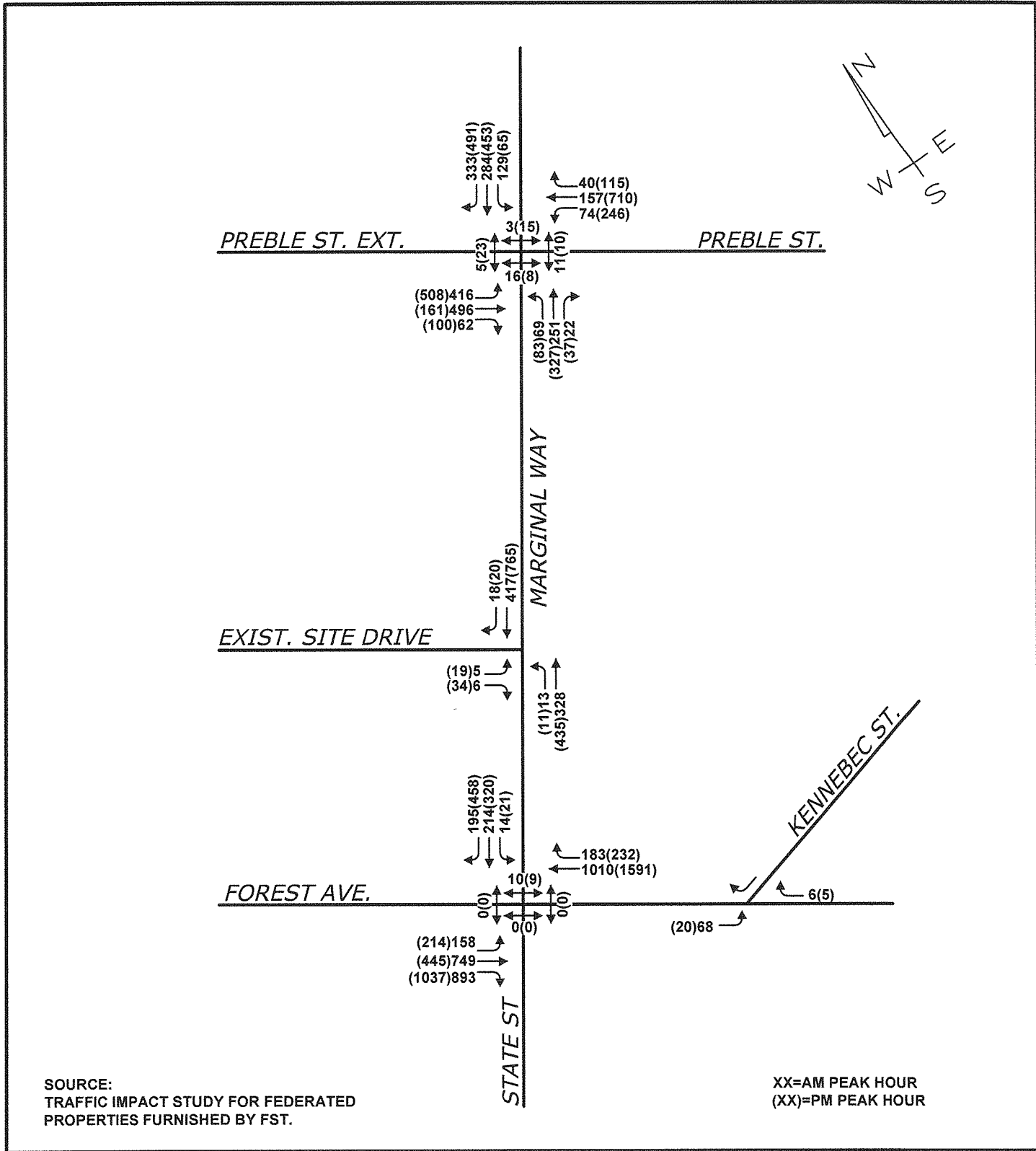
Design: TLG      Scale: NONE  
Draft: DB        Date: APR 2015  
Checked: -        File Name: 2970-TRAFF.dwg



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# 2016 Postdevelopment Volumes



## PROPOSED BANGOR SAVINGS, PORTLAND, MAINE

Design: TLG    Scale: NONE  
 Draft: DB    Date: APR 2015  
 Checked: -    File Name: 2970-TRAFF.dwg



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**APPENDIX B**

### Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	811	853	785	777	739	792
Vehs Exited	809	856	785	777	738	793
Starting Vehs	6	7	7	2	5	5
Ending Vehs	8	4	7	2	6	5
Travel Distance (mi)	124	132	120	120	114	122
Travel Time (hr)	4.5	4.8	4.4	4.3	4.1	4.4
Total Delay (hr)	0.3	0.3	0.3	0.2	0.2	0.2
Total Stops	29	18	16	13	9	17
Fuel Used (gal)	3.9	4.1	3.8	3.7	3.4	3.8

### Interval #0 Information Seeding

Start Time 6:57  
 End Time 7:00  
 Total Time (min) 3

Volumes adjusted by Growth Factors.

No data recorded this interval.

### Interval #1 Information Recording

Start Time 7:00  
 End Time 8:00  
 Total Time (min) 60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	811	853	785	777	739	792
Vehs Exited	809	856	785	777	738	793
Starting Vehs	6	7	7	2	5	5
Ending Vehs	8	4	7	2	6	5
Travel Distance (mi)	124	132	120	120	114	122
Travel Time (hr)	4.5	4.8	4.4	4.3	4.1	4.4
Total Delay (hr)	0.3	0.3	0.3	0.2	0.2	0.2
Total Stops	29	18	16	13	9	17
Fuel Used (gal)	3.9	4.1	3.8	3.7	3.4	3.8

3: Site Drive & Marginal Way Performance by approach

Approach	SB	NE	SW	All
Denied Del/Veh (s)	0.1	0.4	0.3	0.4
Total Del/Veh (s)	5.0	0.4	0.5	0.5

Total Network Performance

Denied Del/Veh (s)	0.4
Total Del/Veh (s)	0.7

Baseline

Intersection: 3: Site Drive & Marginal Way

Movement	SB	NE
Directions Served	LR	L
Maximum Queue (ft)	24	31
Average Queue (ft)	7	5
95th Queue (ft)	25	25
Link Distance (ft)	243	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	50	
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Network Summary

Network wide Queuing Penalty: 0

Baseline

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	1316	1377	1264	1211	1229	1279
Vehs Exited	1321	1381	1263	1212	1230	1281
Starting Vehs	10	10	8	5	5	7
Ending Vehs	5	6	9	4	4	5
Travel Distance (mi)	202	212	194	186	189	196
Travel Time (hr)	7.7	8.2	7.4	7.0	7.1	7.5
Total Delay (hr)	0.7	0.9	0.7	0.6	0.7	0.7
Total Stops	55	62	58	55	52	57
Fuel Used (gal)	6.6	6.9	6.4	6.0	6.1	6.4

Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	1316	1377	1264	1211	1229	1279
Vehs Exited	1321	1381	1263	1212	1230	1281
Starting Vehs	10	10	8	5	5	7
Ending Vehs	5	6	9	4	4	5
Travel Distance (mi)	202	212	194	186	189	196
Travel Time (hr)	7.7	8.2	7.4	7.0	7.1	7.5
Total Delay (hr)	0.7	0.9	0.7	0.6	0.7	0.7
Total Stops	55	62	58	55	52	57
Fuel Used (gal)	6.6	6.9	6.4	6.0	6.1	6.4

## Baseline

## 3: Site Drive &amp; Marginal Way Performance by approach

Approach	SB	NE	SW	All
Denied Del/Veh (s)	0.1	0.4	0.7	0.6
Total Del/Veh (s)	12.2	0.4	0.8	1.1

## Total Network Performance

Denied Del/Veh (s)	0.6
Total Del/Veh (s)	1.5

**Baseline****Intersection: 3: Site Drive & Marginal Way**

Movement	SB	NE
Directions Served	LR	L
Maximum Queue (ft)	66	36
Average Queue (ft)	23	6
95th Queue (ft)	50	26
Link Distance (ft)	243	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		50
Storage Blk Time (%)		0
Queuing Penalty (veh)		0

**Network Summary**

Network wide Queuing Penalty: 0



## APPENDIX C

JN:  
 Project Description:  
 Project Location:  
 Date:

2970  
 Bangor Savings Bank  
 Marginal Way, Portland  
 5/4/2015

Gorrill-Palmer Consulting Engineers, Inc.  
 P.O. Box 1237  
 15 Shaker Road  
 Gray, Maine 04039

**Single Tenant Office Building  
 Land Use Code (LUC) 715**

Gross Floor Area (ft<sup>2</sup>): 5,600

**Average Rate**

Time Period	ITE Trip Rate	Trip Ends
Weekday	T = 11.65 (X)	65
AM Peak Hour	T = 1.80 (X)	10
PM Peak Hour	T = 1.74 (X)	10

Directional Split *		Directional Distribution	
IN	OUT	IN	OUT
50%	50%	33	32
90%	10%	9	1
15%	85%	2	8

\* Percentages rounded to nearest 5%

**Fitted Curve**

Time Period	ITE Trip Rate	Trip Ends
Weekday	$\ln(T) = 0.60 \ln(X) + 4.30$	207
AM Peak Hour	T = 1.67(X) + 21.93	31
PM Peak Hour	T = 1.52 (X) + 34.60	43

Directional Split *		Directional Distribution	
IN	OUT	IN	OUT
50%	50%	104	103
90%	10%	28	3
15%	85%	6	37

\* Percentages rounded to nearest 5%

**AVERAGE**

Time Period	Trip Ends	Directional Split *		Directional Distribution	
		IN	OUT	IN	OUT
Weekday	136	50%	50%	68	68
AM Peak Adjacent Street	21	90%	10%	18	2
PM Peak Adjacent Street	27	15%	85%	4	23

JN: 2970  
 Project Description: Bangor Savings  
 Project Location: Marginal Way Portland  
 Date: 5/4/2015

Gorrill-Palmer Consulting Engineers, Inc.  
 P.O. Box 1237  
 15 Shaker Road  
 Gray, Maine 04039

**Drive-in Bank-9th Edition  
 Land Use Code (LUC) 912**

Gross Floor Area (ft<sup>2</sup>): 2,108

Time Period	ITE Trip Rate	Trip Ends	Directional Split *		Directional Distribution		R^2
			IN	OUT	IN	OUT	
Weekday	T = 148.15 (X)	312	50%	50%	156	156	0.59
AM Peak Adjacent Street	T = 12.08 (X)	25	55%	45%	14	11	---
PM Peak Adjacent Street	T = 24.30 (X)	51	50%	50%	26	25	---
AM Peak Hour of Generator	T = 17.57 (X)	37	50%	50%	19	18	0.51
PM Peak Hour of Generator	T = 26.69 (X)	56	50%	50%	28	28	---
Saturday	T = 86.32 (X)	182	50%	50%	91	91	0.52
Saturday Peak Hour of Gen.	T = 26.31 (X)	55	50%	50%	28	27	---

\* Percentages rounded to nearest 5%

Number of Drive-in Lanes: 2

Time Period	ITE Trip Rate	Trip Ends	Directional Split *		Directional Distribution		R^2
			IN	OUT	IN	OUT	
Weekday	T = 139.25 (X)	279	50%	50%	140	139	0.52
AM Peak Adjacent Street	T = 9.29(X)	19	60%	40%	11	8	---
PM Peak Adjacent Street	T = 33.24 (X)	66	50%	50%	33	33	---
AM Peak Hour of Generator	T = 21.64 (X)	43	50%	50%	22	21	---
PM Peak Hour of Generator	T = 29.05 (X)	58	50%	50%	29	29	0.55
Saturday	Not Given	0	50%	50%	0	0	---
Saturday Peak Hour of Gen.	T = 28.78 (X)	58	50%	50%	29	29	---

\* Percentages rounded to nearest 5%

**AVERAGE**

Time Period	Trip Ends	Directional Split *		Directional Distribution	
		IN	OUT	IN	OUT
Weekday	296	50%	50%	148	148
AM Peak Adjacent Street	22	58%	42%	13	9
PM Peak Adjacent Street	59	50%	50%	29	30
AM Peak Hour of Generator	40	50%	50%	20	20
PM Peak Hour of Generator	57	50%	50%	29	28
Saturday Peak Hour of Gen.	57	50%	50%	28	29

