

# **Exhibit 1**

---

## **Application Form & Cover Letter/Narrative**



April 5, 2017

Chairperson, Zoning Board of Appeals  
City of Portland  
389 Congress Street  
Portland, ME 04101

**Northeast Air Hangar Replacement – Practical Difficulty Variance Application  
Portland Jetport**

Dear Members of the Board:

On behalf of Northeast Air, we have prepared this Practical Difficulty Variance Application in support of an aircraft hangar replacement project at the Portland International Jetport fronting Westbrook Street. The antiquated hangar is privately owned and upon ground lease by Northeast Air (NEA) from the City of Portland and is in need of modernization to meet the current aircraft storage and operational needs. The hangar replacement requires a taller and rectangular shape to accommodate modern aircraft. Since a portion of the existing building is located within the Westbrook Street front yard setback, a Practical Difficulty Variance is needed from the Portland Zoning Board of Appeals to accommodate the dimensional changes.

**Project Introduction and Background:**

Northeast Air (NEA) is a long standing Fixed Based Operator (FBO) at the Portland International Airport in operation since 1969. As a FBO, NEA provides vital services to the operations of both commercial and private airport clients to include aircraft maintenance, apron and hangar management, aircraft re-fueling and de-icing, charter services and aircraft management. All commercial airports have one or more FBO's to provide the needed airport services for its general aviation and commercial aviation carriers.

The Portland International Jetport through its FAA approved masterplan and it's federal grant assurances, provides ground leases to airport operators to provide the aviation ground support services necessary for successful airport operations. NEA is a significant provider of airport services at the Jetport and recently made appreciable investments to its terminal building next to the General Aviation (GA) ramp. As part of NEA's long-term tenancy and investment at the Jetport, they have made a commitment through ground leases to manage and replace an existing antiquated hangar along Westbrook Street next to the GA apron and runaway 18-36.

The hangar replacement project is located in an older section of the airport and that includes a row of aircraft hangars constructed in the early 1970's that have exceeded their useful design life with the exception of the former "Neptune Properties" hangar which was constructed in the mid 2000's. As a

condition of the Portland Jetport's ground lease to NEA, hangar improvements are required to continue servicing the modern general aviation market sector at the airport.

As shown on the attached site plan and survey, the existing hangar is partially located within the Westbrook Street front yard setback. Given the age of the hangar (early 1970's) together with the reconstruction/re-alignment of Westbrook Street in the 1990's, the existing hangar became an allowed non-conforming building within the front yard setback of Westbrook Street. The modernization of the hangar will necessitate a taller and rectangular shaped building along the same building front line that exists today requiring a Practicable Difficulty Variance.

**Project Site:** The project site is currently developed as aircraft hangar space adjacent to the GA apron that is under lease by Northeast Air (NEA) from the City of Portland. The hangar is located within the City of Portland's Airport Business Zone.

1. The City Chart, Block and Lot number is 199 A000012.
2. Property Owner: City of Portland with sublease to the Northeast Air.
3. Physical Address: 1071 Westbrook Street
4. Current and Proposed Use: Aircraft Hangar
5. Zoning: Airport Business (Section Sec. 14-199. Dimensional requirements).
6. Existing Hangar: 9,912 square feet by 25 feet tall at the peak and 21 feet at the eave.

**Development Program:** The project will include the following:

1. Removal of the "North Hangar building."
2. Construction of a new 120 foot by 80 foot (9,600 square feet) pre-engineered metal building to accommodate jet and commercial aircraft hangar space. The new hangar requires a uniform height of 38'-4" (top of roof) along Westbrook Street with a mono-slope roof increasing to a height of 40 feet at the hangar door on the airfield side of the hangar.
3. Limited site improvements on the public side and aircraft side hangar. The site work is generally expected to be limited to land area necessary for utility improvements, building construction, driveways and pedestrian access.

**Practical Difficulty Need and Standard:**

Project Need:

The project will include the replacement of an antiquated hangar located on leased property from the City of Portland and located along Westbrook at the Portland International Jetport under lease to NEA. Since the existing hangar is located partially within the front yard setback of Westbrook Street and is a legal non-conforming structure, the replacement project will require a Practicable Difficulty Variance to grant a variance from the dimensional standards of the Portland Land Use Code as follows:

1. Increase in building height within the front yard setback of Westbrook Street over what currently exists today. The existing building has a gabled roof at the front with a peak height of 25 feet and eave height of 21 feet along Westbrook Street. The new hangar requires a uniform height of 38'-4" (top of roof) along Westbrook Street with a mono-slope roof increasing to a height of 40 feet at the hangar door on the airfield side of the hangar. The allowable maximum height in the A-B zone is 45 feet within 100 feet of Westbrook Street. While the increase in height is compliant with the zoning, a portion of the building to be replaced is within the

Westbrook Street front yard setback and will need to be increased in height over what exists today to meet the operational requirements.

2. Extend the existing width of the legal non-conforming structure along the Westbrook Street frontage from 100 feet to 120 feet within the setback. As shown on the site plan this is a relatively small area of expansion in the front setback and necessary to create a uniform building shape. The overall building size will be smaller than what currently exists but will be a more efficient shape for a jet aircraft hangar.

In support of this application we offer the following information demonstrating consistency and compliance with the Practical Difficulty standards set forth in section 14-473 (b)1(a-f) of Chapter 14 of the Portland Land Use Code.

**Practical difficulty variance criteria:**

1. The need for a variance is from dimensional standards of the Land Use Zoning Ordinance (lot area, lot coverage, and frontage or setback requirements).

Response: The variance required is to allow for accommodations to the dimensional standard for height and front setback as defined in the Airport Business Zone (Section Sec. 14-199. Dimensional requirements) as follows:

- a. Increase in building height within the front yard setback of Westbrook Street over what currently exists today. The existing building has a gabled roof at the front with a peak height of 25 feet and eave height of 21 feet along Westbrook Street. The new hangar requires a uniform height of 38'-4" (top of roof) along Westbrook Street with a mono-slope roof increasing to a height of 40 feet at the hangar door on the airfield side of the hangar. The allowable maximum height in the A-B zone is 45 feet within 100 feet of Westbrook Street. While the increase in height is compliant with the zoning, a small portion of the building to be replaced within the Westbrook Street front yard setback will need to be increased in height over what exists today to meet the operational requirements for jet aircraft storage.
  - b. Extend the existing width of the legal non-conforming structure along the Westbrook Street Frontage from 100 feet to 120 feet within the front yard setback. As shown on the site plan this is a relatively small area of expansion in the front setback and necessary to create a uniform building shape. The overall building size will be smaller than what currently exists but will be a more efficient shape for a jet aircraft hangar.
2. *Strict application of the provisions of the ordinance would create a Practical Difficulty, meaning it would both (1) preclude a use of the property which is permitted in the zone in which it is located, and also (2) would result in significant economic injury to the applicant. ("Significant Economic Injury" means the value of the property, if the variance was denied, would be substantially lower than its value if the variance were granted). To satisfy this standard, the applicant need not prove that denial of the variance would mean the practical loss of all beneficial use of the land.*

Response: An aircraft hangar must be of dimensional uniformity and height to accommodate the unique configuration of a variety of aircraft sizes. As shown on the enclosed exhibits, the aircrafts to be stored in the hangar include a variety of jet aircraft with varying wing spans and tail heights. As a result of these specialized requirements, a variance is necessary to accommodate the dimensional characteristics of the aircraft to include increased height and width along the current building line to provide for a uniform geometric shape.

