

PROJECT NAME: _____ Martin's Point Health Care _____

PROPOSED DEVELOPMENT ADDRESS:

_____ 901 Washington Avenue _____

PROJECT DESCRIPTION:

_____ Construction of an 18,000 sq. ft. single story office building with 78 new parking spaces. _____

CHART/BLOCK/LOT: 170-F-1, 170-F-2 PRELIMINARY PLAN 4/4/11 (date)
171-A-5, 174-B-2 FINAL PLAN 4/4/11 (date)

CONTACT INFORMATION:

Applicant – must be owner, Lessee or Buyer Name: Vincent Veroneau Business Name, if applicable: J.B. Brown Address: 36 Danforth St City/State : Portland, ME Zip Code: 04101	Applicant Contact Information Work # 207-774-5908 Home# Cell # Fax# 207-774-0898 e-mail: veroneau@maine.rr.com
Owner – (if different from Applicant) Name: Address: City/State : Zip Code:	Owner Contact Information Work # Home# Cell # Fax# e-mail:
Agent/ Representative Pinkham & Greer Name: Thomas S. Greer Address: 380 US Route One City/State : Falmouth Zip Code: 04105	Agent/Representative Contact information Work # 207-781-5242 Cell # e-mail: tgreer@pinkhamandgreer.com <i>e-plan</i>
Billing Information Name: J. B. Brown Address: 36 Danforth St City/State : Portland, ME Zip Code: 04101	Billing Information Work # 207-774-5908 Cell # Fax# 207-774-0898 e-mail: veroneau@maine.rr.com

<p>Engineer Pinkham & Greer</p> <p>Name: Thomas S. Greer</p> <p>Address: 380 US Route One</p> <p>City/State : Falmouth, ME. Zip Code: 04105</p>	<p>Engineer Contact Information</p> <p>Work # 207-781-5242</p> <p>Cell # Fax# 207-781-4245</p> <p>e-mail: tgreer@pinkhamandgreer.com</p>
<p>Surveyor</p> <p>Name:</p> <p>Address:</p> <p>City/State : Zip Code:</p>	<p>Surveyor Contact Information</p> <p>Work #</p> <p>Cell # Fax#</p> <p>e-mail:</p>
<p>Architect HKTA Architects</p> <p>Name: Robert Howe</p> <p>Address: 482 Congress St. Ste. 502</p> <p>City/State : Portland, ME Zip Code: 04101</p>	<p>Architect Contact Information</p> <p>Work # 207-774-6016</p> <p>Cell # Fax# 207-774-9128</p> <p>e-mail:hkta@aol.com</p>
<p>Attorney</p> <p>Name:</p> <p>Address:</p> <p>City/State : Zip Code:</p>	<p>Attorney Contact Information</p> <p>Work #</p> <p>Cell # Fax#</p> <p>e-mail:</p>

APPLICATION FEES:

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

Level III Development (check applicable reviews)	Fees Paid (office use)	Other Reviews (check applicable reviews)	Fees Paid (office use)
<input checked="" type="checkbox"/> Less than 50,000 sq. ft. (\$500.00) <input checked="" 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 300,000 sq. ft. (\$5,000) <input type="checkbox"/> Parking lots over 100 spaces (\$1,000) <input type="checkbox"/> After-the-fact Review (\$1,000.00 plus applicable application fee) <hr/> The City invoices separately for the following: <ul style="list-style-type: none"> - Notices (\$.75 each) - Legal Ad (% of total Ad) - Planning Review (\$40.00 hour) - Legal Review (\$75.00 hour) Third party review is assessed separately.	_____ _____ _____ _____ _____ _____ _____	<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	_____ _____ _____ _____ _____ _____ _____
Plan Amendments (check applicable reviews) <input type="checkbox"/> Planning Staff Review (\$250) <input type="checkbox"/> Planning Board Review (\$500)	Fees Paid (office use) _____ _____		

APPLICATION SUBMISSION

As of December 1, 2010, all site plans and written application materials must be uploaded to a website for review. At the time of application, instructions for uploading the plans will be provided to the applicant. One paper set of the plans, written materials and application fee must be submitted to the Planning Division Office to start the review process.

Until December 1, 2010, **Submissions shall include seven (7) packets with folded plans containing the following materials:**


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

Refer to the application checklist for a detailed list of submittal requirements.

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

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

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

Signature of Applicant: 	Date: 3/31/11
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PROJECT DATA

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

Total Site Area	14.5 ACRES
Proposed Total Disturbed Area of the Site	82,730 ± sq. ft.
<small>(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)</small>	
IMPERVIOUS SURFACE AREA	
• Proposed Total Paved Area	51,328 sq. ft.
• Existing Total Impervious Area	404,969 sq. ft.
• Proposed Total Impervious Area	456,297 sq. ft.
• Proposed Total Impervious Area	456,297 sq. ft.
• Proposed Impervious Net Change	51,328 sq. ft.
BUILDING AREA	
• Proposed Building Footprint	18,250 sq. ft.
• Proposed Building Footprint Net change	18,250 sq. ft.
• Existing Total Building Floor Area	130,913 sq. ft.
• Proposed Total Building Floor Area	149,163 sq. ft.
• Proposed Building Floor Area Net Change	18,250 sq. ft.
• New Building	YES (yes or no)
ZONING	
• Existing	R2 AND CONTRACT
• Proposed, if applicable	NO CHANGE
LAND USE	
• Existing	GENERAL OFFICE
• Proposed	GENERAL OFFICE
RESIDENTIAL, IF APPLICABLE	
• Proposed Number of Affordable Housing Units	
• Proposed Number of Residential Units to be Demolished	
• Existing Number of Residential Units	
• Proposed Number of Residential Units	
• Subdivision, Proposed Number of Lots	
PARKING SPACES	
• Existing Number of Parking Spaces	494
• Proposed Number of Parking Spaces	78
• Number of Handicapped Parking Spaces	17 EXISTING / 6 PROPOSED
• Proposed Total Parking Spaces	572
BICYCLE PARKING SPACES	
• Existing Number of Bicycle Parking Spaces	12-20
• Existing Number of Bicycle Parking Spaces	12-20
• Proposed Number of Bicycle Parking Spaces	8
• Total Bicycle Parking Spaces	20-28
ESTIMATED COST OF PROJECT	
	2.8 million

General Submittal Requirements – Preliminary Plan (Optional)

Level III Site Plan

Preliminary Plan Phase Check list (if elected by applicant)

Applicant Checklist	Planner Checklist	Number of Copies	Written Submittal Requirements
<input checked="" type="checkbox"/>	<input type="checkbox"/>	7 (1 paper copy as of Dec. 1)	Completed application form
<input type="checkbox"/>	<input type="checkbox"/>	1	Application fees
<input checked="" type="checkbox"/>	<input type="checkbox"/>	7 (1 paper copy as of Dec. 1)	Written description of project
<input checked="" type="checkbox"/>	<input type="checkbox"/>	7 (1 paper copy as of Dec. 1)	Evidence of right, title and interest.
<input type="checkbox"/>	<input type="checkbox"/>	7 (1 paper copy as of Dec. 1)	Copies of required State and/or Federal permits.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	7(1 paper copy as of Dec. 1)	Written assessment of zoning.
<input checked="" type="checkbox"/> SEE DEED	<input type="checkbox"/>	7 (1 paper copy as of Dec. 1)	Written description of existing and proposed easements or other burdens.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	7 (1 paper copy as of Dec. 1)	Written requests for waivers from individual site plan and/or technical standards, where applicable.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	7 (1 paper copy as of Dec. 1)	Traffic analysis (may be preliminary, in nature, during the preliminary plan phase).
<input checked="" type="checkbox"/>	<input type="checkbox"/>	7 (1 paper copy as of Dec. 1)	Written summary of significant natural features located on the site.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	7 (1 paper copy as of Dec. 1)	Written summary of project's consistency with related city master plans.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1 (1 paper copy as of Dec. 1)	Neighborhood Meeting Material (refer to page 13 of this application.)
Applicant Checklist	Planner Checklist	Number of Copies	Site Plan Submittal Requirements
<input type="checkbox"/>	<input type="checkbox"/>	7 (1 paper copy as of Dec. 1)	Boundary Survey meeting the requirements of Section 13 of the City of Portland Technical Manual.
<input type="checkbox"/>	<input type="checkbox"/>	7 (1 paper copy as of Dec. 1)	Preliminary Site Plan including the following: (*information provided may be preliminary in nature during preliminary plan phase):
<input type="checkbox"/>	<input type="checkbox"/>		▪ Existing and proposed structures with distance from property line (including location of proposed piers, docks or wharves if in Shoreland Zone).
<input type="checkbox"/>	<input type="checkbox"/>		▪ Location of adjacent streets and intersections and approximate location of structures on abutting properties.
<input type="checkbox"/>	<input type="checkbox"/>		▪ Proposed site access and circulation.
<input type="checkbox"/>	<input type="checkbox"/>		▪ Proposed grading and contours.
<input type="checkbox"/>	<input type="checkbox"/>		▪ Location and dimension of existing and proposed paved areas including all parking areas and vehicle, bicycle and pedestrian access ways.
<input type="checkbox"/>	<input type="checkbox"/>		▪ Preliminary landscape plan including existing vegetation to be preserved, proposed site landscaping and street trees.
<input type="checkbox"/>	<input type="checkbox"/>		▪ Existing and proposed utilities (preliminary layout).
<input type="checkbox"/>	<input type="checkbox"/>		▪ Preliminary infrastructure improvements (e.g. - curb and sidewalk improvements, roadway intersection modifications, utility connections, transit infrastructure, roadway improvements).
<input type="checkbox"/>	<input type="checkbox"/>		▪ Preliminary stormwater management and erosion control plan.
<input type="checkbox"/>	<input type="checkbox"/>		▪ Existing significant natural features located on the site (including wetlands, ponds, watercourses, floodplains, significant wildlife habitats and fisheries or other important natural features listed in Section 14-526 (b) 1. of the Land Use Code).

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<ul style="list-style-type: none"> ▪ <i>Proposed alterations to and protection measures for significant natural features located on the site (including wetlands, ponds, watercourses, floodplains, significant wildlife habitats and fisheries or other important natural features listed in Section 14-526 (b)1. of the Land Use Code).</i>
<ul style="list-style-type: none"> ▪ <i>Existing and proposed easements or public or private rights of way.</i>

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

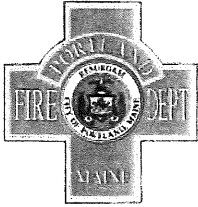
Applicant Checklist	Planner Checklist	Number of Copies	Written Submittal Requirement
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	Evidence of financial and technical capacity.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	Evidence of utilities' capacity to serve the development.
<input type="checkbox"/>	<input type="checkbox"/>	1	Written summary of fire safety (referencing NFPA fire code and Section 3 of the City of Portland Technical Manual).
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	Construction management plan.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	Traffic Plan (if development will (1) generate 100 or more PCE or (2) generate 25 or more PCE and is located on an arterial, within 1/2 mile of a high crash location, and/or within ¼ mile of an intersection identified in a previous traffic study as a failing intersection).
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	Stormwater management plan.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	Written summary of solid waste generation and proposed management of solid waste.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	Written assessment of conformity with applicable design standards.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	Manufacturer's verification that HVAC and manufacturing equipment meets applicable state and federal emissions requirements.

Final Plan Phase			
<input type="checkbox"/>	<input type="checkbox"/>	7 (1 paper copy as of Dec. 1)	Final Site Plan including the following
<input checked="" type="checkbox"/>	<input type="checkbox"/>		▪ <i>Existing and proposed structures on the site with distance from property line (including location of proposed piers, docks or wharves if in Shoreland Zone).</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>		▪ <i>Location of adjacent streets and intersections and approximate location of structures on abutting properties.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>		▪ <i>Proposed site access and circulation.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>		▪ <i>Proposed grading and contours.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>		▪ <i>Location and dimension of existing and proposed paved areas including all parking areas and vehicle, bicycle and pedestrian access ways. Proposed curb lines must be shown.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>		▪ <i>Proposed loading and servicing areas, including applicable turning templates for delivery vehicles</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>		▪ <i>Proposed snow storage areas or snow removal plan.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>		▪ <i>Proposed trash and recycling facilities.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>		▪ <i>Landscape plan including existing vegetation to be preserved, proposed site landscaping and street trees.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>		▪ <i>Existing and proposed utilities.</i>
<input type="checkbox"/> N/A	<input type="checkbox"/>		▪ <i>Location and details of proposed infrastructure improvements (e.g. - curb and sidewalk improvements, roadway intersection modifications, utility connections, public transit infrastructure, roadway improvements).</i>
<input type="checkbox"/> N/A	<input type="checkbox"/>		▪ <i>Proposed septic system, if not connecting to municipal sewer. (Portland Waste Water Application included in this application)</i>

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N/A
N/A

<ul style="list-style-type: none"> ▪ <i>Proposed finish floor elevation (FFE).</i>
<ul style="list-style-type: none"> ▪ <i>Exterior building elevation(s) (showing all 4 sides).</i>
<ul style="list-style-type: none"> ▪ <i>Proposed stormwater management and erosion controls.</i>
<ul style="list-style-type: none"> ▪ <i>Exterior lighting plan, including street lighting improvements..</i>
<ul style="list-style-type: none"> ▪ <i>Proposed signage.</i>
<ul style="list-style-type: none"> ▪ <i>Identification of existing significant natural features located on the site (including wetlands, ponds, watercourses, floodplains, significant wildlife habitats and fisheries or other important natural features listed in Section 14-526 (b)1. of the Land Use Code). Wetlands must be delineated.</i>
<ul style="list-style-type: none"> ▪ <i>Proposed alterations to and protection measures for of existing significant natural features located on the site (including wetlands, ponds, watercourses, floodplains, significant wildlife habitats and fisheries or other important natural features listed in Section 14-526 (b)1. of the Land Use Code).</i>
<ul style="list-style-type: none"> ▪ <i>Total area and limits of proposed land disturbance.</i>
<ul style="list-style-type: none"> ▪ <i>Soil type and location of test pits and borings.</i>
<ul style="list-style-type: none"> ▪ <i>Details of proposed pier rehabilitation (Shoreland areas only).</i>
<ul style="list-style-type: none"> ▪ <i>Existing and proposed easements or public or private rights of way.</i>



PORTLAND FIRE DEPARTMENT SITE REVIEW FIRE DEPARTMENT CHECKLIST



A separate drawing[s] shall be provided to the Portland Fire Department for all site plan reviews.

1. Name, address, telephone number of applicant.
2. Name address, telephone number of architect
3. Proposed uses of any structures [NFPA and IBC classification]
4. Square footage of all structures [total and per story]
5. Elevation of all structures
6. 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.)**
7. Hydrant locations
8. Water main[s] size and location
9. Access to all structures [min. 2 sides]
10. 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

J. B. Brown & Sons
36 Danforth Street
Portland, Maine 04112-0207
207-774-5908 phone, 207-774-0898 fax

A.H.D

April 5, 2011

Dear Neighbor,

Please join us for a neighborhood meeting to discuss plans to construct an 18,000sf office building at 901 Washington Avenue, Portland, Maine. The building size and lot configuration are consistent with our proposal last fall with refinements having been made to incorporate landscaping, circulation, and façade design suggestions received during the zone change process.

Meeting Location: Martin's Point Administration Building
891 Washington Ave (Washington Park)
Portland, Maine 04103

Meeting Date: Monday, April 18, 2011

Meeting Time: 5:30 p.m.

If you have any questions, please do not hesitate to call Vin Veroneau, J. B. Brown & Sons, 774-5908.

Sincerely,



Vincent P. Veroneau

Note:

Under Section 14-32(C) of the City Code of Ordinances, an applicant for major development, subdivision of over five lots/units, or zone change is required to hold a neighborhood meeting at least seven days prior to the Planning Board public hearing on the proposal.

The City code requires that property owners within 500 feet of the proposed development and residents on an "interested parties list" be invited to participate in a neighborhood meeting. A sign-in sheet will be circulated and minutes of the meeting will be taken. Both the sign-in sheet and the minutes will be submitted to the Planning Board.

Neighborhood Meeting Certification

I, Vincent P. Veroneau, hereby certify that a neighborhood meeting was held on April 18, 2011 at Martin's Point Administrative Building, 891 Washington Avenue, Portland, Maine 04103 at 5:30 p.m.

I also certify that on April 7, 2011, invitations were mailed to all addresses on the mailing list provided by the Planning Division, including property owners within 500 feet of the proposed development and the residents on the "interested parties" list.

Signed,



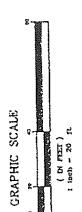
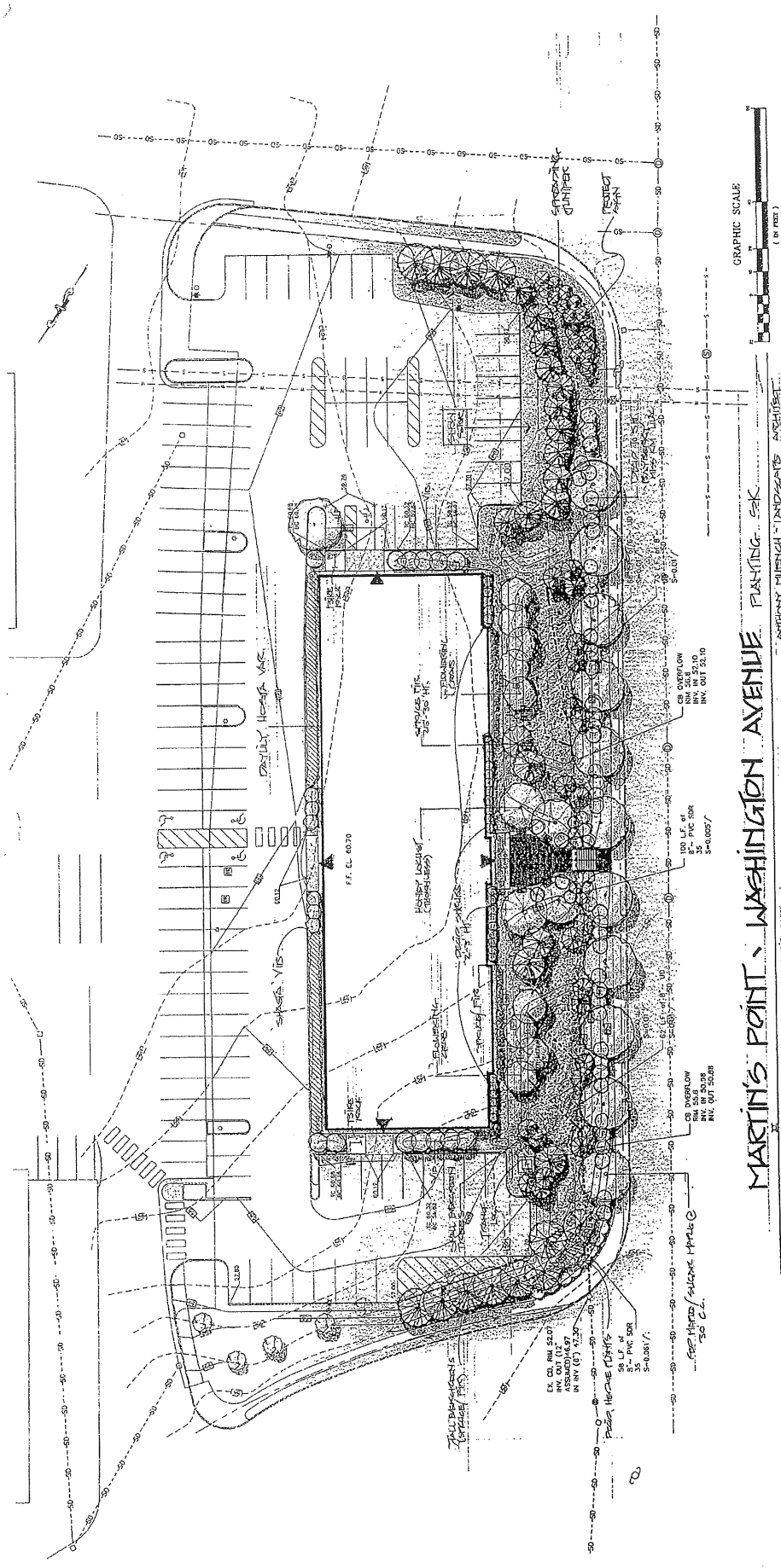
Vincent P. Veroneau



Date

Attachments:

1. Copy of the invitation sent
2. Sign-in sheet
3. Meeting minutes



MARTIN'S POINT - WASHINGTON AVENUE PLANNING - 6/84
 PHINNEY & GREGG - CONSULTING ENGINEERS
 ATKINSON, BURGESS & LANDSCAPE ARCHITECTS

J.B. Brown & Sons

Neighborhood Meeting

RE: Development at 895 Washington Avenue, Portland, Maine

April 18, 2011 – meeting began at 5:30pm

Attendance: Three residents from the surrounding neighborhood (see attached attendance sheet), John Hebert, representative from Martin's Point Healthcare, Vincent Veroneau & Michelle Crowley from J.B. Brown. Vin Veroneau gave an overview of the project and then opened the meeting for questions.

Question: What type of lighting will there be?

Response: LED lighting

Question: What are the building materials going to be?

Response: Brick and pre-cast

Question: What is the nature of the water drainage at the front of the building?

Response: Bio-retention

Question: What traffic impact is anticipated?

Response: Despite the added 18,000sf of office space, the traffic volume will be significantly less than when it was approved as a retail facility and slightly less than when Andover College was an occupant of the park.

Question: How many more steps remain in the approval process for this project?

Response: We are seeking final approval at the April 26th Planning Board meeting. The meeting begins at 7pm and will be open for public comments. If approval is received, we expect to start construction in early June with a projected occupancy in December.

Comments shared by all: The landscape design was positively accepted. The all agreed that "It looks like a good plan".

The meeting adjourned at 6:00

*./Michelle/Vin/Correspondence/Neighborhood Mtg4-18-11.doc

THAT THE PRUDENTIAL INSURANCE COMPANY OF AMERICA, a New Jersey corporation with its principal office at 745 Broad Street, Newark, New Jersey, in consideration of One Dollar and other valuable consideration paid by OLD PORT REALTY CORP., a corporation of the State of Maine, having its principal office at 57 Exchange Street, Portland, Maine, the receipt whereof it does hereby acknowledge, does hereby remise, release, bargain, sell and convey, and forever quit-claim unto the said OLD PORT REALTY CORP., its successors and assigns forever, a certain lot or parcel of land located on the northeasterly side of Washington Avenue, so called, in Portland, County of Cumberland and State of Maine, and being more particularly bounded and described as follows:

Beginning at a point on the northeasterly side line of said Washington Avenue twelve hundred and five tenths feet (1200.5') northwesterly from the intersection of the northwesterly side line of Byfield Road with said northeasterly side line of Washington Avenue, said point being the most southerly corner of lands now or formerly of one Canavan and said point also being the most westerly corner of lands formerly of Lillian Kern et al. and conveyed by said Lillian Kern et al. to Lunt's Corner, Inc. pursuant to the terms of a certain Warranty Deed dated December 18, 1968, and recorded in the Cumberland County Registry of Deeds in Book 3069, Page 851; thence in a northeasterly direction on a course of North fifty degrees fifty-nine minutes three seconds East ($N 50^{\circ} 59' 03'' E$) for a distance of nine hundred twenty-four and forty-seven one hundredths feet (924.47') to a point; thence in a southeasterly direction along a course of South forty-three degrees forty minutes thirty-five seconds East ($S 43^{\circ} 40' 35'' E$) for a distance of nine hundred sixty-three feet (963') to a point; thence on a course of South fifty degrees fifty-nine minutes three seconds West ($S 50^{\circ} 59' 03'' W$) for a distance of six hundred forty-one and forty-two one hundredths feet (641.42') to a point; thence northwesterly on a course of North thirty-seven degrees fifty-three minutes fifty-seven seconds West ($N 37^{\circ} 53' 57'' W$) for a distance of one hundred eighty-eight and thirty-one one hundredths feet (188.31') to a point; thence southwesterly on a course of South fifty degrees fifty-nine minutes three seconds West ($S 50^{\circ} 59' 03'' W$) for a distance of three hundred fifty feet (350') to a point on said northeasterly side line of Washington Avenue; thence North thirty-seven degrees fifty-three minutes fifty-seven seconds West ($N 37^{\circ} 53' 57'' W$) along the northeasterly side line of said Washington Avenue for a distance of seven hundred seventy-one and sixty-nine one hundredths feet (771.69') to the point of beginning.

Although the foregoing description describes the perimeter of a total lot or parcel of land, nevertheless said description and the demise of

hundred twenty feet (220.00') to a point; thence North sixty-six degrees thirty-three seconds East (N 66° 00' 33" E) five hundred fifteen and forty-eight one hundredths feet (515.48') to a point; thence following a curve to the right having a central angle of fifteen degrees five minutes twelve seconds (15° 05' 12") and a radius of two hundred eighty-six and forty-three hundredths feet (286.43') an arc distance of seventy-five and forty-two one hundredths feet (75.42'), to a point, on the northeasterly side line of the parcel described above.

Meaning and intending to describe a strip of land fifty (50) feet in width and lying twenty-five (25) feet on either side of the above-described centerline, the parcel at its easterly end to extend only to the northeasterly property line of the parcel described above.

b. Beginning at a point on the northeasterly side line of Washington Avenue at the most southerly corner of land now or formerly of one Canavan; thence South thirty-seven degrees fifty-three minutes fifty-seven seconds East (S 37° 53' 57" E) along the northeasterly side line of said Washington Avenue two hundred feet (200.00') to a point and the place of beginning of the centerline of the right of way herein described; thence North fifty-two degrees six minutes three seconds East (N 52° 06' 03" E) two feet (2.00') to a point; thence following a curve to the left having a central angle of thirty-one degrees (31° 00' 00") and a radius of three hundred forty-three and seventy-seven one hundredths feet (343.77'), an arc distance of one hundred eighty-six feet (186.00') to a point; thence North twenty-one degrees six minutes three seconds East (N 21° 06' 03" E) one hundred sixty-six and fifty-one hundredths feet (166.51') to a point; thence following a curve to the right having a central angle of twenty-nine degrees fifty-three minutes (29° 53' 00") and a radius of three hundred four and twenty-two one hundredths feet (304.22'), an arc distance of one hundred fifty-eight and sixty-seven one hundredths feet (158.67') to a point; thence North fifty degrees fifty-nine minutes three seconds East (N 50° 59' 03" E) four hundred fifty-two and ninety-six one hundredths feet (452.96') to a point on the northeasterly boundary line of the parcel described above.

Meaning and intending to describe a strip of land fifty (50) feet in width and lying twenty-five (25) feet on either side of the above-described centerline, the parcel at its northeasterly end to extend only to said northeasterly boundary of said parcel described above.