### Site Generated Trip Ends

AM Peak Hour  
 TOTAL ENTERING TRIPS = 79  
 TOTAL EXITING TRIPS = 124

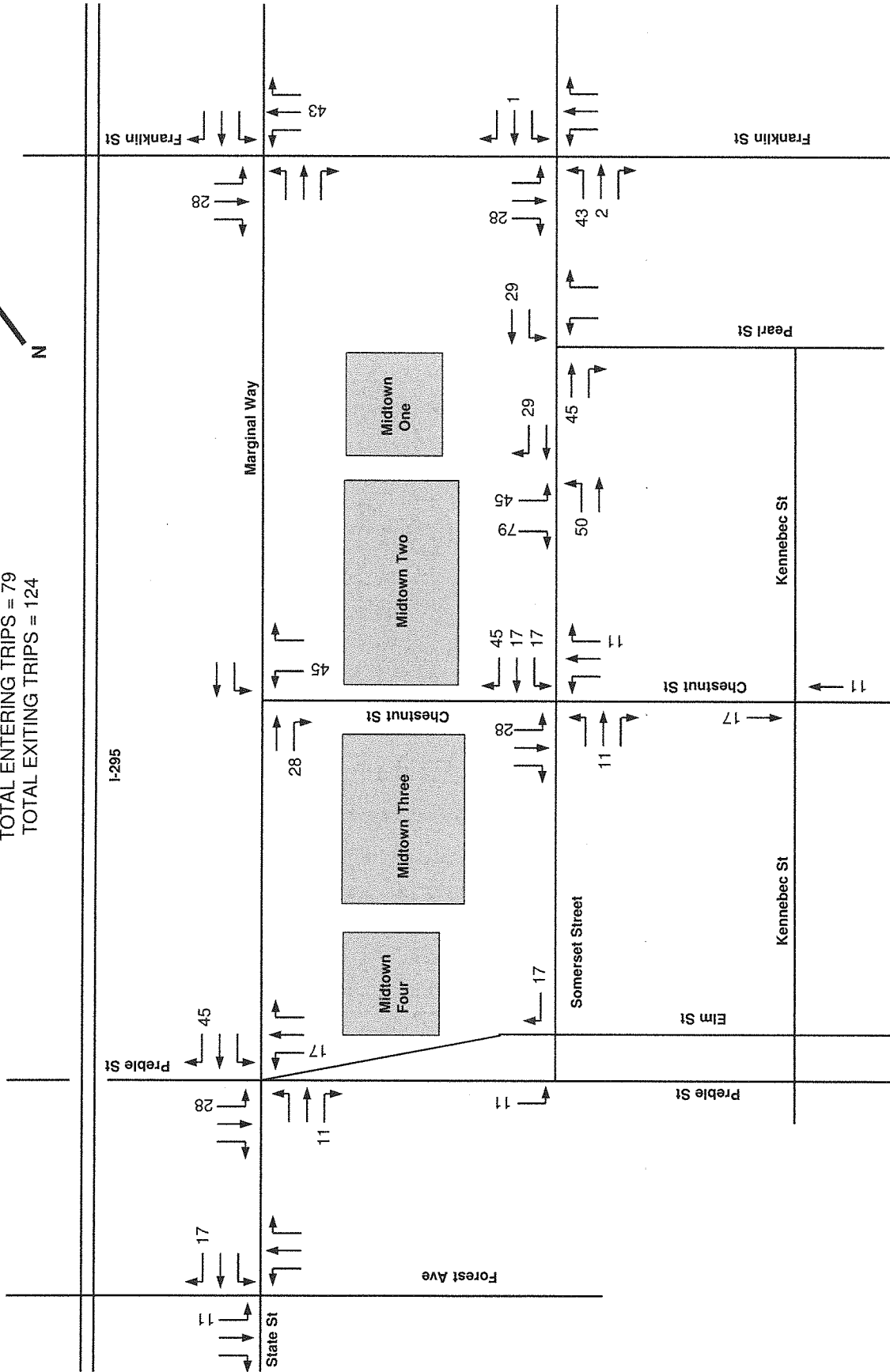
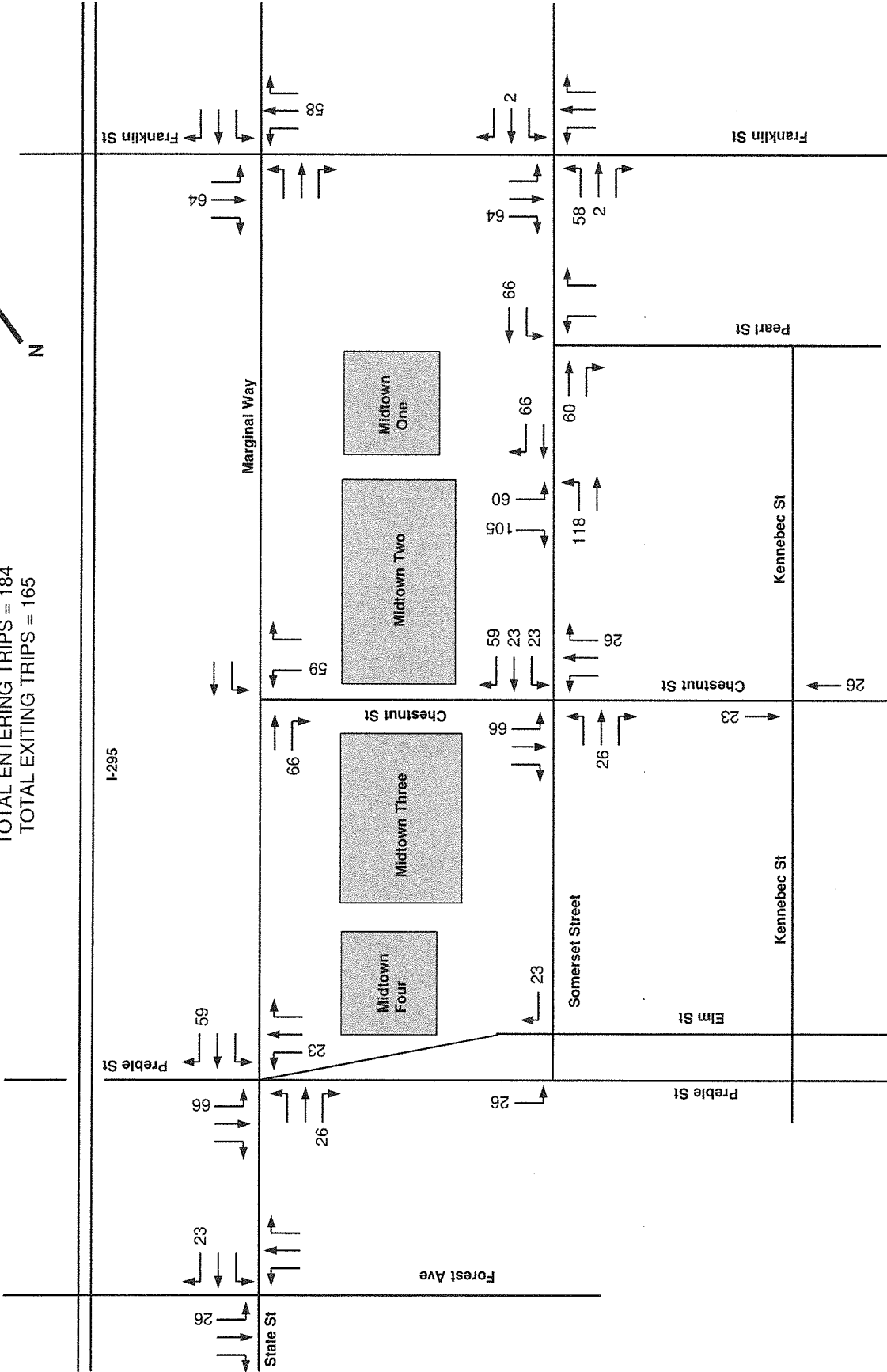


Figure 2  
 Not to Scale



**Site Generated Trip Ends**

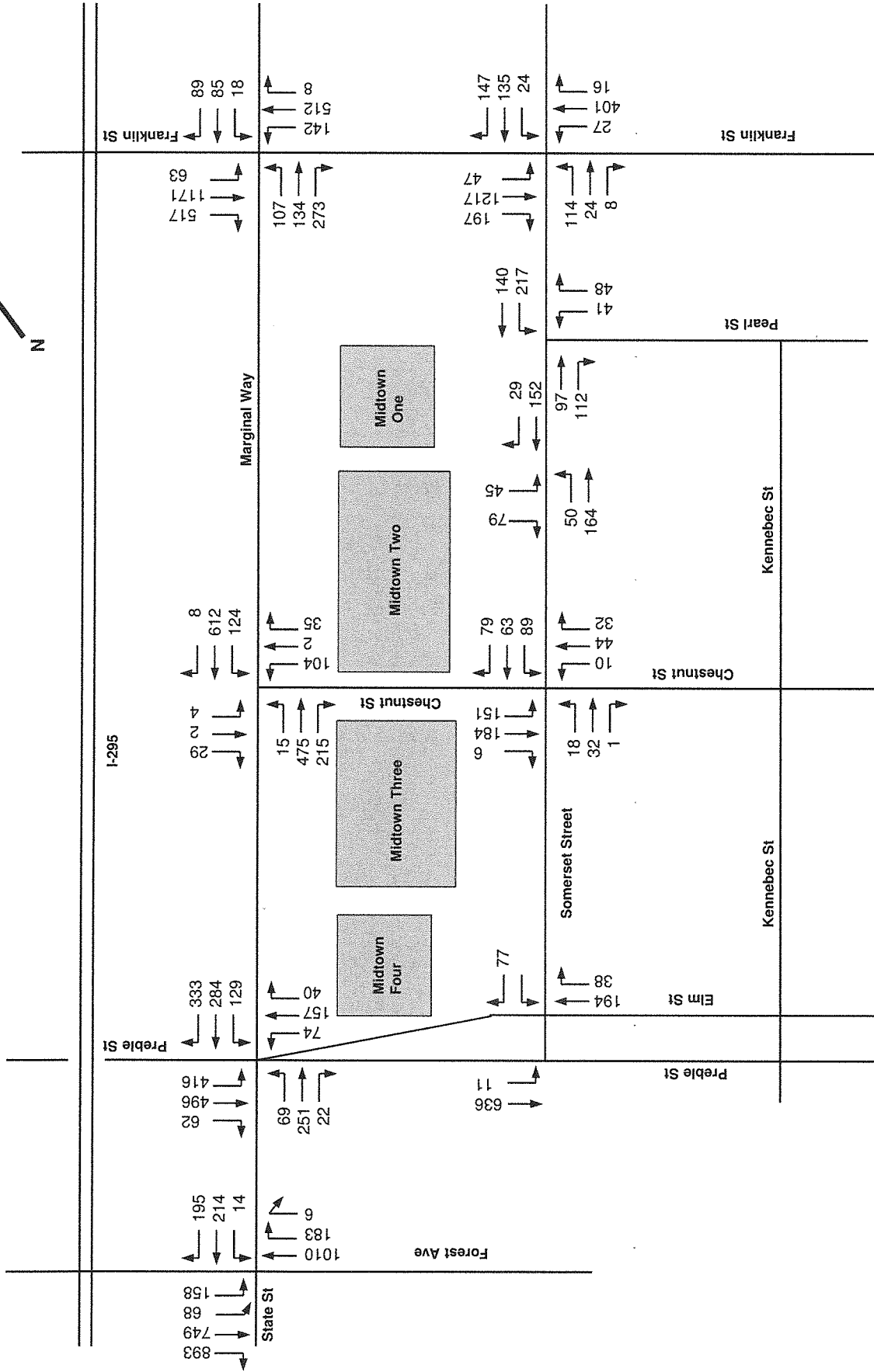
PM Peak Hour  
 TOTAL ENTERING TRIPS = 184  
 TOTAL EXITING TRIPS = 165



**Figure 3**  
 Not to Scale

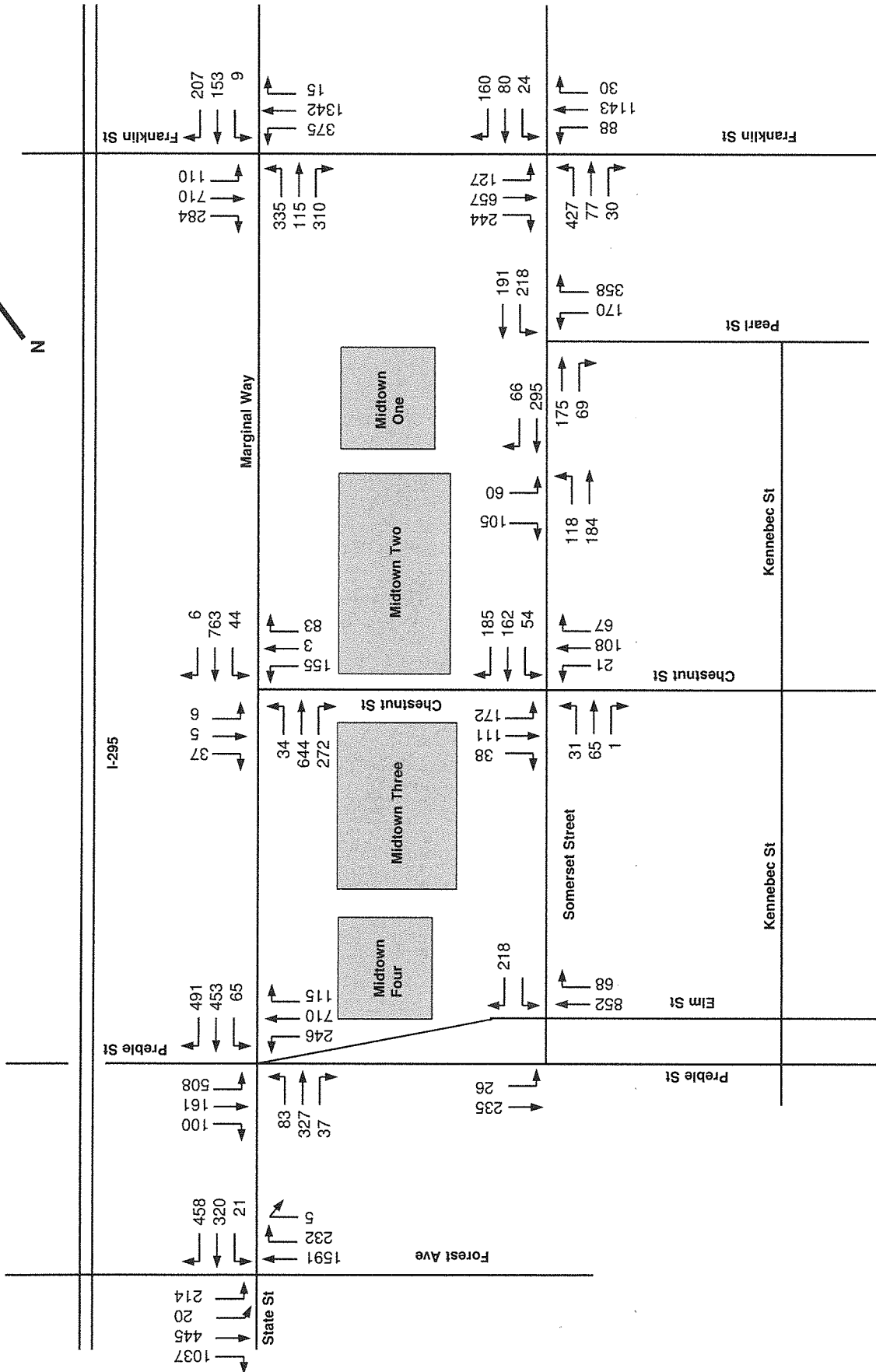


# Post-Development Turning Movement Counts AM Peak Hour



**Figure 4**  
Not to Scale

# Post-Development Turning Movement Counts PM Peak Hour



**Figure 5**  
Not to Scale

## Memorandum

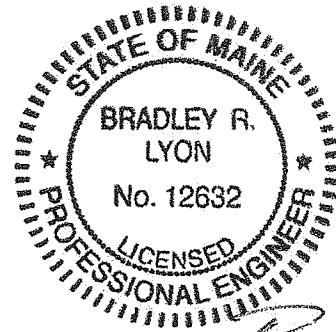
To: William DeSena

From: Bradley R. Lyon, P.E., PTOE,  
Senior Transportation Engineer

Job #: 14313

Date: August 29, 2014

Subject: Trip Generation Calculations for  
20 Marginal Way, Portland, Maine



*Bradley R. Lyon*  
8/29/14

The purpose of this memorandum is to calculate what the peak hour trip generation is on 20 Marginal Way in Portland, Maine for the existing 2,500 sf "Northern Pride" automated car wash and compare it to the following three proposed land uses:

- 2,500 sf Dunkin Donuts w/Drive Thru
- 2,500 sf Generic Coffee Shop w/Drive Thru
- 2,500 sf Drive-In Bank w/1 Drive Thru Lane

### Existing 2,500 sf "Northern Pride" Automated Car Wash

The latest edition, 8<sup>th</sup>, of the Institute of Transportation Engineers (ITE) Trip Generation Manual was referenced using Land Use Code 948, Automated Car Wash in an attempt to estimate peak hour traffic. Analysis of the land use found that only 2 observations were available, therefore existing sales data was requested. Existing hourly sales data was provided to us for weekdays in January, April and December of 2013 and a Sunday in April of 2013. The results, as well as the calculated weekday average are as follows:



**Table 1**  
**“Northern Pride Auto Wash” Sales Data**

Time Period	Wed., Dec. 11, 2013	Tues., Jan. 8, 2013	Thurs., Jan. 10, 2013	Tues., April 20, 2013	Sat., Feb. 23, 2013	Sun., April 7, 2013	Weekday Average
07:30 AM – 08:00 AM	18	22	20	20	24	19	20
08:00 AM – 09:00 AM	49	36	36	57	43	43	45
09:00 AM – 10:00 AM	71	37	46	56	54	42	<b>53</b>
10:00 AM – 11:00 AM	52	46	51	55	43	46	51
11:00 AM – 12:00 PM	48	51	57	51	42	52	52
12:00 PM – 1:00 PM	69	57	59	51	<b>58</b>	56	<b>59</b>
1:00 PM – 2:00 PM	60	51	54	46	43	56	53
2:00 PM – 3:00 PM	45	55	58	43	52	43	50
3:00 PM – 4:00 PM	61	58	64	44	47	53	57
4:00 PM – 5:00 PM	49	52	54	52	54	<b>60</b>	52
5:00 PM – 6:00 PM	34	60	45	44	47	45	46

Given this data, it was determined that the existing weekday AM Peak Hour was from 9:00 AM to 10:00 AM, generating **106 trips** (53 sales \* 2 (entering and exiting vehicles)) and the existing weekday PM Peak Hour was from 12:00 PM to 1:00 PM, generating **118 trips** (weekday average of 59 sales \* 2 (entering and exiting vehicles)). The Saturday Peak Hour occurred from 12:00 PM to 1:00 PM on February 23, 2013 with **116 trips** (58 sales \* 2 (entering and exiting vehicles)). The Sunday Peak Hour occurred from 4:00 PM to 5:00 PM on April 7<sup>th</sup>, 2013 with **120 trips** (60 sales \* 2 (entering and exiting vehicles)). A summary of this can be found in Table 2 below:

**Table 2**  
**Proposed Trip Generation based on Sales Data**  
**“Northern Pride Auto Wash”**

	<b>Total Trips</b>
Weekday AM Peak Hour of Generator	<b>106</b>
Weekday PM Peak Hour of Generator	<b>118</b>
Saturday Peak Hour of Generator	<b>116</b>
Sunday Peak Hour of Generator	<b>120</b>

**Proposed 2,500 sf Dunkin Donuts w/Drive Thru**

Dunkin Donuts stores are unique in their trip generating characteristics and as such a special study was conducted in 2005 by Gorrill - Palmer Engineers (G-P) to better define these relationships, since MaineDOT determined that standard ITE data did not seem to provide reasonable estimates. The G-P Study outlined three means of more accurately forecasting trip generation by these facilities based on their location and the traffic volumes in the vicinity of the sites. We used these methodologies to arrive at the following results, which have been averaged to determine the AM Peak Hour of the generator. It should be noted that the Annual Average Daily Traffic in front of the site was recorded by MaineDOT in 2010 to be 8,050 vehicles per day. In addition, the AM peak hour is generally considered to be 8% of the average daily traffic, which in this case would be 644 vehicles.