When the original hangar was constructed in the 1970's, the aviation industry focused on relatively small single engine and turbo aircraft that fit within the original hangar dimensions. As the aviation industry has evolved and the Jetport developed into a large commercial carrier including the age of regional and private jets. This evolution has demanded space for larger jet aircraft. NEA customers are now in need of both apron and hangar space to accommodate jet aircraft such as Falcon 900, Cesena Citation XL, Regional jets such as the CRJ's, Gulf Stream 200 series and Citation 10. This requirement together with the structural building components and apron side access door combine to require a minimum inside clear height of 33'-4" feet to accommodate the aircraft tail height and provide for safe clearance between the internal structure and aircraft. Enclosed with this submittal are building cross-sections with the design aircraft positioned in the building to demonstrate the height requirements.

For the Jetport's general aviation sector to remain competitive in the market place, the FBO must be able to provide the physical space to accommodate the market driven aircraft. Operationally, hangars provide for efficient and effective storage especially during winter conditions to maintain a climate controlled space. This is important since equipment and goods in aircraft are often temperature sensitive. In addition, cold and moisture present icing and snow accumulations concerns, Storage in hangars ensure the aircraft are not subject to these conditions improving safety and prepared readiness for departures. Customers who own or operate this multi-million aircraft demand protection of this investment through hangar space.

Without the increased height and geometric modifications to the hangar as proposed the investment in the hangar is not justified since NEA would not be able to accommodate the jet aircraft. Please refer to the letter provided by Northeast Air documenting the economic impacts.

3. *The need for a variance is due to the unique circumstances of the property, and not to the general conditions in the neighborhood.*

Response: By nature, airports have unique operational requirements. An aircraft hangar must be of dimensional uniformity and height to accommodate the unique configuration of a variety of aircraft sizes. As shown on the enclosed exhibits, those aircrafts to be stored in the hangar include a variety of jet aircraft with varying wing spans and tail heights. As a result of these specialized requirements, a variance is necessary to accommodate the dimensional characteristics of the aircraft.

4. *The granting of the variance will not produce an undesirable change in the character of the neighborhood and will not have an unreasonably detrimental effect ton either the use or fair market value of abutting properties.*

Response: The project use will be identical to the existing use and is located within an operating airport consistent with the area uses. The characteristics of the surrounding area (Hangar and Aircraft Apron) is compatible with the intended use and will not result in any changes to the character of the area. By virtue of the project including the replacement of an antiquated hangar with a new modern hangar, the value of the property will increase. The abutting and general area will also benefit as an operating airport with a new hangar that can accommodate modern jet aircraft increasing the economic value of the Jetport.

5. *The practical difficulty is not the result of action taken by the applicant or a prior owner.*

Response: The practical difficulty is due to the age of the building, changes in zoning, evolution of the airport/aviation industry and the City reconstructing Westbrook Street in the 1990's. Since the time of the original hangar construction (1970's), the FAA and airport classification has changed to meet modern aircraft and safety standards under FAA regulations.

In addition, the aviation industry has evolved with newer aircraft types, governing regulations and requirements. These factors combined with physical and dimensional changes over time and improvements to Westbrook Street have resulted in the need for this variance and are not the result of actions taken by the current or prior owners, but instead modernization of the aviation industry.

6. *No other feasible alternative is available to the applicant, except a variance;*

Response - Location of Hangar:

There are no practicable alternatives to relocate the hangar due to lack of land, development costs, FAA restrictions, operational complexities (need for airport escorts, taxiway/runway incursions), and logistics if separated from fuel, maintenance, operations/services. The Portland International Jetport is a developed operating commercial airport with designated use areas throughout the airport. These areas are incorporated into the Jetports approved Masterplan which includes designated areas for commercial aircraft, terminal space, aircraft gates, general aviation, cargo, runways, taxiways and operational areas. The airport's Masterplan also envisioned reconstruction of the hangars in this location to meet the special requirements for modern jet aircraft. The proposed hangar replacement is located at the East GA apron near the NEA facility where current general aviation activities occur. Hangar construction needs to occur adjacent to the general aviation ramp in the location that currently exists to minimize ground movement within the SIDA area and ATC controlled area.

In addition, the location of the hangar is also restricted by FAA mandated setbacks including a 400 foot object free area from the centerline of the adjacent runway (18), a 186 foot taxiway object free area, and most restrictively is the transitional surface that impacts the height of structures. In order to achieve the building height required for the jet aircraft the hangar must be located to meet the Part 77 obstructions to navigation requirements. For the design aircraft (Dessault Falcon 900B) the hangar door must have a minimum clear inside height of 27.5 feet which includes a safe clearance distances. As a result, the hangar was located to be compliant with the Part 77 requirements. Enclosed is the FAA 7460 approving the location of the hangar.

Response - Economic Injury:

Without the granting of the variance the investment in the hangar is not economically feasible due to the capital cost and lack of return on the investment. When the hangar was constructed in the 1970's, the aviation industry focused on relatively small single engine and turbo aircraft that fit within the original hangar dimensions. As the aviation industry has evolved and the Jetport developed into a large commercial carrier including the age of regional and private jets. This evolution has demanded space for larger jet aircraft. NEA customers are now in need of both apron and hangar space to accommodate jet aircraft such as Falcon 900, Cesena Citation XL, Regional jets such as the CRJ's, Gulf Stream 200 series and Citation 10.

For the Jetport's general aviation sector to remain competitive in the marketplace, the FBO must be able to provide the physical space to accommodate the market driven aircraft. Operationally, hangars provide for efficient and effective storage especially during winter conditions to maintain a climate controlled space. This is important since equipment and goods in aircraft are often temperature sensitive. In addition, cold and moisture present icing and snow accumulations concerns. Storage in hangars ensure the aircraft are not subject to these conditions improving safety and prepared readiness for departures. Customers who own or operate these multi-million dollar aircraft demand protection of their investment through hangar space.

Without the increased height and geometric modifications to the hangar as proposed the investment in the hangar is not justified since NEA would not be able to accommodate jet aircraft. The enlargement of the hangar will generate at least double the revenue through increased management and fuel revenue. If this revenue is not in-place, the investment of over a million dollars for the new hangar will create an economic hardship and will not yield the needed return on investment. Therefore, the project is not economically viable without the variance.