In addition to the lot or parcel of land hereinbefore described and being demised to this Grantee by this Grantor, there shall also be included within this Deed, the following easement or right:

The right, easement and privilege of the Grantee, its successors and assigns, to use in common with others, to pass by foot or by vehicle and to use for all purposes of ingress and egress as a public way, a road or street extending from the demised premises hereinbefore described

whatever kind and nature, now situated upon said premises, not the property of any tenant in the premises.

The above-described premises are conveyed SUBJECT to all outstanding leases and to all restrictions, encumbrances, and easements of record insofar as the same are now in force and applicable, and further SUBJECT to all outstanding real estate taxes, which the Grantee herein hereby assumes and agrees to pay.

TO HAVE AND TO HOLD the same, together with all privileges and appurtenances thereunto belonging to the said OLD PORT REALTY CORP., its successors and assigns forever.

IN WITNESS WHEREOF, the said THE PRUDENTIAL INSURANCE COMPANY OF AMERICA has caused its corporate seal to be hereto affixed and these presents to be signed, acknowledged and delivered in its name and behalf by Theodore M. Garhart, its Vice President hereto duly authorized, this 9th day of May in the year one thousand nine hundred and seventy-seven.

Signed, Sealed and Delivered
in presence of

THE PRUDENTIAL INSURANCE COMPANY
OF AMERICA

May 11 1977

By Theodore M. Garhart
Its Vice President duly authorized

COMMONWEALTH OF MASSACHUSETTS
COUNTY OF SUFFOLK, SS.

On this 9th day of May, 1977, before me appeared Theodore M. Garhart to me personally known, who being by me duly sworn did say that he is Vice President of THE PRUDENTIAL INSURANCE COMPANY OF AMERICA, and that the seal affixed to the foregoing instrument is the corporate seal of said corporation, and that said instrument was signed and sealed in behalf of said corporation by authority of its Board of Directors, and said Theodore M. Garhart acknowledged said instrument to be the free act and deed of said corporation.

My Commission Expires
June 12, 1981

[Signature]
Notary Public

NOTICE OF INTENT TO COMPLY WITH MAINE CONSTRUCTION GENERAL PERMIT


PLEASE TYPE OR PRINT IN **BLACK INK ONLY**

Name of Applicant (Owner):	J. B. Brown	Applicant Mailing Address:	36 Danforth St		
Town/City:	Portland	State:	ME	Zip Code:	04101
Daytime phone: (with area code)	207-774-5908	Email if available:	veroneau@maine.rr.com	Name of Agent:	Vin Veroneau
Project Location: (Town/City):	City of Portland	UTM Northing: (if known)		UTM Easting: (if known)	
Map #:	170	Lot #:	F-1, F-2	Size of disturbed area proposed:	2 acres
Creating a common plan of development or sale?	Yes	No X	Part of a larger project?	Yes	No X
Name of waterbody(ies) to which the disturbed area drains, or name municipality if drains to an MS4:	City of Portland				
Does site drain to an Impaired Waterbody (C)? If so, give name:	Yes, Fall Brook				
Detailed directions to site, including address if available:	Take Washington Avenue to 901				
Description of project and its purpose:	Add 18,000 sq. ft. office building and 78 parking spaces to the old Rainbow Mall Site. This site is to be permitted by the City of Portland.				

I am filing notice of my intent to carry out work which meets the requirements of the Construction General Permit (effective 3/10/03). I have a copy of the Construction General Permit. I have read and will comply with all of the standards. I have attached all the required submittals. *Notification forms cannot be accepted without the necessary attachments.*

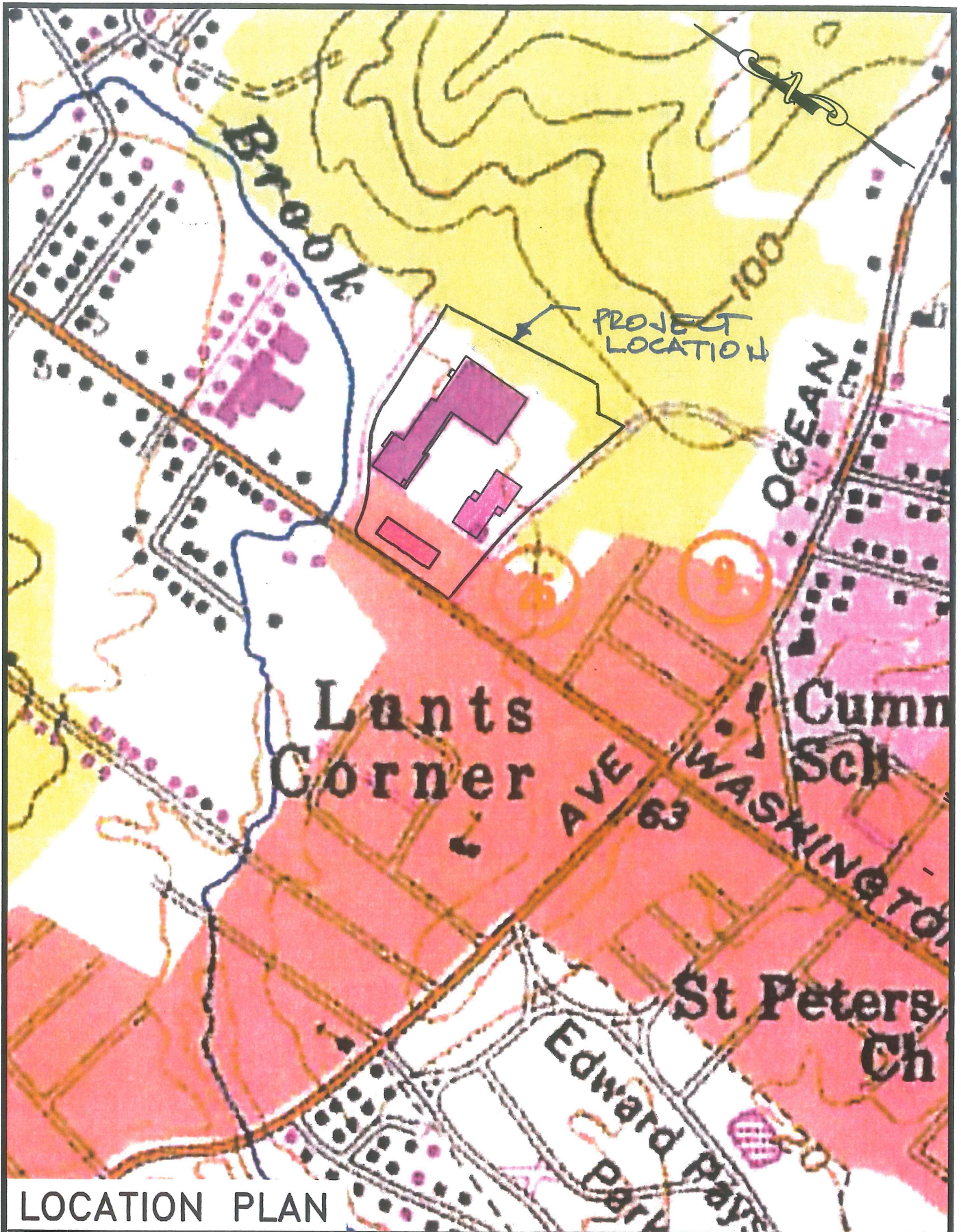
- ALL: A check (non-refundable) made payable to: "Treasurer, State of Maine." **See DEP fee schedule for correct fee.** You must know # of acres being permitted to determine the fee.
- ALL: A U.S.G.S. topo map or Maine Atlas & Gazetteer map with the project site clearly marked.
- ALL: Drawing of the proposed activity (site plan).
- ALL: An ESC plan.
- IF this form is not being signed by the landowner or lessee of the property, attach documentation showing authorization to sign.
- IF any construction activity will occur in essential habitat, attach written approval from the Dept. of Inland Fisheries & Wildlife.

I authorize staff of the Departments of Environmental Protection to access the project site for the purpose of determining compliance with the general permit. I also understand that ***this permit is not valid until approved by the Department or 14 days after receipt by the Department, whichever is less.***

Signature of Applicant:		Date:	3/31/11
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Keep the bottom copy as a record of permit. Send the form with attachments via certified mail to the Maine Dept. of Environmental Protection at the appropriate regional office. The DEP will send a copy to the Town Office as evidence of the DEP's receipt of notification. No further authorization by DEP will be issued after receipt of notice. Check with DEP Staff to determine the expiration date on this permit. **Work carried out in violation of any standard is subject to enforcement action.**

OFFICE USE ONLY	Ck.#	Date	Staff	Staff	
NOI #	FP		Acc. Date	Def. Date	After Photos



LOCATION PLAN



MARTIN'S POINT HEALTH CARE
901 WASHINGTON AVENUE

SCALE: 1"=500'±
 DATE: APRIL 4, 2011
 DESG BY: TSG
 PROJECT: 10181



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TD Bank, N.A.
One Portland Square
P.O. Box 9540
Portland, ME 04112-9540
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www.tdbank.com

March 15, 2011

Planning Board
City of Portland
Congress Street
Portland, ME

RE: Washington Park – New Building for Martin's Point
Portland, Maine

To Whom It May Concern:

J.B. Brown & Sons has had a banking relationship with TD Bank, N.A. in excess of twenty years. During this timeframe, we have financed and/or reviewed several projects that were similar to the proposed project referenced above. These projects were completed on time, within budget and were repaid in a timely manner.

We believe that J.B. Brown & Sons, Inc. has the financial capacity to successfully complete the proposed development.

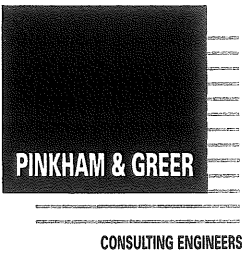
Although the Bank has not committed to finance this project, the Bank would be pleased to consider J.B. Brown's request to finance the project at the appropriate time.

If you need any further information, please contact me at (207) 761-8648.

Sincerely,

A handwritten signature in blue ink that reads 'Kimberly J. Twitchell'.

Kimberly J. Twitchell
Vice President
Senior Lender



380 US Route One
Falmouth, Maine 04105
Tel. 207.781.5242
Fax. 207.781.4245

April 1, 2011

Submittal Requirements:

To ensure we have met the intent of the Portland Application process we have prepared the following brief statements:

- **Written Assessment of the Zoning:** This project has been designed in accordance with the Standards for the B-2 District and the Contract Zone recorded in book 4013, Page 113 in the Cumberland County Registry of Deeds
- **Written Description of Easements:** The utilities servicing the buildings on the site have utility easements. See deed for any additional easements.
- **Written Waiver Requests:** At this time we are not requesting any waivers.
- **Written Summary of Significant Natural Features:** There are no significant natural features on site.
- **Written Summary of City Master Plan Consistency:** This project provides controlled commercial development within the confines of existing development and compatible with the neighborhood. It is consistent with City Master Plans.
- **Neighborhood Meeting:** The neighborhood meeting will be held in conformance with City Guidelines.

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: March 4, 2011

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

Site Address: 901 WASHINGTON AVE

(Regarding addressing, please contact Leslie Kaynor, either at 756-8346, or at LMK@portlandmaine.gov)

Chart Block Lot Number: _____

Proposed Use: OFFICE

Previous Use: N/A

Existing Sanitary Flows: N/A GPD

Existing Process Flows: N/A GPD

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

CONNECT ON SITE TO EX. 8" SERVICE NEXT TO RAINBOW HILL ROAD W/ MANHOLE

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

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

2. Please, Submit Domestic Wastewater Design Flow Calculations.

Estimated Domestic Wastewater Flow Generated: _____ GPD

Peaking Factor/ Peak Times: PF 4 = 39PM / 9 TO 5 DAILY. 1080

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

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

3. Please, Submit Contact Information.

Owner/Developer Name: J. B. BROWN / VINCENT VERONEAU

Owner/Developer Address: 36 DANFORTH ST.

Phone: 774 5908 Fax: 774 0898 E-mail: VERONEAU@MAINE.PA.COM

Engineering Consultant Name: THOMAS GREEN, PINKHAM & GREEN

Engineering Consultant Address: 380 US RT 1, FARMOUTH ME. 04105

Phone: 781-5242 Fax: 781 4245 E-mail: tgreet@pinkhamandgreen.com

City Planner's Name: SHUKRIA KHAN Phone: 756-8083

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

4. Please, Submit Industrial Process Wastewater Flow Calculations

Estimated Industrial Process Wastewater Flows Generated: 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): _____

Peaking Factor/Peak Process Times: _____

(<http://www.osha.gov/oshstats/sicser.html>)

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

Construction Management Plan

The construction process is expected to take a total of 7 months, beginning in June, 2011 and ending in December, 2011. Construction management procedures will be specified in the Contract Documents, and will include the following items:

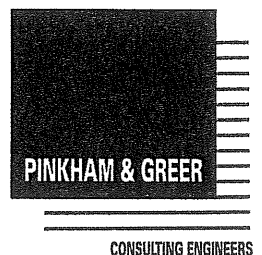
1. **Continued access for businesses.** The existing driveways that provide access to the existing businesses will be maintained throughout the construction period to insure business and emergency vehicles have clear access to the parking lot and the existing buildings. Pedestrian access along the Washington Avenue, Rainbow Mall Road, and Pheasant Hill Road will be maintained.
2. **Security.** It is anticipated that the construction site will be fenced off with temporary construction fencing throughout the construction period, and all construction activity will occur within the fenced in area. Fencing will be installed along the property lines. It is anticipated that materials and trailer storage will occur on the development area.
3. **Contractor Parking.** On-site parking for contractors' vehicles is anticipated.
4. **Traffic Controls.** Most construction activity will be contained within the security fencing and should not impact ongoing vehicle circulation along Washington Avenue, Pheasant Hill Road and Rainbow Mall Road or within the existing parking area. In the event that construction activity is necessary in the streets, the Contractor will be required to provide on-going traffic control that meets the requirements of the City.
5. **Equipment/Material Storage.** It is anticipated that all equipment and materials will be stockpiled on-site.

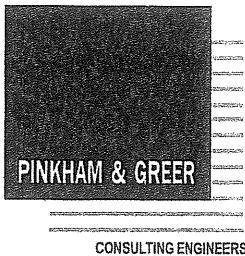
**Stormwater Management Report
901 Washington Avenue
Portland, Maine**

April 4, 2011

**Prepared by:
Pinkham and Greer Consulting Engineers
380 U.S. Route 1
Falmouth, Maine 04105**

(207) 781-5242





380 US Route One
Falmouth, Maine 04105
Tel. 207.781.5242
Fax. 207.781.4245

**STORMWATER MANAGEMENT REPORT
901 WASHINGTON AVENUE
PORTLAND, MAINE**

April 4, 2011

Project Description:

J.B. Brown intends to add an 18,000 sq. ft. single story office building to the existing site at 901 Washington Avenue. This site was originally developed as the Rainbow Mall and expanded in 2000 with a 27,600 sq. ft. office building.

The existing site is 14.5 acres and has 9.3 acres of lot coverage including parking and buildings. The addition of the new building and parking will increase the total impervious area to 10.48 acres or 72% of lot coverage.

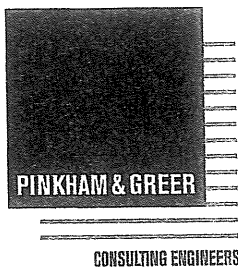
The property is accessed from Rainbow Mall Road and Pheasant Hill Road. The new building will be located adjacent Washington Avenue, between the two roads. It is currently open lawn area with trees spaced out across the area, see attached aerial photo.

Topography and Soils:

The front of the site slopes at about 3% down to Washington Avenue. The total drop is about 7 feet. The soils have been reworked from previous development in this area. These are assumed to be hydrologic Group C. Borings indicate a depth to bedrock in the 2 foot to 15 foot range. Some rock removal for utilities is likely.

Alteration of Land Cover:

This project will change approximately two acres of lawn area to pavement, building, and landscaping. The area will be fully landscaped with trees, shrubs, and lawn.



Alteration of Existing Drainage Ways:

This site has sheet drainage from the lawn to the curb lines of Rainbow Mall Road, Washington Avenue and Pheasant Hill Road. The drainage is collected in catch basins at the curb line and piped to Fall Brook located just to the northwest.

This plan will alter the pattern by collecting the roof drainage and parking lot drainage and conveying it to two underdrained soil filters, located in the front lawn. From these water quality treatment systems, the water will be conveyed by pipes to the existing catch basin system at Pheasant Hill Road and discharged to Fall Brook.

Methodology:

This site was modeled using the computer program HydroCAD, version 9.1, developed by Applied Microcomputer Systems of Chocura, NH. HydroCAD uses the Soil Conservation Service TR-20 method to predict flows for stormwater runoff. This method involves hydrologic soil groups, vegetative cover and ground slope to establish drainage conditions. Post-development peak flows were calculated for the 2-year, 10-year and 25-year storm events for Cumberland County, Maine. These storm events translate to 3.0, 4.7 and 5.5 inches of rain in a 24-hour period. A copy of the HydroCAD analysis and calculations are attached.

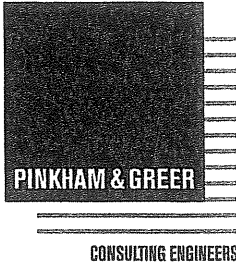
Water Quantity:

This project is located in the Fall Brook watershed, an urban impaired stream as listed in Chapter 500 of the DEP's Stormwater Law. The treatment of the stormwater runoff is required by one of several methods. We have selected underdrained soil filters as the appropriate method. These filters allow for 18" of ponding in the basin over 6" of topsoil, 12" sandy filter media and 6" - 12" of stone to collect the water. This system removes contaminants in the stormwater and reduces the temperature before discharge.

The filters treat 52,689 sq. ft. of paving and building which is equivalent to 100% of the new impervious surface and 14,304 sq. ft. of lawn and landscaped area. The filters are sized to treat 1" of runoff from the impervious area and 0.4" of runoff from the landscaped area. This is in compliance with DEP design criteria.

Water Quality:

This site will have additional flows of stormwater leaving the site. The underdrained soils filters will provide some detention of the water reducing peak flows to the watershed in the 2-year storm. The 10 and 25-year storms show increases.



Below is a table of results for the small section of the watershed.

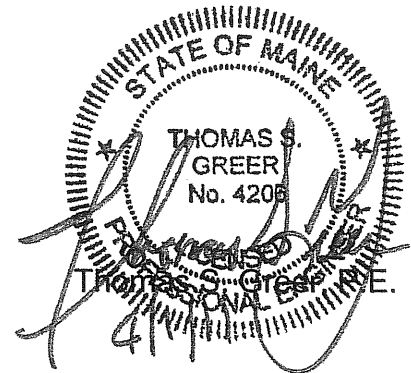
Table of Peak Flows
Peak Q (cfs)

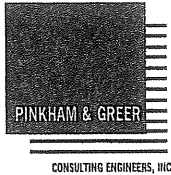
P.O.A.	Existing Condition			Developed Condition		
	2-year	10-year	25-year	2-year	10-year	25-year
CB to Fall Brook	2.17	4.71	5.98	1.50	7.51	9.59
Fall Brook	645.37	1320.59	1651.81	645.41	1320.59	1651.79

We created a rough model of the Fall Brook watershed to Washington Avenue. As you can see this project has little impact to the flows at the culverts there.

Conclusion:

Stormwater from this site will be controlled by underdrained soil filters, which provide quality and some quantity enhancement. This project will not have adverse impacts on downstream properties or wetlands.





170 U.S. Route One
Falmouth, Maine 04105
(207) 781-5242
FAX (207) 781-4245

JOB 901 WASHINGTON AVENUE
SHEET NO. REVISED OF _____
CALCULATED BY TSC DATE 4/4/11
CHECKED BY _____ DATE _____
SCALE _____

CHECK SIZING OF UDSF

UDSF #1 AREA DRAINING TO IT 7,440 ϕ LAWN
29,614 ϕ PVMT/BUILD

VOLUME REQUIRED:

1" OFF PVMT/OLOG
.4" OFF LAWN

$$29,614 \times \frac{1}{12} = 2,467 \text{ CF}$$

$$7,440 \times \frac{.4}{12} = \frac{248 \text{ CF}}{2,715 \text{ CF}}$$

REQ

VOLUME OF BASIN

54.3 - 1345 ϕ	}	x .7 =	1045 CF
55.0 - 1641			
56 - 2200	}	x 1.0	<u>1,920</u>

2,965 CF > 2,715 OK

UDSF #2

AREA DRAINING TO IT 6,864 SQ FT LAWN
23,075 BUILD/PVMT

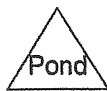
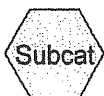
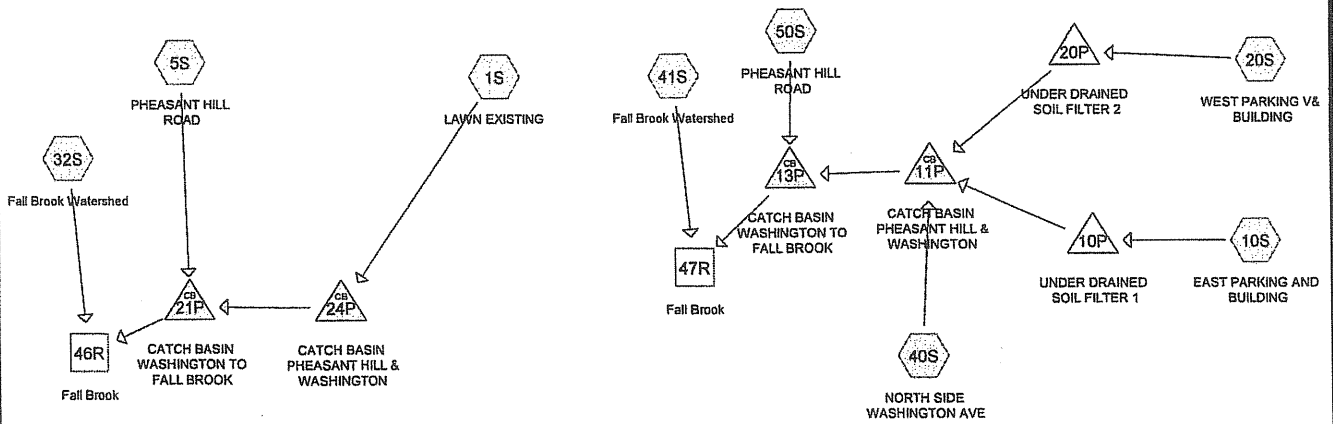
1" OFF BUILD/PVMT 23,075 $\times \frac{1}{12} = 1,922 \text{ CF}$
.4" OFF LAWN 6,864 $\times \frac{.4}{12} = \frac{228}{2,150 \text{ CF}}$
REQ.

VOLUME OF BASIN

53.3	1430	}	x .7 =	1102 CF
54.0	1720			
55.0	2282	}	x 1.0 =	<u>2,001 CF</u>

3,103 CF > 2,150

OK



JB BROWN WASHINGTON AVE TSG 10181

Type III 24-hr 25 YEAR Rainfall=5.50"

Prepared by Pinkham and Greer Consulting Engineers, Inc.

Printed 3/31/2011

HydroCAD® 9.10 s/n 02136 © 2010 HydroCAD Software Solutions LLC

Page 3

Total Runoff Area = 3,967.651 ac Runoff Volume = 1,054.286 af Average Runoff Depth = 3.19"
61.99% Pervious = 2,459.641 ac 38.01% Impervious = 1,508.009 ac

Summary for Subcatchment 5S: PHEASANT HILL ROAD

Runoff = 1.38 cfs @ 12.11 hrs, Volume= 0.100 af, Depth> 3.41"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
 Type III 24-hr 25 YEAR Rainfall=5.50"

	Area (sf)	CN	Description
*	9,879	75	LAWN
*	5,451	98	PAVEMENT
	15,330	83	Weighted Average
	9,879		64.44% Pervious Area
	5,451		35.56% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.4	60	0.0580	0.16		Sheet Flow, SHALLOW Grass: Dense n= 0.240 P2= 3.00"
1.4	140	0.0070	1.70		Shallow Concentrated Flow, SHALLOW Paved Kv= 20.3 fps
7.8	200	Total			

Summary for Subcatchment 20S: WEST PARKING V& BUILDING

Runoff = 3.77 cfs @ 12.05 hrs, Volume= 0.254 af, Depth> 4.43"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
 Type III 24-hr 25 YEAR Rainfall=5.50"

Area (sf)	CN	Description
* 6,864	75	LAWN
* 23,075	98	PAVEMENT & BUILDING
29,939	93	Weighted Average
6,864		22.93% Pervious Area
23,075		77.07% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
0.9	50	0.0130	0.98		Sheet Flow, SHEET Smooth surfaces n= 0.011 P2= 3.00"
1.0	140	0.0130	2.31		Shallow Concentrated Flow, SHALLOW Paved Kv= 20.3 fps
1.6	140	0.0050	1.44		Shallow Concentrated Flow, SHALLOW -2 Paved Kv= 20.3 fps
3.5	330	Total			

Summary for Subcatchment 40S: NORTH SIDE WASHINGTON AVE

Runoff = 2.26 cfs @ 12.06 hrs, Volume= 0.150 af, Depth> 4.12"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
 Type III 24-hr 25 YEAR Rainfall=5.50"

	Area (sf)	CN	Description
*	6,958	75	LAWN
*	12,013	98	PAVEMENT
	18,971	90	Weighted Average
	6,958		36.68% Pervious Area
	12,013		63.32% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
3.8	400	0.0075	1.76		Shallow Concentrated Flow, SHALLOW Paved Kv= 20.3 fps

Summary for Subcatchment 50S: PHEASANT HILL ROAD

Runoff = 1.00 cfs @ 12.11 hrs, Volume= 0.074 af, Depth> 3.81"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
 Type III 24-hr 25 YEAR Rainfall=5.50"

	Area (sf)	CN	Description
*	4,973	75	LAWN
*	5,136	98	PAVEMENT
	10,109	87	Weighted Average
	4,973		49.19% Pervious Area
	5,136		50.81% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.4	60	0.0580	0.16		Sheet Flow, SHALLOW Grass: Dense n= 0.240 P2= 3.00"
1.4	140	0.0070	1.70		Shallow Concentrated Flow, SHALLOW Paved Kv= 20.3 fps
7.8	200	Total			

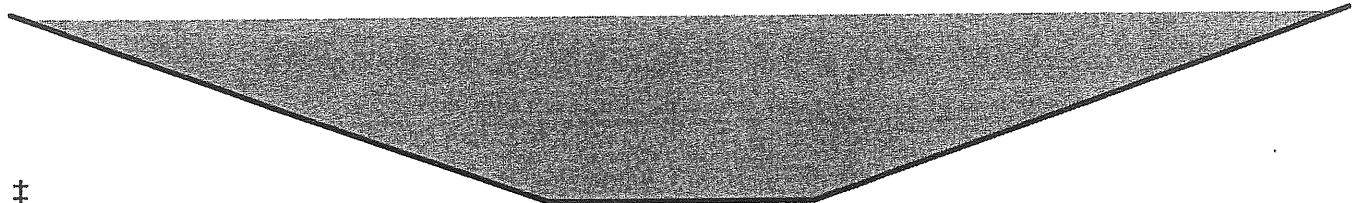
Summary for Reach 47R: Fall Brook

Inflow Area = 1,983.706 ac, 38.04% Impervious, Inflow Depth > 3.19" for 25 YEAR event
Inflow = 1,651.79 cfs @ 14.20 hrs, Volume= 527.080 af
Outflow = 1,597.51 cfs @ 14.88 hrs, Volume= 507.216 af, Atten= 3%, Lag= 40.9 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Max. Velocity= 3.71 fps, Min. Travel Time= 22.0 min
Avg. Velocity = 1.91 fps, Avg. Travel Time= 42.8 min