Trip Gen by Store Size	=	$0.0536 \times (2,500 \text{ S.F.}) + 142.75$	=	276.75 trips
Trip Gen by AADT	=	$0.0081 \times (8,050 \text{ AADT}) + 139.36$	=	204.57 trips
Trip Gen by AM Peak Hr	=	$0.1061 \times (644 \text{ vehicles}) + 144.49$	=	212.82 trips
Average			=	<b>231 trips</b>

The above figure will place this Project in the “over 200” Traffic Movement Permit category. However, Dunkin Donuts stores have only a 15% Primary (or new) Trip production rate, (i.e. most patrons are already on the roadway network and stop in on their way by). Very few are new trips to the roadway. In this case the 231 Dunkin Donuts trips will only represent about 35 new trips or approximately 18 new trips in and 17 new trips out of the site. Given the presence of an existing shared left turn lane on Marginal Way, offsite improvements should be minimal but the extent of improvements wouldn’t be able to be determined until a “Scoping Meeting” is held with MaineDOT. The application fees to the state for permit of this level are \$2,000 plus our engineering costs to produce the application and perform a formal traffic study of the area.

**Proposed 2,500 sf Generic Coffee Shop w/Drive Thru**

Similar to the trip generation estimate for the existing "Northern Pride" automated car wash, the proposed 2,500 sf Generic Coffee Shop w/Drive Thru was estimated using the 8<sup>th</sup> Edition of the ITE Trip Generation Manual. Land Use Code 940 Bread/Donut/Bagel Shop with Drive-Through Window was used. Data was only available for the peak hour of adjacent street traffic, one hour between 7 and 9 AM and one hour between 4 and 6 PM. The results are as follows:

**Table 3**  
**Proposed Trip Generation by Square Feet**  
**Land Use Code 940, Bread/Donut/Bagel Shop with Drive-Through Window**

By Square Feet	Square Feet	Rate (Trips / 1,000 sf)	Total Trips
Weekday Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 AM	2,500	36.92	92
Weekday Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 PM	2,500	19.56	49

Given this information a Traffic Movement Permit would not be required from the MaineDOT due to the fact that the development would generate less than 100 peak hour trips.

**Proposed 2,500 sf Drive-In Bank w/1 Drive Thru Lane**

Similar to the trip generation estimate for the existing "Northern Pride" automated car wash and the Generic Coffee Shop, the proposed 2,500 sf Drive-In Bank w/1 Drive Thru Lane was estimated using the 8<sup>th</sup> Edition of the ITE Trip Generation Manual. Land Use Code 912 Drive-in Bank was used by using rates per 1,000 square feet of gross floor area averaged with rates by drive-in lanes. The results are as follows:

**Table 4**  
**Proposed Trip Generation by Square Feet**  
**Land Use Code 912 Drive-in Bank**

<b>By Square Feet</b>	<b>Square Feet</b>	<b>Rate (Trips / 1,000 sf)</b>	<b>Total Trips</b>
Weekday AM Peak Hour of Generator	2,500	17.31	<b>43</b>
Weekday PM Peak Hour of Generator	2,500	26.69	<b>67</b>
Saturday Peak Hour of Generator	2,500	26.53	<b>66</b>
Sunday Peak Hour of Generator	2,500	4.78	<b>12</b>

**Table 5**  
**Proposed Trip Generation by Drive-In Lane**  
**Land Use Code 912 Drive-in Bank**

By Drive-In Lane	Drive-In Lanes	Rate (Trips / Drive-In Lane)	Total Trips
Weekday AM Peak Hour of Generator	1	21.64	<b>22</b>
Weekday PM Peak Hour of Generator	1	29.05	<b>29</b>
Saturday Peak Hour of Generator	1	29.88	<b>30</b>
Sunday Peak Hour of Generator	1	N/A	<b>N/A</b>

**Table 6**  
**Proposed Trip Generation Total Average**  
**Land Use Code 912 Drive-in Bank**

By Drive-In Lane	Trips by Square Foot	Trips by Drive-In Lane	Average Trips
Weekday AM Peak Hour of Generator	43	22	<b>33</b>
Weekday PM Peak Hour of Generator	67	29	<b>48</b>
Saturday Peak Hour of Generator	66	30	<b>48</b>
Sunday Peak Hour of Generator	12	N/A	<b>12</b>

Given this information a Traffic Movement Permit would not be required from the MaineDOT due to the fact that the development would generate less than 100 peak hour trips.

**Conclusion**

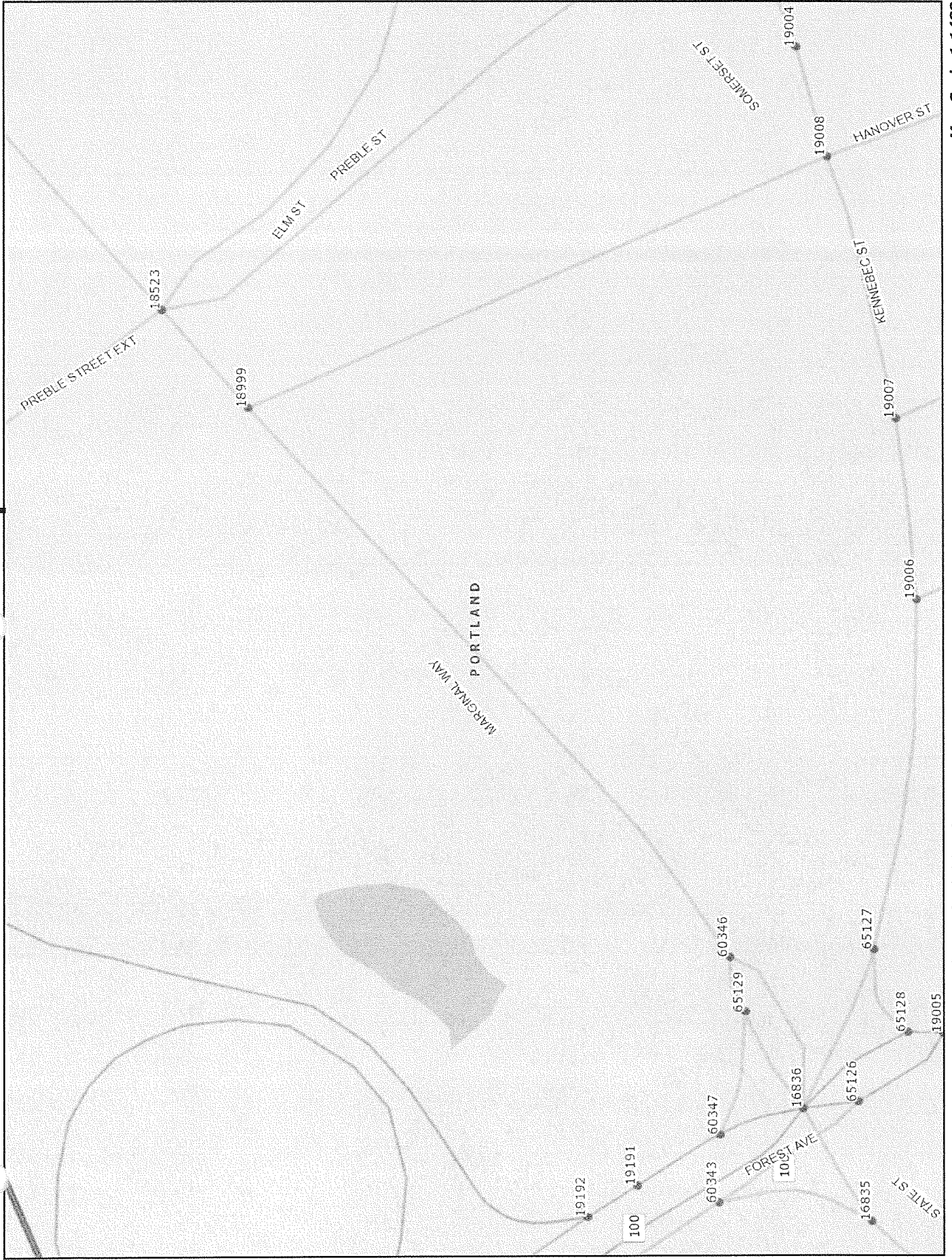
In conclusion, the trip generation for each of the uses is as follows:

**Table 7**  
**Overall Trip Generation Comparison**

	Existing 2,500 sf Automated Car Wash	2,500 sf Dunkin Donuts	2,500 sf Generic Coffee Shop	2,500 sf Drive- In Bank
AM Peak Hour of Generator	106	231	92	33
PM Peak Hour of Generator	118	N/A	49	48
Saturday Peak Hour of Generator	116	N/A	N/A	48
Sunday Peak Hour of Generator	120	N/A	N/A	12
Traffic Movement Permit Required?	N/A	Yes (200+ Trips)	No	No

Given the above information, it is our opinion that a Traffic Movement Permit would only be required for the Dunkin Donuts which would generate 231 AM Peak Hour trips, putting it into the 200+ Traffic Movement Permit category. The remaining two uses all generate below 100 peak hour trips and therefore would not require a Traffic Movement Permit.

# Maine DOT Map



# Crash Summary Report

## Report Selections and Input Parameters

REPORT SELECTIONS

Crash Summary I       Section Detail       Crash Summary II       1320 Public       1320 Private       1320 Summary

REPORT DESCRIPTION

Marginal

REPORT PARAMETERS

Year 2012, Start Month 1 through Year 2014 End Month: 12

Route: 0560477

Start Node: 16836

End Node: 18523

Start Offset: 0

End Offset: 0

Exclude First Node

Exclude Last Node

Route: 3201880

Start Node: 60346

End Node: 16836

Start Offset: 0

End Offset: 0

Exclude First Node

Exclude Last Node



Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary I

Nodes														
Node	Route - MP	Node Description	U/R	Total Crashes	K	A	B	C	PD	Injury	Percent Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
P16836	0560477 - 0	Int of FOREST AV KENNEBEC ST MARGINAL WY STATE	9	54	0	0	3	11	40	25.9	12.807	1.41	0.98	1.43
													Statewide Crash Rate: 0.66	
A60346	0560477 - 0.03	Non Int MARGINAL WY	2	0	0	0	0	0	0	0.0	0.000	0.00	0.00	0.00
18999	0560477 - 0.16	Int of HANOVER ST MARGINAL WY	2	5	0	0	0	3	2	60.0	4.102	0.41	0.37	1.09
													Statewide Crash Rate: 0.14	
18523	0560477 - 0.18	Int of ELM ST, MARGINAL WY, PREBLE ST, PREBLE ST EX	9	25	0	0	1	6	17	29.2	9.923	0.84	1.03	0.00
													Statewide Crash Rate: 0.66	
A65129	3201880 - 0.01	Int of CUT MARGINAL WY	2	0	0	0	0	0	0	0.0	0.000	0.00	0.00	0.00
													Statewide Crash Rate: 0.14	
<b>Study Years: 3.00</b>				<b>84</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>20</b>	<b>59</b>	<b>28.6</b>	<b>26.832</b>	<b>1.04</b>	<b>0.79</b>	<b>1.32</b>
<b>NODE TOTALS:</b>														

# Crash Summary I

## Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section U/R Length	Total Crashes	K	A	B	C	PD	Injury	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
16836	60346	3115192	0 - 0.03	0560477 - 0 RD INV 05 60477	0.03	2	0	0	0	0	0	0	0.0	0.00016	0.00	770.05	0.00
Int of FOREST AV KENNEBEC ST MARGINAL WY STATE ST EXT																	
60346	18999	3115193	0 - 0.13	0560477 - 0.03 RD INV 05 60477	0.13	2	2	0	0	1	1	1	50.0	0.00468	142.59	454.26	0.00
Non Int MARGINAL WY																	
18523	18999	3106676	0 - 0.02	0560477 - 0.16 RD INV 05 60477	0.02	2	1	0	0	1	0	0	100.0	0.00071	472.50	725.73	0.00
Int of ELM ST, MARGINAL WY, PREBLE ST, PREBLE ST EXT																	
60346	65129	3123766	0 - 0.01	3201880 - 0 RD INV 3201880	0.01	2	0	0	0	0	0	0	0.0	0.00031	0.00	817.46	0.00
Non Int MARGINAL WY																	
65129	16836	3139747	0 - 0.02	3201880 - 0.01 RD INV 3201880	0.02	2	0	0	0	0	0	0	0.0	0.00028	0.00	819.99	0.00
Int of CUT MARGINAL WY																	
<b>Study Years:</b>				<b>3.00</b>	<b>Section Totals:</b>	<b>0.21</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>66.7</b>	<b>0.00613</b>	<b>163.16</b>	<b>424.75</b>	<b>0.38</b>	
<b>Grand Totals:</b>					<b>0.21</b>	<b>87</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>22</b>	<b>60</b>	<b>29.9</b>	<b>0.00613</b>	<b>4731.57</b>	<b>588.58</b>	<b>8.04</b>	

# Crash Summary

## Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes			Crash Report	Crash Date	Crash Mile Point	Injury Degree
						K	A	B				
16836	60346	3115192	0 - 0.03	0560477 - 0	0	0	0	0	0			
60346	18999	3115193	0 - 0.13	0560477 - 0.03	2	0	0	0	1	2012-26376	04/11/2012	0.06
18523	18999	3106676	0 - 0.02	0560477 - 0.16	1	0	0	0	1	2012-29895	06/07/2012	0.13
60346	65129	3123766	0 - 0.01	3201880 - 0	0	0	0	0	0	2014-32637	11/25/2014	0.17
65129	16836	3139747	0 - 0.02	3201880 - 0.01	0	0	0	0	0			
<b>Totals:</b>					3	0	0	0	2			1

Maine Department Of Transportation - Traffic Engineering, Crash Records Section  
**Crash Summary II - Characteristics**