7. *The granting of a variance will not have an unreasonably adverse effect on the natural environment.*

The project area is currently developed as an operating airport and hangar. The new hangar will be located in the same area resulting in no change to the environment. The Jetport has an existing stormwater management plan and maintenance program that accommodate the current and proposed project. No changes in development coverage will result due to this project. As a result, the project will not change or have any unreasonable adverse impact to the environment.

6. The property is not located, in whole or in part, within a shoreland area, as defined in 38 M.R.S.A. § 435, nor within a shoreland zone or flood hazard zone, as defined in this article.

Response: The project site is not located in a flood hazard zone. Attached is the FEMA Flood Hazard Map.

**Closure:**

We look forward to presenting and working with the Appeals Board for this Practical Difficulty Variance. Please contact me if you have any questions or require further information.

Sincerely,

SEBAGO TECHNICS, INC.

A handwritten signature in black ink, appearing to read "Owens A. McCullough". The signature is fluid and cursive, with the first name "Owens" being the most prominent.

Owens A. McCullough, P.E., LEED-AP  
Vice President, Engineering/Project Development  
OAM:oam/oam





Jeff Levine, AICP, Director  
Planning & Urban Development Department

Ann Machado  
Zoning Administrator

**CITY OF PORTLAND ZONING BOARD OF APPEALS**  
**Practical Difficulty Variance Application**

**Applicant Information:** Mark Goodwin

**Subject Property Information:**

NAME

Northeast Air

PROPERTY ADDRESS

1071 Westbrook Street

BUSINESS NAME

1011 Westbrook Street, Portland, ME

BUSINESS ADDRESS markg@northeastair.com

CHART/BLOCK/LOT (CBL)

199 A001012

207-77-4-6318

PROPERTY OWNER (If Different)

City of Portland, C/O Paul Bradbury, PE  
ADDRESS (If Different)

BUSINESS TELEPHONE & EMAIL

Ground Lease

389 Congress Street, Portland, ME  
PHONE # AND E-MAIL phb@portlandmaine.gov

APPLICANT'S RIGHT/TITLE/INTEREST

Airport Business (AB)

207-756-8029

CURRENT ZONING DESIGNATION


PRACTICAL DIFFICULTY VARIANCE FROM  
SECTION 14-199(c)(1)

EXISTING USE OF THE PROPERTY: Jetport Aircraft Hangar

**NOTE:** If site plan approval is required, attach preliminary or final site plan.

Enclosed is a preliminary site plan and survey showing the existing hangar and proposed.

*The undersigned hereby makes application for a conditional use permit as described above, and certifies that the information herein is true and correct to the best of his OR her knowledge and belief.*

  
SIGNATURE OF APPLICANT

3/23/17  
DATE

The following words have the meanings set forth below:

1. **Dimensional Standards**: Those provisions of the article which relate to lot area, lot coverage, frontage and setback requirements
2. **Practical Difficulty**: A case where strict application of the dimensional standards of the Ordinance to the property for which a variance is sought, would BOTH preclude a use of the property which is permitted in the zone in which it is located AND also result in significant economic injury to the applicant.
3. **Significant Economic Injury**: The value of the property, if the variance were denied, would be substantially lower than its value if the variance were granted. To satisfy this standard, the applicant need not prove that the denial of the variance would mean the practical loss of all beneficial use of the land.

A Practical Difficulty Variance may not be used to grant relief from the provisions of Section 14-449 (Land Use Standards) to increase either volume or floor area, not to permit the location of a structure, including, but not limited to, single-component manufactured homes, to be situated on a lot in a way which is contrary to the provisions of this article.

Notwithstanding the provisions of subsections 14-473(c)(1) and (2) of this section, the Zoning Board of Appeals (ZBA) may grant a variance from the dimensional standards of this article when strict application of the provisions of the Ordinance would create a practical difficulty, as defined herein, and when all the following conditions are found to exist:

“Practical Difficulty” variance standards pursuant to Portland City Code §14-473(c)(3):

1. The need for the variance is from dimensional standards of the Land Use Zoning Ordinance (lot area, lot coverage, frontage, or setback requirements).

Satisfied \_\_\_\_\_ NOT Satisfied \_\_\_\_\_ (deny the appeal)

Reason and supporting facts:

See attached narrative.

2. Strict application of the provisions of the ordinance would create a ***Practical Difficulty***, meaning it would both (1) preclude a use of the property which is permitted in the zone in which it is located, and also (2) would result in significant economic injury to the applicant. (*“Significant Economic Injury” means the value of the property, if the variance was denied, would be substantially lower than its value if the variance were granted.*) To satisfy this standard, the applicant need not prove that denial of the variance would mean the practical loss of all beneficial use of the land.

Satisfied \_\_\_\_\_ NOT Satisfied \_\_\_\_\_ (deny the appeal)

Reason and supporting facts:

See attached narrative.

3. The need for a variance is due to the unique circumstances of the property and not to the general conditions in the neighborhood.

Satisfied \_\_\_\_\_ Not Satisfied \_\_\_\_\_ (deny the appeal)

Reason and supporting facts:

See attached narrative.

4. The granting of the variance will not produce an undesirable change in the character of the neighborhood and will not have an unreasonably detrimental effect on either the use, or fair market value, of abutting properties.

Satisfied \_\_\_\_\_ Not Satisfied \_\_\_\_\_ (deny the appeal)

Reason and supporting facts:

See attached narrative.

5. The practical difficulty is not the result of action taken by the applicant or a prior owner.

Satisfied \_\_\_\_\_ Not Satisfied \_\_\_\_\_ (deny the appeal)

Reason and supporting facts:

See attached narrative.

6. No other feasible alternative is available to the applicant, except the variance.

Satisfied \_\_\_\_\_ Not Satisfied \_\_\_\_\_ (deny the appeal)

Reason and supporting facts:

See attached narrative.

7. The granting of a variance will not have an unreasonably adverse effect on the natural environment.

Satisfied \_\_\_\_\_ Not Satisfied \_\_\_\_\_ (deny the appeal)

Reason and supporting facts:

The project area is currently developed as an operating airport and hangar. The new hangar will be located in the same area resulting in no change to the environment. The Jetport has an existing stormwater management plan and maintenance program that accommodate the current and proposed project. No changes in development coverage will result due to this project.

8. The property is not located, in whole or in part, within a shoreland area, as defined in 38 M.R.S.A. §435, nor within a shoreland zone or flood hazard zone.

Satisfied \_\_\_\_\_ Not Satisfied \_\_\_\_\_ (deny the appeal)

Reason and supporting facts:

The project site is not located in a flood hazard zone. Attached is the FEMA Flood Hazard Map.