Peak Storage= 2,107,709 cf @ 14.52 hrs
Average Depth at Peak Storage= 9.73'
Bank-Full Depth= 10.00', Capacity at Bank-Full= 1,697.14 cfs

15.00' x 10.00' deep channel, n= 0.040 Winding stream, pools & shoals
Side Slope Z-value= 3.0 '/' Top Width= 75.00'
Length= 4,899.0' Slope= 0.0010 '/'
Inlet Invert= 65.00', Outlet Invert= 60.10'



Summary for Pond 11P: CATCH BASIN PHEASANT HILL & WASHINGTON

Inflow Area = 1.973 ac, 75.27% Impervious, Inflow Depth > 3.48" for 25 YEAR event
 Inflow = 8.63 cfs @ 12.08 hrs, Volume= 0.572 af
 Outflow = 8.63 cfs @ 12.08 hrs, Volume= 0.572 af, Atten= 0%, Lag= 0.0 min
 Primary = 8.63 cfs @ 12.08 hrs, Volume= 0.572 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
 Peak Elev= 52.99' @ 12.08 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	47.30'	12.0" Round Culvert L= 22.0' Ke= 0.500 Inlet / Outlet Invert= 47.30' / 47.00' S= 0.0136 1' Cc= 0.900 n= 0.010

Primary OutFlow Max=8.45 cfs @ 12.08 hrs HW=52.80' (Free Discharge)
 ↑1=Culvert (Inlet Controls 8.45 cfs @ 10.76 fps)

Summary for Pond 20P: UNDER DRAINED SOIL FILTER 2

Inflow Area = 0.687 ac, 77.07% Impervious, Inflow Depth > 4.43" for 25 YEAR event
 Inflow = 3.77 cfs @ 12.05 hrs, Volume= 0.254 af
 Outflow = 2.98 cfs @ 12.11 hrs, Volume= 0.191 af, Atten= 21%, Lag= 3.4 min
 Primary = 2.98 cfs @ 12.11 hrs, Volume= 0.191 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
 Peak Elev= 56.15' @ 12.11 hrs Surf.Area= 2,357 sf Storage= 3,475 cf

Plug-Flow detention time= 97.4 min calculated for 0.191 af (75% of inflow)
 Center-of-Mass det. time= 36.3 min (783.9 - 747.6)

Volume	Invert	Avail.Storage	Storage Description
#1	53.00'	4,416 cf	Custom Stage Data (Prismatic) Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
53.00	390	0	0
54.00	130	260	260
54.50	1,299	357	617
55.00	1,547	712	1,329
56.00	2,085	1,816	3,145
56.50	3,000	1,271	4,416

Device	Routing	Invert	Outlet Devices
#1	Primary	55.80'	2.0" x 2.0" Horiz. Orifice/Grate X 20.00 C= 0.600 Limited to weir flow at low heads
#2	Primary	53.00'	0.03 cfs Exfiltration at all elevations
#3	Primary	55.80'	2.0' long Sharp-Crested Rectangular Weir 2 End Contraction(s) 0.8' Crest Height

Primary OutFlow Max=2.93 cfs @ 12.11 hrs HW=56.14' (Free Discharge)

- 1=Orifice/Grate (Orifice Controls 1.57 cfs @ 2.82 fps)
- 2=Exfiltration (Exfiltration Controls 0.03 cfs)
- 3=Sharp-Crested Rectangular Weir (Weir Controls 1.34 cfs @ 2.02 fps)

Summary for Pond 24P: CATCH BASIN PHEASANT HILL & WASHINGTON

Inflow Area = 2.093 ac, 16.29% Impervious, Inflow Depth > 3.01" for 25 YEAR event
 Inflow = 5.24 cfs @ 12.29 hrs, Volume= 0.525 af
 Outflow = 5.24 cfs @ 12.29 hrs, Volume= 0.525 af, Atten= 0%, Lag= 0.0 min
 Primary = 5.24 cfs @ 12.29 hrs, Volume= 0.525 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
 Peak Elev= 49.72' @ 12.29 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	47.30'	12.0" Round Culvert L= 22.0' Ke= 0.500 Inlet / Outlet Invert= 47.30' / 47.00' S= 0.0136 1' Cc= 0.900 n= 0.010

Primary OutFlow Max=5.22 cfs @ 12.29 hrs HW=49.70' (Free Discharge)
 ↑1=Culvert (Inlet Controls 5.22 cfs @ 6.64 fps)

JB BROWN WASHINGTON AVE TSG 10181

Type III 24-hr 10 YEAR Rainfall=4.70"

Prepared by Pinkham and Greer Consulting Engineers, Inc.

Printed 3/31/2011

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Page 21

Total Runoff Area = 3,967.651 ac Runoff Volume = 838.809 af Average Runoff Depth = 2.54"
61.99% Pervious = 2,459.641 ac 38.01% Impervious = 1,508.009 ac

JB BROWN WASHINGTON AVE TSG 10181

Type III 24-hr 2 YEAR Rainfall=3.00"

Prepared by Pinkham and Greer Consulting Engineers, Inc.

Printed 3/31/2011

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Page 23

Total Runoff Area = 3,967.651 ac Runoff Volume = 409.304 af Average Runoff Depth = 1.24"
61.99% Pervious = 2,459.641 ac 38.01% Impervious = 1,508.009 ac

INSPECTION AND MAINTENANCE OF STORMWATER MANAGEMENT FACILITIES

Stormwater Management Facilities include swales, ditches, paved surfaces, catch basins, drain manholes, and drain pipe. Periodic inspection and maintenance of these site features and devices is necessary to prevent erosion, protect roadways and other paved areas, and remove pollutants from stormwater runoff.

SWALES, DITCHES AND PAVED SURFACES:

Swales, ditches and paved surfaces are easily inspected during a site walk or even a ride-by. Since visual inspection is easy, their condition should be assessed during and/or after significant rainfall events such as thundershowers and periods of heavy or extended rainfall and during periods of significant snowmelt. Any damage or unusual condition such as sedimentation of a ditch, erosion, damaged pavement or dying vegetation should be recorded, dated and initialed by the inspector when observed. Even if there is no damage, the inspector should make record of these inspections at least twice annually.

Paved surfaces should be visually inspected monthly during the winter. The inspector should pay particular attention to the build up of ice and sand along the edge of the road and remove accumulations that block the free flow of surface runoff to the catch basins. Paved areas should be swept at least once annually. The date and initials of the inspector should be recorded on the forms provided as well as a notation of any cleanup effort that was made.

CATCH BASINS:

Catch basins are precast concrete structures with sumps and cast iron grates. Catch basins' function is to collect stormwater and trap heavy sediments. They also provide access to the inlet end of the storm drain pipes that exit them for inspection and maintenance.

Throughout the winter/spring sanding period, inspect the structures monthly and after every significant rainfall event or period of heavy snowmelt. Clean the sumps when sediment level is within 3 inches of the outlet pipe invert. Remove sand deposits and debris as necessary. Record dates of inspections, observations and maintenance measures implemented (if any) on the forms provided and initial the entry.

Confined space entry safety procedures should be practiced when entering these structures.

DRAIN PIPES:

Drain pipes are road culverts and the pipe connecting and exiting drainage structures (see above). Inspect drain pipes when inspecting other stormwater maintenance facilities. At least annually make a visual inspection of the pipe. During the daylight you should be able to see light through most pipes as they have been laid to a straight line and grade.

Clean pipes as necessary. Record inspections on the forms provided noting condition of pipe and any maintenance procedures implemented.

Solid Waste Management

Solid waste will be removed by private hauler, and taken to a licensed waste disposal facility. All storage facilities for solid waste will be maintained at their current locations on the 901 Washington Avenue property and not on the area being developed. The attached plan shows dumpster locations.

HKTA / architects

3/24/2011

901 Washington Avenue, New Office Building

Narrative Response to Guideline Topics for Development in the B-1, B-1b, B-2, B-2b in order to meet the Site Plan Standards

From City of Portland Technical Standards and Design Guidelines

1. Building Location and Form

The project location at 901 Washington Avenue received a conditional zone agreement in September 2010. In consideration of the rezoning, the developer agreed that all the dimensional requirements of the B-2 zone are to apply except that the minimum setback from Washington Avenue would be at least 45 feet. This stipulation precludes the creation of a street wall. Furthermore, in the same paragraph as the dimensional requirement, the zoning agreement requires that in the setback the developer is to provide a landscape buffer. The desire to have the building framed and enclose the street is greatly diminished by these requirements.

2. Building Function

This building is a single story office building situated in on otherwise residential area. Surrounded by residential zones, this business district is an island set within the fabric of a very different use. The intensity and variety of use, which might benefit an established business district with economic vitality, might be seen as competing with the established residential zones. From this perspective the building is best set to compliment the neighborhood and to ameliorate its visual impact by the use of a landscape buffer and adequate set back so to maintain a more park, campus like setting, reducing its impact on the streetscape and residential structures.

3. Orientation of Buildings and their Entrances to the Street

This building presents itself to the street. Emphasis has been placed on the design of a major entrance from the street giving this building a front door onto Washington Avenue. The front door element is prominent and reinforced by a generous stair leading from the sidewalk, passing through landscaped surfaces and a plaza with bench seating. As a major entry feature, this gives a face to the street side of the building. The entry is reinforced by a large expanse of glass and an obvious yet graceful arched canopy which not only caps the entrance doors but engages the first part of the plaza as a transition to the seating and entrance walk from the street.

4. Windows

This building is well fenestrated on all sides, an important aspect for occupants' comfort and building efficiency. At each building corner and at the entrance, large expanses of glass are introduced and used for ample daylighting opportunities. This pattern is further used along the street elevation to enhance the building's public appearance. The use of glass in this manner will convey the occupancy of the building, its visibility and variety of light and texture in its setting, off of Washington Avenue, and in its position behind a well landscaped buffer.

5. Building Character, Detail, Scale, and Graphic Qualities

The building design employs a number of architectural features, which not only gives the building a strong presence, but one that also relates to the community and the scale of the present building fabric along Washington Avenue. Understanding that the building shares a major thoroughfare with many small residences, the design of the principal facades has been modulated to reduce the overall length of the building. By offsetting the building with small bays and in varying the use of material and the amount of glazing, the building provides a variety of shade, shadow, and texture that relieves the eye and provides interest and presence along the street. The entrance is set into a large storefront assembly and is highlighted by a curved canopy and flanking exterior pilasters, shadowing and protecting the entrance. The use of precast concrete in amongst a field of veneer wall brick, and used to anchor the corners of the building and to flank the more detailed canopy entrance, serves to reduce the massing and enliven and complement the siting of the building.

6. Signage and Building Entrances

A sign is proposed at the corner of Rainbow Mall Road and Washington Ave. This is an internally light sign mounted on a monumental base that will serve as signage for tenants for this building as well as the other buildings within the business zone.

7. Development Relationship to Street

The building façade facing Washington Avenue is a composed design that incorporates architectural features and amenities that support the building and streetscape. The buffer between the building and the street is a well-landscaped composition that offers modulated views to the building from the street. Employing a variety of plant material and landscaping, the building gains shading and view depending upon the season and view perspective and offers comfort and cordiality to the user. This is strong recognition that the site and building work together to provide a place along the street that is defined, sympathetic to the neighborhood texture of smaller structures and supportive of the building's function of as place of employment.

8. Parking Lots

The parking spaces are screened from Washington Avenue by a well-landscaped buffer. Parking is located to the side and rear of the building, away from Washington Avenue. This means the 45-foot building set back has been kept free of parking. This has afforded ample space to develop a significant planting scheme and screening. The screening extends from lot corner to lot corner, wrapping the property at the corners to establish screens of the parking lots from the public ways. These densely planted corners provide a buffer for both the building and the parking. Street trees planted along Washington Avenue will provide a defined edge between the street and the site.

9. Transit Connections

An existing bus stop is located on the southwest side of the site on Washington Avenue. Sidewalks extend from there in both directions to the corners of Rainbow Mall Road and Pheasant Hill Road where the sidewalks continue onto these respective side streets to provide walkers access to the interior part of the site and the back side or North side of the new building. The front steps to the new building are in close proximity to the bus stop.

Manufacturer's verification that HVAC and manufacturing equipment meets applicable state and federal emissions requirements.

This will be provided once design is complete.

Snow Management

A private contractor is hired to provide snow plowing and, if necessary, to remove accumulated snow. The attached plan shows on-site snow storage areas.

Landscape Narrative

Anthony L. Muench
Landscape Architect

Landscape Plan for:

Martin's Point Healthcare
901 Washington Avenue
Portland, Maine

In preparing this design, we have responded to the guidelines established in the '**City of Portland Technical Manual**' Section 4 titled 'Landscaping & Landscape Preservation Standards' [7-9-2010]

4.5.1

All Landscape Design

The proposed landscape will result in an attractive , low maintenance outdoor space. It serves as a visual screen buffer from the street into the site. From the building there is ample open landscaping to the street , yet still provides privacy. The plantings in this space are integrated with the proposed underdrain soil filter system. The parking areas are well screened from the street view.

4.5.2

Screening & Buffers

The proposed plantings provide a dense mixed buffer, incorporating understory trees, street trees, evergreen trees and shrubs. Mature shrubs shall meet the 3' height at maturity requirement and shall be spaced 5'-8' . [or as the species is recommended]

The proposed street trees mirror the residential street edge character from the opposite side of the street. The trees provide an upper elevation view buffer between the new building and the residences.
[note that the new building is 6' above the elevation of Washington Ave. at this location.]

4.5.5

Parking Areas

Both parking areas visible along Washington Avenue are screened with a staggered row of evergreen trees. The trees are not subject to the direct drainage runoff from the parking areas due to the grading design and the use of curbing. This reduces the impact of salt on the selected species.

4.5.6

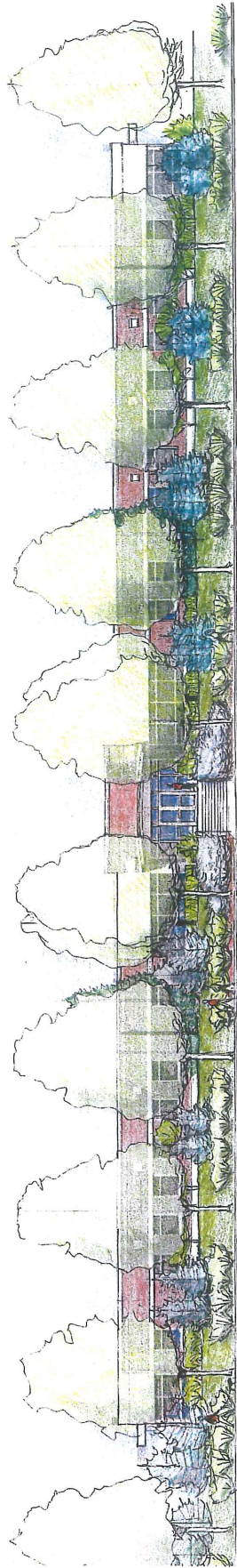
Snow Storage

The tree planting is set back to allow for ample snow storage areas.

4.7

Plant Selection

Plants selected will comply with the current standards set forth in the American Standard for Nursery Stock.
ANSI Z60.1 – 2004
Plants are noted in recommended tree list in the technical standards:
Figures IV -1A, IV-1B



0 10 20 40
SCALE: 1/4" FEET



Date: Mar 28, 2011

Swaney Lighting
15 Pleasant Hill Rd
Scarborough ME 04074
Phone: (207) 883-7100
Fax: (207) 885-9606

Job Name
**MARTIN'S POINT HEALTH CARE, WASHINGTON AVE
PORTLAND ME**

Bid Date
Mar 21, 2011

Submittal Date
Mar 28, 2011

Architect:
HKTA / ARCHITECTS
482 Congress Street
Portland Me 04101

Date: Mar 28, 2011

Page 1/1



Transmittal

Swaney Lighting
15 Pleasant Hill Rd
Scarborough ME 04074
Phone: (207) 883-7100
From: RUSS MILLETT X 106

Project MARTIN'S POINT HEALTH CARE,
WASHINGTON AVE
Location PORTLAND ME
Contact:

ATTACHED WE ARE SENDING YOU 0 COPIES OF THE FOLLOWING ITEMS:

- | | | |
|-----------------------------------|---|--------|
| <input type="checkbox"/> Drawings | <input type="checkbox"/> Specifications | Other: |
| <input type="checkbox"/> Prints | <input type="checkbox"/> Information | |
| <input type="checkbox"/> Plans | <input type="checkbox"/> Submittals | |

THESE ARE TRANSMITTED FOR:

- | | | |
|--|---|---------------------------------|
| <input type="checkbox"/> Prior Approval | <input type="checkbox"/> Resubmittal for Approval | <input type="checkbox"/> Record |
| <input type="checkbox"/> Approval | <input type="checkbox"/> Corrections | Bids due on: |
| <input type="checkbox"/> Approval as Submitted | <input type="checkbox"/> Your Use | Other: |
| <input type="checkbox"/> Approval as Noted | <input type="checkbox"/> Review and Comment | |

Type	MFG	Part
L3	KIM	1SA/WP9LE3/120L5K120/DB/4.00"RD_ POLE
L4	KIM	1SA/WP9LE4/120L5K120/DB/4.00"RD_ POLE
L5	KIM	1SA/WP9LE5/120L5K120/DB/4.00"RD_ POLE
L*	HAPCO Item Note: ALUMINUM	RSA20C5-4-01-BM-D1(KIM)
WP3	KIM	WD14D3/60L5K120/DB
C1	PRESCOLITE	LF6LED / 6LFLED540K



Job Name:
MARTIN'S POINT HEALTH CARE,
WASHINGTON AVE
Architect: HKTA / ARCHITECTS

Catalog Number:
1SA/WP9LE3/120L5K120/DB/
4.00"RD_POLE
Notes:

Type:

L3

SLA11-17489



WP9LE-LED
WARP9™ - Large, Electronic LED
revision 9-24-09 • wp9le-led.pdf

Type:
Job:
Catalog number:

Approvals:

Mtg. Fixture Electrical Module Finish Options
See page 2 See pages 3-4

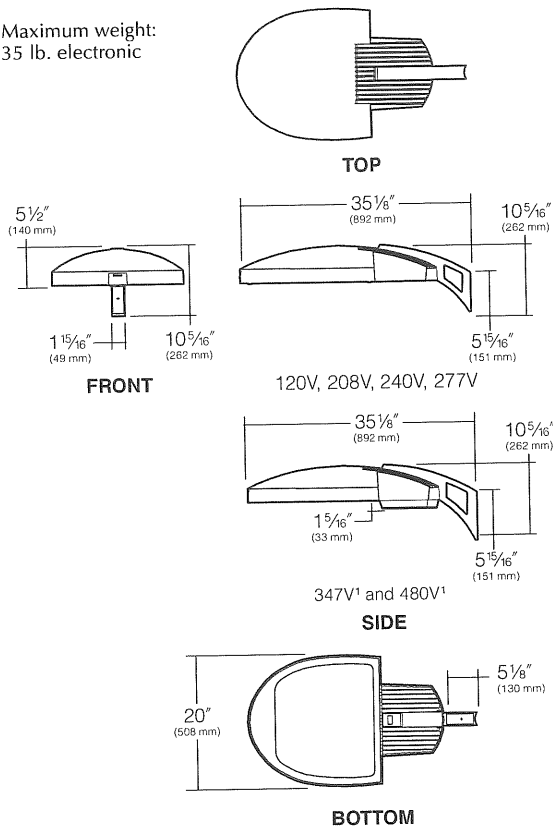
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Page: 1 of 4

Select pole from Kim Pole Catalog. If pole is provided by others indicate O.D. for arm fitting.

Specifications

WP9LE-LED
Large Electronic
120 Light Emitting Diodes
Total Max System Watts = 175W

Maximum weight:
35 lb. electronic



NOTE: Driver compartment door extends down 1 5/16" on large housing to accommodate integral step-down transformer on 347V and 480V models only.



U.S. Patent D568,521,
Patent Pending Optics

Housing: One-piece die-cast, low copper (<0.6% Cu) aluminum alloy with integral cooling ribs over the electrical compartment. Solid barrier wall separates optical and electrical compartments. A single die-cast aluminum cam-latch provides positive locking and sealing of the optical chamber. A one-piece extruded and vulcanized silicone gasket seals the housing against the lens surface.

Electronic Driver Module: One-piece die-cast, low copper (<0.6% Cu) aluminum alloy with integral cooling ribs over exposed bottom surface. Integral hinges and slide latch with stainless steel hardware provides no-tool mounting and removal from housing. All electronic components are UL and CSA recognized and mounted directly to the driver tray for maximum heat dissipation.

Lens: Clear 3/16" thick tempered glass lens retained by a stainless steel piano hinge and a single die-cast aluminum cam-latch. The edges are camouflaged to conceal the outer portion of the housing.

Optical Module: Precision injection molded, high specular reflectors are positioned to achieve directional control toward desired task. Secondary high specular reflector 95% Miro4 panels surround the module to redirect light downward. No fasteners are placed on the reflective surface. The entire assembly fastens to the housing as a one-piece module.

Support Arm: Heavy cast, low copper aluminum alloy with stainless steel mounting bolts. A pole reinforcing plate is provided with wire strain relief. Arm is circular cut for specified round pole.

Finish: Super TGIC thermoset polyester powder coat paint, 2.5 mil nominal thickness, applied over a titanated zirconium conversion coating; 2500 hour salt spray test endurance rating. Standard colors are Black, Dark Bronze, Stealth Gray™, Platinum Silver, or White. Custom colors are available.

CAUTION: Fixtures must be grounded in accordance with national, state and/or local electrical codes, Failure to do so may result in serious personal injury.

Listings and Ratings

UL cUL 1598 ¹	CE	IP66 Rated	25C Ambient
--------------------------	----	------------	-------------

¹Suitable for wet locations.

KIM LIGHTING RESERVES THE RIGHT TO CHANGE SPECIFICATIONS WITHOUT NOTICE.

Submitted by Swaney Lighting



Job Name:
MARTIN'S POINT HEALTH CARE,
WASHINGTON AVE
Architect: HKTA / ARCHITECTS

Catalog Number:
1SA/WP9LE4/120L5K120/DB/
4.00"RD_POLE
Notes:

Type:

L4

SLA11-17489



WP9LE-LED
WARP9™ - Large, Electronic LED
revision 9-24-09 • wp9le-led.pdf

Type:
Job:
Catalog number:

Approvals:

Mtg. Fixture Electrical Module Finish Options
See page 2 See pages 3-4

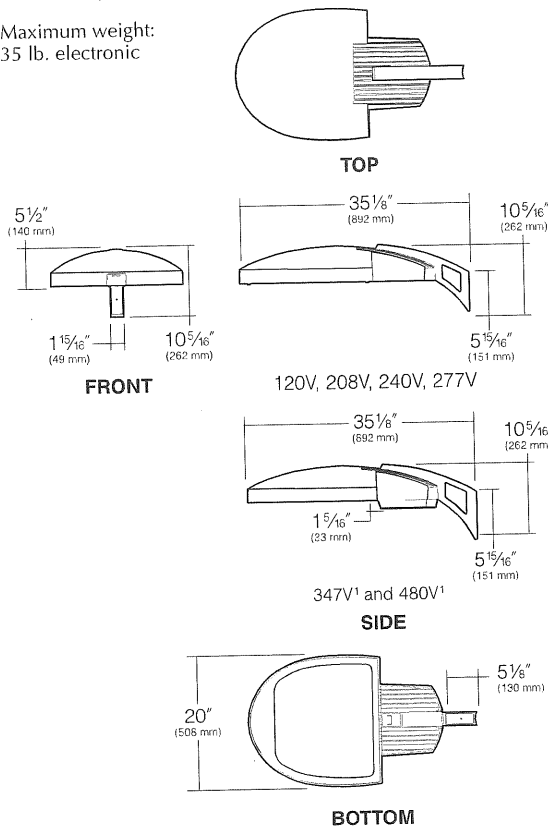
Date:
Page: 1 of 4

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Listings and Ratings			
UL cUL 1598 ¹	CE	IP66 Rated	25C Ambient

¹Suitable for wet locations.
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Submitted by Swaney Lighting



Job Name:
MARTIN'S POINT HEALTH CARE,
WASHINGTON AVE
Architect: HKTA / ARCHITECTS

Catalog Number:
1SA/WP9LE5/120L5K120/DB/
4.00"RD_POLE
Notes:

Type:
L5
SLA11-17489



WP9LE-LED
WARP9™ - Large, Electronic LED
revision 9-24-09 • wp9le-led.pdf

Type:
Job:
Catalog number:

Approvals:

Mtg.	Fixture	Electrical Module	Finish	Options
		See page 2		See pages 3-4

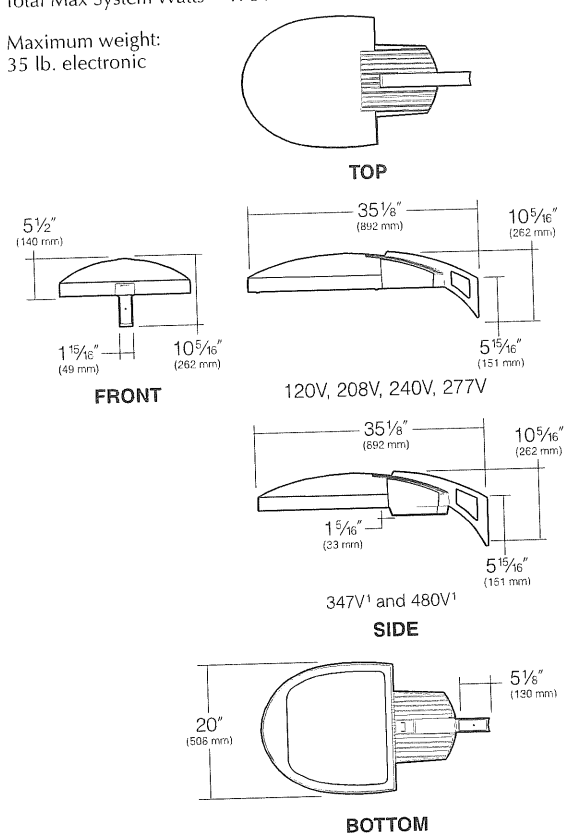
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Page: 1 of 4

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Listings and Ratings			
UL cUL 1598 ¹	CE	IP66 Rated	25C Ambient

¹Suitable for wet locations.
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Submitted by Swaney Lighting