**Crashes by Day and Hour**

Day Of Week	Hour of Day												Un	Tot													
	AM						PM																				
	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11			
SUNDAY	1	0	0	0	0	0	0	0	2	1	1	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	8
MONDAY	0	0	0	0	0	0	0	0	1	1	0	1	1	2	1	1	0	1	1	0	1	0	0	0	0	0	11
TUESDAY	0	0	0	0	0	0	0	1	2	1	1	0	1	2	1	2	4	2	1	2	0	0	0	0	0	0	20
WEDNESDAY	0	0	0	0	0	0	0	1	2	1	0	2	2	0	1	0	2	2	3	2	1	0	0	0	0	0	19
THURSDAY	0	1	0	0	0	0	0	1	0	0	1	2	2	2	2	2	2	2	2	0	0	0	0	1	0	0	18
FRIDAY	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	1	1	0	1	1	0	0	0	0	0	0	8
SATURDAY	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	3
<b>Totals</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>5</b>	<b>7</b>	<b>7</b>	<b>6</b>	<b>6</b>	<b>10</b>	<b>7</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>87</b>	

**Vehicle Counts by Type**

Unit Type	Total	Unit Type	Total
1-Passenger Car	115	23-Bicyclist	2
2-(Sport) Utility Vehicle	28	24-Witness	7
3-Passenger Van	4	25-Other	3
4-Cargo Van (10K lbs or Less)	2	<b>Total</b>	<b>183</b>
5-Pickup	12		
6-Motor Home	0		
7-School Bus	0		
8-Transit Bus	2		
9-Motor Coach	1		
10-Other Bus	0		
11-Motorcycle	1		
12-Moped	0		
13-Low Speed Vehicle	0		
14-Autocycle	0		
15-Experimental	0		
16-Other Light Trucks (10,000 lbs or Less)	1		
17-Medium/Heavy Trucks (More than 10,000 lbs)	2		
18-ATV - (4 wheel)	0		
20-ATV - (2 wheel)	0		
21-Snowmobile	0		
22-Pedestrian	3		

Maine Department of Transportation - Traffic Engineering, Crash Records Section  
**Crash Summary II - Characteristics**

**Crashes by Driver Action at Time of Crash**

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	56	31	1	0	0	0	88
Ran Off Roadway	0	0	0	0	0	0	0
Failed to Yield Right-of-Way	10	6	0	0	0	0	16
Ran Red Light	1	3	0	0	0	0	4
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	1	1	0	0	0	0	2
Disregarded Other Road Markings	2	1	0	0	0	0	3
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	1	3	0	0	0	0	4
Improper Turn	2	4	0	0	0	0	6
Improper Backing	1	0	0	0	0	0	1
Improper Passing	0	0	0	0	0	0	0
Wrong Way	0	1	0	0	0	0	1
Followed Too Closely	5	22	2	0	0	0	29
Failed to Keep in Proper Lane	2	2	0	0	0	0	4
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	0	0	0	0	0	0	0
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	0	0	0	0	0	0
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	2	7	0	0	0	0	9
Unknown	1	0	0	0	0	0	1
<b>Total</b>	<b>84</b>	<b>81</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>168</b>

**Crashes by Apparent Physical Condition And Driver**

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	84	78	3	0	0	5	170
Physically Impaired or Handicapped	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	0	2	0	0	0	0	2
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	0	0	0	0	0	0	0
Other	0	1	0	0	0	0	1
<b>Total</b>	<b>84</b>	<b>81</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>173</b>

**Driver Age by Unit Type**

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	1	0	0	0	0	1
10-14	0	0	0	0	0	0
15-19	8	0	0	0	0	8
20-24	16	0	0	0	0	16
25-29	28	0	0	0	0	28
30-39	37	0	0	0	0	37
40-49	23	0	0	0	0	23
50-59	27	0	0	0	0	27
60-69	19	0	0	0	0	19
70-79	7	0	0	0	0	7
80-Over	2	0	0	0	0	2
Unknown	3	2	0	3	0	8
<b>Total</b>	<b>171</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>176</b>

Maine Department Of Transportation - Traffic Engineering, Crash Records Section  
**Crash Summary II - Characteristics**

Most Harmful Event		Injury Data	
Most Harmful Event	Total	Severity Code	Number Of Injuries
1-Overturn / Rollover	0	K	0
2-Fire / Explosion	0	A	0
3-Immersion	0	B	4
4-Jackknife	0	C	22
5-Cargo / Equipment Loss Or Shift	0	PD	60
6-Fell / Jumped from Motor Vehicle	0	<b>Total</b>	<b>86</b>
7-Thrown or Falling Object	0		
8-Other Non-Collision	0		
9-Pedestrian	0		
10-Pedalcycle	1		
11-Railway Vehicle - Train, Engine	0		
12-Animal	0		
13-Motor Vehicle in Transport	156		
14-Parked Motor Vehicle	0		
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0		
16-Work Zone / Maintenance Equipment	0		
17-Other Non-Fixed Object	0		
18-Impact Attenuator / Crash Cushion	0		
19-Bridge Overhead Structure	0		
20-Bridge Pier or Support	0		
21-Bridge Rail	0		
22-Cable Barrier	0		
23-Culvert	0		
24-Curb	0		
25-Ditch	0		
26-Embankment	0		
27-Guardrail Face	0		
28-Guardrail End	0		
29-Concrete Traffic Barrier	0		
30-Other Traffic Barrier	0		
31-Tree (Standing)	0		
32-Utility Pole / Light Support	0		
33-Traffic Sign Support	0		
34-Traffic Signal Support	0		
35-Fence	0		
36-Mailbox	0		
37-Other Post Pole or Support	0		
<b>Total</b>	<b>169</b>		<b>27</b>

Most Harmful Event		Injury Data	
Most Harmful Event	Total	Severity Code	Number Of Injuries
38-Other Fixed Object (wall, building, tunnel, etc.)	0		
39-Unknown	12		
40-Gate or Cable	0		
41-Pressure Ridge	0		
<b>Total</b>	<b>169</b>		<b>27</b>

Traffic Control Devices		Road Character	
Traffic Control Device	Total	Road Grade	Total
1-Traffic Signals (Stop & Go)	70	1-Level	87
2-Traffic Signals (Flashing)	1	2-On Grade	0
3-Advisory/Warning Sign	0	3-Top of Hill	0
4-Stop Signs - All Approaches	0	4-Bottom of Hill	0
5-Stop Signs - Other	1	5-Other	0
6-Yield Sign	11	<b>Total</b>	<b>87</b>
7-Curve Warning Sign	0		
8-Officer, Flagman, School Patrol	0		
9-School Bus Stop Arm	0		
10-School Zone Sign	0		
11-R.R. Crossing Device	0		
12-No Passing Zone	0		
13-None	3		
14-Other	1		
<b>Total</b>	<b>87</b>		

Traffic Control Devices		Light Condition	
Traffic Control Device	Total	Light Condition	Total
1-Traffic Signals (Stop & Go)	70	1-Daylight	62
2-Traffic Signals (Flashing)	1	2-Dawn	0
3-Advisory/Warning Sign	0	3-Dusk	6
4-Stop Signs - All Approaches	0	4-Dark - Lighted	19
5-Stop Signs - Other	1	5-Dark - Not Lighted	0
6-Yield Sign	11	6-Dark - Unknown Lighting	0
7-Curve Warning Sign	0	7-Unknown	0
8-Officer, Flagman, School Patrol	0	<b>Total</b>	<b>87</b>
9-School Bus Stop Arm	0		
10-School Zone Sign	0		
11-R.R. Crossing Device	0		
12-No Passing Zone	0		
13-None	3		
14-Other	1		
<b>Total</b>	<b>87</b>		

Maine Department Of Transportation - Traffic Engineering, Crash Records Section  
**Crash Summary II - Characteristics**

**Crashes by Year and Month**

Month	2012	2013	2014	Total
JANUARY	0	1	1	2
FEBRUARY	7	5	4	16
MARCH	3	0	4	7
APRIL	3	1	4	8
MAY	3	2	4	9
JUNE	2	2	1	5
JULY	0	1	3	4
AUGUST	4	1	4	9
SEPTEMBER	1	2	4	7
OCTOBER	1	1	1	3
NOVEMBER	3	4	3	10
DECEMBER	3	1	3	7
<b>Total</b>	<b>30</b>	<b>21</b>	<b>36</b>	<b>87</b>

Report is limited to the last 10 years of data.

# Crash Summary II - Characteristics

## Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End / Sideswipe	1	0	23	19	25	1	0	0	0	0	0	0	0	69
Head-on / Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	1	2	9	0	0	0	0	0	0	0	0	12
Pedestrians	0	0	0	1	0	1	0	0	0	0	0	0	0	2
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	0	0	0	1	1	0	0	0	0	0	0	0	0	2
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	2	0	0	0	0	0	0	0	0	0	2
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>25</b>	<b>35</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>87</b>



Maine Department Of Transportation - Traffic Engineering, Crash Records Section  
**Crash Summary II - Characteristics**  
 Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
<b>Blowing Sand, Soil, Dirt</b>												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
<b>Blowing Snow</b>												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
<b>Clear</b>												
Dark - Lighted	12	0	0	0	0	0	0	0	0	0	2	14
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	44	0	0	0	0	0	0	0	0	0	1	45
Dusk	2	0	0	0	0	0	0	0	0	0	0	2
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
<b>Cloudy</b>												
Dark - Lighted	1	0	0	0	0	0	0	0	0	0	1	2
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	8	0	0	0	0	0	0	0	0	0	3	11
Dusk	1	0	0	0	0	0	0	0	0	0	0	1
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

# Crash Summary II - Characteristics

## Crashes by Weather, Light Condition and Road Surface

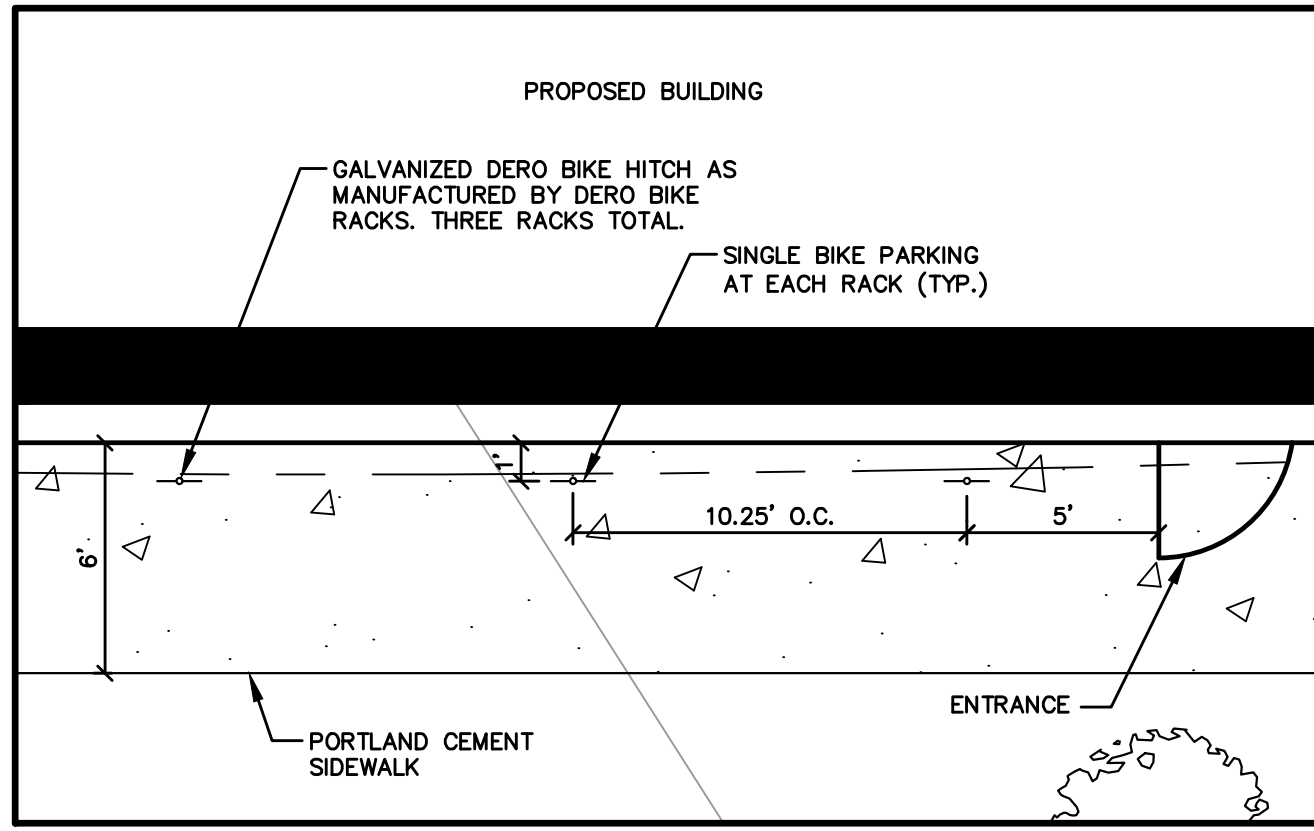
Weather	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
<b>Fog, Smog, Smoke</b>												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
<b>Other</b>												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
<b>Rain</b>												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	1	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	3	3
Dusk	0	0	0	0	0	0	0	0	0	0	3	3
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
<b>Severe Crosswinds</b>												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Maine Department of Transportation - Traffic Engineering, Crash Records Section  
**Crash Summary II - Characteristics**

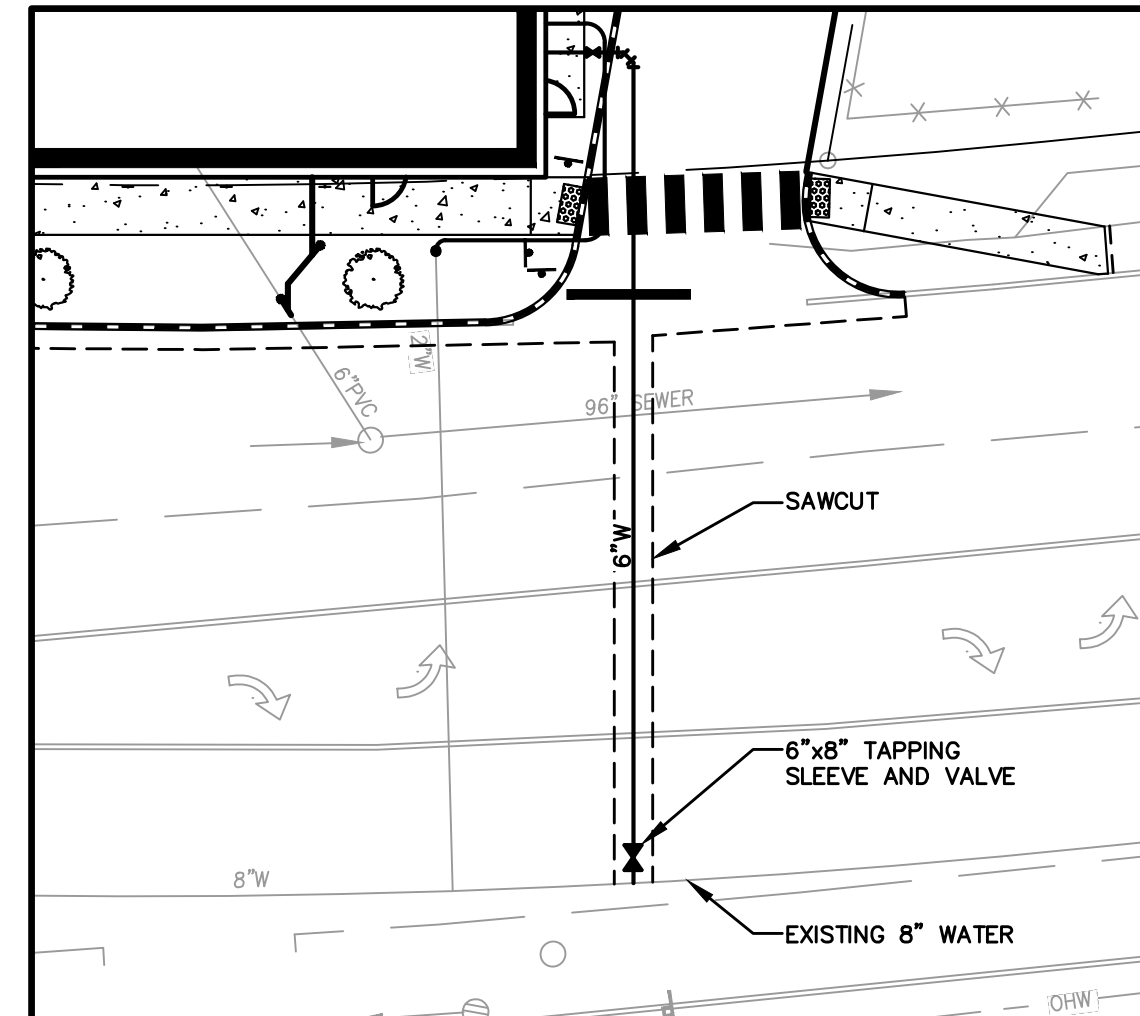
**Crashes by Weather, Light Condition and Road Surface**