## **Exhibit 2**

---

# **Letter from Northeast Air & Building Cost Estimate**



Chairman, Board of Appeals  
City of Portland  
389 Congress Street  
Portland, Maine 04102

Dear Mr. Jeff Levine, AICP, Director

As a lease holder at the airport for forty-eight years, we go through the process of renewing a lease with the airport authority from time to time. We recently renewed a parcel on the north section of our general aviation ramp. One of the requirements of the lease renewal is to invest in improvements to the existing structures.

Rather than invest the amount required within the lease, Northeast Air has elected to invest over twice that amount and replace one of the buildings that is most in need of repair.

The current building (we call the north hangar) was built in the mid-seventies and has outlived its useful life. In addition to its condition, the size and configuration is inadequate for the times and is underutilized.

We see an increasing demand for transient nightly hangar rental as well as request for permanent hangar space for clients who would like to be based in Portland. The existing building will only accommodate an aircraft tail dimension of roughly 16'x18', which limits us to about 10% of the total requests for hangar space.

The proposed size and configuration of the replacement hangar would give Northeast Air the ability to accommodate more of our customer base and see a return on our investment. It would be economically unfeasible to construct a hangar on the site that would meet the current code.

**Northeast Air's economic position.**

The current building generates about \$3,822.00 gross revenue per month in hangar revenue and approximately \$446.00 in fuel sales. This translates to \$51,216.00 in annual gross revenue.

The proposed building would generate about \$6,886.00 gross revenue per month in hangar revenue and approximately \$7,753.00 in fuel sales. This translates to \$175,668 in annual gross revenue.

The difference over a twenty year period could be as much as 2,489,040 in today's dollar.

Respectfully,

Mark Goodwin, VP  
Northeast Air  
1011 Westbrook Street,  
Portland, Maine 04102

**Project name** NEA 80x120 Hanger  
Portland  
ME

**Estimator** JMJ

**Labor rate table** Benchmark

**Equipment rate table** Equipment

**Job size** 9600 sf

**Duration** 16

**Bid date** 6/3/2016

**Report format** Sorted by 'Group phase/Phase'  
'Phase' summary  
Allocate addons



Description	Quantity	Total	Amount
<b>GENERAL CONDITIONS</b>			
1000.000			
1065.100			2,500
1100.100			14,700
1102.100			31,500
1104.100			1,680
1250.100			1,200
1260.100			2,075
1270.100			
1300.100			3,550
1350.100			500
1500.100			
<b>GENERAL CONDITIONS</b>			<b>57,705</b>
840.00	Labor hours		
1,560.00	Equipment hours		
<b>SITEWORK/DEMOLITION</b>			
2000.000			
2000.001			48,000
2110.210			170,000
<b>SITEWORK/DEMOLITION</b>			<b>218,000</b>
<b>CONCRETE</b>			
3000.000			
3100.990			20,000
3200.980			28,188
3300.990			19,200
3310.100			41,000
<b>CONCRETE</b>			<b>108,388</b>
<b>METALS</b>			
5000.000			
5000.925			193,280
5000.980			48,000
<b>METALS</b>			<b>241,280</b>
<b>WOOD &amp; PLASTICS</b>			
6000.000			
6090.700			2,400
6116.140			746
<b>WOOD &amp; PLASTICS</b>			<b>3,146</b>
14.061	Labor hours		
<b>THERMAL &amp; MOIST PROTECT</b>			
7000.000			
7210.000			3,200
7309.000			76,800

Description	Quantity	Total Amount
<b>THERMAL &amp; MOIST PROTECT</b>		
<b>8000.000 DOORS &amp; WINDOWS</b>		
8110.100 Doors & Hardware Budget	2,342	2,342
8360.100 Doors- Overhead	148,000	148,000
8510.100 Windows- Steel		
<b>DOORS &amp; WINDOWS</b>		<b>150,342</b>
<b>9000.000 FINISHES</b>		
9250.980 Drywall Subcontract		
9500.980 Ceilings- Subcontract		
9600.000 Flooring LS		
9910.200 Painting- Interior	3,600	3,600
<b>FINISHES</b>		<b>3,600</b>
<b>10000.000 SPECIALTIES</b>		
10810.100 Toilet Access by LS		
<b>15000.000 MECHANICAL</b>		
15300.120 Sprinkler Systems	48,000	48,000
15500.110 HVAC	24,960	24,960
<b>MECHANICAL</b>		<b>72,960</b>
<b>16000.000 ELECTRICAL</b>		
16001.100 Electrical	38,400	38,400
<b>ELECTRICAL</b>		<b>38,400</b>

Estimate Totals

Description	Amount	Totals	Hours	Rate	Cost Basis	Cost per Unit	Percent of Total
Labor	46,327		854.061 hrs			4.826 /sf	4.35%
Material	274,508					28.595 /sf	25.76%
Subcontract	649,510					67.657 /sf	60.95%
Equipment	3,475		##### hrs			0.362 /sf	0.33%
Other	<b>973,820</b>	<b>973,820</b>				<b>101.440 /sf</b>	<b>91.38</b>
General Liability Insurance	1,624			2,500 \$ /		0.169 /sf	0.15%
Sales Tax	15,098			5,500 %	1,000	1.573 /sf	1.42%
Permit by % of Cost	14,858			1,500 %		1.548 /sf	1.39%
Contingency							
Profit & Overhead	60,324			6,000 %		6.284 /sf	5.66%
<b>Total</b>		<b>1,065,724</b>				<b>111.013 /sf</b>	

## **Exhibit 3**

---

# **Portland Jetport Airport Director Letter**



*You're on your way.*

March 28, 2017

Paul H. Bradbury, P.E.  
*Airport Director*

Chairperson, Zoning Board of Appeals  
City of Portland  
389 Congress Street  
Portland, Maine 04102

Zachary R. Sundquist, A.A.E.  
*Assistant Airport Director*

RE: Northeast Air Hangar Replacement – Practical Difficulty Variance Application

Dear Members of the Board:

Please accept this letter in support of the Northeast Air (NEA) hangar project. I have reviewed and support NEA's Practical Difficulty Variance Application for the replacement of its northernmost hangar on the Portland International Jetport's north general aviation apron.

Northeast Air (NEA) is a longstanding full service Fixed Base Operator (FBO) at the Portland International Jetport. As a private full service FBO, NEA provides aircraft maintenance, fueling, deicing, charter services, and aircraft management. Additionally NEA, manages the north general aviation apron and owns/operates the hangars adjacent to it through two ground leases with the Portland International Jetport/City of Portland.

The northernmost ground lease includes hangars constructed in the mid 1970's that have reached their design life. As part of the renewal of this ground lease it was important to the Jetport that an appropriate investment be made in this hangar infrastructure to insure it meets the operational and business needs for general aviation over the lease term. The project as proposed by NEA exceeds the investment requirement and meets these general aviation needs for accommodating the new larger and quieter business and commercial aircraft operating at the Jetport. Surprisingly, the new hangar's optimized geometry accommodates these larger aircraft within a smaller footprint than the hangar it replaces. This project does not cause any negative impacts to the Jetport campus and is consistent with the Jetport's Sustainable Airport Master Plan recently accepted by the City Council.