Job Name:
MARTIN'S POINT HEALTH CARE,
WASHINGTON AVE
Architect: HKTA / ARCHITECTS

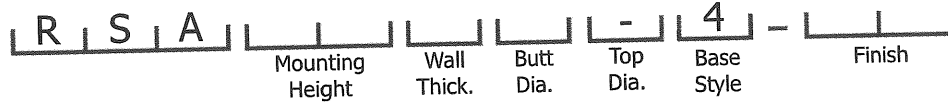
Catalog Number:
RSA20C5-4-01-BM-D1(KIM)

Notes: ALUMINUM

Type:

L*

SLA11-17489



Mtg Hgt	"A" Wall Thickness	"B" Butt Dia	"C" Top Dia	"D" Typ. Lum Weight	Maximum EPA					New Catalog Number	Old Catalog Number
					70	80	90	100	110		
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10	.125"	4	3	100	6.4	4.5	3.2	2.4	1.9	RSA10B4-4**	785-003
10	.125"	5	3	100	12.1	8.8	6.8	5.4	4.4	RSA10B5-4**	785-012
12	.125"	4	3	100	4.6	3.1	2.0	1.4	1.0	RSA12B4-4**	785-004
12	.125"	5	3	100	9.3	6.6	5.0	3.9	3.2	RSA12B5-4**	785-009
12	.156"	5	3	100	12.2	8.8	6.8	5.4	4.3	RSA12C5-4**	
12	.188"	5	3	100	15.1	11.0	8.5	6.8	5.5	RSA12D5-4**	
14	.125"	4	3	80	3.2	2.0	1.1	0.5	-	RSA14B4-4**	785-005
14	.125"	5	3	100	7.1	4.8	3.6	2.8	2.2	RSA14B5-4**	785-010
14	.156"	5	3	100	9.6	6.7	5.1	4.0	3.2	RSA14C5-4**	
14	.188"	5	3	100	12.1	8.6	6.6	5.2	4.1	RSA14D5-4**	
16	.125"	4	3	45	1.8	0.8	-	-	-	RSA16B4-4**	785-006
16	.125"	5	3	100	4.4	2.8	2.1	1.5	1.1	RSA16B5-4**	785-011
16	.156"	5	3	100	6.3	4.2	3.1	2.4	1.9	RSA16C5-4**	785-029
16	.156"	6	4.5	100	19.4	14.6	11.3	9.0	7.3	RSA16C6-4**	
16	.188"	5	3	100	8.2	5.6	4.2	3.3	2.6	RSA16D5-4**	785-030
16	.188"	6	4.5	100	23.8	17.9	14.0	11.2	9.1	RSA16D6-4**	
18	.125"	5	3	75	3.0	1.7	1.1	0.7	0.5	RSA18B5-4**	785-007
18	.156"	5	3	100	4.6	2.9	2.1	1.5	1.1	RSA18C5-4**	785-031
18	.188"	5	3	100	6.2	4.0	3.0	2.3	1.7	RSA18D5-4**	785-032
18	.188"	6	4.5	100	19.7	14.8	11.4	9.1	7.3	RSA18D6-4**	
20	.125"	5	3	45	1.9	0.7	-	-	-	RSA20B5-4**	785-008
20	.125"	6	4.5	100	9.6	7.0	5.2	4.0	3.2	RSA20B6-4**	55-001
20	.156"	5	3	80	3.2	1.8	1.2	0.7	0.5	RSA20C5-4**	785-033
20	.156"	6	4.5	100	13.0	9.6	7.3	5.7	4.5	RSA20C6-4**	55-002
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20	.156"	8	4.5	100	28.4	21.4	16.7	13.2	10.4	RSA20C8-4**	55-006
20	.188"	5	3	100	4.5	2.8	2.0	1.4	1.0	RSA20D5-4**	785-034
20	.188"	6	4.5	100	16.3	12.2	9.3	7.4	5.9	RSA20D6-4**	55-003
20	.188"	7	4.5	100	24.9	18.8	14.6	11.6	9.4	RSA20D7-4**	55-005
20	.188"	8	4.5	100	34.7	26.2	20.5	16.3	13.0	RSA20D8-4**	55-007
25	.156"	6	4.5	100	7.4	5.2	3.8	2.9	2.3	RSA25C6-4**	55-062
25	.156"	7	4.5	100	13.2	9.7	7.3	5.7	4.5	RSA25C7-4**	55-064
25	.156"	8	4.5	100	19.6	14.6	11.3	8.7	6.6	RSA25C8-4**	55-066
25	.188"	6	4.5	100	10.0	7.2	5.4	4.1	3.2	RSA25D6-4**	55-063
25	.188"	7	4.5	100	16.8	12.5	9.5	7.5	5.9	RSA25D7-4**	55-065
25	.188"	8	4.5	100	24.5	18.4	14.2	11.1	8.6	RSA25D8-4**	55-067
25	.219"	8	4.5	100	29.1	21.9	17.0	13.3	10.4	RSA25E8-4**	55-068
25	.250"	8	4.5	100	33.6	25.3	19.7	15.5	12.2	RSA25F8-4**	55-069
30	.156"	7	4.5	100	8.1	5.7	4.2	3.1	2.4	RSA30C7-4**	55-124
30	.156"	8	4.5	100	13.5	9.9	7.4	5.5	3.8	RSA30C8-4**	55-126
30	.188"	10	6	100	32.6	24.2	18.0	13.6	10.4	RSA30D1-4**	55-139
30	.188"	6	4.5	100	5.4	3.7	2.7	1.9	1.4	RSA30D6-4**	55-123
30	.188"	7	4.5	100	11.1	8.0	5.9	4.5	3.5	RSA30D7-4**	55-125
30	.188"	8	4.5	100	17.4	12.9	9.8	7.4	5.4	RSA30D8-4**	55-127
30	.188"	9	4.5	100	24.5	18.3	13.8	10.3	7.7	RSA30D9-4**	55-131
30	.219"	8	4.5	100	21.1	15.7	12.0	9.2	6.9	RSA30E8-4**	55-128
30	.250"	8	4.5	100	24.7	18.5	14.2	11.0	8.4	RSA30F8-4**	55-129
30	.250"	9	4.5	100	34.0	25.6	19.5	14.9	11.5	RSA30F9-4**	55-133
35	.156"	8	4.5	100	8.9	6.2	4.5	3.1	1.8	RSA35C8-4**	55-186
35	.188"	10	6	100	25.0	18.3	13.2	9.5	6.8	RSA35D1-4**	55-199
35	.188"	8	4.5	100	12.1	8.7	6.5	4.6	3.0	RSA35D8-4**	55-187
35	.188"	9	4.5	100	18.2	13.4	9.8	6.9	4.7	RSA35D9-4**	55-191
35	.219"	10	4.5	100	30.0	22.1	16.2	11.9	8.8	RSA35E1-4**	55-200
35	.219"	8	4.5	100	15.2	11.1	8.3	6.1	4.2	RSA35E8-4**	55-188
35	.250"	10	6	100	34.9	25.9	19.2	14.4	10.8	RSA35F1-4**	55-201
35	.250"	8	4.5	100	18.2	13.3	10.1	7.6	5.4	RSA35F8-4**	55-189
35	.250"	9	4.5	100	26.0	19.4	14.5	10.7	7.9	RSA35F9-4**	55-193
35	.312"	10	6	100	44.4	33.1	24.9	19.0	14.7	RSA35G1-4**	55-202
40	.188"	10	6	100	19.0	13.6	9.3	6.2	3.9	RSA40D1-4**	55-259
40	.188"	8	4.5	100	7.8	5.4	3.8	2.5	1.2	RSA40D8-4**	55-247
40	.188"	9	4.5	100	13.1	9.4	6.5	4.1	2.4	RSA40D9-4**	55-251
40	.219"	10	6	100	23.3	16.9	11.9	8.3	5.6	RSA40E1-4**	55-260
40	.219"	8	4.5	100	10.4	7.3	5.3	3.7	2.2	RSA40E8-4**	55-248
40	.250"	10	6	100	27.5	20.1	14.4	10.3	7.3	RSA40F1-4**	55-261
40	.250"	8	4.5	100	12.9	9.3	6.8	4.9	3.1	RSA40F8-4**	55-249
40	.250"	9	4.5	100	19.8	14.5	10.6	7.4	5.0	RSA40F9-4**	55-253
40	.312"	10	6	100	35.6	26.3	19.3	14.3	10.6	RSA40G1-4**	55-262

CATALOG NUMBER SYSTEM

Complete the catalog number with the entry codes below.

WALL THICKNESS:

B = .125" C = .156" E = .219"
D = .188" F = .250" H = .375"

BUTT DIAMETER:

1 = 10" 2 = 12" 4 = 4"
5 = 5" 6 = 6" 7 = 7"
8 = 8" 9 = 9"

TOP DIAMETER:

- = no taper

BASE STYLE:

4 = 4 Bolt Anchor

FINISH: ** (add as suffix)

- BA = Black Powder Paint
- BH = White Powder Paint
- BM = Bronze Powder Paint
- BV = Dark Green Powder Paint
- GC = Gray Powder Paint
- O1 = Satin

* Other finishes available, consult factory

SPECIFY MOUNTING:

Tenon Mount: Specify Tenon diameter (2.375", 2.875", 4.0", etc.) and length (3', 4', etc.)

Side mounting: Specify luminaire type, quantity and orientation. Luminaire drilling must be supplied at time of order.

NOTES:

Effective Projected Area (EPA) in square feet. EPA's calculated using wind velocity (mph) indicated plus 30% gust factor. EPA's are calculated assuming 25 lbs. per square foot of EPA to a maximum of 100 lbs. Maximum EPA is based on the luminaire weight shown. Increased luminaire weight reduces the maximum EPA.

"C"	"E"	"F"
Butt Diameter	Base Square	Bolt Circle
4"	7.5"	6.5" - 8"
5"	7.5"	7.5" - 8"
6"	9.75"	9" - 10"
7"	10.5"	10" - 11"
8"	11.25"	11" - 12"
9"	13"	13" - 14"
10"	14"	14" - 15"

"C"	"G"	Bolt Size
Butt Diameter	Bolt Projection	Bolt Size
4"	2"	.75 x 17 x 3
5"	2"	.75 x 17 x 3
6"	2.75"	1 x 36 x 4
7"	2.75"	1 x 36 x 4
8"	2.75"	1 x 36 x 4
9"	3.25"	1 x 36 x 4
10"	3.25"	1 x 48 x 4

Round Straight Aluminum Pole, without arm, 4 bolt base (55 Series)

Submitted by Swaney Lighting



Job Name:
MARTIN'S POINT HEALTH CARE,
WASHINGTON AVE
Architect: HKTA / ARCHITECTS

Catalog Number:
WD14D3/60L5K120/DB

Notes:

Type:

WP3

SLA11-17489



WD14
14" Wall Director®, Electronic-LED

revision 7-12-10 • kim_wd14led_spec.pdf

Type:
Job:
Catalog number:

/	/	/	
Fixture	Electrical Module	Finish	Options
See page 2			See pages 3-4

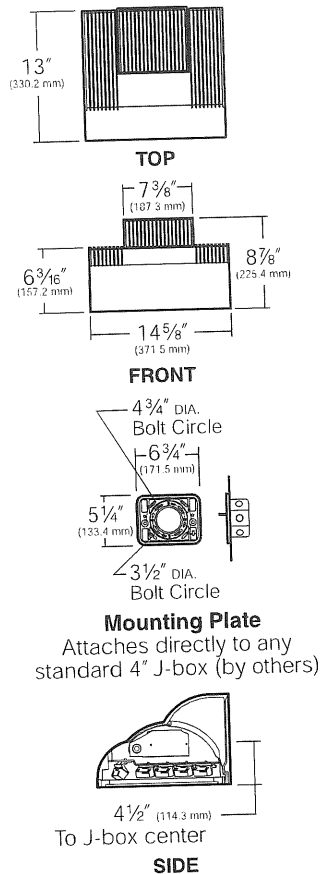
Approvals:

Date:
Page: 1 of 4

Specifications

WD14-LED

60 Light Emitting Diodes
Total Max System Watts = 73W
Maximum Weight = 26 lbs.



Reflector Housing: One-piece die-cast, low copper (<0.6% Cu) aluminum alloy with integral cooling fins. Rotates against ballast housing to provide 10° of adjustment with degree markers cast into the housing. At 0° adjustment, lens is totally concealed from view above horizontal with fixture aimed downward.

Ballast Housing: One-piece die-cast, low copper (<0.6% Cu) aluminum alloy with integral cooling fins. Fastens to mounting plate with keyhole slots freeing both hands for securing and wiring. One stainless steel socket-head screw on each side of housing frees the reflector housing to rotate for aiming. Tightening the screws locks the two housings together with sealing provided by a silicone gasket. For visual aiming, adjustment may be accomplished with the fixture on.

Lens Frame: One-piece die-cast, low copper (<0.6% Cu) aluminum alloy with integral hinges and stainless steel pins. Toolless access to reflector housing with sealing provided by a one-piece extruded and vulcanized silicone gasket. Lens is clear flat 3/8" thick tempered glass sealed to lens frame with a silicone gasket and retainer clips. For UP models, lens is mounted flush with frame for water run off, and is silicone sealed.

Electronic Module: All electrical components are UL and CSA recognized, mounted on a single plate and factory prewired with quick-disconnect plugs. Module includes a driver, thermal control device and surge protector. Electrical module attaches to housing with no-tool hinges and latches, accessible by opening the lens frame only. Driver is rated for -40°F starting and has a 0-10V dimming interface for multi-level illumination options.

Optical Module: Precision, replaceable MicroEmitters are positioned to achieve directional control toward desired task. The entire EmitterDeck fastens to the housing as a one-piece module.

Electrical Components: High power factor ballasts are rigidly mounted inside the housing and are factory prewired with a quick-disconnect plug for mating to the socket.

Mounting Plate: Mounting plate attaches directly to any standard 4" junction box. All mounting plates are die-cast aluminum with reinforced ribs. Two studs are provided in each plate with flange nuts to allow fixture mounting by keyhole slots. Sealant must be applied (by others) between mounting plate and mounting surface to insure a dry junction box.

Finish/Color: Super TGIC thermoset polyester powder coat paint, 2.5 mil nominal thickness, applied over a titanated zirconium conversion coating; A.S.T.M. 2500 hour salt spray test endurance rating. Standard colors are Black, Dark Bronze, Light Gray, Stealth Gray®, Platinum Silver, or White. Custom colors are available.

Warranty: Kim Lighting warrants Wall Director LED products ("Product(s)") sold by Kim Lighting to be free from defects in material and workmanship for (i) a period of five (5) years for metal parts, (ii) a period of ten (10) years for exterior housing paint finish(s), (iii) a period of six (6) years for LED Light Engines and, (iv) a period of five (5) years for LED power components (driver, surge protector and LifeShield™ device), from the date of sale of such goods to the buyer as specified in Kim Lighting shipment documents for each product.

CAUTION: Fixtures must be grounded in accordance with national, state and/or local electrical codes. Failure to do so may result in serious personal injury.

Listings and Ratings

ETL to UL 1598' Standards	IP66 Rated	CE	25°C Ambient
---------------------------	------------	----	--------------

*Suitable for wet locations

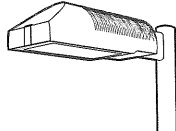
KIM LIGHTING RESERVES THE RIGHT TO CHANGE SPECIFICATIONS WITHOUT NOTICE.





WD14
14" Wall Director®, Electronic-LED
revision 7-12-10 • kim_wd14led_spec.pdf

Type:
Job:

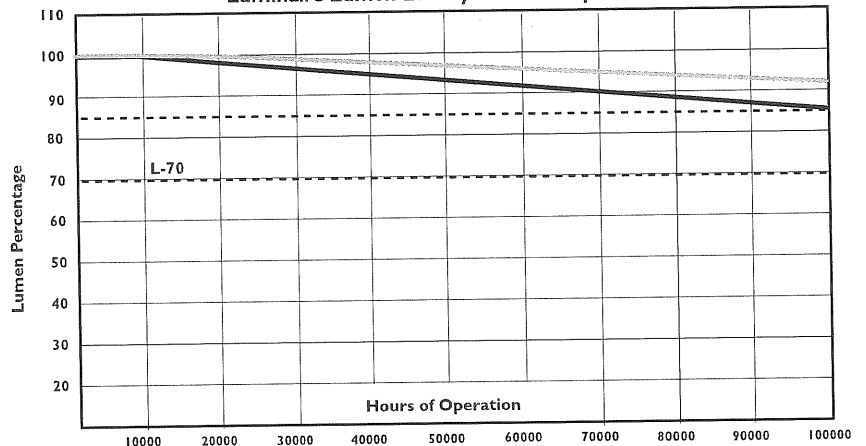


Lumen Performance Charts

NOTES:

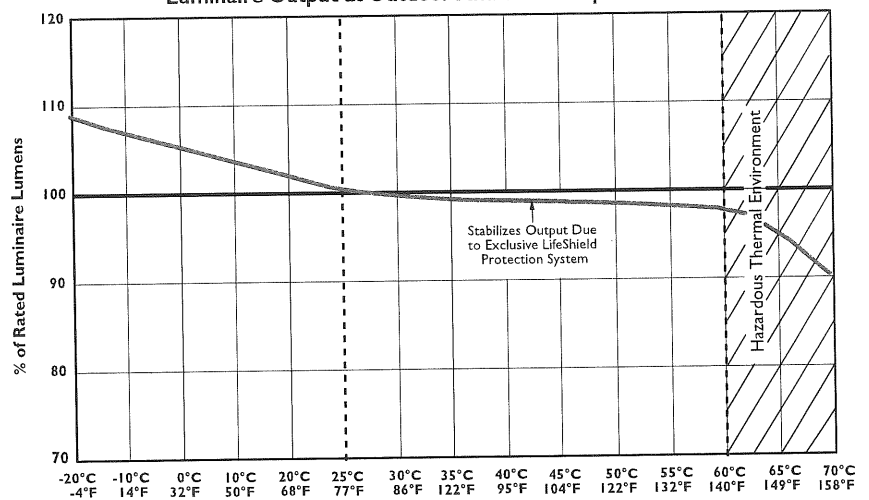
1. Lumen loss stabilization is a result of Kim Lighting's MicroEmitter™ luminaires exclusive LifeShield™ Protection System and Dual Heat Management.
2. The LifeShield™ Protection System will lower the current to the LEDs significantly if the luminaire is exposed to direct heat (sun) or excessive abnormal conditions.
3. Luminaire Lumen Loss assumptions are based on LM-80 results and an actual outdoor product testing based upon 5100K CCT, 350mA drive current, 25°C/77°F tab ambient and cathode temperature at 85°C/185°F. Assumptions past 6,000 hours are interpolated.
4. Cathode temperature baseline is at 85°C/185°F. If cathode temperature increases during ambient changes and abnormal environment conditions, % of rated lumens will slightly decrease.
5. Outdoor ambient temperatures are assumed SITU average by geographic region.
6. As Solid State Lighting technology and thermal management systems continually advance, lumen loss projections are subject to improvement.

Luminaire Lumen Loss by Hours of Operation



Outdoor Temperature at 10°C/50°F. Temperature is based on continual average, annual assumptions.
 Outdoor Temperature at 40°C/104°F. Temperature is based on continual average, annual assumptions.

Luminaire Output at Outdoor Ambient Temperatures



Submitted by Swaney Lighting



Job Name:
MARTIN'S POINT HEALTH CARE,
WASHINGTON AVE
Architect: HKTA / ARCHITECTS

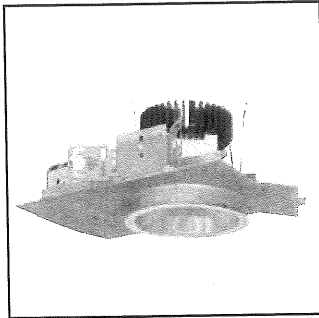
Catalog Number:
LF6LED / 6LFLED540K

Notes:

Type:

C1

SLA11-17489



6" LED Downlight

LF6LED

120V-277V
High Efficacy
0-10V Dimming

APPLICATIONS:

Liteframe LF6LED is a 6" commercial grade LED downlight that utilizes remote phosphor technology to obtain color consistency, energy savings, and low maintenance costs. 50,000 hours minimum life up to 40°C (104° F) in open plenum applications.

HOUSING:

One-piece 22 gauge non-corrosive steel platform. Pre-wired J-box with snap-on cover for easy access. Snap-in connection from driver compartment allows easy installation of light engine/trim assembly without tools above or below the ceiling and can be upgraded to accommodate technology improvements. Approved for 8 [4 in/4 out] No. 12 AWG conductors rated for 90°C through wiring.

REFLECTOR:

High purity aluminum, Alzak, iridescence suppressed, semi-diffuse reflector. Self-trim standard. Painted white self-trim (WT) available as option.

LED LIGHT ENGINE:

The LF6LED uses the Philips Fortimo DLM LED Module with remote phosphor technology. This technology provides controlled color consistency from fixture to fixture. The system is designed for optimal life and lumen maintenance (50,000 hours at 70% lumen maintenance). Both reflector and light engine assembly are mechanically retained to housing. The light engine comes standard with 80 CRI in all Kelvin temperatures.

Order housing, reflector, and accessories separately

LED DRIVER:

The LF6LED utilizes the Philips Fortimo LED Driver specifically designed to optimize efficiency of the Fortimo DLM Module. Driver is designed to match the 50,000 hour minimum life expectancy of the system. Meets UL Class 2, inherent short circuit protection, self limited, overload protected. If critical temperatures are reached on driver or LED module, integrated thermal feedback loop will gradually reduce current to protect system life. Driver is universal 120V-277V.

DIMMING:

Comes standard with 0-10V dimming capability. Flicker-free dimming to 10%.

INSTALLATION:

Light commercial bar hangers included. Universal adjustable mounting brackets also accept 1/2" EMT conduit or 1 1/2" or 3/4" lathing channel (by others) or Prescolite 24" bar hangers (B24 or B6). Wall wash orientation may be field adjusted in 90° increments to housing.

CERTIFICATIONS:

CSA certified to US and Canadian safety standards. Suitable for wet locations. Approved for through wiring. Non-IC rated.

WARRANTY:

5 year warranty.

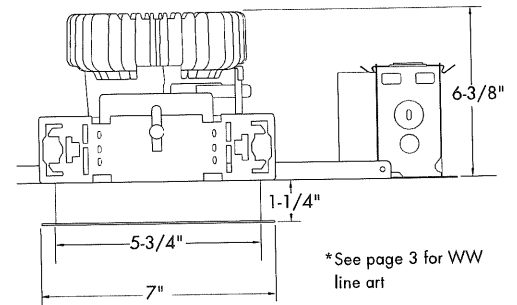
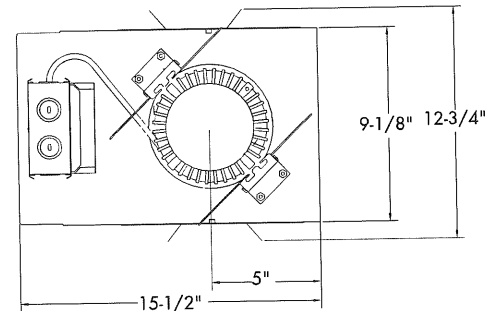
DATE: _____ TYPE: _____

FIRM NAME: _____

PROJECT: _____

LiteFrame

Ceiling Cutout: 6 1/4"
Maximum Ceiling Thickness 1 1/4"
For conversion to millimeters,
multiply inches by 25.4
Not to Scale



CATALOG NUMBER:

EXAMPLE: LF6LED 6LFLED5 30K

HOUSING/LED GENERATION	VOLTAGE	OPTIONS	TRIM	LED COLOR TEMP	REF. FINISH	REF. COLOR	REF. OPTIONS	ACCESSORIES
<input type="checkbox"/> LF6LED 6" High Efficacy LED Housing with 0-10V Dimming to 10%	<input type="checkbox"/> Blank 120V-277V	<input type="checkbox"/> WW ² Wall Wash	<input type="checkbox"/> 6LFLED5 6" Open Reflector/Light Engine Assembly, Nominal 900 lumen output	<input type="checkbox"/> 30K 3000 Kelvin, 80 CRI <input type="checkbox"/> 35K 3500 Kelvin, 80 CRI <input type="checkbox"/> 40K 4000 Kelvin, 80 CRI	<input type="checkbox"/> Blank Alzak Semi-Diffuse	<input type="checkbox"/> Blank <input type="checkbox"/> CG Champagne Gold Alzak <input type="checkbox"/> BL Black Alzak <input type="checkbox"/> WE Wheat Alzak <input type="checkbox"/> LW Light Wheat Alzak <input type="checkbox"/> PW Pewter Alzak <input type="checkbox"/> WH ¹ White Paint	<input type="checkbox"/> WT White Trim <input type="checkbox"/> TRG Trim Ring Gasket (factory installed) <input type="checkbox"/> WW ² Wall Wash	<input type="checkbox"/> B24 Set of two(2) 24" bar hangers for T-bar ceilings <input type="checkbox"/> B6 Set of two (2) bar hangers for ceiling joist up to 24" centers <input type="checkbox"/> LFSC6 ³ 6" reflector screw cover

¹Requires WT option
²WW option must be selected on both the housing and trim
³Not compatible with WW



In a continuing effort to offer the best product possible we reserve the right to change, without notice, specifications or materials that in our opinion will not alter the function of the product.
Web: www.prescolite.com • Tech Support: (888) 777-4832

LF6-LED-001

Submitted by Swaney Lighting



Job Name:
MARTIN'S POINT HEALTH CARE,
WASHINGTON AVE
Architect: HKTA / ARCHITECTS

Catalog Number:
LF6LED / 6LFLLED540K

Notes:

Type:

C1

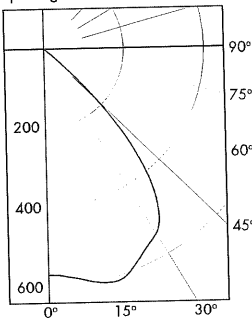
SLA11-17489

PHOTOMETRIC DATA

LiteFrame - 6" LF6LED Downlight

LF6LED 6LFLLED5 40K

LED Light Engine: 4000K, 80 CRI
System Wattage: 16.3W
Fixture Delivered Lumens: 911
Fixture Efficacy: 55
Spacing Criteria: 1.2



CANDELA DISTRIBUTION			
DEG	CANDELA	LUMENS	
0	569	56	
5	580	56	
15	602	169	
25	560	258	
35	467	288	
45	178	135	
55	3	4	
65	1	0	
75	0	0	
85	0	0	
90	0	0	