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
<b>Snow</b>												
Dark - Lighted	0	0	0	0	0	0	0	2	0	0	0	2
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	3	0	0	0	3
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>68</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>87</b>

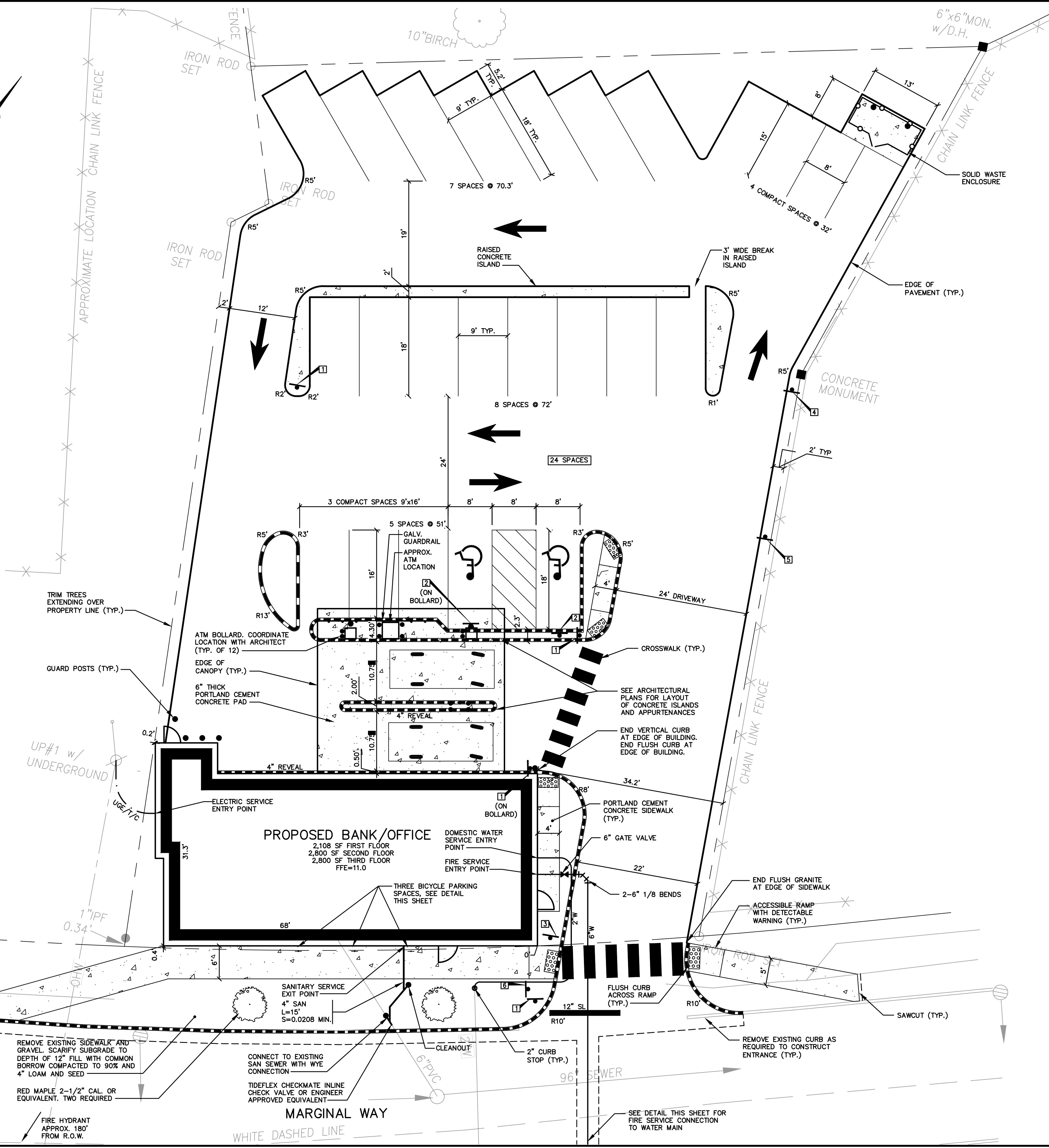
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**BICYCLE PARKING**  
1"=5'



**FIRE SERVICE CONNECTION**  
1"=20'



SPACE AND BULK STANDARDS		
B7 ZONE	REQUIRED	PROVIDED
MIN. LOT SIZE	NONE	17,862 S.F.
MIN. FRONTAGE	NONE	104.58'
YARD DIMENSIONS		
FRONT	NONE	0'
SIDE	NONE	2'
REAR	NONE	1'
MAX. BUILDING SETBACK FROM STREET LINE		
FRONT	10**	2.5'
MAX. LOT COVERAGE	100%	18%
MAX. BUILDING HEIGHT	105'	APPROX. 36'
MIN. BUILDING HEIGHT	3 STORY *	3 STORY

\* BASED ON INTERMEDIATE URBAN HEIGHT DISTRICT (B)

\*\* MAX STREET SETBACK MAY BE GREATER THAN 10' PROVIDED AT LEAST 75% OF BUILDING FRONT IS WITHIN 10', AND A PEDESTRIAN ACCESS IS LOCATED ALONG THE FRONT AND NO PARKING IS LOCATED BETWEEN FRONT OF BLDG AND STREET.

SITE DATA		
BUILDING AREA		
USE		
RETAIL *		1,090 S.F.
OFFICE		6,616 S.F.
TOTAL		7,708 S.F.
PARKING		
	REQUIRED	PROVIDED
NEW STRUCTURE		
TOTAL PARKING		
OFFICE		
(1 SP / 400 S.F.)	17	17
RETAIL *		
(1 SP / 200 S.F.)	6	7
TOTAL	23	24
BARRIER FREE	1	2

\* BASED UPON PREVIOUS DISCUSSIONS WITH CITY STAFF ON A SIMILAR PROJECT, THE BANK TRANSACTION AREA WOULD BE CONSIDERED RETAIL SPACE, AS BANK USE AND PARKING REQUIREMENTS ARE NOT DEFINED WITHIN THE MUNICIPAL ORDINANCE.

PAVEMENT LEGEND	
ALL PAVEMENT SHALL BE STANDARD DUTY EXCEPT AS FOLLOWS:	
	PORTLAND CEMENT CONCRETE

CURBING LEGEND	
	VERTICAL GRANITE CURB
	SLOPED GRANITE CURB

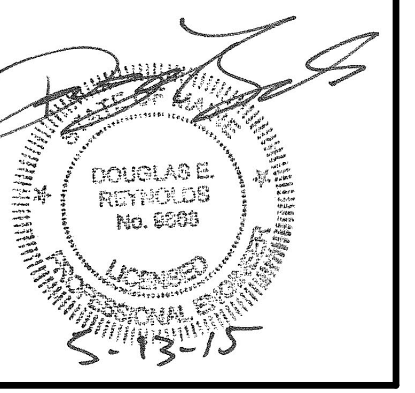
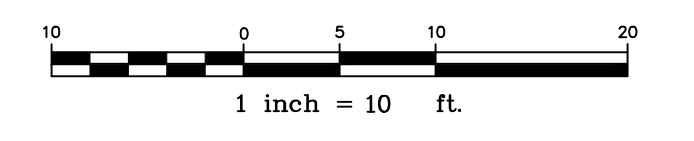
SIGN LEGEND					
R1-1 30"x 30"	R7-8 12"x 18"	W11A-2	4	5	6
1	2	3	4	5	6

STRIPING LEGEND	
SIGNAGE, STRIPING AND PAVEMENT MARKING SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) REGARDING SIZE, INSTALLATION, LOCATION & REFLECTIVITY.	
12"SL - 12" WIDTH STOP LINE	

**NOTES:**

- ELECTRICAL SERVICE SHALL BE COORDINATED WITH CMP.
- EXISTING CURBING IN THE RIGHT-OF-WAY IS THE PROPERTY OF THE CITY OF PORTLAND. ANY REMOVED GRANITE CURBING SHALL BE TRANSPORTED TO THE CITY STOCKYARD ON OUTER CONGRESS STREET.
- PRIOR TO DEMOLITION, A CONSTRUCTION MANAGEMENT PLAN PREPARED BY THE GENERAL CONTRACTOR SHALL BE SUBMITTED TO THE CITY OF PORTLAND PLANNING DIVISION FOR REVIEW. THE CONSTRUCTION MANAGEMENT PLAN SHALL ADDRESS THE FOLLOWING:
  - ANTICIPATED PROJECT START DATE
  - ANTICIPATED PROJECT END DATE
  - CONSTRUCTION SEQUENCE
  - PEDESTRIAN CIRCULATION PLAN
- COORDINATE LOCATION OF UTILITY SERVICE ENTRY POINTS WITH ARCHITECTURAL PLANS.
- SNOW SHALL BE REMOVED FROM THE SITE BY THE SNOW REMOVAL CONTRACTOR AND DISPOSED OF ACCORDING TO APPLICABLE FEDERAL, STATE, AND LOCAL REGULATIONS.

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES AND SHALL NOT BE USED FOR CONSTRUCTION.



Rev.	Date	Revision

SITE PLAN REVIEW	5/13/15	AMP
CLIENT REVIEW	4/13/15	AMP
Issued For	Date	By

Design: JWA    Draft: CG    Date: DEC 2014  
 Checked: AMP    Scale: 1"=10'    Job No.: 2970  
 File Name: 2970-SP.dwg  
 This plan shall not be modified without written permission from Gorrill-Palmer Consulting Engineers, Inc.(GPCEI). Any alterations, authorized or otherwise, shall be at the user's sole risk and without liability to GPCEI.



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Drawing Name:	<b>Site and Utility Plan</b>
Project:	<b>Bangor Savings Bank</b> 20 Marginal Way, Portland, Maine
Client:	<b>Bangor Savings Bank</b> 99 Franklin Street, Bangor, Maine 04401

Drawing No.  
**C101**

**ATTACHMENT 4**

**EROSION AND**

**SEDIMENTATION CONTROL**

**EROSION AND SEDIMENTATION CONTROL**  
**BASIC STANDARDS**

**1.1 Overview**

This Exhibit demonstrates the developer has made adequate provision for controlling erosion and sedimentation.

**1.2 Introduction**

Gorrill Palmer has been retained by Bangor Savings Bank to prepare an Erosion and Sedimentation Control Report for a proposed bank/office building at 20 Marginal Way in Portland, Maine. The redevelopment of the site is anticipated to include a 2,100 sf footprint three story building and 24 space parking lot. Figure 1 is a map showing the project location. Gorrill Palmer has prepared an Erosion and Sedimentation Control Plan for the proposed development. This narrative contains the general erosion and sedimentation control measures, which are appropriate for the construction of the project.

**1.3 Narrative**

**1.3.1 Existing Conditions and Soil Types**

The site is approximately 17,862 sf in size and is currently developed with a car wash. Abutting land uses include:

- North – I-295
- East - Commercial
- South - Commercial
- West — CMP station/Forest Ave

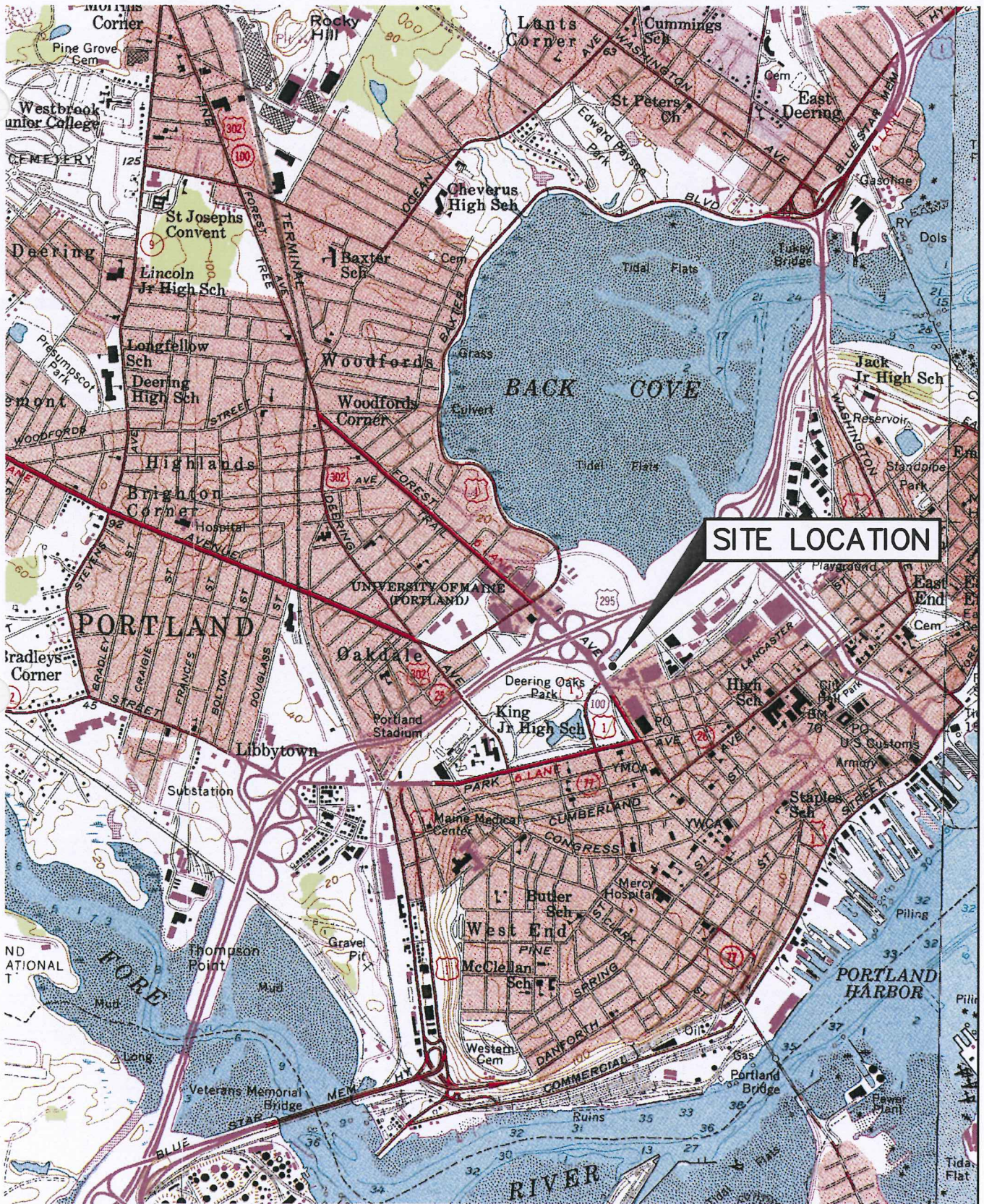
The front of the existing site slopes towards Marginal Way with a slope of approximately 1%. The rear of the site slopes toward the I-295 Right-of-Way with a slope of approximately 1.5 %.