I appreciate the Board of Appeals consideration of this request. Please feel free to contact me if I can provide any additional information or assistance in your review of this application.

Sincerely,

Paul Bradbury, P.E.  
Airport Director

## **Exhibit 4**

---

# **Assessor Information**

This page contains a detailed description of the Parcel ID you selected.

[New Search!](#)

**Current Owner Information:**

**Services**

- [Applications](#)
- [Doing Business](#)
- [Maps](#)
- [Tax Relief](#)
- [Tax Roll](#)
- [Q & A](#)

[browse city services a-z](#)

[browse facts and links a-z](#)



Best viewed at 800x600, with Internet Explorer

**CBL** 199 A001012  
**Land Use Type** RETAIL & PERSONAL SERVICE  
*Verify legal use with Inspections Division*  
**Property Location** 1071 WESTBROOK ST  
**Owner Information** NORTHEAST AIR  
 1011 WESTBROOK ST  
 PORTLAND ME 04102  
**Book and Page** 15753/400  
**Legal Description** 199-A-1 ETC # 12  
 WESTBROOK ST 1071-1091  
 BUILDING ON LEASED LAND

**Current Rental Registration Acres**

**Current Assessed Valuation:**

<b>TAX ACCT NO.</b>	51434	<b>OWNER OF RECORD AS OF APRIL 2016</b>
<b>LAND VALUE</b>	\$0.00	NORTHEAST AIR
<b>BUILDING VALUE</b>	\$423,000.00	
<b>NET TAXABLE - REAL ESTATE</b>	\$423,000.00	1011 WESTBROOK ST PORTLAND ME 04102
<b>TAX AMOUNT</b>	\$8,929.54	

Any information concerning tax payments should be directed to the Treasury office at 874-8490 or [e-mailed](#).

**Building Information:**

**Building 1**

**Year Built** 1960  
**Style/Structure Type**  
**# Units** 1  
**Square Feet** 5220

[View Sketch](#)
[View Map](#)
[View Map](#)
[View Map](#)
[View Picture](#)

**Building 2**

**Year Built** 1960  
**Style/Structure Type**  
**# Units** 1  
**Square Feet** 8160

[View Sketch](#) No Maps [View Picture](#)

***Exterior/Interior Information:***

**Building 1**  
**Levels** 01/01  
**Size** 3660  
**Use** HANGER  
**Height** 16  
**Walls** METAL-LIGHT  
**Heating** UNIT HEAT  
**A/C** NONE

**Building 1**  
**Levels** 01/01  
**Size** 1560  
**Use** MULTI-USE OFFICE  
**Height** 10  
**Walls** METAL-LIGHT  
**Heating** ELECTRIC  
**A/C** NONE

**Building 2**  
**Levels** 01/01  
**Size** 8160  
**Use** HANGER  
**Height** 18  
**Walls** METAL-LIGHT  
**Heating** NONE  
**A/C** NONE

***Outbuildings/Yard Improvements:***

**Building 1**  
**Year Built** 1900  
**Structure** TANK STEEL BULK  
**Size** 10000  
**Units** 1  
**Grade** C  
**Condition** 3

**Building 2**  
**Year Built** 1960  
**Structure** ASPHALT PARKING  
**Size** 20000  
**Units** 1  
**Grade** C  
**Condition** 3

[New Search!](#)



## **Exhibit 5**

---

### **Right, Title or Interest**

Irving Oil Corporation  
700 Maine Avenue  
Bangor, Maine 04402

September 29, 2000

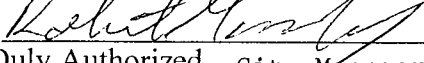
Re: Indenture of Lease dated August 12, 1976 between the City of Portland  
And Maine Aviation Corp., as amended by Amendments dated September 23,  
1976, June 19, 1978, July 17, 1980, December 24, 1981, February 22, 1983 and  
Extension Letter dated December 1, 1995 (collectively the "Lease")

Ladies and Gentlemen:

This letter is to serve as acknowledgement that Irving Oil Corporation has succeeded to all of the rights and obligations as Lessee under the above-referenced Lease. Further, consent is hereby granted to Irving Oil Corporation to assign the Lease in its entirety to Northeast Air, a Maine corporation with a mailing address at 987 Westbrook Street, Portland, Maine 04102. Irving Oil Corporation shall be responsible for all rent, taxes and other charges due under the Lease prior to the date of Assignment and Northeast Air shall be responsible for all rent, taxes and other charges due under the Lease arising on and after the date of assignment. The City understands the intended date of assignment is October 4, 2000. However, this consent shall be effective for any assignment to Northeast Air made within ninety (90) days of the date hereof.