Test No. 3333

Tested at 25°C Ambient in accordance to IESNA LM-79-2008

ZONAL LUMEN SUMMARY

ZONE	LUMENS	%LUMINAIRE
0-30	483	53.0
0-40	771	84.6
0-60	911	99.9
0-90	911	100.0
90-180	0	0.0
0-180	911	100.0

LUMINANCE DATA IN CANDELA/SQ. METER

Angle in Vertical	Average -
45°	15021
55°	312
65°	141
75°	0
85°	0

COEFFICIENTS OF UTILIZATION Zonal Cavity Method

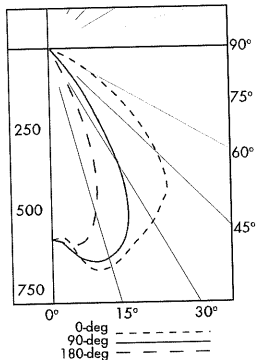
Room Cavity Ratio	% Effective Floor Cavity Reflectance																				
	80%			70%			50%			30%			10%								
	20% Effective Floor Cavity Reflectance																				
													% Wall Reflectance								
													70	50	30	70	50	30	50	30	10
1	113	110	107	103	110	108	105	103	104	102	100	100	98	97	97	95	94				
2	107	101	97	93	104	100	95	92	96	93	90	93	90	88	90	88	86				
3	100	93	88	83	98	92	87	83	89	85	81	87	83	80	84	81	79				
4	94	86	80	75	93	85	79	75	83	78	74	81	76	73	79	75	72				
5	89	79	73	68	87	78	72	68	77	71	67	75	70	67	73	69	66				
6	83	73	67	62	82	73	66	62	71	65	61	70	65	61	68	64	60				
7	78	68	61	57	77	67	61	56	66	60	56	65	60	56	64	59	55				
8	74	63	57	52	73	63	56	52	61	56	52	60	55	51	59	55	51				
9	70	59	52	48	68	58	52	48	57	52	48	56	51	47	55	51	47				
10	66	55	48	44	65	54	48	44	54	48	44	53	48	44	52	47	44				

LF6LED 6LFLLED5 40K

Test No. 3333

LF6LEDWW 6LFLLED5 35K WW

LED Light Engine: 3500K, 80 CRI
System Wattage: 18.5W
Fixture Delivered Lumens: 830
Fixture Efficacy: 46



CANDELA DISTRIBUTION			
DEG	0.0	90.0	180.0
0	600	600	600
5	608	632	619
15	711	683	537
25	656	566	235
35	599	243	19
45	470	35	4
55	243	4	1
65	65	1	0
75	1	1	0
85	0	0	0
90	0	0	0

Test No. 3483

Tested at 25°C Ambient in accordance to IESNA LM-79-2008

LUMINANCE DATA IN CANDELA/SQ. METER

Angle in Vertical	0 DEG	90 DEG	180 DEG
45°	34598	675	338
55°	19974	104	0
65°	3530	0	0
75°	0	0	0
85°	0	0	0

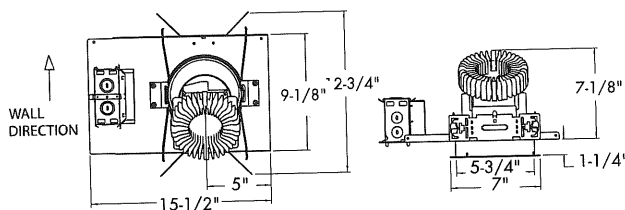
MULTIPLE UNITS									
UNITS ON 3' CENTER				UNITS ON 4' CENTER					
1	2	3	4	1	2	3			

3' DISTANCE FIXTURE MOUNTED OUT FROM WALLS FOOTCANDLE DISTRIBUTION ON WALL SURFACE												
DISTANCE FROM CEILING IN FEET	MULTIPLE UNITS											
	UNITS ON 3' CENTER				UNITS ON 4' CENTER							
	1	1	0	0	0	0	1	0	1	0	1	
	2	14	10	2	0	0	14	11	14	14	4	14
	3	19	15	8	2	0	20	23	20	19	15	19
	4	14	13	9	4	1	18	22	18	15	17	15
	5	10	9	7	5	2	14	17	14	12	15	12
	6	6	6	6	4	3	11	12	11	9	11	9
	7	5	4	4	3	3	8	9	8	7	8	7
	8	3	3	3	3	2	6	6	6	5	6	5
9	2	2	2	2	2	5	5	5	4	5	4	

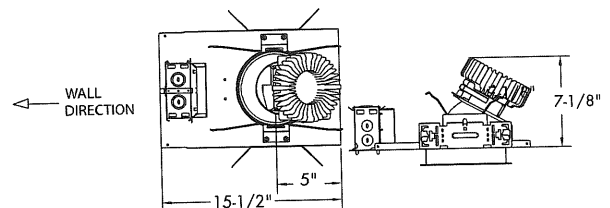
LF6LED WW

Test No. 3483

STANDARD WALL WASH ORIENTATION



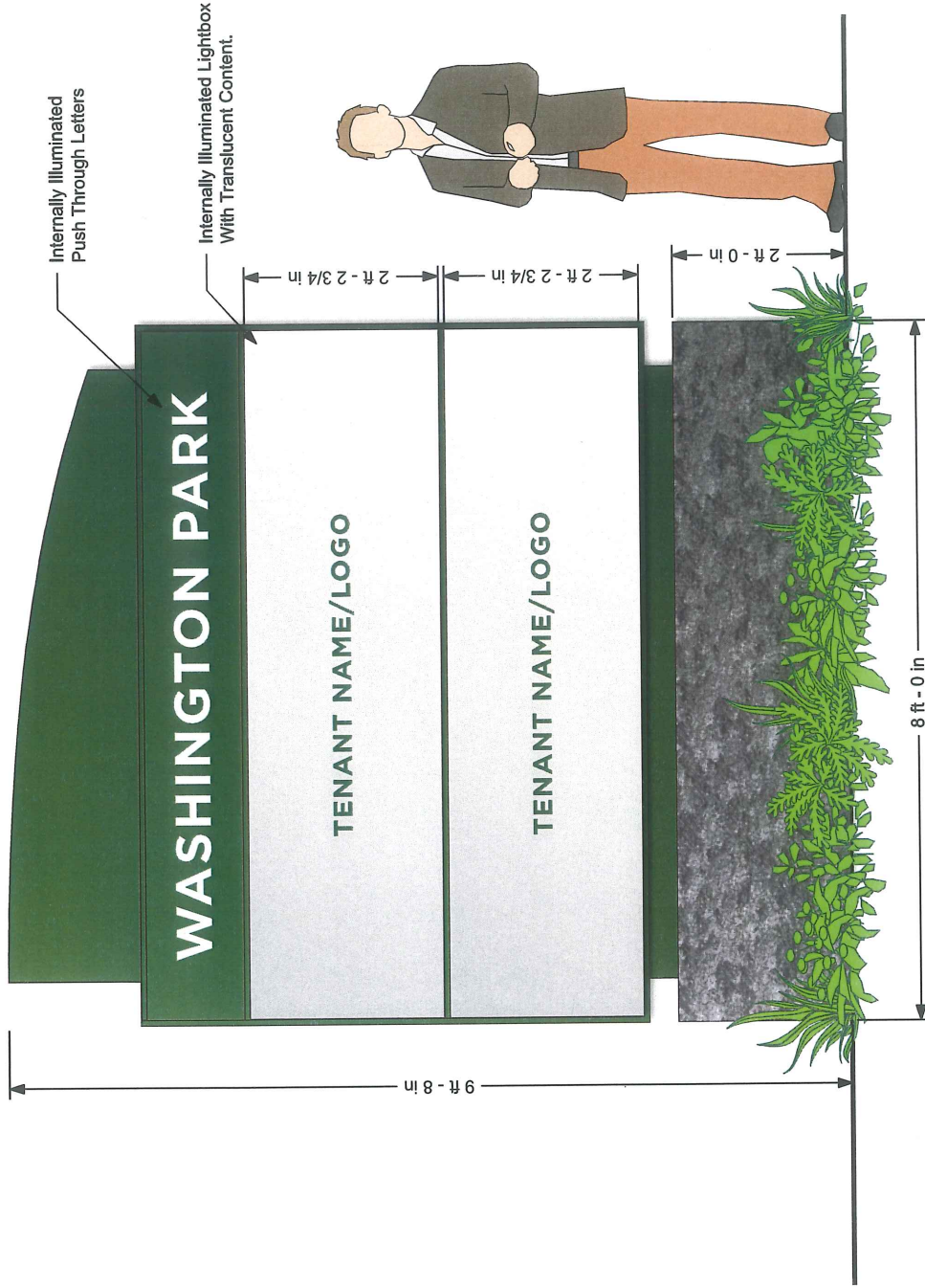
FIELD CONFIGURABLE WALL WASH ORIENTATION



Web: www.prescolite.com • Tech Support: (888) 777-4832
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Specifications subject to change without notice. • Printed in U.S.A. • IFR-LED-001 • 10/11/10



Option A



Total area = 77 ± Sq/Ft per side.



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 Fax: 207.883.8588 - 800.225.6859
 www.welchusa.com

Initial Design Concept for J.B. Brown Washington Park Development

**GEOTECHNICAL ENGINEERING SERVICES
PROPOSED OFFICE BUILDING
WASHINGTON PARK
PORTLAND, MAINE**

11-0068 S MARCH 25, 2011

PREPARED FOR:

J.B. Brown & Sons, Inc.
Attention: Vin Veroneau
36 Danforth Street
P.O. Box 207
Portland, ME 04102-0207

PREPARED BY:



286 Portland Road
Gray, ME 04039-9586

TABLE OF CONTENTS

1.0 INTRODUCTION.....	1
1.1 Scope of Work.....	1
1.2 Proposed Construction.....	1
2.0 EXPLORATION AND TESTING.....	2
2.1 Exploration.....	2
2.2 Field and Laboratory Testing.....	2
3.0 SITE AND SUBSURFACE CONDITIONS.....	3
3.1 Surficial Conditions.....	3
3.2 Subsurface Conditions.....	3
3.3 Groundwater Conditions.....	4
3.4 Seismic and Frost Conditions.....	4
4.0 EVALUATION AND RECOMMENDATIONS.....	5
4.1 General Findings.....	5
4.2 Site and Subgrade Preparation.....	6
4.3 Excavation Work.....	7
4.4 Foundation Design.....	7
4.5 Foundation Drainage.....	8
4.6 Slab-On-Grade Floor.....	8
4.7 Entrance Slabs and Sidewalks.....	9
4.8 Fill and Compaction.....	10
4.9 Weather Considerations.....	10
4.10 Paved Areas.....	11
4.11 Design Review and Construction Testing.....	11
5.0 CLOSURE.....	12

Attachment A – Limitations

Sheet 1 – Exploration Location Plan

Sheets 2 through 15 – Test Boring Logs

Sheets 16 through 21 – Auger Probe Logs

Sheets 22 and 23 – Rock Core Logs

Sheet 24 – Key to Notes & Symbols used on Logs

Sheet 25 – Grain Size Analysis

Sheet 26 – Interpretive Geologic Sections

Sheet 27 – Depth to Bedrock Table

Sheet 28 – Underdrain Detail



• Geotechnical Engineering • Field & Lab Testing • Scientific & Environmental Consulting

11-0068 S

March 25, 2011

J.B. Brown & Sons, Inc.
Attention: Vin Veroneau
36 Danforth Street
P.O. Box 207
Portland, ME 04102-0207

Subject: Geotechnical Engineering Services
Proposed Office Building
Washington Park
Portland, Maine

Dear Vin:

In accordance with our Proposal, dated February 7, 2011, we have performed subsurface explorations for the proposed Office Building at Washington Park in Portland, Maine. This report summarizes our findings and recommendations and its contents are subject to the limitations set forth in Attachment A.

1.0 INTRODUCTION

1.1 Scope of Work

The purpose of our work was to explore subsurface conditions at the site and provide geotechnical recommendations relative to foundations and earthwork associated with the proposed construction. Our scope of work included fourteen test boring explorations, twelve auger probe explorations, soils laboratory testing and a geotechnical evaluation of the findings as they relate to the proposed construction.

1.2 Proposed Construction

Based on the information provided by Pinkham & Greer (project civil/structural engineer), we understand development plans call for construction of a single-story office building with associated paved areas and stormwater management areas. The proposed building will be situated on the western portion of the existing Washington Park development, located on the east side of Washington Avenue. We understand the building will likely be steel-framed with brick or wood veneer. Paved parking is proposed on the north, south, and east sides of the building. Under-drained stormwater management landscape areas are

GRAY, ME OFFICE
286 Portland Road, Gray, Maine 04039 • Tel (207) 657-2866 • Fax (207) 657-2840 • E-mail: info@grav@swcole.com • www.swcole.com
Other Offices in Augusta, Bangor, and Caribou, Maine & Somersworth and Keene, New Hampshire

3.0 SITE AND SUBSURFACE CONDITIONS

3.1 Surficial Conditions

The site is located in the southwestern portion of the Washington Park development on Washington Avenue in Portland, Maine. The area of proposed construction is generally bound by Washington Avenue to the west, Pheasant Hill Road to the north, Rainbow Mall Road to the south, and existing paved parking area to the east. The site is generally flat with minor topographic relief of about seven feet across the site grading downward from south to north. The site surface is generally grass covered with sparse trees. A paved walkway crosses the site in the north portion. The surface of the site was snow covered, obscuring observation during our exploration work.

The site is a developed site that may have once been occupied by residential or farm buildings. Although, we did not encounter evidence of previous buildings on the site, buried relic foundations and associated utilities may still exist on the site.

3.2 Subsurface Conditions

The explorations generally encountered topsoil and/or fill material overlying glaciomarine soils, overlying glacial till soils and refusal surfaces (probable boulders or bedrock). The principle soil strata encountered are described below. Interpretive Geologic Sections based on the subsurface findings at the explorations are shown on Sheet 26. Refer to the attached exploration logs for more detailed information on the subsurface findings at the exploration locations.

Topsoil: A layer of topsoil and soil with organics was present at the explorations. The topsoil was observed to extend to depths varying from about 0.3 to as much as 2 feet or greater where encountered.

Fill: Borings B-2 through B-5A, B-8, and B-11 and auger probes P-1 through P-3, P-6, encountered loose to medium dense fill material extending to depths varying from about 2 to 5 feet. The fill was generally granular and contained varying amounts of organics, brick, and ash. Refusal was encountered at 2.1 feet on a probable boulder or debris within the fill stratum at boring B-5.

A petroleum-like odor was observed from the open borehole and cuttings at auger probe P-2, as well as a sample taken at boring B-3. These soils were screened with a

4.0 EVALUATION AND RECOMMENDATIONS

4.1 General Findings

Based on the subsurface findings and our understanding of the proposed project, the proposed construction appears feasible from a geotechnical standpoint. Specifically, conventional spread footing foundations and an on-grade floor slab overlying properly prepared subgrades appear suitable for the proposed building. Existing fills, organics, pavements, and utilities must be removed from beneath proposed building footings. Existing fills beneath on-grade slab and paved areas must be proof-rolled and areas that become soft or yielding should be removed and replaced prior to placement of additional fills or gravels. Imported Structural Fill will be needed to backfill over-excavations and for foundation backfill. The existing site soils are silty and clayey and are unsuitable for reuse in building and paved areas, but may be reused in landscape areas.

4.2 Site and Subgrade Preparation

An erosion control system should be installed prior to clearing and grubbing activity at the site to help protect drainage ways and properties. Topsoil, organics, utilities, pavement and relic foundations should be completely removed from proposed building and paved areas. The removal of topsoil and pavement can be staged to lessen exposure of soils to erosion.

Existing fills, utilities, relic foundation and pavements should be completely removed from beneath proposed footings to expose undisturbed, stable, native, non-organic soils or sound bedrock. The overexcavation of existing fills should continue 1-foot laterally from the edge of footings for every 1-foot of excavation depth (1H:1V bearing splay). Existing fills in slab and pavement areas should be densified with 3 to 5 passes of a vibratory roller compactor weighing at least 12 tons. Areas that become soft or continue to yield after densification must be removed and replaced with compacted Structural Fill. Over-excavated areas should be backfilled with compacted Structural Fill. Disposal of fill material must follow all local, state, and federal regulations.

We recommend that footings be underlain with at least 6-inches of Crushed Stone. The Crushed Stone should extend beyond the edge of footings at least 12 inches. A woven geotextile, such as Mirafi 500X, should be placed over soil subgrades prior to placing the Crushed Stone. General details are shown on the attached "Underdrain Detail", attached as Sheet 28.

Excavations must be properly shored and/or sloped to prevent sloughing and caving of the sidewalls during construction. Temporary, unsupported soil excavations should be sloped back to 1H:1V or flatter. All excavations should be consistent with the OSHA trenching regulations. Ultimately, the contractor is responsible for design and safety of excavations.

4.4 Foundation Design

Based on the subsurface findings, the proposed structure can derive support from spread footings bearing on properly prepared subgrades. Spread footings should bear on at least 6-inches of Crushed Stone overlying properly prepared soil or bedrock subgrades. Foundations exposed to freezing conditions will need to be placed at least 4.5 feet below exterior finish grade to provide frost protection. For footings bearing on properly prepared subgrades, we recommend the following geotechnical parameters for design of spread footings and foundation walls:

- Design Frost Depth = 4.5 feet
- Net Allowable Soil Bearing Pressure = 3.0 ksf or less
- Base Friction Factor ($\tan \delta$) = 0.4
- Passive Lateral Earth Pressure Coeff. (K_p) = 3.0 (compacted Structural Fill)
- At-Rest Lateral Earth Pressure Coeff. (K_o) = 0.5 (compacted Structural Fill)
- Total Unit Weight of backfill (γ_t) = 130 pcf (compacted Structural Fill)
- Internal Friction Angle of backfill (ϕ) = 30 degrees (compacted Structural Fill)
- Seismic Soil Site Class = C (IBC 2009)

Footings should be at least 18 inches in width regardless of bearing pressure. We anticipate post-construction settlement will not exceed 1-inch total and ½-inch differential. Rigid insulation should be provided on the interior side of foundation walls to help mitigate thermal condensation and heat transfer.

4.5 Foundation Drainage

We recommend that a foundation drainage system be provided for the proposed building. The foundation drains should be placed in the Crushed Stone along the exterior perimeter foundations. The foundation underdrains should be bedded in at least 6-inches of Crushed Stone. Underdrain pipes should be rigid, SDR-35 foundation

4.8 Fill and Compaction

The native soils are moisture and frost susceptible; and therefore, unsuitable for reuse in proposed building and paved areas, but may be suitable for reuse in proposed landscape areas. We recommend the following fill materials be utilized during construction:

Structural Fill: Clean, sand and gravel, free of organics and deleterious material, meeting the following gradation:

STRUCTURAL FILL	
Sieve Size	Percent Finer by Weight
4-inch	100
3-inch	90 to 100
1/4-inch	25 to 90
No. 40	0 to 30
No. 200	0 to 5

Structural Fill is recommended for use as:

- Fill and backfill to raise grades in building and paved areas
- Backfill for overexcavations beneath footings, slabs and pavements
- Backfill against foundations on exterior side
- Backfill within frost transition zones below entrances and sidewalks

Crushed Stone: Crushed washed rock meeting the requirements for MeDOT Standard Specification 703.22 "Underdrain Backfill Type C" (crushed).

Crushed Stone is recommended for use as:

- Minimum 6-inch thick layer below footings
- Drainage aggregate for perimeter foundation drains

Existing Soils: Based on observations of the existing fills and native soils encountered at the site, the material is unsuitable for reuse in proposed building and paved areas. It may be possible to reuse the materials as Common Borrow beneath new landscape areas provided they are free of deleterious material and at a compactable moisture content. The contractor may elect to crush and blend blasted bedrock with imported

existing fill material, we recommend that the fills be proof-rolled with several passes of a vibratory roller. Areas that appear soft or continue to yield after proof-rolling should be overexcavated and replaced with compacted Structural Fill or additional subbase material. The base and subbase materials should be compacted to at least 95 percent of their maximum dry density as determined by ASTM D-1557. Hot mix asphalt pavement should be compacted to 92 to 97 percent of its theoretical maximum density as determined by ASTM D-2041. A tack coat should be used between successive lifts of bituminous pavement.

Consideration should be given to the development of both surface and subgrade drainage. Paved areas should be graded to promote surface drainage away from the building and design should consider sloping of the subgrade to enhance drainage. Pavement base and subbase gravels should be allowed to daylight where possible to promote drainage. Alternatively, pavement underdrains could be considered.

It should be understood that frost penetration can be on the order of 4.5 feet in this area. In the absence of full depth excavation of frost susceptible soils below paved areas and subsequent replacement with non-frost susceptible compacted fill, frost penetration into the subgrade will occur and some heaving and distress of pavement must be anticipated.

4.11 Design Review and Construction Testing

We recommend that S.W.COLE ENGINEERING, INC be engaged to review the sitework and foundation drawings and specifications prior to bidding to determine that our interpretation of the subsurface conditions and recommendations has been appropriately interpreted and implemented.

S. W. COLE ENGINEERING, INC. should be retained to observe subgrades and blasting activities, and to provide soils and concrete testing services during the earthwork, excavation and foundation phases of construction. This is to observe compliance with the project plans and specifications and to allow design changes in the event that subsurface conditions are found to differ from those anticipated prior to construction. S.W.COLE ENGINEERING, INC. is available to provide soils, concrete, masonry, steel, spray-applied fireproofing and asphalt construction materials testing.

Attachment A

Limitations

This report has been prepared for the exclusive use of J.B. Brown & Sons, Inc. for specific application to the Proposed Office Building located at Washington Park on Washington Avenue in Portland, Maine. S. W. COLE ENGINEERING, INC. has endeavored to conduct the work in accordance with generally accepted soil and foundation engineering practices. No other warranty, expressed or implied, is made.

The soil profiles described in the report are intended to convey general trends in subsurface conditions. The boundaries between strata are approximate and are based upon interpretation of exploration data and samples.

The analyses performed during this investigation and recommendations presented in this report are based in part upon the data obtained from subsurface explorations made at the site. Variations in subsurface conditions may occur between explorations and may not become evident until construction. If variations in subsurface conditions become evident after submission of this report, it will be necessary to evaluate their nature and to review the recommendations of this report.

Observations have been made during exploration work to assess site groundwater levels. Fluctuations in water levels will occur due to variations in rainfall, temperature, and other factors.

S. W. COLE ENGINEERING, INC.'s scope of work has not included the investigation, detection, or prevention of any Biological Pollutants at the project site or in any existing or proposed structure at the site. The term "Biological Pollutants" includes, but is not limited to, molds, fungi, spores, bacteria, and viruses, and the byproducts of any such biological organisms.

Recommendations contained in this report are based substantially upon information provided by others regarding the proposed project. In the event that any changes are made in the design, nature, or location of the proposed project, S. W. COLE ENGINEERING, INC. should review such changes as they relate to analyses associated with this report. Recommendations contained in this report shall not be considered valid unless the changes are reviewed by S. W. COLE ENGINEERING, INC.



BORING LOG

BORING NO.: B-4
 SHEET: 1 OF 1
 PROJECT NO.: 11-0068
 DATE START: 2/23/2011
 DATE FINISH: 2/23/2011
 ELEVATION: 60' +/-
 SWC REP.: E. WALKER

PROJECT: PROPOSED OFFICE BUILDING
 CLIENT: J.B. BROWN & SONS, INC.
 LOCATION: WASHINGTON PARK / WASHINGTON AVE. / PORTLAND, MAINE
 DRILLING FIRM: GREAT WORKS TEST BORING, INC. DRILLER: WILL AIKMAN
 TYPE: _____ SIZE I.D.: _____ HAMMER WT.: _____ HAMMER FALL: _____
 CASING: SSA 4" O.D.
 SAMPLER: SS 1 3/8" 140 LBS. 30"
 CORE BARREL: _____

WATER LEVEL INFORMATION

CASING BLOWS PER FOOT	SAMPLE				SAMPLER BLOWS PER 6"				DEPTH	STRATA & TEST DATA
	NO.	PEN.	REC.	DEPTH @ BOT	0-6	6-12	12-18	18-24		
SSA										
	1D	24"	16"	2.0'	7	3	4	4	2.0'	GRASS AND DARK BROWN CLAYEY SILTY SAND WITH ORGANICS AND TRACE ASH (TOPSOIL/FILL) ~ LOOSE ~
									6.9'	BROWN MOTTLED SILTY CLAY ~ VERY STIFF ~ $q_p = 8$ KSF
	2D	24"	16"	6.5'	4	7	7	25/0"	7.1'	BROWN GRAVELLY SILTY SAND WITH BEDROCK FRAGMENTS (GLACIAL TILL) ~ MEDIUM DENSE ~
										REFUSAL @ 7.1' (PROBABLE BEDROCK)

SAMPLES: _____ SOIL CLASSIFIED BY: _____
 D = SPLIT SPOON DRILLER - VISUALLY
 C = 3" SHELBY TUBE SOIL TECH. - VISUALLY
 U = 3.5" SHELBY TUBE LABORATORY TEST

REMARKS: APPROXIMATELY 0.5' OF FROST AT TIME OF DRILLING
 STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.



BORING LOG

BORING NO.: B-5
 SHEET: 1 OF 1
 PROJECT NO.: 11-0068
 DATE START: 2/23/2011
 DATE FINISH: 2/23/2011
 ELEVATION: 56' +/-
 SWC REP.: E. WALKER

PROJECT: PROPOSED OFFICE BUILDING
 CLIENT: J.B. BROWN & SONS, INC.
 LOCATION: WASHINGTON PARK / WASHINGTON AVE. / PORTLAND, MAINE
 DRILLING FIRM: GREAT WORKS TEST BORING, INC. DRILLER: WILL AIKMAN
 TYPE SIZE I.D. HAMMER WT. HAMMER FALL
 CASING: SSA 4" O.D.
 SAMPLER: SS 1 3/8" 140 LBS. 30"
 CORE BARREL: _____

WATER LEVEL INFORMATION
 NO FREE WATER OBSERVED

CASING BLOWS PER FOOT	SAMPLE				SAMPLER BLOWS PER 6"				DEPTH	STRATA & TEST DATA
	NO.	PEN.	REC.	DEPTH @ BOT	0-6	6-12	12-18	18-24		
SSA	1D	12"	6"	1.0'	5	9	25/0"		0.3'	GRASS AND BROWN SILTY SAND WITH ORGANICS (TOPSOIL/FILL)
↓									2.1'	BROWN GRAVELLY SILTY SAND (FILL) ~ MEDIUM DENSE ~
										REFUSAL @ 2.1' (PROBABLE BOULDER OR DEBRIS)

SAMPLES: SOIL CLASSIFIED BY: REMARKS: APPROXIMATELY 0.5' OF FROST AT TIME OF DRILLING
 D = SPLIT SPOON DRILLER - VISUALLY
 C = 3" SHELBY TUBE SOIL TECH. - VISUALLY
 U = 3.5" SHELBY TUBE LABORATORY TEST

STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

8

BORING NO.: B-5



BORING LOG

BORING NO.: **B-8**
 SHEET: 1 OF 1
 PROJECT NO.: 11-0068
 DATE START: 2/23/2011
 DATE FINISH: 2/23/2011
 ELEVATION: 58' +/-
 SWC REP.: E. WALKER

PROJECT: PROPOSED OFFICE BUILDING
 CLIENT: J.B. BROWN & SONS, INC.
 LOCATION: WASHINGTON PARK / WASHINGTON AVE. / PORTLAND, MAINE
 DRILLING FIRM: GREAT WORKS TEST BORING, INC. DRILLER: WILL AIKMAN
 CASING: TYPE SSA SIZE I.D. 4" O.D. HAMMER WT. 140 LBS. FALL 30"
 SAMPLER: SS 1 3/8"
 CORE BARREL:

WATER LEVEL INFORMATION
 SOILS MOIST BELOW 5'

CASING BLOWS PER FOOT	SAMPLE				SAMPLER BLOWS PER 6"				DEPTH	STRATA & TEST DATA
	NO.	PEN.	REC.	DEPTH @ BOT	0-6	6-12	12-18	18-24		
SSA	1D	24"	16"	2.0'	1	2	4	4	2.0'	BROWN CLAYEY SILTY SAND TRACE GRAVEL WITH ORGANICS AND TRACE ASH (FILL) ~ LOOSE ~
	2D	24"	20"	7.0'	4	6	7	10	8.0'	BROWN SILTY CLAY WITH FREQUENT SILTY SAND SEAMS AND LAYERS w = 28.6% ~ VERY STIFF ~ q _p = 6 KSF
	3D	2"	2"	10.1'	50/2"				10.2'	WEATHERED BEDROCK REFUSAL @ 10.2' (PROBABLE BEDROCK)

SAMPLES: D = SPLIT SPOON
 C = 3" SHELBY TUBE
 U = 3.5" SHELBY TUBE

SOIL CLASSIFIED BY: DRILLER - VISUALLY
 SOIL TECH. - VISUALLY
 LABORATORY TEST

REMARKS: APPROXIMATELY 0.5' OF FROST AT TIME OF DRILLING
 STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.