The Medium Intensity Soil Survey for Cumberland County as prepared by the Natural Resources Conservation Service was utilized in identifying the on-site soils. The soil report for this vicinity follows this page. The susceptibility of soils to erosion is indicated on a relative "K" scale of values over a range of 0.02 to 0.69. The higher values are indicative of the more erodible soils. The following table lists the soils found on site and their K values:

KVALUE		
Type	Subsurface	Substratum
Cut and Fill	-	-

The existing soils do not have listed K values and will be considered susceptible to erosion.





U.S.G.S. Location Map

Bangor Savings Bank - Portland, Maine

U.S.G.S. Portland-East, Maine-7.5 Minute Series (Topographic)

Design: JWA	Date: may 2015
Draft: CG	Job No.: 2970
Checked: AMP	Scale: None
File Name: 2970-LOCATION.dwg	



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Figure

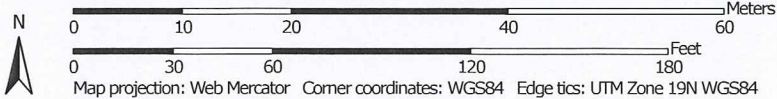
1



Custom Soil Resource Report  
Soil Map



Map Scale: 1:700 if printed on A portrait (8.5" x 11") sheet.





## MAP LEGEND

- Area of Interest (AOI)
  - Area of Interest (AOI)
- Soils
  - Soil Map Unit Polygons
  - Soil Map Unit Lines
  - Soil Map Unit Points
- Special Point Features
  - Blowout
  - Borrow Pit
  - Clay Spot
  - Closed Depression
  - Gravel Pit
  - Gravelly Spot
  - Landfill
  - Lava Flow
  - Marsh or swamp
  - Mine or Quarry
  - Miscellaneous Water
  - Perennial Water
  - Rock Outcrop
  - Saline Spot
  - Sandy Spot
  - Severely Eroded Spot
  - Sinkhole
  - Slide or Slip
  - Sodic Spot
- Water Features
  - Streams and Canals
- Transportation
  - Rails
  - Interstate Highways
  - US Routes
  - Major Roads
  - Local Roads
- Background
  - Aerial Photography
- Soil Map Unit Features
  - Spoil Area
  - Stony Spot
  - Very Stony Spot
  - Wet Spot
  - Other
  - Special Line Features

## MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service  
 Web Soil Survey URL: <http://websoilsurvey.nrcs.usda.gov>  
 Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Cumberland County and Part of Oxford County, Maine  
 Survey Area Data: Version 9, Sep 13, 2014

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jul 31, 2013—Aug 11, 2013

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

## Map Unit Legend

Cumberland County and Part of Oxford County, Maine (ME005)			
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
Cu	Cut and fill land	1.1	100.0%
<b>Totals for Area of Interest</b>		<b>1.1</b>	<b>100.0%</b>

## Map Unit Descriptions

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties and behavioral characteristics divergent enough to affect use or to require different management. These are called contrasting, or dissimilar, components. They generally are in small areas and could not be mapped separately because of the scale used. Some small areas of strongly contrasting soils or miscellaneous areas are identified by a special symbol on the maps. If included in the database for a given area, the contrasting minor components are identified in the map unit descriptions along with some characteristics of each. A few areas of minor components may not have been observed, and consequently they are not mentioned in the descriptions, especially where the pattern was so complex that it was impractical to make enough observations to identify all the soils and miscellaneous areas on the landscape.

The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The objective of mapping is not to delineate pure taxonomic classes but rather to separate the landscape into landforms or landform segments that have similar use and management requirements. The delineation of such segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, however, onsite investigation is needed to define and locate the soils and miscellaneous areas.

### I.3.2 Existing Erosion Problems

Gorrill Palmer is not aware of any existing erosion problems onsite.

### I.3.3 Critical Areas

The construction will take place within the existing development footprint, and is not anticipated to impact any critical areas.

### I.3.4 Protected Natural Resources

The site has been previously developed and does not contain wetlands. Based upon the FEMA maps, the site is not located within a Zone A 100-year floodplain.

### I.3.5 Erosion Control Measures and Site Stabilization

The primary emphasis of the erosion/sedimentation control plan, which will be implemented for this project, is as follows:

- ◆ Development of a careful construction sequence.
- ◆ Rapid revegetation of denuded areas to minimize the period of soil exposure.
- ◆ Rapid stabilization of drainage paths to avoid rill and gully erosion.
- ◆ The use of on-site measures to capture sediment (hay bales/ stone check dams/silt fence, etc.)

The following temporary and permanent erosion and sediment control devices will be implemented as part of the site development. These devices shall be installed as indicated on the plans or as described within this report. For further reference, see the latest edition of the Maine Erosion and Sediment Control BMPS.

#### A. Dewatering

Water from construction trench dewatering shall pass first through a filter bag or secondary containment structure (e.g. hay bale lined pool) prior to discharge. The discharge site shall be selected to avoid flooding, icing, and sediment discharges to a protected resource. In no case shall the filter bag or containment structure be located within 50 feet of a protected natural resource.

## B. Inspection and Monitoring

Maintenance measures shall be applied as needed during the entire construction season. After each rainfall, snow storm or period of thawing and runoff, the site contractor shall perform a visual inspection of all installed erosion control measures and perform repairs as needed to insure their continuous function. Following the temporary and/or final seeding and mulching, the contractor shall in the spring inspect and repair any damages and/or unestablished spots. Established vegetative cover means a minimum of 90% of areas vegetated with vigorous growth.

## C. Temporary Erosion Control Measures

The following measures are planned as temporary erosion/sedimentation control measures during construction:

1. Crushed stone-stabilized construction entrance shall be placed at the entrance along Marginal Way.
2. Siltation fence or wood waste compost berms shall be installed downstream of any disturbed areas to trap runoff-borne sediments until grass areas are revegetated. The silt fence and/or wood waste compost berms shall be installed per the details provided in this package and inspected at least once a week and before and immediately after a storm event of 0.5 inches or greater, and at least daily during prolonged rainfall. Repairs shall be made if there are any signs of erosion or sedimentation below the fence or berm line. If there are signs of undercutting at the center or the edges, or impounding of large volumes of water behind the fence or berm, the barrier shall be replaced with a stone check dam. Wood waste compost berms are not to be used adjacent to wetland areas that are not to be disturbed.
3. Straw or hay mulch including hydroseeding is intended to provide cover for denuded or seeded areas until revegetation is established. Mulch placed between April 15th and October 15th on slopes of less than 15 percent shall be anchored by applying water; mulch placed on slopes of equal to or steeper than 15 percent shall be covered by a fabric netting and anchored with staples in accordance with manufacturer's recommendation. Fabric netting and staples shall be used on disturbed areas within 50' of lakes, streams, and wetlands regardless of the upstream slope. Mulch placed between October 15th and April 15th on slopes equal to or steeper than 8 percent shall be covered with a fabric netting and anchored with staples in accordance with the manufacturer's recommendations. Slopes steeper than 3:1 and equal to or flatter than 2:1, which are to be revegetated, shall receive curlex blankets by American Excelsior or equal. Slopes steeper than 2:1 shall receive riprap as noted on the plans. The mulch application rate for both temporary and permanent seeding is 75 lbs per 1000 sf as identified in Attachment A of this section. Mulch shall not be placed over snow.
4. Temporary stockpiles of stumps, grubblings, or common excavation will be protected as follows:
  - a) Temporary stockpiles shall not be located within 50 feet of any wetlands which will not be disturbed and shall be located away from drainage swales.

b) Stockpiles shall be stabilized within 7 days by either temporarily seeding the stockpile by a hydroseed method containing an emulsified mulch tackifier or by covering the stockpile with mulch, such as hay, straw, or erosion control mix.

c) Stockpiles shall be surrounded by sedimentation barrier at the time of formation.

5. All denuded areas that are within 50 feet of an undisturbed wetland, which have been rough graded and are not located within a building pad, parking area, or access drive subbase area, shall receive mulch or erosion control mesh fabric within 48 hours of initial disturbance of soil. All areas within 100 feet of an undisturbed wetland shall be mulched prior to any predicted rain event regardless of the 48 hour window. In other areas, the time period may be extended to 7 days.

6. For work, which is conducted between October 15<sup>th</sup> and April 15<sup>th</sup> of any calendar year, all denuded areas, shall be covered with hay mulch or erosion control mix, applied at twice the normal application rate and anchored with a fabric netting. The time period for applying mulch shall be limited to 2 days for all areas.

7. Marginal way shall be swept to control mud and dust as necessary.

8. During grubbing operations stone check dams shall be installed at any evident concentrated flow discharge points and as directed on the Erosion Control Plans.

9. Silt fencing with a minimum stake spacing of 6 feet shall be used, unless the fence is supported by wire fence reinforcement of minimum 14 gauge and with a maximum mesh spacing of 6 inches, in which case stakes may be spaced a maximum of 10 feet apart. The bottom of the fence shall be anchored.

10. Wood waste compost/bark berms may be used in lieu of siltation fencing. Berms shall be removed and spread in a layer not to exceed 3" thick once upstream areas are completed and a 90% catch of vegetation is attained.

11. Water and/or calcium chloride shall be furnished and applied in accordance with MDOT specifications – Section 637 – Dust Control.

12. Loam and seed is intended to serve, as the primary permanent revegetative measure for all denuded areas not provided with other erosion control measures, such as riprap. Application rates are provided in Attachment A of this section. Seeding shall not occur over snow.

#### D. Permanent Erosion Control Measures

The following permanent erosion control measures have been designed as part of the Erosion/Sedimentation Control Plan:

1. All areas disturbed during construction, but not subject to other restoration (paving, riprap, etc.) will be loamed, limed, fertilized, mulched, and seeded. Fabric netting, anchored with staples, shall be placed over the mulch in areas as noted in **Temporary Erosion Control Measures** paragraph 3 of this report. All areas within 50 feet of an undisturbed wetland shall be mulched prior to any predicted rain event regardless of the 48 hour window. Native topsoil shall be stockpiled and reused for final restoration when it is of sufficient quality.

#### I.4 Implementation Schedule

The following construction sequence shall be required to insure the effectiveness of the erosion and sedimentation control measures are optimized:

It is anticipated that construction of the project will commence in the Summer of 2015 and be completed by Spring of 2016.

Note: For all grading activities, the contractor shall exercise extreme caution not to overexpose the site, this shall be accomplished by limiting the disturbed area.

1. Install stabilized construction entrance at the intersection of the access drive and Marginal Way.
2. Install perimeter silt fence and/or wood waste berms prior to commencement of demolition.
3. Perform demolition of existing site elements.
4. Foundation preparation area shall be excavated for installation of the building foundation. Building work will be on going through the remainder of the project.
5. Commence installation of drainage appurtenances.
6. Commence earthwork and grading to subgrade.
7. Commence installation of water and sewer lines.
8. Continue earthwork and grading to subgrade as necessary for construction.
9. Complete installation of underground utilities to within 5' of the buildings.
10. Install light pole foundations and light poles.
11. Complete remaining earthwork operations.
12. Install sub-base and base gravel within parking fields, walkways, and all driveways.
13. Install curbing in parking fields, driveways, and along the streets as needed.

14. Install base course paving for access drive and parking area as well as concrete surfaces.
15. Loam, lime, fertilize, seed and mulch disturbed areas and complete all landscaping.
16. Install surface course paving for access drive and parking areas. Stripe per plan.
17. Once the site is stabilized and a 90% catch of vegetation has been obtained, remove all temporary erosion control measures.
18. Touch up loam and seed.

Note: All denuded areas not subject to final paving, riprap, or gravel shall be revegetated.

Prior to construction of the project, the contractor shall submit to the owner a schedule for the completion of the work, which will satisfy the following criteria:

1. The above construction sequence should generally be completed in the specified order; however, several separate items may be constructed simultaneously. Work must also be scheduled or phased to reduce the extent of the exposed areas as specified below. The intent of this sequence is to provide for erosion control and to have structural measures such as silt fence and construction entrances in place before large areas of land are denuded.
2. The work shall be conducted in sections which shall:
  - a) Limit the amount of exposed area to those areas in which work is expected to be undertaken during the proceeding 30 days.
  - b) Revegetate disturbed areas as rapidly as possible. All areas shall be permanently stabilized within 7 days of final grading or before a storm event; or temporarily stabilized within 48 hours of initial disturbance of soil for areas within 50 feet of an undisturbed wetland and 7 days for all other areas. Areas within 50 feet of an undisturbed wetland shall be mulched prior to any predicted rain event regardless of the 48 hour window.
  - c) Incorporate planned inlets and drainage system as early as possible into the construction phase. The ditches shall be immediately lined or revegetated as soon as their installation is complete.

#### **1.5 Erosion, Sedimentation and Stabilization Control Plan**

The Erosion Control information is included in the plan set.

#### **1.6 Details and Specifications**

The Erosion Control details and specifications are included in the plan set.

#### **1.7 Winter Stabilization Plan**

The winter construction period is from November 1 through April 15. If the construction site is not stabilized with pavement, a road gravel base, 75% mature vegetation cover or riprap by November 15

then the site needs to be protected with over-winter stabilization. An area considered open is any area not stabilized with pavement; vegetation, mulching, erosion control mats, riprap or gravel base on a road.

Winter excavation and earthwork shall be completed such that any area left exposed can be controlled by the contractor. Limit the exposed area to those areas in which work is expected to be under taken during the proceeding 15 days and that can be mulched in one day prior to any snow event.

All areas shall be considered to be denuded until the subbase gravel is installed in roadway/parking areas or the areas of future loam and seed have been loamed, seeded and mulched. Hay and straw mulch rate shall be a minimum of 150 lbs./1,000 s.f. (3 tons/acre) and shall be properly anchored.

The contractor shall install any added measures which may be necessary to control erosion/sedimentation from the site dependent upon the actual site and weather conditions. Continuation of earthwork operations on additional areas shall not begin until the exposed soil surface on the area being worked has been stabilized, in order to minimize areas without erosion control protection.

#### 1. Soil Stockpiles

Stockpiles of soil or subsoil shall be mulched for over winter protection with hay or straw at twice the normal rate or at 150 lbs/1,000 s.f. (3 tons per acre) or with a four-inch layer of woodwaste erosion control mix. This shall be done within 24 hours of stocking and re-established prior to any rainfall or snowfall. Any soil stockpile shall not be placed (even covered with hay or straw) within 50 feet from any natural resources.

#### 2. Natural Resource Protection

Any areas within 50 feet from any natural resources, if not stabilized with a minimum of 75% mature vegetation catch, shall be mulched by December 1 and anchored with plastic netting or protected with erosion control mats. During winter construction, a double line of sediment barriers (i.e. silt fence backed with hay bales or erosion control mix) shall be placed between any natural resource and the disturbed area. Projects crossing the natural resource shall be protected a minimum distance of 50 feet on either side from the resource. Existing projects not stabilized by December 1 shall be protected with the second line of sediment barrier to ensure functionality during the spring thaw and rains.