Very truly yours,

City of Portland

By:   
Its Duly Authorized City Manager

cc: Northeast Air  
987 Westbrook Street  
Portland, Maine 04102

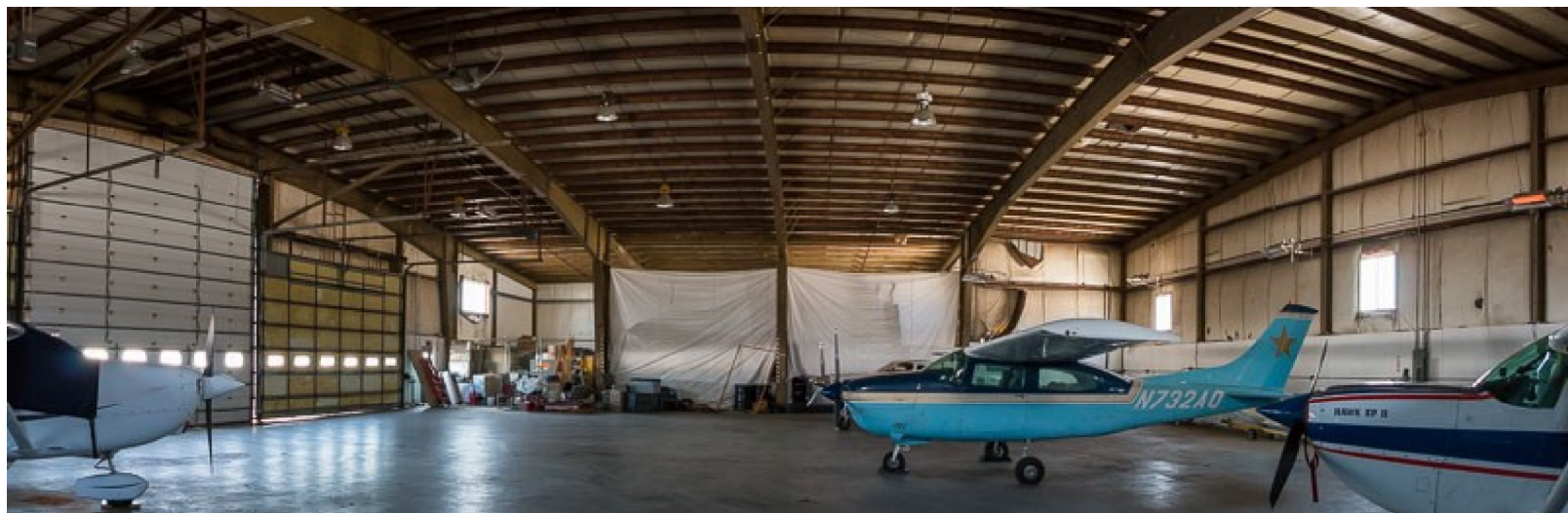
## **Exhibit 6**

---

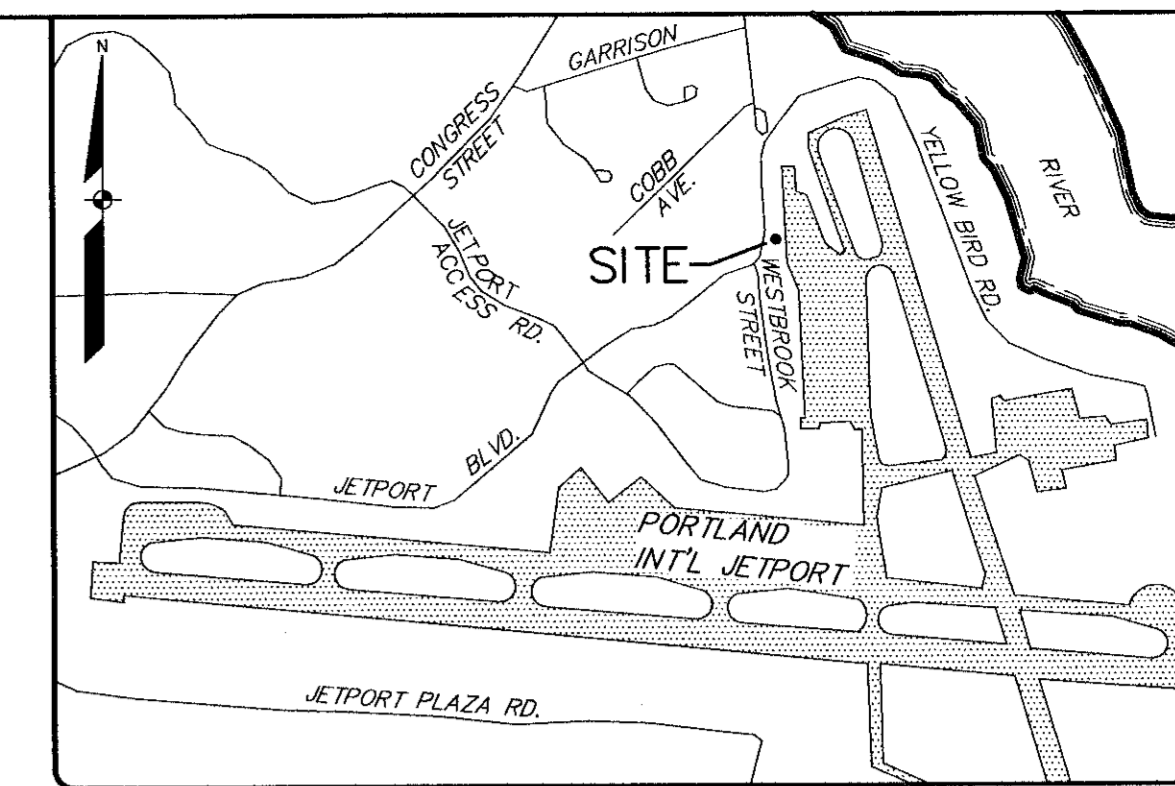
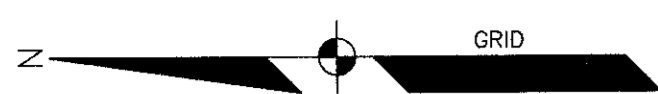
# **Property Photos**





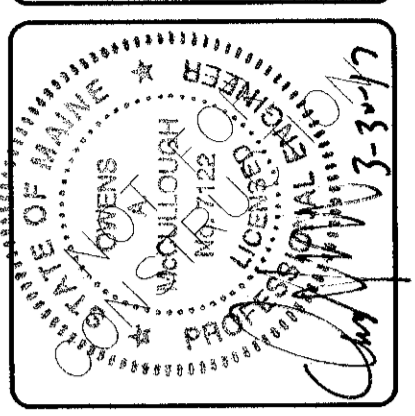






LOCATION MAP N.T.S.