BORING LOG

BORING NO.: **B-10**
 SHEET: 1 OF 1
 PROJECT NO.: 11-0068
 DATE START: 2/23/2011
 DATE FINISH: 2/23/2011
 ELEVATION: 56' +/-
 SWC REP.: E. WALKER

PROJECT: PROPOSED OFFICE BUILDING
 CLIENT: J.B. BROWN & SONS, INC.
 LOCATION: WASHINGTON PARK / WASHINGTON AVE. / PORTLAND, MAINE
 DRILLING FIRM: GREAT WORKS TEST BORING, INC. DRILLER: WILL AIKMAN
 TYPE: _____ SIZE I.D.: _____ HAMMER WT.: _____ HAMMER FALL: _____
 CASING: SSA 4" O.D.
 SAMPLER: SS 1 3/8" 140 LBS. 30"
 CORE BARREL: _____

WATER LEVEL INFORMATION
 SOILS MOIST BELOW 5'

CASING BLOWS PER FOOT	SAMPLE				SAMPLER BLOWS PER 6"				DEPTH	STRATA & TEST DATA
	NO.	PEN.	REC.	DEPTH @ BOT	0-6	6-12	12-18	18-24		
SSA										GRASS AND BROWN CLAYEY SAND AND SILT WITH ORGANICS (TOPSOIL) ~ LOOSE ~
	1D	24"	14"	2.0'	1	2	2	2	2.0'	
										BROWN SILTY CLAY ~ HARD ~ $q_p > 9$ KSF
	2D	24"	24"	7.0'	5	9	14	18	8.0'	
									9.5'	PROBABLE WEATHERED BEDROCK
										REFUSAL @ 9.5' PROBABLE BEDROCK

SAMPLES: _____ SOIL CLASSIFIED BY: _____
 D = SPLIT SPOON DRILLER - VISUALLY
 C = 3" SHELBY TUBE SOIL TECH. - VISUALLY
 U = 3.5" SHELBY TUBE LABORATORY TEST

REMARKS: APPROXIMATELY 0.5' OF FROST AT TIME OF DRILLING

STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

PROJECT/CLIENT: PROPOSED OFFICE BUILDING
 LOCATION: WASHINGTON PARK / WASHINGTON AVE. / PORTLAND, ME
 DRILLING FIRM: GREAT WORKS TEST BORING, INC. DRILLER: WILL AIKMAN

 PROJECT NO. 11-0068
 AUGER PROBE SIZE O.D. 4" SSA

DEPTH	STRATUM DESCRIPTION	DEPTH	STRATUM DESCRIPTION
PROBE NO. <u>P-1</u> LINE AND STATION <u>N/A</u> OFFSET <u>N/A</u> GROUND ELEV. <u>57' +/-</u> DATE <u>2-24-11</u>		PROBE NO. <u>P-2</u> LINE AND STATION <u>N/A</u> OFFSET <u>N/A</u> GROUND ELEV. <u>59' +/-</u> DATE <u>2-24-11</u>	
	BROWN SILTY SAND SOME GRAVEL WITH TRACE ORGANICS (FILL)	2'	DARK BROWN SILTY SAND WITH ORGANICS (FILL)
3'			
	BROWN SILTY CLAY		BROWN SILTY CLAY
		7.5'	
8.5'		8'	PROBABLE WEATHERED BEDROCK
9.3'	PROBABLE WEATHERED BEDROCK		
	REFUSAL @ 9.3' (PROBABLE BEDROCK)		REFUSAL @ 8' (PROBABLE BEDROCK)
			NOTE: STRONG PETROLEUM-LIKE ODOR OBSERVED FROM DRILL CUTTINGS AND AUGER PROBE HOLE
			PID READING OF COMPOSITE SAMPLE OF AUGER CUTTINGS AT APPROXIMATELY 5': 78.6 ppm

 NOTE: NO SAMPLING PERFORMED
 VISUAL OBSERVATION OF CUTTINGS.
 SOIL CLASSIFIED BY: EMW

	DRILLER - VISUALLY
X	SOIL TECHNICIAN - VISUALLY
	LABORATORY TESTS

PROJECT: PROPOSED OFFICE BUILDING / WASHINGTON AVE. PORTLAND, MAINE

 BORING NO.: B-4A

 CLIENT: J.B. BROWN & SONS, INC.

 PROJECT NO.: 11-0068

 LOGGED BY P.OTTO

 DATE: 3/1/2011

 SHEET 1 OF 1

 CHECKED BY E. WALKER

 DATE: 3/1/2011

 CORE SIZE NQ

DEPTH BELOW SURFACE (FT)	CORE RUN	CORE INTERVAL (FT)	CORE RECOVERY (FT)	RQD (%)	ROCK QUALITY	GRAPHIC LOG	ROCK DESCRIPTION AND IDENTIFICATION
9		8.5					
10	R1	5.0	4.6	47	Poor		Migmatitic light gray muscovite Granite grading to purplish-gray biotite Granofel; medium to fine grained; hard to medium; slightly weathered. Weakly foliated at 30 to 45 degrees. Horizontal to moderately dipping fracture angles at 0, 10, 20, 30 and 40 degrees.
11							
12							
13		13.5					Probable zone of no recovery
							BOTTOM OF EXPLORATION AT 13.5'



KEY TO THE NOTES & SYMBOLS **Test Boring and Test Pit Explorations**

All stratification lines represent the approximate boundary between soil types and the transition may be gradual.

Key to Symbols Used:

w	-	water content, percent (dry weight basis)
q _u	-	unconfined compressive strength, kips/sq. ft. - based on laboratory unconfined compressive test
S _v	-	field vane shear strength, kips/sq. ft.
L _v	-	lab vane shear strength, kips/sq. ft.
q _p	-	unconfined compressive strength, kips/sq. ft. based on pocket penetrometer test
O	-	organic content, percent (dry weight basis)
W _L	-	liquid limit - Atterberg test
W _P	-	plastic limit - Atterberg test
WOH	-	advance by weight of hammer
WOM	-	advance by weight of man
WOR	-	advance by weight of rods
HYD	-	advance by force of hydraulic piston on drill
RQD	-	Rock Quality Designator - an index of the quality of a rock mass. RQD is computed from recovered core samples.
γ _T	-	total soil weight
γ _B	-	buoyant soil weight

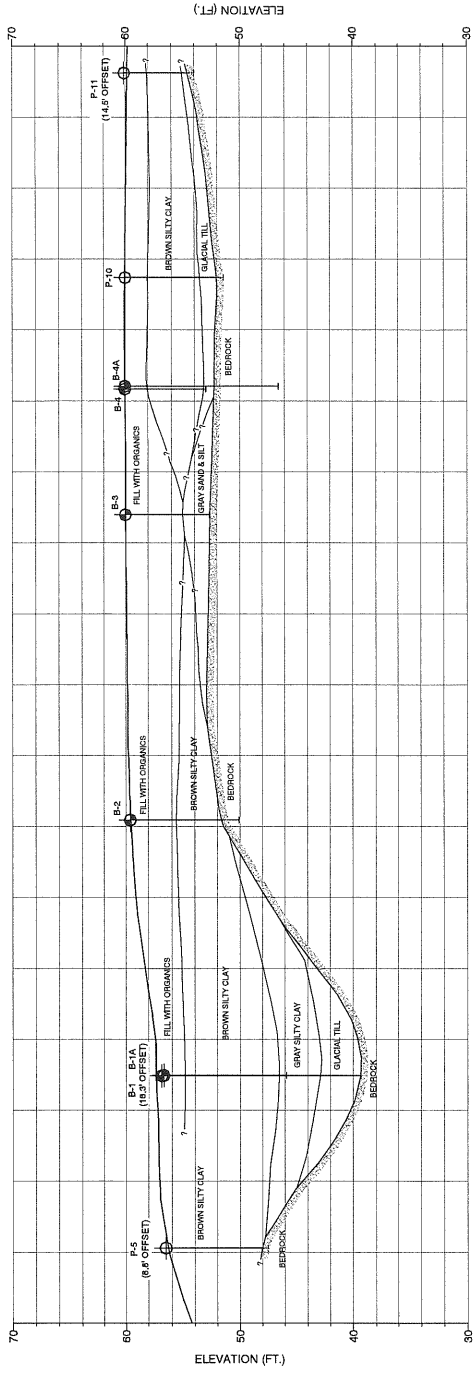
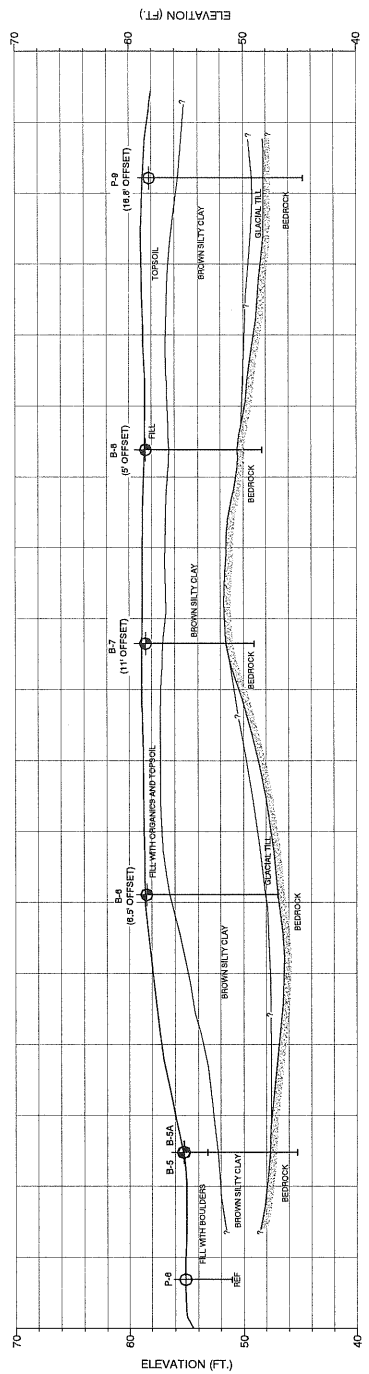
Description of Proportions:

0 to 5% TRACE
5 to 12% SOME
12 to 35% "Y"
35+% AND

REFUSAL: Test Boring Explorations - Refusal depth indicates that depth at which, in the drill foreman's opinion, sufficient resistance to the advance of the casing, auger, probe rod or sampler was encountered to render further advance impossible or impracticable by the procedures and equipment being used.

REFUSAL: Test Pit Explorations - Refusal depth indicates that depth at which sufficient resistance to the advance of the backhoe bucket was encountered to render further advance impossible or impracticable by the procedures and equipment being used.

Although refusal may indicate the encountering of the bedrock surface, it may indicate the striking of large cobbles, boulders, very dense or cemented soil, or other buried natural or man-made objects or it may indicate the encountering of a harder zone after penetrating a considerable depth through a weathered or disintegrated zone of the bedrock.



LEGEND:

- P-1 BORING/PIPER NUMBER
- EXISTING GROUND SURFACE
- STRAVA DEFINITION
- STRAVA CHANGE

NOTES:

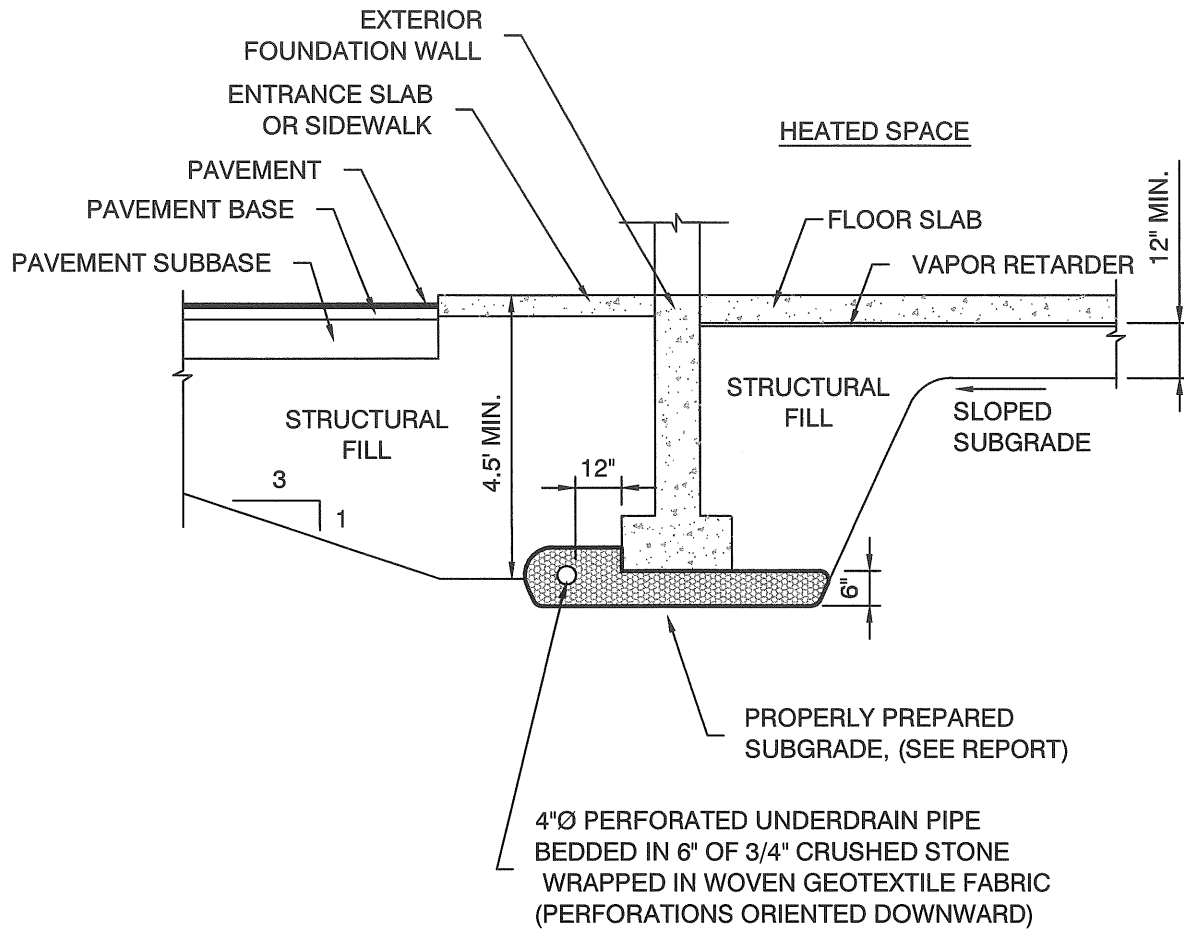
1. THE SPACING AND NUMBER OF THE SURFACE STRATA INDICATED ON THIS SECTION WERE GENERALIZED FROM AND INTERPOLATED BETWEEN MATERIALS THAT WERE IDENTIFIED IN THE BORING LOGS. MATERIALS MAY BE MORE OR LESS GRADUAL THAN INDICATED AND THERE MAY BE UNRECORDED STRATA LOCATIONS INDICATED ONLY AT THE SPECIFIC LOCATIONS INDICATED AND AT THE TIME OF THE BORING.

S.W. COLE
 CONSULTING ENGINEERS, INC.

J.B. BROWN & SONS, INC.
 PROPOSED OFFICE BUILDING
 PORTLAND, MAINE

Job No.: 14-2008 Scale: 1"=20' H.; 1"=5' V.
 Date: 03/21/2011 Sheet: 26

K:\2011\11-0068\CAD\Drawings\11-0068-01.dwg, 3/25/2011 12:00:30 PM, J.L. Cole, S.W. Cole Engineering, Inc.



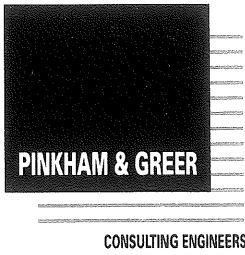
NOTE:

1. UNDERDRAIN INSTALLATION AND MATERIAL GRADATION RECOMMENDATIONS ARE CONTAINED WITHIN THIS REPORT.
2. DETAIL IS PROVIDED FOR ILLUSTRATIVE PURPOSES ONLY, NOT FOR CONSTRUCTION.



J.B. BROWN & SONS, INC.
UNDERDRAIN DETAIL
 PROPOSED OFFICE BUILDING
 WASHINGTON STREET
 PORTLAND, MAINE

Job No.:	11-0068	Scale:	Not to Scale
Date :	03/25/2011	Sheet:	28



380 US Route One
Falmouth, Maine 04105
Tel. 207.781.5242
Fax. 207.781.4245

June 7, 2011
File: 10181

Mr. Eric Giles
Planning Division
389 Congress Street, 4th Floor
Portland, ME 04101

RE: MARTIN'S POINT – WASHINGTON AVENUE
FINAL SITE PLAN

Dear Eric,

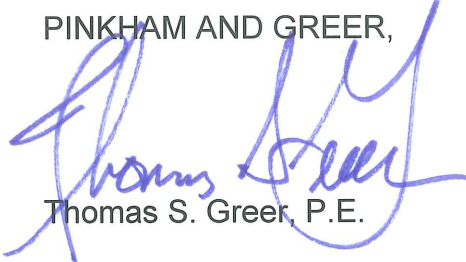
In compliance with the Planning Board approval we have modified the Site Plans to respond to the Conditions of Approval.

1. Pedestrian Circulation: Enclosed is an overall site with new stripping for crosswalks within the parking field.
2. Sidewalks for Pheasant Hill Road: The overall Site Plan shows sidewalks being added to the Pheasant Hill side of the site. This will upgrade the existing sidewalks to 5' and add ADA ramps at the driveways.
3. Stormwater Comments:
 - Chapter 32 requirements: The report notes the Chapter 32 requirement, additional copy attached.
 - Clay Liner. We do not believe the bedrock extends below the UDSF. Either liner system will work.
 - Seed Specification: The seed is specified on the drawing.
 - Riprap: The existing riprap at the inlet to the Washington Avenue culverts will provide adequate protection.
 - Fall Brook Outlet: J. B. Brown owns that property.
 - Location of Underdrained Soil Filters on C1.1. The location has been added to the Plan.
4. Landscape Standards: We have revised the Plan to show bigger and curbed islands and additional plantings around the lot.

5. Motorcycle and Two Wheeled Parking: We have designated an area for two wheeled parking on the west end of the site. This reduces the total number of passenger vehicle parking spaces.
6. Traffic Engineer's Review. City's Responsibility
7. Overall Site Plan: Attached is an overall Site Plan of the property.
8. Final Site Plan: Attached is a full set of drawings for the project, including an overall Site Plan. This appears to meet the Level III requirements for the project.

Please let me know if you have any questions.

PINKHAM AND GREER,



Thomas S. Greer, P.E.

TSG/rjs

cc: Robert Howe
Vincent Veroneau
File

INSPECTION AND MAINTENANCE OF STORMWATER MANAGEMENT FACILITIES

Any person owning, operating, or otherwise having control over a BMP required by a post construction stormwater management plan shall maintain the BMPs in accordance with the approved plan and shall demonstrate compliance with that plan as follows:

- (a) *Inspections.* The owner or operator of a BMP shall hire a qualified post-construction stormwater inspector to at least annually, inspect the BMPs, including but not limited to any parking areas, catch basins, drainage swales, detention basins and ponds, pipes and related structures, in accordance with all municipal and state inspection, cleaning and maintenance requirements of the approved post-construction stormwater management plan.
- (b) *Maintenance and repair.* If the BMP requires maintenance, repair or replacement to function as intended by the approved post-construction stormwater management plan, the owner or operator of the BMP shall take corrective action(s) to address the deficiency or deficiencies as soon as possible after the deficiency is discovered and shall provide a record of the deficiency and corrective action(s) to the department of public services ("DPS") in the annual report.
- (c) *Annual report.* The owner or operator of a BMP or a qualified post-construction stormwater inspector hired by that person, shall, on or by June 30 of each year, provide a completed and signed certification to DPS in a form provided by DPS, certifying that the person has inspected the BMP(s) and that the year adequately maintained and functioning as intended by the approved post-construction stormwater management plan, or that they require maintenance or repair, including the record of the deficiency and corrective action(s) taken.
- (d) *Filing fee.* Any persons required to file an annual certification under this section shall include with the annual certification a filing fee established by DPS to pay the administrative and technical costs of review of the annual certification.
- (e) *Right of entry.* In order to determine compliance with this article and with the post-construction stormwater management plan, DPS may enter upon property at reasonable hours with the consent of the owner, occupant or agent to inspect the BMPs.

Stormwater Management Facilities include swales, ditches, paved surfaces, catch basins, drain manholes, and drain pipe. Periodic inspection and maintenance of these site features and devices is necessary to prevent erosion, protect roadways and other paved areas, and remove pollutants from stormwater runoff.

SWALES, DITCHES AND PAVED SURFACES:

Swales, ditches and paved surfaces are easily inspected during a site walk or even a ride-by. Since visual inspection is easy, their condition should be assessed during and/or after significant rainfall events such as thundershowers and periods of heavy or extended rainfall and during periods of significant snowmelt. Any damage or unusual condition such as sedimentation of a ditch, erosion, damaged pavement or dying vegetation should be recorded, dated and initialed by the inspector when observed. Even if there is no damage, the inspector should make record of these inspections at least twice annually.

Paved surfaces should be visually inspected monthly during the winter. The inspector should pay particular attention to the build up of ice and sand along the edge of the road and remove accumulations that block the free flow of surface runoff to the catch basins. Paved areas should be swept at least once annually. The date and initials of the inspector should be recorded on the forms provided as well as a notation of any cleanup effort that was made.

CATCH BASINS:

Catch basins are precast concrete structures with sumps and cast iron grates. Catch basins' function is to collect stormwater and trap heavy sediments. They also provide access to the inlet end of the storm drain pipes that exit them for inspection and maintenance.

Throughout the winter/spring sanding period, inspect the structures monthly and after every significant rainfall event or period of heavy snowmelt. Clean the sumps when sediment level is within 3 inches of the outlet pipe invert. Remove sand deposits and debris as necessary. Record dates of inspections, observations and maintenance measures implemented (if any) on the forms provided and initial the entry.

Confined space entry safety procedures should be practiced when entering these structures.

DRAIN PIPES:

Drain pipes are road culverts and the pipe connecting and exiting drainage structures (see above). Inspect drain pipes when inspecting other stormwater maintenance facilities. At least annually make a visual inspection of the pipe. During the daylight you should be able to see light through most pipes as they have been laid to a straight line and grade.

Clean pipes as necessary. Record inspections on the forms provided noting condition of pipe and any maintenance procedures implemented.

UNDERDRAINED SOIL FILTER (UDSF):

The USDF's are open ponding areas with underdrained soil beds. The ponding area is designed to temporarily store runoff, which will drain through the soil filter in to the under drains. The filters secondary outlet is usually through an outlet structure or overflow berm. Accumulated sediment should be disposed of properly, and any erosion or side slope vegetation problems should be corrected as needed.

Mow the grass in the USDF to a height no more than 6 inches once or twice annually. Any bare areas should be seeded as necessary, fertilization should be avoided. The filter material should be inspected after every major storm in the first few months to ensure proper function. Thereafter, the filter should be inspected at least once every six months. The top several inches of the filter shall be replaced if water ponds for more than 72 hours on the filter bed. Sediment and plant debris shall be removed at least annually. Any activities that would compact the soil filter should be avoided.

**MARTIN'S POINT HEALTH CARE
PORTLAND, MAINE**

INSPECTION / MAINTENANCE LOG

UNDERDRAINED SOIL FILTERS

I: INSPECTED - C: CLEANED - R: REPAIRED

DATE	INITIALS	ACTION	COMMENT
5/26/05	DEF	I, R	EXAMPLE: Heavy rain over weekend; loamed, seeded and mulched small washout at end of UDSF #2



380 US Route One
Falmouth, Maine 04105
Tel. 207.781.5242
Fax. 207.781.4245

May 17, 2011
File: 10181

Ms. Barbara Barhydt
Planning Division
389 Congress Street, 4th Floor
Portland, ME 04101

RE: MARTIN'S POINT – WASHINGTON AVENUE

Dear Barbara,

In response to the memos from TyLin and Woodard and Curran we offer the following which we will present to the Board on Tuesday night.

Ty Lin:

We will provide an easement for the bus shelter. A 5'x5' was mentioned by the Staff and it was provided. There is no size in the Technical Standards that we could find. We have made it 15'x7', hopefully that is adequate.

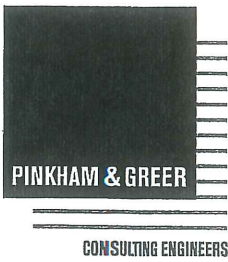
It is not possible to provide an ADA walk to the Washington Avenue entrance given the Stormwater Treatment constraints.

The access to the three doors is via the parking lots. This is similar to the remainder of the site. To provide a walk along the north side we would have to move the building closer to Washington Avenue and make the grading along that side more difficult.

The walks along Pheasant Hill Road will be upgraded as part of a maintenance project. We do not plan to detail them.

Woodard and Curran:

We are requesting a waiver from the flooding standards. It is not possible to reduce peak flows on-site without a substantial detention basin. It would be approximately the size of the west parking lot, depending on the depth. This would reduce the size of the building and parking. This would void the current tenants plans and the project would not be completed.