#### 3. Sediment Barriers

During frozen conditions, sediment barriers shall consist of woodwaste filter berms as frozen soil prevents the proper installation of hay bales and sediment silt fences.

#### 4. Mulching

An area shall be considered denuded until areas of future loam and seed have been loamed, seeded and mulched. Hay and straw mulch shall be applied at a rate of 150 lb. per 1,000 square feet or 3 tons/acre (twice the normal accepted rate of 75-lbs./1,000 s.f. or 1.5 tons/acre) and shall be properly anchored. Mulch shall not be spread on top of snow. The snow shall be removed down to a one-inch depth or less prior to application. After each day of final grading, the area shall be properly stabilized with anchored hay or straw or erosion control matting. An area shall be considered to have been stabilized when exposed surfaces have been either mulched with straw or hay at a rate of 150 lb. per



1,000 square feet (3 tons/acre) and adequately anchored that ground surface is not visible through the mulch.

Between the dates of November 1 and April 15, all mulch shall be anchored by peg line, mulch netting, asphalt emulsion chemical, or wood cellulose fiber. When ground surface is not visible through the mulch then cover is sufficient. After November 1<sup>st</sup>, mulch and anchoring of all bare soil shall occur at the end of each final grading workday.

#### 5. Mulching on Slopes and Ditches

Slopes shall not be left exposed for any extended time of work suspension unless fully mulched and anchored with peg and netting or with erosion control blankets. Mulching shall be applied at a rate of 230 lbs/1,000 s.f. on all slopes greater than 8%.

Mulch netting shall be used to anchor mulch in all drainage ways with a slope greater than 3% for slopes exposed to direct winds and for all other slopes greater than 8%. Erosion control blankets shall be used in lieu of mulch in all drainage ways with slopes greater than 8%. Erosion control mix can be used to substitute erosion control blankets on all slopes except ditches.

#### 6. Seeding

Between the dates of October 15 and April 1<sup>st</sup>, loam or seed will not be required. During periods of above freezing temperatures finished areas shall be fine graded and either protected with mulch or temporarily seeded and mulched until such time as the final treatment can be applied. If the date is after November 1<sup>st</sup> and if the exposed area has been loamed, final graded with a uniform surface, then the area may be dormant seeded at a rate of 3 times higher than specified for permanent seed and then mulched. Dormant seeding may be selected to be placed prior to the placement of mulch and fabric netting anchored with staples. If dormant seeding is used for the site, all disturbed areas shall receive 4" of loam and seed at an application rate of 5 lbs/1,000 s.f. All areas seeded during the winter shall be inspected in the spring for adequate catch. All areas insufficiently vegetated (less than 75% catch) shall be revegetated by replacing loam, seed and mulch. If dormant seeding is not used for the site, all disturbed areas shall be revegetated in the spring.

#### Standards for Timely Stabilization of Construction Sites During Winter

1. Standard for the timely stabilization of ditches and channels -- The applicant shall construct and stabilize all stone-lined ditches and channels on the site by November 15. The applicant shall construct and stabilize all grass-lined ditches and channels on the site by September 1.

2. Standard for the timely stabilization of disturbed slopes -- The applicant shall construct and stabilize stone-covered slopes by November 15. The applicant shall seed and mulch all slopes to be vegetated by September 1. The department shall consider any area having a grade greater than 15% to be a slope.

3. Standard for the timely stabilization of disturbed soils -- By September 15 the applicant shall seed and mulch all disturbed soils on areas having a slope less than 15%. If the applicant fails to stabilize these soils by this date, then the applicant shall take one of the following actions to stabilize the soil for late fall and winter.

## **I.8 Maintenance of facilities**

The stormwater facilities will be maintained by the Applicant, Bangor Savings Bank or their assigned heirs. The contract documents will require the contractor to designate a person responsible for maintenance of the sedimentation control features during construction as required by the Erosion Control Report. Long-term operation/maintenance recommended for the stormwater facilities is presented below.

The responsible party may contract with such professionals, as may be necessary in order to comply with this provision and may rely on the advice of such professionals in carrying out its duty hereunder, provided, that the following operation and maintenance procedures are hereby established as a minimum for compliance with this section. A maintenance log of the inspections shall be kept by the responsible party.

### **Inspection and Maintenance Frequency and Corrective Measures:**

The following areas, facilities, and measures will be inspected and the identified deficiencies will be corrected. Clean-out must include the removal and legal disposal of any accumulated sediments and debris.

### **Vegetated Areas:**

Inspect slopes and embankments early in the growing season to identify active or potential erosion problems. Replant bare areas or areas with sparse growth. Where rill erosion is evident, armor the area with an appropriate lining or divert the erosive flows to on-site areas able to withstand the concentrated flows. The facilities will be inspected after major storms and any identified deficiencies will be corrected.

**Roadways and Parking Surfaces:** Clear accumulations of winter sand in parking lots and along roadways at least once a year, preferably in the spring. Accumulations on pavement may be removed by pavement sweeping. Accumulations of sand along road shoulders may be removed by grading excess sand to the pavement edge and removing it manually or by a front-end loader. Repair potholes and other roadway obstructions and hazards. Plowing and sanding of paved areas shall be performed as necessary to maintain vehicular traffic safety.

### **Housekeeping**

The following procedures are hereby established as a minimum for compliance with this section. For further information on the procedures listed below, refer to MDEP Chapter 500 rules – Appendix C.

#### **Spill Prevention:**

Appropriate spill prevention, containment, and response planning/implementation shall be used to prevent pollutants from being discharged from materials on site.

#### **Groundwater Protection:**

During construction, hazardous materials with the potential to contaminate groundwater shall not be stored or handled in areas of the site which drain to an infiltration area.

**Fugitive Sediment and Dust:**

Appropriate measures shall be taken to ensure that activities do not result in noticeable erosion of the soils and water and/or calcium chloride shall be used to ensure that activities do not result in fugitive dust emissions during or after construction.

**Debris and Other Materials:**

Litter, construction debris, and chemicals exposed to stormwater must be prevented from becoming a pollutant source.

**Trench or Foundation De-watering:**

Water collected through the process of trenching and/or de-watering must be removed from the ponded area, and must be spread through natural wooded buffers or other areas that are specifically designed to collect the maximum amount of sediment possible.

**Non-stormwater Discharges:**

Identify and prevent contamination by non-stormwater discharges.

**Conclusion**

The Applicant has provided temporary and permanent erosion control measures as well as specifying a sequence of construction as measures to minimize erosion and sedimentation.

**Attachments**

- Attachment A - Seeding Plan
- Attachment B - Inspection Report

**ATTACHMENT A**  
**Seeding Plan**

## SEEDING PLAN

Project: Bangor Savings Bank

---

Site Location: Portland, ME

Permanent Seeding                       Temporary Seeding

1. Instruction on preparation of soil: Prepare a good seed bed for planting method used.
2. Apply lime as follows: \_\_\_\_\_ # / acres, OR 138 # /M Sq. Ft.
3. Fertilize with \_\_\_\_\_ pounds of \_\_\_\_\_ N-P-K/ac. OR 13.8 pounds of 10-10-10 N-P-K/M Sq. Ft.
4. Method of applying lime and fertilizer: Spread and work into the soil before seeding.
5. Seed with the following mixture:
  - 50% Winter Rye
  - 50% Annual Rye
6. Mulching instructions: Apply at the rate of \_\_\_\_\_ per acre, OR 75 pounds per M. Sq. Ft.

	<u>Amount</u>	<u>Unit # Tons. Etc.</u>
7. TOTAL LIME	138	#/1000 sq. ft.
8. TOTAL FERTILIZER	13.8	#/1000 sq. ft.
9. TOTAL SEED	1.03	#/1000 sq. ft.
10. TOTAL MULCH	75	#/1000 sq. ft.
11. TOTAL other materials, seeds, etc.		
12. REMARKS		

---

Spring seeding is recommended; however, late summer (prior to September 1) seeding can be made. Permanent seeding should be made prior to August 5 or as a dormant seeding after the first killing frost and before the first snowfall. If seeding cannot be done within these seeding dates, temporary seeding and mulching shall be used to protect the site. Permanent seeding shall be delayed until the next recommended seeding period.

## SEEDING PLAN

Project: Bangor Savings Bank

---

Site Location: Portland, ME

Permanent Seeding                       Temporary Seeding

1. Instruction on preparation of soil: Prepare a good seed bed for planting method used.
2. Apply lime as follows: \_\_\_\_\_ # / acres, OR 138 # /M Sq. Ft.
3. Fertilize with \_\_\_\_\_ pounds of \_\_\_\_\_ N-P-K/ac. OR 18.4 pounds of 10-20-20 N-P-K/M Sq. Ft.
4. Method of applying lime and fertilizer: Spread and work into the soil before seeding.
5. Seed with the following mixture:
  - 40% Creeping Red Fescue
  - 30% Charger II Perennial Ryegrass
  - 20% KenBlue Kentucky Bluegrass
  - 10% Tiffany Chewings Fescue
6. Mulching instructions: Apply at the rate of \_\_\_\_\_ per acre, OR 75 pounds per M. Sq. Ft.

	<u>Amount</u>	<u>Unit # Tons. Etc.</u>
7. TOTAL LIME	138	#/1000 sq. ft.
8. TOTAL FERTILIZER	18.4	#/1000 sq. ft.
9. TOTAL SEED	1.03	#/1000 sq. ft.
10. TOTAL MULCH	75	#/1000 sq. ft.
11. TOTAL other materials, seeds, etc.		
12. REMARKS		

---

Spring seeding is recommended, however, late summer (prior to September 1) seeding can be made. Permanent seeding should be made prior to August 5 or as a dormant seeding after the first killing frost and before the first snowfall. If seeding cannot be done within these seeding dates, temporary seeding and mulching shall be used to protect the site. Permanent seeding shall be delayed until the next recommended seeding period.

**ATTACHMENT B**  
**Inspection Report**

**STORMWATER POLLUTION PREVENTION PLAN**

**INSPECTION REPORT**

PROJECT INFORMATION

Project Name: Bangor Savings Bank

Address: 20 Marginal Way  
Portland, Maine

CONTRACTOR/SUBCONTRACTOR INFORMATION

Inspector Name: \_\_\_\_\_

Firm: \_\_\_\_\_

Title: \_\_\_\_\_

Qualifications: \_\_\_\_\_

INSPECTION SUMMARY

Date of Inspection: \_\_\_\_\_

Major Observations: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

THE FACILITY IS IN COMPLIANCE WITH THE STORMWATER POLLUTION PREVENTION PLAN WITH THE FOLLOWING EXCEPTIONS:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_



ACTIONS NECESSARY TO BRING FACILITY INTO COMPLIANCE:

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REQUIRED MODIFICATIONS TO STORMWATER POLLUTION PREVENTION PLAN  
(MUST BE IMPLEMENTED WITHIN 7 DAYS OF INSPECTION):

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CERTIFICATION STATEMENT:

“I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gathered and evaluated the information submitted. Based on my inquiry of the person or persons who manage the systems, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.”

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Typed Name

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

# **ATTACHMENT 5**

## **UTILITIES**

CITY OF PORTLAND WASTEWATER CAPACITY APPLICATION

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



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

Date: 5-5-15

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

Site Address: 20 Marginal Way

Chart Block Lot Number: 113-A-25

Proposed Use: Bank/Office

Previous Use: Car Wash

Existing Sanitary Flows: \_\_\_\_\_ GPD

Existing Process Flows: \_\_\_\_\_ GPD

Description and location of City sewer that is to receive the proposed building sewer lateral.

Existing San Sewer in front of parcel in Marginal Way

Site Category	Commercial (see part 4 below)	<input checked="" type="checkbox"/>
	Industrial (complete part 5 below)	<input type="checkbox"/>
	Governmental	<input type="checkbox"/>
	Residential	<input type="checkbox"/>
	Other (specify)	<input type="checkbox"/>

(Clearly, indicate the proposed connections, on the submitted plans)

**2. Please, Submit Contact Information.**

City Planner's Name: Barbara Barhydt Phone: 207-874-8699

Owner/Developer Name: Bangor Savings Bank

Owner/Developer Address: 99 Franklin Street, Bangor, Maine

Phone: 207-541-2715 Fax: \_\_\_\_\_ E-mail: wendy.durrah@bangor.com

Engineering Consultant Name: Gorrill Palmer

Engineering Consultant Address: P.O. Box 1237, Gray, Me 04039

Phone: 207-657-6910 Fax: \_\_\_\_\_ E-mail: drenolds@gorrillpalmer.com

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

**3. Please, Submit Domestic Wastewater Design Flow Calculations.**

Estimated Domestic Wastewater Flow Generated: \_\_\_\_\_ 160 GPD

Peaking Factor/ Peak Times: \_\_\_\_\_ 288 GPD Peak

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)  
Handbook of Subsurface Wastewater Disposal in Maine

(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)

**4. Please, Submit External Grease Interceptor Calculations.**

Total Drainage Fixture Unit (DFU) Values: N/A  
Size of External Grease Interceptor: \_\_\_\_\_  
Retention Time: \_\_\_\_\_  
Peaking Factor/ Peak Times: \_\_\_\_\_

*(Note: In determining your restaurant process water flows, and the size of your external grease interceptor, please use The Uniform Plumbing Code. Note: In determining the retention time, sixty (60) minutes is the minimum retention time. Note: Please submit detailed calculations showing the derivation of your restaurant process water design flows, and please submit detailed calculations showing the derivation of the size of your external grease interceptor, either in the space provided below, or attached, as a separate sheet)*

**5. Please, Submit Industrial Process Wastewater Flow Calculations**

Estimated Industrial Process Wastewater Flows Generated: N/A GPD  
Do you currently hold Federal or State discharge permits? Yes        No         
Is the process wastewater termed categorical under CFR 40? Yes        No         
OSHA Standard Industrial Code (SIC): http://www.osha.gov/oshstats/sicser.html  
Peaking Factor/Peak Process Times: \_\_\_\_\_

*(Note: On the submitted plans, please show where the building's domestic sanitary sewer laterals, as well as the building's industrial-commercial process wastewater sewer laterals exits the facility. Also, show where these building sewer laterals enter the city's sewer. Finally, show the location of the wet wells, control manholes, or other access points; and, the locations of filters, strainers, or grease traps)*

*(Note: Please submit detailed calculations showing the derivation of your design flows, either in the space provided below, or attached, as a separate sheet)*

---

**Notes, Comments or Calculation**

From State of Maine Subsurface Wastewater Disposal Rules:  
Table 4C  
Employees at place of employment with no showers = 12 GPD/Employee  
Assume 24 employees in a 24 hour period  
Design Flow = 24x12 GPD = 288 GPD

May 13, 2015

Ms. Glissen Havu  
Portland Water District  
225 Douglas Street  
Portland, Maine 04104

Re: Proposed Bangor Savings bank  
20 Marginal Way, Portland  
Letter of Ability to Serve

Dear Glissen:

Bangor Savings Bank has retained Gorrill Palmer to prepare plans and permit applications for a proposed Bank/Office building at 20 Marginal Way in Portland. The site is shown on Assessor's chart/block/lot number 113-A-25, is approximately 17,862 square feet in size and is located in the B-7 zone. Refer to Figure 1 – Location Map following this page for the project location. The project requires a site plan permit from the City of Portland. As required by the reviewing authorities, we are writing to request a letter indicating the ability of the Portland Water District to serve this project. A preliminary utility plan is enclosed for your review.

### **Project Description**

Bangor Savings Bank is proposing a three story 2,100 square foot footprint banking and office building. The building will be sprinklered for fire protection. The project is a redevelopment of the existing site. The existing building will be demolished in order to construct the proposed project.