PROGRESS PRINT

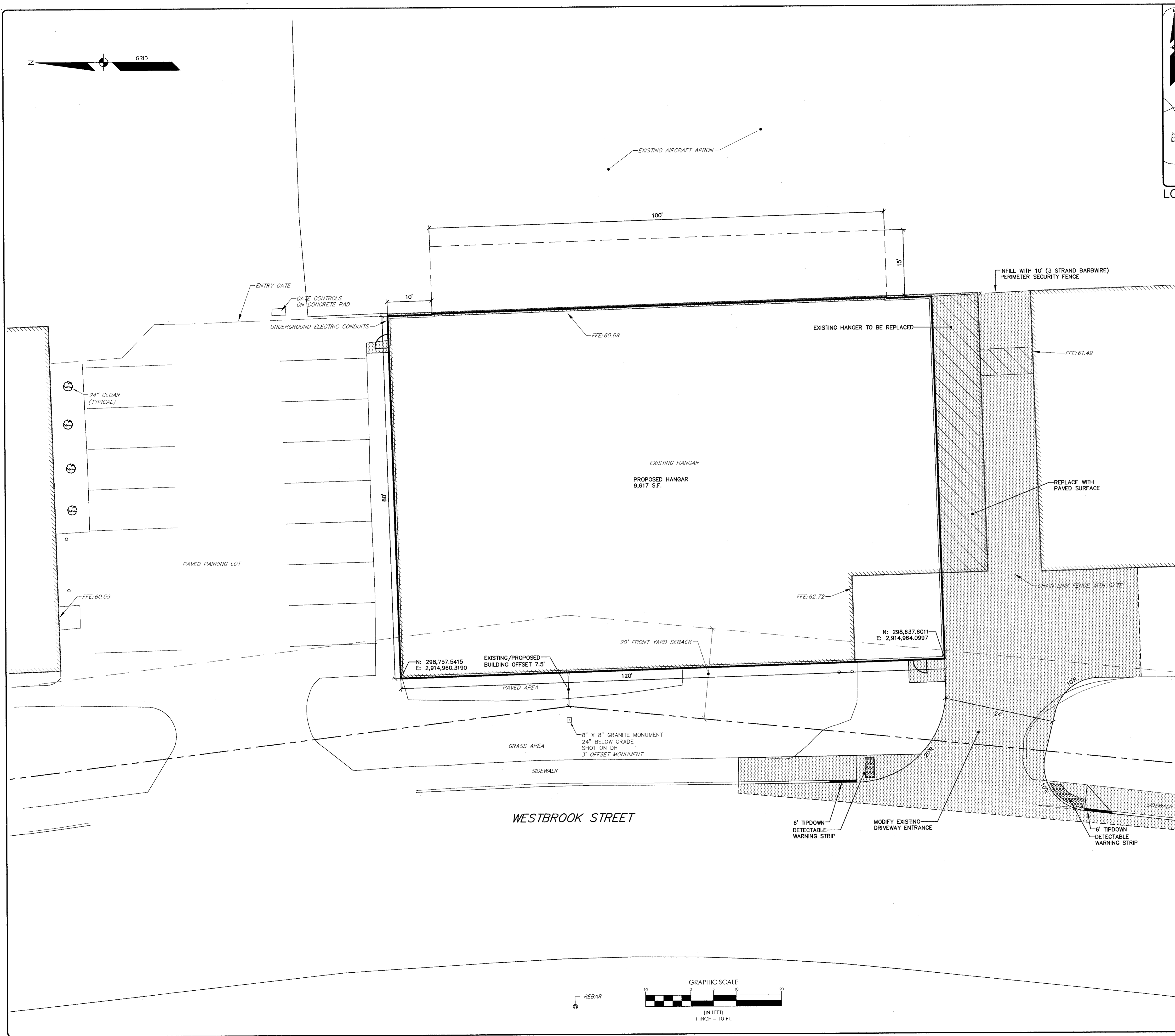


DESIGNED OAM CHECKED OAM

ISSUED FOR APPEALS BOARD REVIEW	DATE: 3/24/17
REVISIONS	DATE: 1/15/17
AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNICS, INC.	

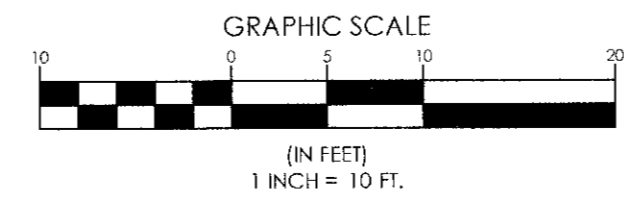
GENERAL NOTES

- THE RECORD OWNER OF THE LOT IS THE CITY OF PORTLAND BY DEED RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS.
- THE PROPERTY IS SHOWN ON THE CITY OF PORTLAND'S CHART BLOCK NO. 199A001013.
- PLAN ORIENTATION IS BASED ON AN ASSUMED COORDINATE SYSTEM. TOPOGRAPHIC INFORMATION SHOWN IS REFERENCED TO THE NATIONAL VERTICAL GEODETIC DATUM OF 88 (NAVD 88), BASED ON USGS DISK J121 WITH A RECORD ELEVATION OF 62.87.
- PLAN REFERENCE: "ALTA/ACSM LAND TITLE SURVEY 1128 WESTBROOK STREET PORTLAND, CUMBERLAND COUNTY, MAINE MADE FOR ENTERPRISE RENT-A-CAR COMPANY OF BOSTON LLC" DATED OCTOBER 22, 2009 AND SURVEYED BY OWEN HASKELL, INC.
- BOUNDARY AND TOPOGRAPHIC INFORMATION SHOWN HEREON IS BASED UPON A FIELD SURVEY PERFORMED BY SEBAGO TECHNICS, INC. IN NOVEMBER OF 2016.
- UTILITY INFORMATION DEPICTED HEREON IS COMPILED USING PHYSICAL EVIDENCE LOCATED IN THE FIELD. UTILITIES DEPICTED HEREON MAY NOT NECESSARILY REPRESENT ALL EXISTING UTILITIES. CONTRACTORS AND/OR DESIGNERS NEED TO CONTACT DIG-SAFE SYSTEMS, INC. (1-888-DIG-SAFE) AND FIELD VERIFY EXISTING UTILITIES PRIOR TO CONSTRUCTION AND/OR EXCAVATION.
- THE LOCUS PROPERTY AS DEPICTED HEREON DOES NOT FALL WITHIN A SPECIAL FLOOD HAZARD AREA AS DELINEATED ON THE FLOOD INSURANCE RATE MAP FOR PORTLAND, MAINE, YORK COUNTY, COMMUNITY-PANEL NUMBER 230051-0012-G, HAVING AN EFFECTIVE DATE OF DECEMBER 8, 1998. THE LOCUS FALLS WITHIN AN AREA IDENTIFIED AS ZONE X, AREAS DETERMINED TO BE OUTSIDE 500-YEAR FLOODPLAIN.
- PROPERTY IS LOCATED IN THE AIRPORT BUSINESS ZONE
  - MIN. LOT SIZE: 20,000 S.F.
  - MIN. FRONTAGE: 50 FEET
  - MIN. FRONT YARD: 20 FEET
  - MIN. SIDE YARD: NONE
- EXISTING AND INTENDED USE: GENERAL AVIATION FACILITY.
- ALL UTILITIES SHALL BE UNDERGROUND AND CONSTRUCTED TO THE CITY OF PORTLAND AND INDIVIDUAL UTILITY REQUIREMENTS.
- AN APPROVED SET OF PLANS AND ALL APPLICABLE PERMITS MUST BE AVAILABLE AT THE CONSTRUCTION SITE. THE DEVELOPER, OR AN AUTHORIZED AGENT, MUST BE AVAILABLE AT ALL TIMES DURING CONSTRUCTION.
- WARNING SIGNS, MARKERS, BARRICADES OR FLAGON, APPROPRIATE FOR THE TYPE OF CONSTRUCTION MUST BE EMPLOYED TO REGULATE TRAFFIC.
- EXISTING STORM DRAIN SYSTEM MUST BE FLUSHED, SUMPS CLEANED AND MATERIAL REMOVED FROM CATCH BASIN INLETS AND ASSOCIATED DITCHES OF THE CONSTRUCTION WITHIN THE PROJECT LIMITS AND ON AVIATION BOULEVARD.
- PRIOR TO ANY SITE CONSTRUCTION ACTIVITIES THE CONTRACTOR SHALL CONTACT THE JETPORT OPERATIONS MANAGER AT 207-772-0466 AND ARRANGE FOR A PRE-CONSTRUCTION MEETING AT THE PROJECT SITE. THE CONTRACTOR SHALL HAVE A DETAILED SCHEDULE AND SHALL INCORPORATE ALL REQUIRED FAA AND JETPORT REGULATIONS TO INSURE SAFETY PROTOCOLS ARE MAINTAINED. THE CONTRACTOR OR CONTRACTOR'S PERSONAL AND EQUIPMENT ARE NOT ALLOWED WITHIN THE JETPORT SECURITY PERIMETER WITHOUT FIRST OBTAINING APPROPRIATE SECURITY CLEARANCE AND SUBMITTING A SECURITY PLAN AND CONSTRUCTION WORK SCHEDULE THAT MUST BE APPROVED BY THE JETPORT OPERATIONS MANAGER.
- ALL WORK REQUIRED BY PLAN NOTES AND NECESSARY TO COMPLETE THE PROJECT IN ITS ENTIRETY SHALL BE CONSIDERED INCIDENTAL TO CONSTRUCTION WHEN NOT IDENTIFIED IN CONTRACT DOCUMENTS AND PAY ITEMS. NO EXTRA PAYMENT WILL BE MADE TO THE CONTRACTOR.
- CONTRACTOR SHALL BE RESPONSIBLE FOR TEMPORARY SECURITY FENCING. THE CONTRACT DRAWINGS DEPICT PROPOSED LOCATIONS OF TEMPORARY AND PERMANENT SECURITY FENCING SUBJECT TO JETPORT AND TSA APPROVAL. PROPOSED TEMPORARY FENCING IS INTENDED TO ALLOW MOST, BUT NOT ALL WORK TO OCCUR OUTSIDE OF THE SECURE AREA. CONTRACTOR IS RESPONSIBLE FOR RELOCATING AND REMOVING FENCE AS NEEDED INCLUDING TEMPORARY AND PERMANENT FENCE LOCATIONS. CONTRACTOR MUST OBTAIN JETPORT/TSA APPROVAL PRIOR TO ANY FENCE REMOVAL OR RELOCATION, AND MUST COORDINATE WORK WITH OWNER AND JETPORT OPERATIONS MANAGER.
- ACCUMULATED SNOW SHALL BE REMOVED DURING WINTER CONDITIONS WHEN SNOW STORAGE AREAS ARE AT CAPACITY.