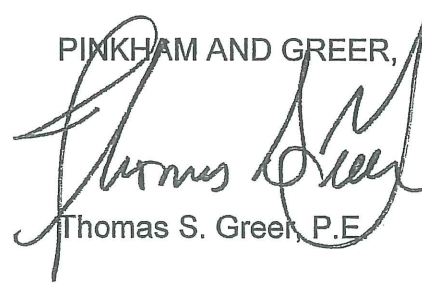


Ms. Barbara Barhydt
May 17, 2011
Page 2 of 2
File: 10181

We will add the minor details for seeding and riprap to the plans.

No easement is necessary for the discharge pipe. The property is owned by J.B. Brown.

Hopefully this will satisfy the Planning Board.

PINKHAM AND GREER,

Thomas S. Greer, P.E.

TSG/rjs

cc: Robert Howe
Vincent Veroneau
File



CONSULTING ENGINEERS

380 US Route One
Falmouth, Maine 04105
Tel. 207.781.5242
Fax. 207.781.4245

Att. A

May 3, 2011
File: 10181

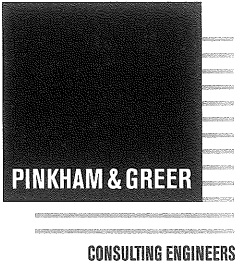
Mr. Eric Giles
Planning Division
389 Congress Street, 4th Floor
Portland, ME 04101

RE: 901 WASHINGTON AVENUE, J.B. BROWN - MARTIN'S POINT

Dear Eric,

We would like to thank you and the staff for meeting with us last Thursday. The meeting was very helpful. We have made the following changes to the plan based on that meeting.

1. We have reduced the parking space sizes to match the City's Standards.
2. We have located the landscaping outside of the underdrained soil filters.
3. We are going to rebuild the sidewalks to a 5 foot width and install sidewalk along the Pheasant Hill Road parking lot.
4. We are showing a 5'x5' easement for a future bus shelter.
5. We have revised the piping of underdrained soil filters to discharge on the opposite side of Pheasant Hill Road. This will avoid tying into the catch basin and provide a system with a 25 year occurrence storm capacity.
6. We have revised the details to conform to the City's Standards as requested.
7. We have reviewed the bump out of the curbs into Washington Avenue. These require significant road work and additional drainage work that is well beyond the scope of this project.
8. Please note we changed some of the concrete pavers around the entrances.



Mr. Eric Giles
 May 3, 2011
 Page 2 of 4
 File: 10181

Below is a request for the Stormwater Treatment credit for the oil/grit separator.

Credit for Stormwater Treatment:

To meet Urban Impaired Standards for the Fall Brook Watershed, the applicant has installed a Model 7000 Vortec Unit. It was designed for a flow of 11 cfs. The run-off from center parking lot and 2000 building expansion is treated; this is about 3.8 acres of parking. It was designed for 70% TSS removal. This is below the customary 80% TSS Standard, therefore we have used the 2/3 Standards for credit in Chapter 500, Section 6. Attached is the 2000 stormwater report.

Based on records provided by the Owner, the system has been maintained on an annual basis by Cleanharbors. As part of the compliance with Chapter 32 of the City's Standards this report will be filed with the City along with the review of the new underdrained soil filters and parking lot sweeping.

Attached are calculations supporting the credit. They show a required credit of 0.51 and an applicable credit of 3.88, far exceeding the requirements.

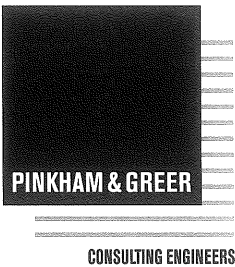
Waiver Request:

We request a waiver from the flooding standard. The increase in peak flows from this site is shown in Table 1 below. This is based on our HydroCAD model, attached.

Table Of Peak Flows
 Peak Q (cfs)

P.O.A.	Existing Condition			Developed Condition		
	2-year	10-year	25-year	2-year	10-year	25-year
CB(s) to Fall Brook	1.96	4.24	5.38	1.95	7.32	8.57
Fall Brook	351.15	712.25	887.87	351.21	712.23	887.82

Table 1



Mr. Eric Giles
May 3, 2011
Page 3 of 4
File: 10181

The developed condition Catch Basin flows will not be found in the model as it had to be manipulated to get those numbers. They are simply the summation of the flows from the existing catch basin and UDSF #2.

The flows from the catch basins increase in the 10 and 25 year storms but decrease in the 2 year storm. When we look at the Washington Avenue culvert the 2 year increases insignificantly (0.0%), and decreases in the 10 and 25 year plans.

When modeling the Fall Brook watershed at Washington Ave, we used the areas from the City's study and approximated the T_c Path. This is a rough model but produces comparable flows to the City's HEC-RAS Model, and should demonstrate the affect on the watershed is insignificant.

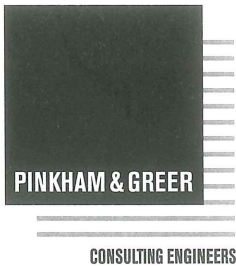
To further demonstrate this we used the City supplied HEC-RAS Model for Fall Book. The flood elevations change by the elevations shown in Table 2 below. See Attached Cross Sections.

Water Elevations 10' Upstream of Washington Avenue		
	Existing	Proposed
10 year	52.67	52.68
50 year	50.62	50.64
100 year	49.97	49.98
500 year	48.82	48.83

Table 2

We believe this data supplies the information required in Section 5E. (2) (b) from the City's Technical Manual.

"Insignificant Increases in peak flow rates from a project site. When requesting a waiver for a project resulting in an insignificant increase in peak flow rates from a project site, the applicant shall demonstrate that insignificant increases in peak flow rates cannot be avoided by reasonable changes in project layout, density, and stormwater management design. The applicant shall also demonstrate that the proposed increases will not unreasonably increase the extent, frequency, or duration of flooding at downstream flow controls and conveyance structures or



Mr. Eric Giles
May 3, 2011
Page 4 of 4
File: 10181

have an unreasonable adverse effect on protected natural resources. In making its determination to allow insignificant increases in peak flow rates, the department shall consider cumulative impacts. If additional information is required to make a determination concerning increased flow, the department may only consider an increase after the applicant agrees, pursuant to 38 M.R.S.A. §344-B(3)(B), that the review period may be extended as necessary by the department."

Please accept this submittal as demonstrating our compliance with the City's Site Plan Standards.

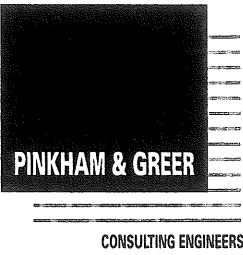
PINKHAM AND GREER,

A handwritten signature in blue ink, appearing to read "Thomas S. Greer". The signature is stylized and overlaps the printed name below it.

Thomas S. Greer, P.E.

TSG/rjs

cc: Robert Howe
Vincent Veroneau
File



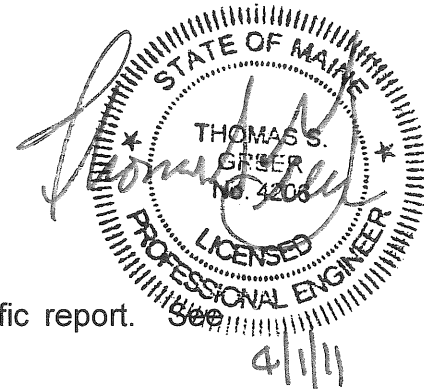
380 US Route One
 Falmouth, Maine 04105
 Tel. 207.781.5242
 Fax. 207.781.4245

Att. B

**Traffic Generation
 901 Washington Avenue
 March 25, 2011**

Traffic generated from this project has been estimated using the Trip Generation, Institute of Transportation Engineers Manual, Land Use Code 710 – General Office. The following table summarizes the expected traffic for the 18,000 sq. ft. building.

Weekday			
	Enter	Exit	Total
AM Peak Hour	25	3	28
PM Peak Hour	5	22	27
Daily	99	99	198



The distribution of the trips was prorated from the previous traffic report attached report.

In 2007 Andover College relocated out of 40,000 sq. ft. of this complex. This space was converted to general office. Total daily trips were reduced.

Junior / Community College (540)

$$18.36 \text{ Trips}/1,000 \text{ sq. ft} \times 40 = 734 \text{ Trips}/\text{day}$$

General Office (710)

$$11.01 \text{ Trips}/1,000 \text{ sq. ft.} \times 40 = 440 \text{ Trips}/\text{day}$$

$$\text{Net Reduction} = 294 \text{ trips}$$

The original permits for the site were for the retail space, Rainbow Mall Project. Traffic projections for those uses exceed the current use trip generation:

Shopping Center (820)

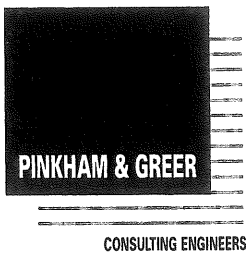
$$42.92 \text{ Trips}/1,000 \text{ sq. ft} \times 103 = 4,420 \text{ Trips}/\text{day}$$

General Office (710)

$$\text{Existing } 11.01 \text{ Trips}/1,000 \text{ sq. ft.} \times 126 = 1,387 \text{ Trips}/\text{day}$$

$$\text{Proposed} = 1,585 \text{ Trips}/\text{day}$$

This site's traffic remains well below the original approval.



380 US Route One
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Parking Analysis 901 Washington Avenue March 25, 2011

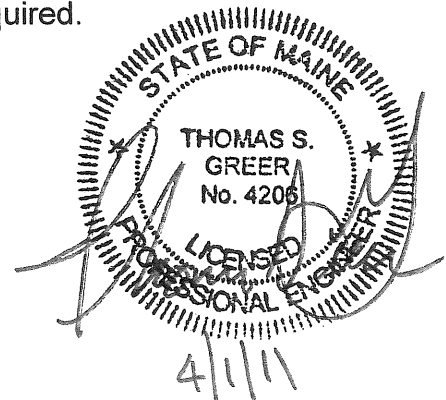
This site has four parking areas as shown of the attached plan. The cars were counted on March 22, 2011 at 10:00AM and on May 17, 2010 from an aerial photograph. The total number of cars on the site were 369 and 382. Below is a chart showing the total available and the percentage utilized.

Parking Area	Total Available	Count / % May 17, 2010	Count / % March 22, 2011
A	152	143/94	105/69
B	180	136/75	143/79
C	119	74/62	94/79
D	43	27/62	10/23
Totals	494	382/77	369/75

Total existing building area is 130,000 sq. ft. Parking spaces per 1,000 sq. ft. is 3.8. Utilization rate per 1,000 sq. ft. is 2.9 based on 76%. The City of Portland Standards require 1 space per 400 sq. ft. or a total of 315. This standard is met.

Each parking area services a different building section and tenant. The total utilization of existing parking is approximately 76%. The distribution of spaces relative to each building is considered good. The spaces in location "D" provide overflow parking for Lot "B", which is generally the Martin's Point Office. This is well positioned for the new building.

Based on a similar density of spaces being required for the 18,000 sq. ft. building 71 spaces would be required. We have provided 75 new spaces which will achieve a utilization rate of 72% for normal daily parking. Peaking parking events will require more spaces and increase the utilization rate. We believe this is appropriate for the site. No off-site parking should be required.



Traffic Impact Study
Washington Park

Portland, Maine

April 2000

Prepared For:

HKTA / architects, inc.
4 Milk Street
Portland, Maine 04101

Prepared By:

Wilbur Smith Associates
Engineers•Economists•Planners
59 Middle Street
Portland, Maine 04101

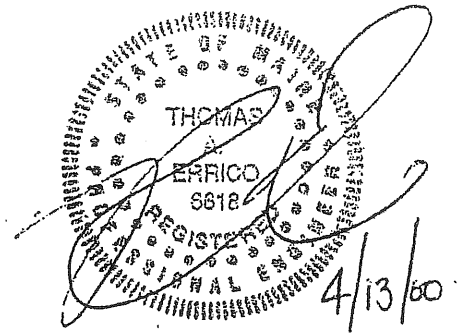


Table of Contents

Section 1: Introduction

Section 2: Data Collection

Section 3: Existing Traffic Volumes

Section 4: Site Generated Traffic

Section 5: Build Traffic Volumes

Section 6: Intersection Analysis

Section 7: Safety Analysis

Section 8: Signal Warrant Analysis

Section 9: Parking/Site Access and Circulation

Section 10: Conclusions/Recommendations

List of Figures

Figure 1: Location Map

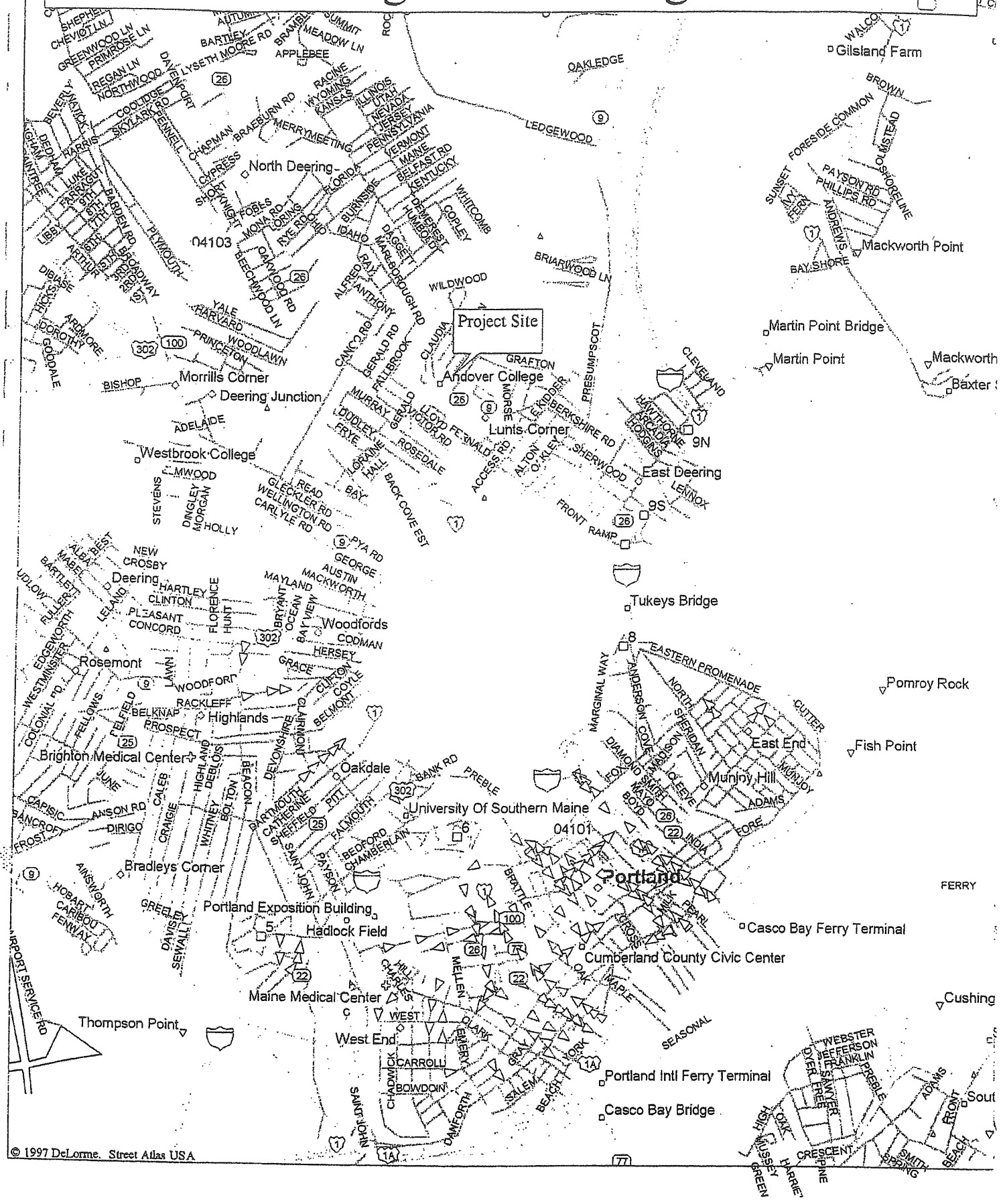
Figure 2: 2000 Design Hour Traffic Volumes

Figure 3: Site Generated Traffic Volumes

Figure 4: 2000 Build Traffic Volumes

Washington Park - Figure 1

D-5



SECTION 3 – EXISTING/FUTURE TRAFFIC VOLUMES

The primary purpose of this study is to show what effect the proposed project will have on the local transportation system. In general, the critical time period for a given project is directly associated with peaking characteristics of both the project-related traffic and the area transportation system. For this study, traffic conditions during the Weekday AM and PM peak hours were evaluated.

Development of AM and PM peak hour traffic volumes was based upon traffic counts conducted by WSA at the Washington Avenue/Pheasant Hill Road, Washington Avenue/Rainbow Mall Road, and Ocean Avenue/Rainbow Mall Road intersections. A summary of the time and dates of the counts is presented as follows.

- Washington Avenue/Pheasant Hill Road – February 17, 2000 (12 Noon – 6:00PM); February 28, 2000 (6:00AM – 9:00AM); & March 3, 2000 (9:00AM – 12 Noon)
- Washington Avenue/Rainbow Mall Road – January 25, 2000 (6:00AM – 12 Noon) & February 15, 2000 (12 Noon – 6:00PM)
- Ocean Avenue/Rainbow Mall Road – March 1, 2000 (7:00AM – 9:00AM) & March 2, 2000 (4:00PM – 6:00PM)

Design Hour Volume

The traffic pattern on any highway shows considerable variation in traffic volumes during different hours of the day and in hourly volumes throughout the year. It must be determined which of these hourly traffic volumes should be used for analysis and design. It would be wasteful to predicate the design on the (maximum) peak hour traffic of the year, yet the use of the average hourly traffic would result in an inadequate design. The hourly traffic volume used in design should not be exceeded very often or by very much. On the other hand, it should not be so high that traffic would rarely be great enough to make full use of the facility. Based upon the relationship between highest hourly volumes and daily traffic volumes, it has been concluded that the hourly traffic used in design should be the 30th Highest Hour Volume, or sometimes called Design Hour Volume.

For this study, the Design Hour Volumes were estimated from MDOT Weekly Group Mean Factors. Figure 2 presents the 2000 Design Hour traffic volumes within the study area.

SECTION 4 – SITE GENERATION TRAFFIC

Traffic generated from the proposed development was based upon traffic generation rates contained in the publication Trip Generation, Institute of Transportation Engineers. Traffic generation was based upon Land Use Code 710 – General Office Building. The following table summarizes the expected traffic generated from the proposed 27,600 square foot office building during the AM and PM peak hours and on a weekday daily basis.

	Weekday		
	Enter	Exit	Total
AM Peak Hour	38	5	43
PM Peak Hour	7	34	41
Daily	247	247	494

Distribution of the site-generated traffic was based upon traffic volume distribution. Figure 3 presents the site generated traffic volumes during the AM and PM peak hours.

SECTION 5 - BUILD TRAFFIC VOLUMES

The Build Traffic Volumes within the study area were estimated for the year 2000. The Build Volumes were estimated by adding the site-generated traffic depicted on Figures 3 to the 2000 Design Hour traffic volumes located on Figure 2. Figures 4 presents the 2000 Build Traffic Volumes during the AM and PM peak hours.

SECTION 6 - INTERSECTION ANALYSIS

To evaluate the impact of traffic generated by the proposed development, capacity analysis was performed at the study intersections for the 2000 Existing and 2000 Build conditions.

The standard used to evaluate traffic operating conditions of the transportation system is referred to as the Level of Service (LOS). This is a qualitative assessment of the quantitative effect of factors such as speed, volume of traffic, geometric features, traffic interruptions, delays, and freedom to maneuver. LOS analysis was based upon procedures detailed in the 1997 Highway Capacity Manual, Transportation Research Board.

Unsignalized intersection LOS is also based on vehicular delay. The LOS procedure computes capacity for each movement that has a conflict, based upon the critical time gap required to complete the maneuver and the volume of traffic that is opposing the movement. The following table describes the relationship between delay and LOS.

Unsignalized Intersection Level of Service Criteria

Level of Service	Average Delay (seconds)
A	≤10
B	> 10 and ≤15
C	> 15 and ≤25
D	> 25 and ≤35
E	> 35 and ≤50
F	> 50

The results of the unsignalized capacity analyses at the Washington Avenue/Pheasant Hill Road, Washington Avenue/Rainbow Mall Road, and Ocean Avenue/Rainbow Mall Road intersections are presented in the following tables.

Washington Avenue/Pheasant Hill Road Level of Service Summary

Movement	2000 Existing LOS (Delay)		2000 Build Condition LOS (Delay)	
	AM	PM	AM	PM
Left from Washington	B(11.3)	B(13.0)	B(11.4)	B(13.1)
Left from Pheasant	F(260.5)	F(225.1)	F(288.3)	F(268.2)
Right from Pheasant	C(19.0)	D(28.2)	C(19.2)	D(30.6)

SECTION 7 – SAFETY ANALYSIS

Accident data from the period 1996 – 1998 was obtained from MDOT for roadways and intersections in the vicinity of the project site. A summary of the data is presented in the following table.

LOCATION	1996-1998 ACCIDENTS	YEARLY AVERAGE	CRITICAL RATE FACTOR
Wash. Ave./Pheasant Hill	1	0.33	0.09
Wash. Ave./Rainbow Mall	0	0	0
Ocean Ave./Rainbow Mall	4	1.33	1.49
Wash. Ave./Bet. Pheasant and Rainbow Mall	6	2.00	0.49
Rainbow Mall Road	0	0	0
Pheasant Hill Road	0	0	0

MDOT considers a Critical Rate Factor (CRF) of over 1.0 and 8 accidents over a three-year period as a general guideline to identify potential safety deficiencies. As noted in the above table, no study area location meet this criterion.

and a major street volume noted in the MUTCD. Based upon projected build volumes less than 100 vehicles will exit Pheasant Hill Road during the AM and PM peak hours. Accordingly, this warrant is not met.

As noted a traffic signal is not warranted at the Washington Avenue/Pheasant Hill Road intersection.

*Washington Avenue @ Pheasant Hill Road
Warrants 1, 2 and 8*

Time	Warrant 1 Satisfy Criteria			Warrant 2 Satisfy Criteria		
	Major	Minor		Major	Minor	
6-7AM	868	5	FALSE	868	5	FALSE
7-8AM	1569	19	FALSE	1569	19	FALSE
8-9AM	1430	34	FALSE	1430	34	FALSE
9-10AM	900	10	FALSE	900	10	FALSE
10-11AM	900	10	FALSE	900	10	FALSE
11-12Noon	900	10	FALSE	900	10	FALSE
12-1PM	1351	56	FALSE	1351	56	FALSE
1-2PM	1380	67	FALSE	1380	67	FALSE
2-3PM	1484	36	FALSE	1484	36	FALSE
3-4PM	1630	47	FALSE	1630	47	FALSE
4-5PM	1750	51	FALSE	1750	51	FALSE
5-6PM	1715	32	FALSE	1715	32	FALSE
Time	Warrant 8					
	Warrant 1 Satisfy Criteria			Warrant 2 Satisfy Criteria		
	Major	Minor		Major	Minor	
6-7AM	868	5	FALSE	868	5	FALSE
7-8AM	1569	19	FALSE	1569	19	FALSE
8-9AM	1430	34	FALSE	1430	34	FALSE
9-10AM	900	10	FALSE	900	10	FALSE
10-11AM	900	10	FALSE	900	10	FALSE
11-12Noon	900	10	FALSE	900	10	FALSE
12-1PM	1351	56	FALSE	1351	56	FALSE
1-2PM	1380	67	FALSE	1380	67	FALSE
2-3PM	1484	36	FALSE	1484	36	FALSE
3-4PM	1630	47	FALSE	1630	47	FALSE
4-5PM	1750	51	FALSE	1750	51	FALSE
5-6PM	1715	32	FALSE	1715	183	TRUE

D-19

Washington Avenue @ Rainbow Mall Road
Warrants 1, 2 and 8

Time	Warrant 1		Satisfy Criteria	Warrant 2		Satisfy Criteria
	Major	Minor		Major	Minor	
6-7AM	840	10	FALSE	840	10	FALSE
7-8AM	1618	42	FALSE	1618	42	FALSE
8-9AM	1559	52	FALSE	1559	52	FALSE
9-10AM	1200	33	FALSE	1200	33	FALSE
10-11AM	1122	31	FALSE	1122	31	FALSE
11-12Noon	1089	84	FALSE	1089	84	FALSE
12-1PM	1344	66	FALSE	1344	66	FALSE
1-2PM	1299	82	FALSE	1299	82	FALSE
2-3PM	1394	30	FALSE	1394	30	FALSE
3-4PM	1525	42	FALSE	1525	42	FALSE
4-5PM	1661	50	FALSE	1661	50	FALSE
5-6PM	1666	32	FALSE	1666	32	FALSE

Time	Warrant 8					
	Warrant 1		Satisfy Criteria	Warrant 2		Satisfy Criteria
	Major	Minor		Major	Minor	
6-7AM	840	10	FALSE	840	10	FALSE
7-8AM	1618	42	FALSE	1618	42	FALSE
8-9AM	1559	52	FALSE	1559	52	FALSE
9-10AM	1200	33	FALSE	1200	33	FALSE
10-11AM	1122	31	FALSE	1122	31	FALSE
11-12Noon	1089	84	FALSE	1089	84	TRUE
12-1PM	1344	66	FALSE	1344	66	FALSE
1-2PM	1299	82	FALSE	1299	82	TRUE
2-3PM	1394	30	FALSE	1394	30	FALSE
3-4PM	1525	42	FALSE	1525	42	FALSE
4-5PM	1661	50	FALSE	1661	50	FALSE
5-6PM	1666	32	FALSE	1666	183	TRUE

Sight Distance

Driveway and intersecting road placement shall be such that an exiting vehicle has an unobstructed sight distance according to MDOT standards. Accordingly, sight distances from the existing driveways on Rainbow Mall Road and Pheasant Hill Road were reviewed and assessed according to standards contained in the publication Access Management Improving the Efficiency of Maine Arterials, MDOT. For roads with vehicular speeds of 25 MPH (posted on Pheasant Hill Road and assumed for Rainbow Mall Road) and driveways with low to medium traffic volumes, the minimum sight distance is 250 feet. The following table summarizes the field measured sight distances at the project driveways.

LOCATION	LEFT SIGHT DISTANCE (FEET)	RIGHT SIGHT DISTANCE (FEET)	MINIMUM STANDARD (FEET)
Rainbow Mall @ Westerly Driveway	500+	See to Wash. St.	250
Rainbow Mall @ Easterly Driveway	500+	500+	250
Pheasant Hill @ Westerly Driveway	See to Wash. St.	290 +/-	250
Pheasant Hill @ Middle Driveway	440 +/-	220 +/-	250
Pheasant Hill @ Easterly Driveway	360 +/-	330 +/-	250

As noted in the above table, all driveways meet MDOT standards for sight distance with the exception of the Middle Driveway on Pheasant Hill Road. The primary constraint to attaining adequate sight distance is trees planted on the south side of Pheasant Hill Road. It is suggested that the existing trees be removed or replaced with shorter trees to ensure that driver's vision is not obstructed.