### **Existing Service**

An existing 8" water main is located in Marginal Way. A 2" water service provides water to the existing site. The site is currently developed with the Northern Pride Car Wash and Detailing Center.

### **Anticipated Flows**

The anticipated water demand for the development was computed using the Maine Subsurface Waste Water Disposal Rules Table 4C for Employees at place of employment with no showers. Based on the publication Water Supply and Pollution Control, Third Edition, by Clark, Viessman and Hammer, Chapter 4, Section 5; the peak daily use can be considered to about 180% of the average daily use.

Using information supplied by the Applicant, the building is anticipated to have 24 employees over a 24 hour period. From Table 4C:

$$(12 \text{ GPD/employee}) \times (24 \text{ employees}) = 288 \text{ GPD}$$

The table below is a summary of the water demand that is anticipated for the development.



Ms. Glissen Havu  
May 13, 2015  
Page 2 of 2

<i>Anticipated Wastewater Generation</i>		
	Average Daily Wastewater Generation (gpd)	Peak Daily Wastewater Generation (gpd)
Proposed bank/office structure	160	288
<b>Total</b>	<b>160</b>	<b>288</b>

The proposed building will be sprinklered with a proposed 6" fire service line connected to the 8" water main in Marginal Way.

#### **Ability to Serve**

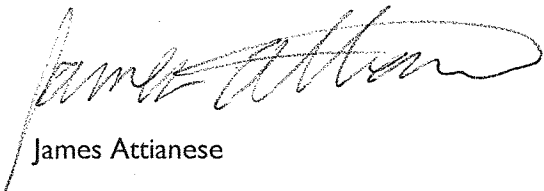
In support of the applications to the reviewing authorities, we are writing to request a letter indicating the ability of the Portland Water District to serve the proposed project. In addition, we are interested in receiving:

- An estimate for any work the Water District would perform within the right-of-way.
- Information as to any easements that the District may require on-site.
- Any results of hydrant tests in the vicinity of the site.
- Any other information that you believe would be useful as this project proceeds.

Please contact me if you have any questions relative to this matter.

Sincerely,

Gorrill Palmer



James Attianese

Copy:

JWA/jwa/U:\2970 - Marginal Way Portland\H Utilities\Havu\_5-5-15.doc



PO Box 1237, 15 Shaker Road  
Gray, Maine 04039  
207.657.6910

May 13, 2015

Mr. Bill Bennett  
Pine Tree Waste  
87 Pleasant Hill Road  
Scarborough, ME 04074

Subject: Bangor Savings Bank  
Portland, Maine  
Ability to Serve Letter

Dear Bill:

Gorrill Palmer has been retained by Bangor savings bank to prepare plans and permit applications for the construction of a proposed 2,100 s.f., three story bank/office building, associated parking, and infrastructure off Marginal Way in Portland, Maine. Figure 1 attached to this letter is a location map reflecting the proposed site location for your review.

As required by the reviewing authorities, we are writing to request a letter indicating the ability of Pine Tree Waste to serve this project. Using typical solid waste generation rates it is anticipated that the construction of the new development could result in the following quantities:

- Demolition – Approximately 27 c.y.
- Construction Waste – Approximately 49 c.y.
- Commercial Solid Waste, Non-Recyclable – 18 c.y. per month
- Commercial Solid Waste, Recyclable – 15 c.y. per month

Based on information provided previously by your company, construction waste and universal waste can be handled by Pine Tree Waste and would be transported to the Juniper Ridge Facility in Old Town. This facility is licensed by the MDEP to accept construction debris. It is our understanding that Pine Tree Waste would be able to provide the necessary containers for use on-site to collect the construction debris and universal waste and can also transport the waste to Old Town.

We are writing to request the ability of Pine Tree Waste to serve this project for the collection and transport of the solid and universal waste to an approved location.



Mr. Bill Bennett  
May 13, 2015  
Page 2 of 2

If you have any questions, please contact this office. An acknowledgement statement is presented below for your signature. Gorrill Palmer looks forward to your response on this matter.

Sincerely,

Gorrill Palmer

James Attianese

JWA/jwa/U:\2970 - Marginal Way Portland\H Utilities\Bennett 5-5-15 solid waste.doc

I have reviewed the contents of this letter and find that the representations made regarding Pine Tree Waste are accurate, and that Pine Tree Waste can provide services relative to transport and disposal of generated wastes from the proposed development to the facilities outlined above.

---

Bill Bennett, Pine Tree Waste

---

Date



**ATTACHMENT 6**  
**NFPA CODE SUMMARY**

CODE REVIEW – BANGOR SAVINGS BANK MARGINAL WAY

CLASSIFICATION	IBC 2009 EDITION	NFPA 101 2009 EDITION	CONCLUSION
USE GROUP	BUSINESS GROUP B	NEW BUSINESS OCCUPANCIES	BUSINESS GROUP B NEW BUSINESS OCCUPANCIES
CONSTRUCTION TYPE	TYPE IIB	TYPE II 000	TYPE IIB / TYPE II 000
HEIGHT AND AREA SEPARATIONS	BUILDING HEIGHT 75 FEET FOUR STORIES ABOVE GRADE AREA PER FLOOR 23,000 SF		BUILDING HEIGHT 75 FEET FOUR STORIES ABOVE GRADE AREA PER FLOOR 23,000 SF
REQUIREMENTS FOR AUTOMATIC SPRINKLER SYSTEMS	AUTOMATIC SPRINKLER SYSTEMS PROVIDED	AUTOMATIC SPRINKLER SYSTEMS PROVIDED	AUTOMATIC SPRINKLER SYSTEMS PROVIDED

EGRESS

OCCUPANT LOAD	BUSINESS USE 100 GROSS FIRST STORY = 22 SECOND STORY = 28 THIRD STORY = 28 MECHANICAL USE 300 GROSS PENTHOUSE = 3 TOTAL BUILDING = 81	BUSINESS USE 100 GROSS FIRST STORY = 22 SECOND STORY = 28 THIRD STORY = 28 MECHANICAL USE 300 GROSS PENTHOUSE = 3 TOTAL BUILDING = 81	BUSINESS USE 100 GROSS FIRST STORY = 22 SECOND STORY = 28 THIRD STORY = 28 MECHANICAL USE 300 GROSS PENTHOUSE = 3 TOTAL BUILDING = 81
MEANS OF EGRESS	MINIMUM NUMBER OF EXITS PER STORY TWO PENTHOUSE CONSIDERED APART OF THE STORY BELOW.	MINIMUM NUMBER OF EXITS PER STORY TWO, EXCEPT FOR MECHANICAL EQUIPMENT ROOM STORY A SINGLE MEANS OF EXIT.	MINIMUM NUMBER OF EXITS PER STORY TWO, EXCEPT FOR MECHANICAL EQUIPMENT ROOM STORY A SINGLE MEANS OF EXIT.
LOCATIONS OF MEANS OF EGRESS	LOCATED AT A DISTANCE FROM ONE ANOTHER NOT LESS THAN ONE-THIRD THE LENGTH OF THE MAXIMUM OVERALL DIAGONAL DIMENSION OF THE BUILDING.	LOCATED AT A DISTANCE FROM ONE ANOTHER NOT LESS THAN ONE-THIRD THE LENGTH OF THE MAXIMUM OVERALL DIAGONAL DIMENSION OF THE BUILDING.	LOCATED AT A DISTANCE FROM ONE ANOTHER NOT LESS THAN ONE-THIRD THE LENGTH OF THE MAXIMUM OVERALL DIAGONAL DIMENSION OF THE BUILDING.

TRAVEL DISTANCE TO EXITS	MAXIMUM 300 FEET	MAXIMUM 300 FEET	MAXIMUM 300 FEET
COMMON PATH OF TRAVEL	MAXIMUM 100 FEET	MAXIMUM 100 FEET, EXCEPT FOR MECHANICAL EQUIPMENT ROOM STORY IS 50 FEET.	MAXIMUM 100 FEET, EXCEPT FOR MECHANICAL EQUIPMENT ROOM STORY IS 50 FEET.
DEAD END CORRIDORS	MAXIMUM 50 FEET	MAXIMUM 50 FEET	MAXIMUM 50 FEET

FIRE RESISTANCE RATINGS BASED ON TYPE VBN 000 CONSTRUCTION

IBC 2009 EDITION      NFPA 101 2009 EDITION      CONCLUSION

	IBC 2009 EDITION	NFPA 101 2009 EDITION	CONCLUSION
PRIMARY STRUCTURAL FRAME	0	0	0
BEARING WALL EXTERIOR	0	0	0
BEARING WALL INTERIOR	0	0	0
NONBEARING WALLS AND PARTITIONS EXTERIOR	0	0	0
NONBEARING WALLS AND PARTITIONS INTERIOR	0	0	0
FLOOR CONSTRUCTION AND SECONDARY MEMBERS	0	0	0
ROOF CONSTRUCTION AND SECONDARY MEMBERS	0	0	0
CORRIDOR FIRE-RESISTANCE RATING	0	0	0
SHAFTS CONNECTING LESS THEN FOUR STORIES	1	1	1
SHAFTS CONNECTING FOUR OR MORE STORIES	2	2	2
EXIT ENCLOSURES CONNECTING LESS THEN FOUR STORIES	1	1	1
EXIT ENCLOSURES CONNECTING FOUR OR MORE STORIES	2	2	2

**ATTACHMENT 7**  
**BUILDING ELEVATIONS**



NO.	DATE	DESCRIPTION
0	03.31.15	SCHEMATIC DESIGN

DESIGN DEVELOPMENT  
04.30.15

**TAC** Architectural  
Group Inc.

NOT FOR  
CONSTRUCTION

BSB - MARGINAL WAY  
PORTLAND, MAINE

PROJECT NO: 14-007  
CAD DWG FILE: AE201 EXTERIOR ELEVATIONS.DWG  
DRAWN BY: ###  
CHK'D BY: ###  
COPYRIGHT: 2015

SHEET TITLE  
EXTERIOR ELEVATIONS

AE201



NO.	DATE	DESCRIPTION
0	03.31.15	SCHEMATIC DESIGN

DESIGN DEVELOPMENT  
04.30.15

**TAC** rchitectural  
Group Inc.

NOT FOR  
CONSTRUCTION

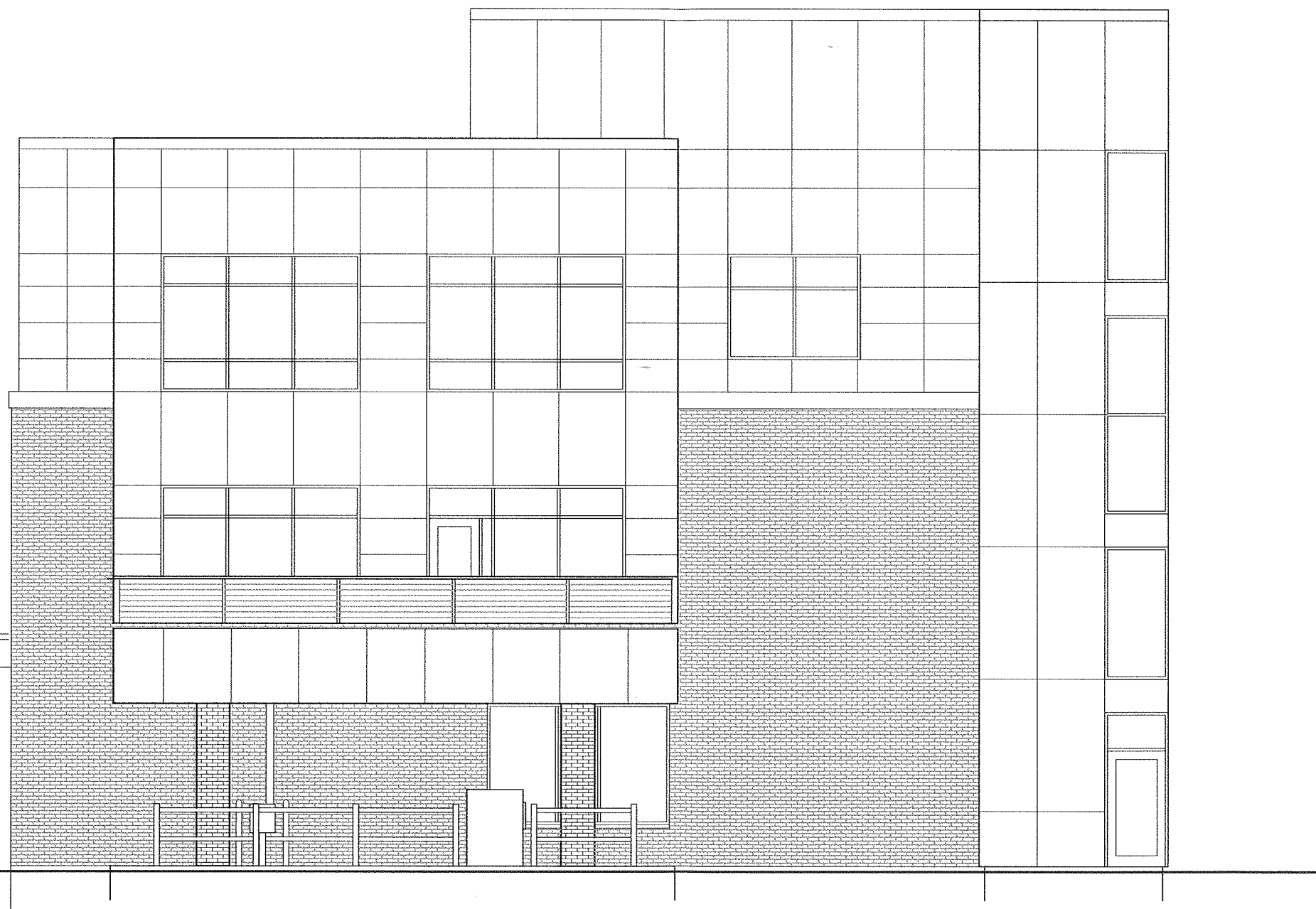
BSB - MARGINAL WAY  
PORTLAND, MAINE

PROJECT NO: 14-007  
CAD DWG FILE: AE202 EXTERIOR ELEVATIONS.DWG  
DRAWN BY: HHH  
CHK'D BY: HHH  
COPYRIGHT: 2015

SHEET TITLE  
EXTERIOR ELEVATIONS

AE202

MEZZANINE FLOOR  
14'-0"  
THIRD FLOOR  
14'-0"  
SECOND FLOOR  
14'-0"  
FIRST FLOOR



NO.	DATE	DESCRIPTION
0	03.31.15	SCHEMATIC DESIGN

DESIGN DEVELOPMENT  
04.30.15

**TAC** Architectural  
Group Inc.

NOT FOR  
CONSTRUCTION

BSB - MARGINAL WAY  
PORTLAND, MAINE

PROJECT NO: 14-007  
CAD DWG FILE: AE203 EXTERIOR ELEVATIONS.DWG  
DRAWN BY: ###  
CHK'D BY: ###  
COPYRIGHT: 2015

EXTERIOR ELEVATIONS

AE203



NO.	DATE	DESCRIPTION
0	03.31.15	SCHEMATIC DESIGN

DESIGN DEVELOPMENT  
04.30.15

**TAC** Architectural  
Group Inc.

NOT FOR  
CONSTRUCTION

BSB - MARGINAL WAY  
PORTLAND, MAINE

PROJECT NO: 14-007  
CAD DWG FILE: AE204 EXTERIOR ELEVATIONS.DWG  
DRAWN BY: ###  
CHK'D BY: ###  
COPYRIGHT: 2015

EXTERIOR ELEVATIONS

AE204