Total Required Parking Supply = 483 parking spaces

6. A traffic signal warrant analysis was conducted at the Washington Avenue intersections with Pheasant Hill Road and Rainbow Mall Road. Results indicate traffic signals are not warranted.

Att. C

Site Plan Application

for

J.B. Brown
Martin's Point Health Care
901 Washington Avenue
Portland, Maine



April 4, 2011

Prepared by

Pinkham and Greer, Consulting Engineers
380 US Route One
Falmouth, Maine 04105
(207) 781-5242

HKTA Architects
482 Congress St, Ste 502
Portland, ME 04101
(207) 774-6016

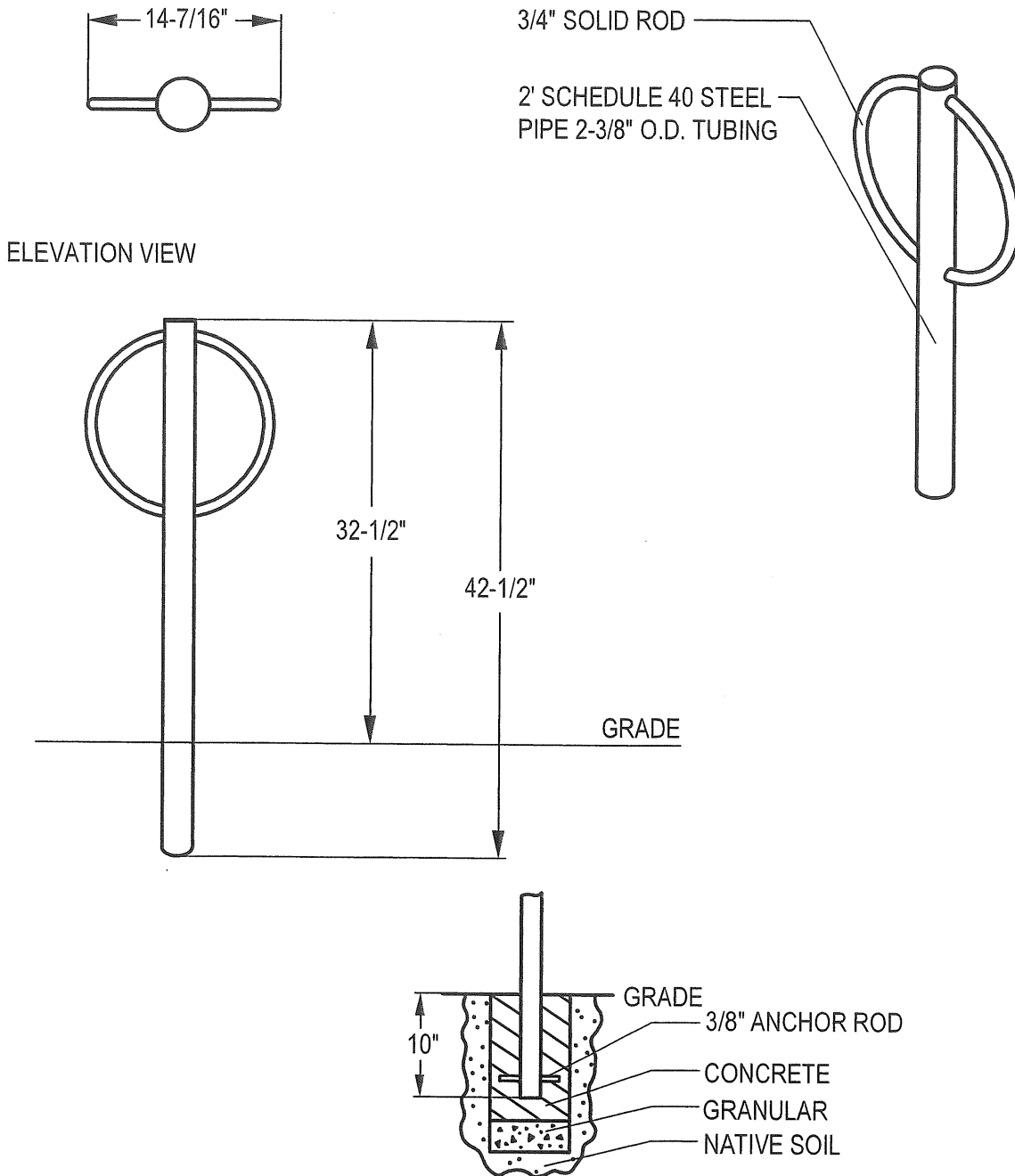


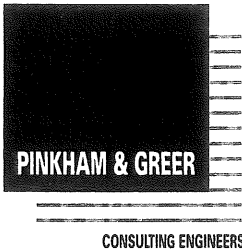
CONSULTING ENGINEERS

Model # BOL-2-IG-P

Dimension Sheet

CLASSIC BOLLARD | 2 LOOPS 2 BIKES





380 US Route One
Falmouth, Maine 04105
Tel. 207.781.5242
Fax. 207.781.4245

April 1, 2011
File: 10181

Ms. Barbara Barhydt
Planning Department
City of Portland
389 Congress Street, 4th Floor
Portland, ME 04101

RE: 901 WASHINGTON AVENUE, J.B.BROWN

Dear Barbara,

We are pleased to submit the attached application and supporting documentation for a new 18,000 sq. ft office building for J.B. Brown. This site, at 901 Washington Avenue, is the front section of the Rainbow Mall site. It will be used by Martin's Point Health Care as general offices.

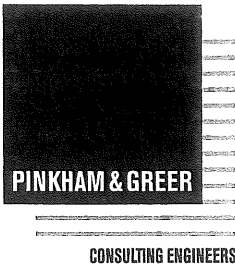
The site currently has been converted to general office space and is fully occupied. This building will provide more space for Martin's Point.

We have attached elevation view of the building, designed by HKTA Architects, and a description of how it complies with the City's design standards. We are very pleased with its design.

Anthony Muench, RLA has provided us with an excellent landscape plan. It combines screening elements for the parking lots with a broken street viewscape for the building. The windows in the building, with the landscaping will provide an excellent viewscape for the neighborhood.

We have provided brief summaries of the traffic and parking requirements. The parking spaces will meet the user's demand and the City's standards. The traffic generated by the new use will remain below the original retail use. No off site improvements are planned.

The site is in the Fall Brook Watershed. We have provided on site treatment and detention of the stormwater using under drained soil filters. These will provide improved stormwater quality in the water shed. A maintenance plan and erosion control standards are include as well.



Ms. Barbara Barhydt
April 1, 2011
Page Two
File: 10181

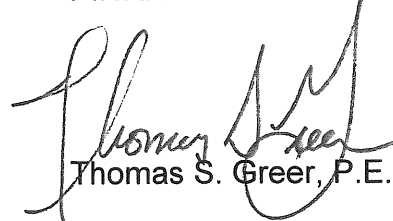
The site lighting will use LED fixtures. These produce a clean white light with significant energy savings. This is the green solution to site lighting. They will be operated by a photocell on and timer off. When the building is unoccupied some security lighting will be on. Attached is a Photometric Plan showing the lighting levels of the fixtures.

The site has been reviewed for existing soil conditions by the series of borings and probes. The majority of the site has suitable soils for our use. Some fill areas will require removal and replacement of the material. There is some indication of bedrock or large boulders at the outlet of the under drained soil filters. This may require removal by a ram hoe or blasting. If blasting is required a pre blast survey will be performed and all City permit requirements will be completed. Attached is a Geotechnical Report from S.W. Cole.

This project has a very aggressive construction schedule. With Board approval at the April meeting we will bid the project in May. Construction drawings are well underway. The construction will start in early June with foundation work and site improvements. The building will be completed by the end of December and ready for occupancy shortly thereafter. We anticipate some spring cleanup and final landscaping by June of 2012.

We are very pleased with this project and believe it will be a success for the City. It is a pleasure to work with the City Staff and we stand ready to respond to any comments you have. We hope for approval in April as it is critical to our construction time frame. If we can assist in any way please let us know.

PINKHAM AND GREER,



Thomas S. Greer, P.E.

TSG/rjs

cc: Vin Veroneau
Robert Howe
File

TABLE OF CONTENTS

2000 Stormwater Management Report and CleanHarbors data

Sewer Capacity Letter

Revised Stormwater Maintenance Plan

Revised Drainage Calculations

Underdrained Soil Filter sizing calculations

HydroCAD data for draining UDSF 24 hrs

HEC-RAS Cross Sections of Fall Brook

Letter from J.B. Brown concerning soils

071-931 Washington Ave.

**CITY OF PORTLAND, MAINE
MEMORANDUM**

DATE: May 26, 1970

TO: A. Allan Soule, Assistant Director, Building Inspection

FROM: John E. Menario, City Manager

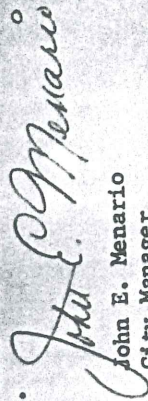
SUBJECT: Issuance of Building Permit - Lunts Corner Shopping Center

The purpose of this memorandum is to authorize you to proceed ahead with the issuance of a building permit in normal fashion for the construction of a shopping center on the property known as Lunts Corner.

It is my understanding that all of the technical requirements of the Building Code have been met and that the building permit was delayed in its issuance based upon my recommendation.

I have now learned that the Environmental Improvement Commission has notified the Planning Department that they do not have jurisdiction in the matter based upon a decision of the Attorney General's office.

I therefore have no further reason to require the building permit be delayed and thereby recommend you to proceed ahead with its issuance when you are satisfied that all the building code conditions have been met.


John E. Menario
City Manager

JEM:eg

CITY OF PORTLAND, MAINE
MEMORANDUM

*See J. M.
M. A. M.
9:30*

TO: R. Lovell Brown, Director of Building and Inspection Services
FROM: Harry E. Cummings, Chairman, Planning Board
SUBJECT: Lunt's Corner Shopping Plaza - Shopping Center

DATE:
May 7, 1970

*Tel
784-6927*

After reviewing the plans of the Lunt's Corner Shopping Plaza, which were submitted to you for a building permit on April 28, 1970, the Planning Board believes that certain conditions should be discussed and satisfactorily settled before the permit is issued.

The land area involved was rezoned from R-3 and R-5 to B-1 in December of 1967 to allow the construction of the proposed shopping center.

At that time, the petitioners, Messrs Abbott and Warren, presented to the Planning Department, to the Planning Board, to the City Council and to the public, drawings and colored renderings of a high quality complex that would properly fit into the surrounding residential neighborhood and that would be a credit to the community.

Together with the architect, Mr. Stahl, the petitioners stressed that the shopping center should and would be pleasing to the shopper and to those who are located around it. Top quality exterior design, adequate landscaping to enhance the project and to protect the surrounding properties, covered walk-ways into the parking areas, subdued exterior lighting, properly screened or interior unloading and waste collection areas and underground utility lines were among the several aspects discussed and agreed upon by the applicants.

None of these objectives and requirements appear to be in the plans.

Beyond the questions which you may have about building code requirements, the Planning Board requests that the following specific matters be resolved.

1. That the intended use of the two future buildings, one on the east end of the Mammoth Mart, the other on the southwesterly corner of the parking lot, be identified.
2. That the store fronts be screened from Washington Avenue and the surrounding residential area.
3. That the meat unloading area of Martin's facing Washington Avenue be relocated to a northerly side of the building.
4. That shielding from automobile head lights be provided for the greenhouses on the north and for the residential area on the south.
5. That the exterior of the buildings be in line with the original renderings.

6. That waste collection areas be enclosed within the buildings or within a structure especially provided.

7. That overhead lighting from signs or in the parking area be subdued and shielded to prevent excessive glow overhead and to prevent glare outside of the shopping center.

8. That high pole lighting within the parking area be eliminated.

9. That adequate landscaping be provided throughout to enhance the shopping area and to protect the surrounding residential area.

10. That the power and telephone lines into the area be placed underground.

11. That the parking area adjacent to Claudia Road be designated as employee and service parking.

12. That the sign "Kammouth Mart" or any other similar signs be shielded and timed to be used only on the early evening hours if the signs are to be lighted.

The Planning Board believes that the solution of these matters are necessary and desirable for the owners, the occupants, the City officials and the public. The Board respectfully requests that you convey the detail of this letter along with any material of your own to the applicant as soon as possible in order that any delay may be minimized.

Harry T. Cummings
Harry T. Cummings

HCC/1

cc: Mayor John W. Scuzgis

Councilor Harold G. Loring

City Manager John E. Menarino

Economic Development Director Clark M. Nelly

May 24, 2011

Vincent Veroneau
J.B. Brown and Sons
36 Danforth St.
Portland, ME 04101

Tom Greer
Pinkham and Greer
380 US Route One
Falmouth, ME 04105

Project Name: Martin's Point Healthcare **Project ID:** 2011-216
Address: 901 Washington Ave. **CBL:** 170-F-1, 170-F-2, 171-A-S,
174-B-2
Applicant: Vincent Veroneau
Planner: Erick Giles

Dear Mr. Veroneau,

On May 17th 2011, the Planning Board considered Martin's Point Healthcare project for 901 Washington Ave. The Planning Board reviewed the proposal for conformance with the standards of the Site Plan and Stormwater Permit. The Planning Board voted 4-1 (Hall, Patterson recused) to approve the application with the following motions, waivers and conditions as presented below:

WAIVERS

The Planning Board voted 5-0 (Hall, Patterson recused) that on the basis of the application, plans, reports and other information submitted by the applicant, findings and recommendations, contained in the Planning Board Report #7-11 relevant to Portland's Technical and Design Standards and other regulations, and the testimony presented at the Planning Board hearing:

1. The Planning Board waives Technical Standard, Section 5.3.4.E. Flooding Standard.
2. The Planning Board waives Technical Standard, Section 5.3.4.D. Urban Impaired Stream Standard and the applicant shall provide a financial contribution of \$5,136 to be used for future water quality improvement projects within the Fall Brook Watershed.

STORMWATER MANAGEMENT PERMIT

That based upon the City of Portland's Delegated Review Authority, the Portland Planning Board finds the plan is in conformance with the standards for a Storm Water Permit application for 901 Washington Ave. and grants a permit subject to the following conditions:

1. The applicant and all assigns, must comply with the conditions of Chapter 32 Storm Water including Article III. Post-Construction Storm Water Management, which specifies the annual inspections and reporting requirements. The developer/contractor/subcontractor must comply with conditions of the construction storm water management plan and sediment & erosion control plan based on City of

Portland standards and state guidelines.

DEVELOPMENT REVIEW

The Planning Board voted 5-0 (Hall, Patterson recused) that on the basis of the application, plans, reports and other information submitted by the applicant, findings and recommendations contained in Planning Board Report #7-11 relevant to the Site Plan and other regulations, and the testimony presented at the Planning Board hearing, the Planning Board finds that the plan is in conformance with the site plan standards of the land use code subject to the following conditions:

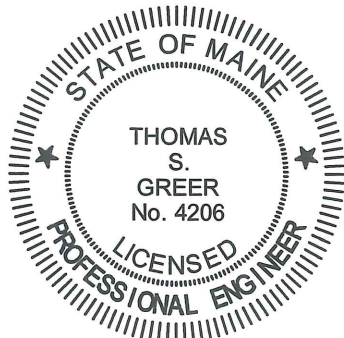
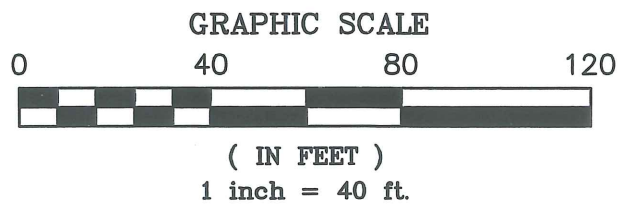
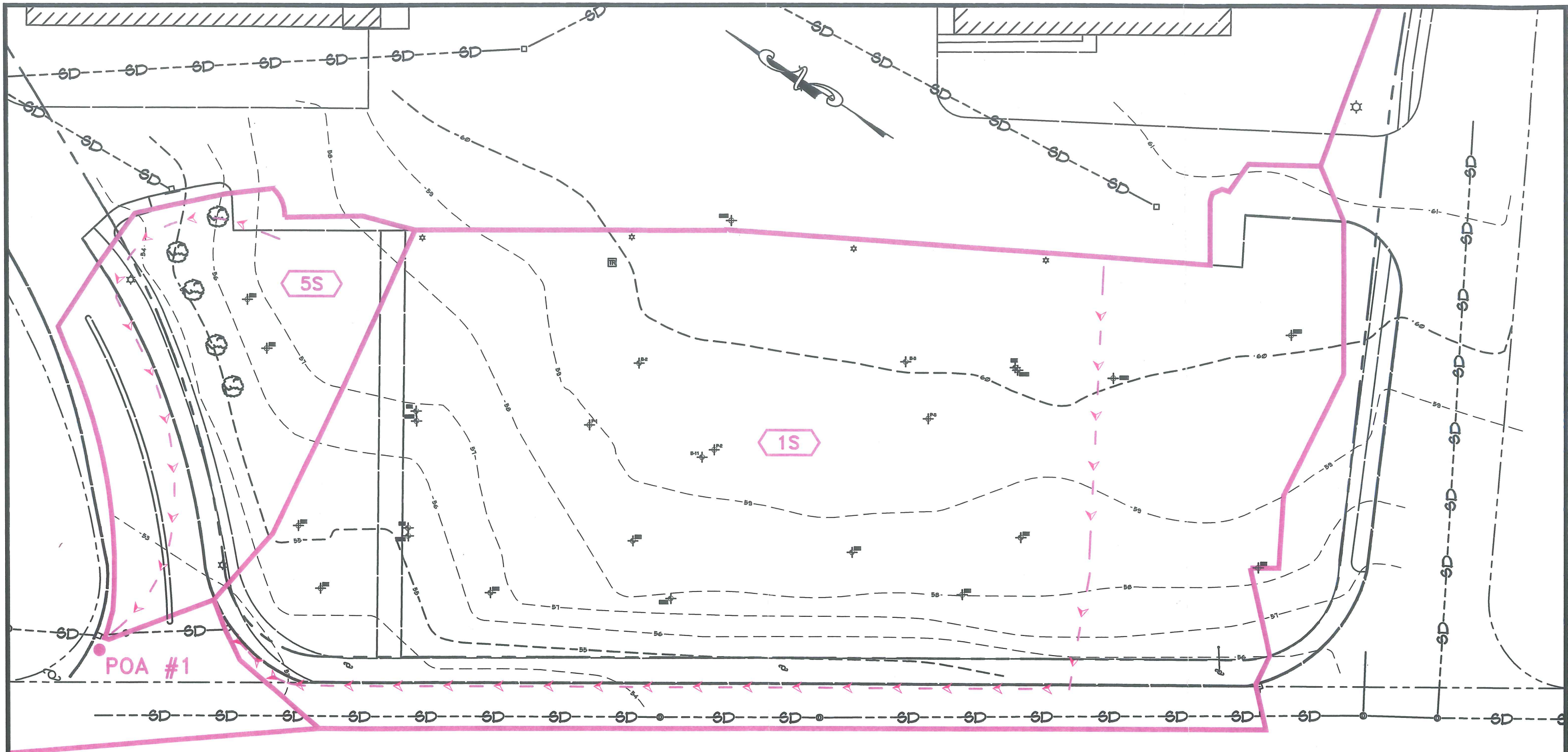
1. Prior to issuance of a Building Permit the applicant shall submit a revised Site Plan to be approved by the Planning Authority and Department of Public Services with a design to accommodate pedestrian circulation within the interior parking lot.
2. Prior to issuance of a Building Permit the applicant shall submit a revised Site Plan to be approved by the Planning Authority and Department of Public Services for the reconstruction of ADA ramps and the sidewalk on Pheasant Hill Rd.
3. Prior to issuance of a Building Permit the applicant shall submit a revised Site Plan to be approved by the Planning Authority and Department of Public Services to satisfy the review comments of the Stormwater Engineer.
4. Prior to the issuance of a Building Permit the applicant shall submit to the Planning Authority an explanation as to how the landscaping in the Parking Lot meets the Landscape Standards of the Site Plan Ordinance.
5. Prior to the issuance of a Building Permit the applicant shall revise the site plan to depict the location of motorcycle and two-wheel parking.
6. Prior to the issuance of a Building Permit the applicant shall confer with the Traffic Engineer to demonstrate to the PA that the left hand turn movement off of Pheasant Hill Rd. will not be made any worse due to the proposed landscaping and vegetation depicted on the site plan
7. Prior to the issuance of a Building Permit the applicant shall submit a revised site plan that incorporates the proposed site plan into the entire site for review and approval.
8. The final site plan relative to this development shall include on the plan all the items as applicable to a Level III site plan.

The approval is based on the submitted plans and the findings related to site plan review standards as contained in the Planning Report for application 2011-216 which is attached.

STANDARD CONDITIONS OF APPROVAL

Please note the following standard conditions of approval and requirements for all approved site plans:

1. **Develop Site According to Plan** The site shall be developed and maintained as depicted on the site plan and in the written submission of the applicant. Modification of any approved site plan or alteration of a parcel which was the subject of site plan approval after May 20, 1974, shall require



DRAINAGE LEGEND

- SUBCATCHMENT PERIMETER
- SUBCATCHMENT NUMBER
- POINT OF ANALYSIS
- TIME OF CONCENTRATION (T_c PATH)

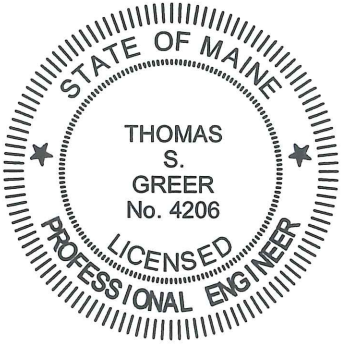
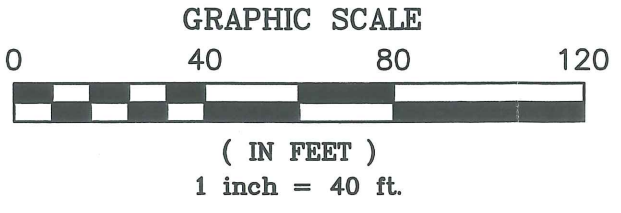
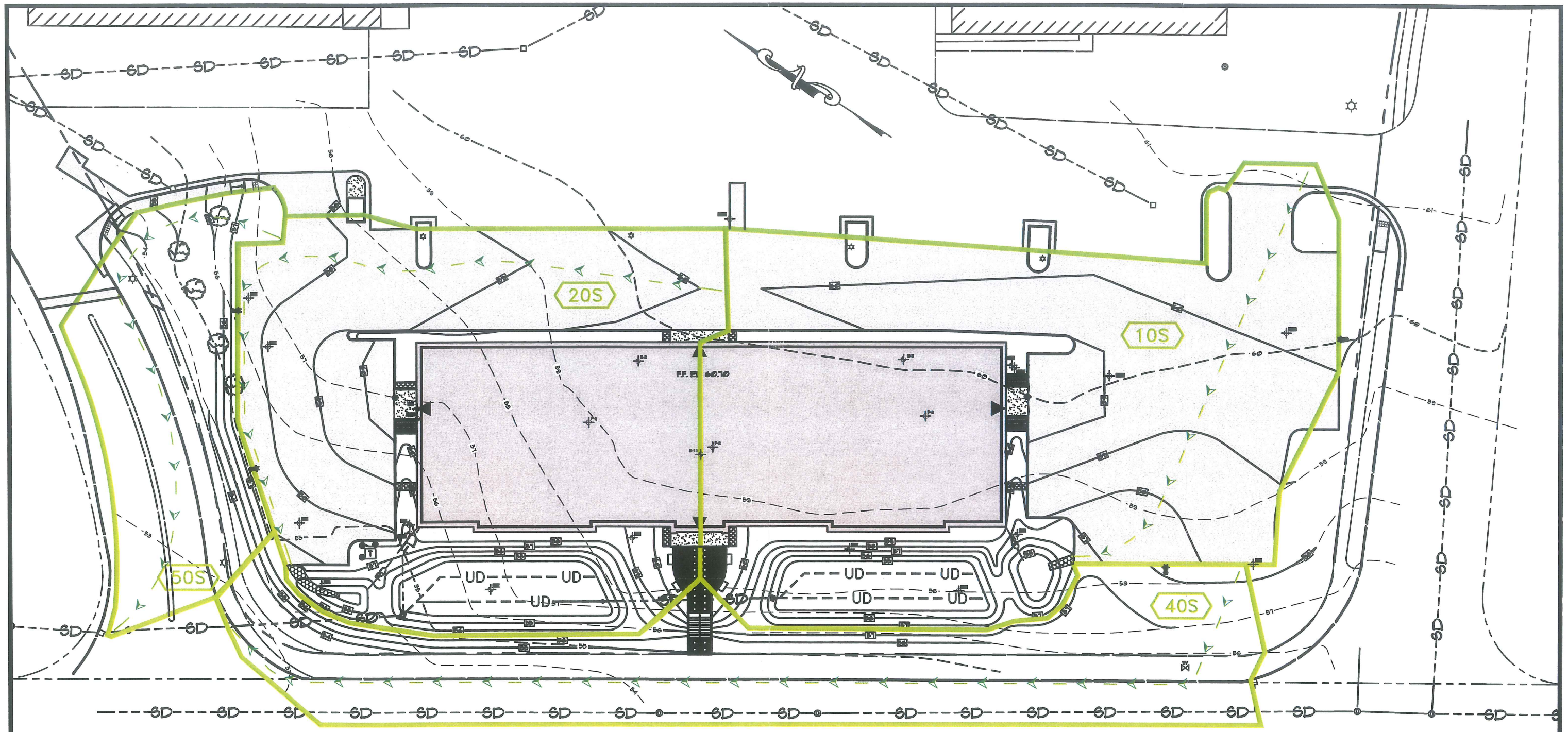
DRAINAGE ANALYSIS—EXISTING CONDITIONS

MARTIN'S POINT HEALTHCARE
901 WASHINGTON AVENUE, PORTLAND

SCALE: AS SHOWN
DATE: MARCH 2011
DESG BY: TSG
PROJECT: 10181

PINKHAM & GREER
CONSULTING ENGINEERS

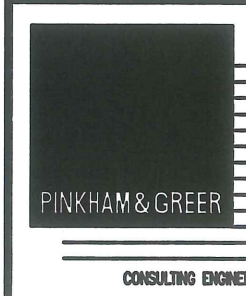
DAE



DRAINAGE ANALYSIS—DEVELOPED CONDITIONS

DRAINAGE LEGEND

- SUBCATCHMENT PERIMETER
- SUBCATCHMENT NUMBER
- POA #1
- TIME OF CONCENTRATION (T_c PATH)



MARTIN'S POINT HEALTHCARE
901 WASHINGTON AVENUE, PORTLAND

SCALE: AS SHOWN
DATE: MARCH 2011
DESG BY: TSG
PROJECT: 10181

DAP