**LEGEND**

EXISTING	PROPOSED
---	---
---	---
---	---
□	□
○	○
▭	▭
▬	▬
▬	▬
▬	▬
▬	▬
▬	▬
▬	▬
⊗	⊗
⊗	⊗



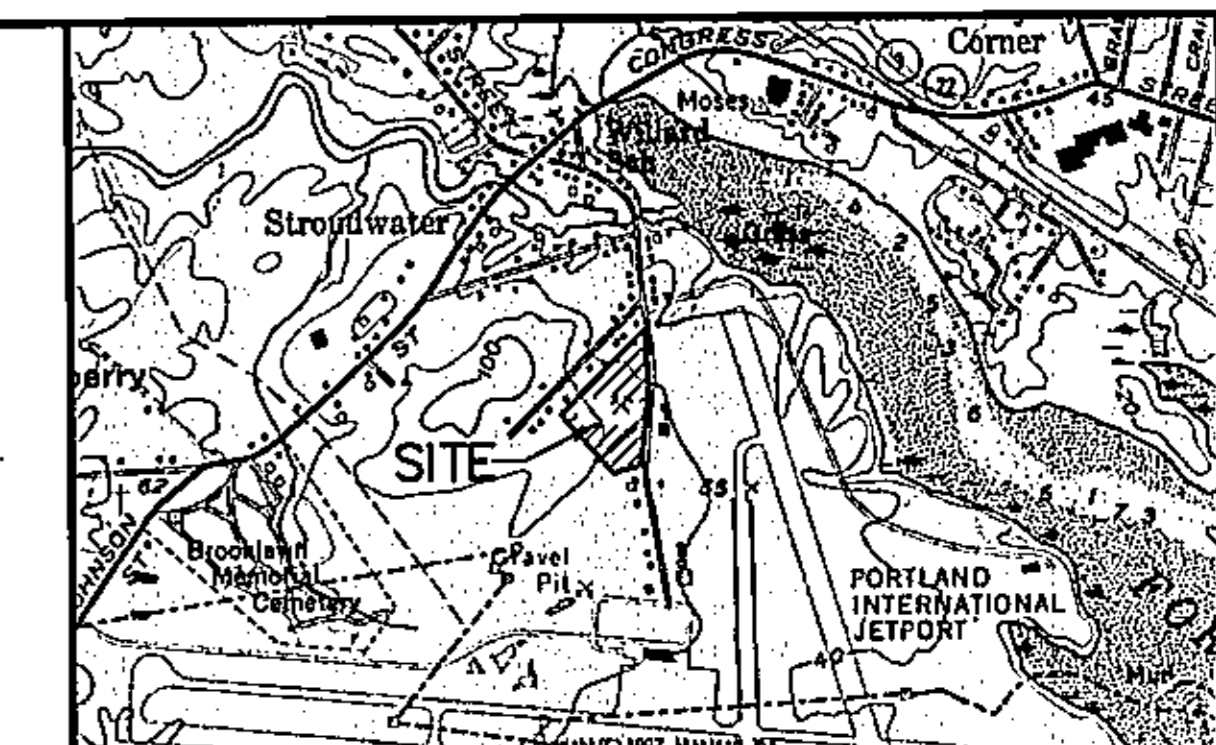
**SEBAGO TECHNICS**  
 WWW.SEBOGOTECHNICS.COM  
 75 John Roberts Rd., Suite 1A, South Portland, ME 04106  
 250 Goddard Rd., Suite B, Lewiston, ME 04240  
 Tel: 207-783-5555

**SITE PLAN**  
 OF: **NORTHEAST AIR-NORTH HANGAR PROJECT**  
 PORTLAND INTERNATIONAL JETPORT  
 PORTLAND, MAINE  
 FOR: **NORTHEAST AIR**  
 1011 WESTBROOK STREET  
 PORTLAND, MAINE 04102

PROJECT NO. 16123 SCALE 1" = 10'  
 SHEET 1 OF 1

161235.dwg, TAB 5





LOCATION MAP N.T.S.

N/F  
NORMAN H. GREENBERG  
PHYLLIS M. GREENBERG  
4902/119

5/8" IRON REBAR  
6" HIGH W/ CAP #199

5/8" IRON REBAR  
1" HIGH W/ CAP #1038

N/F  
TOYE REALTY HOLDING LLC  
14717/316

N39°52'45"W  
385.93'

N47°04'00"E

588.09  
230.00

50' REBAR  
BUILDING SETBACK

APPARENT ENCROACHMENT  
OF DETENTION  
POND OUTSIDE  
OF EASEMENT

APPROX. LOCATION ASR CRITICAL AREA  
SEE NOTE 7C

DRAINAGE AND DETENTION  
BASIN EASEMENT (SEE NOTE 7A)

12" RCP  
12" RCP  
24" RCP  
DMH  
66.0' RIGHT-OF-WAY  
PUBLIC WAY

WESTBROOK STREET

ACCESS AND UTILITY  
EASEMENT (SEE NOTE 7B)

L=105.31'  
R=383.00'  
15°45'15"  
S78°06'41"W  
104.98'

JETPORT  
N/F  
CITY OF PORTLAND  
13434/266

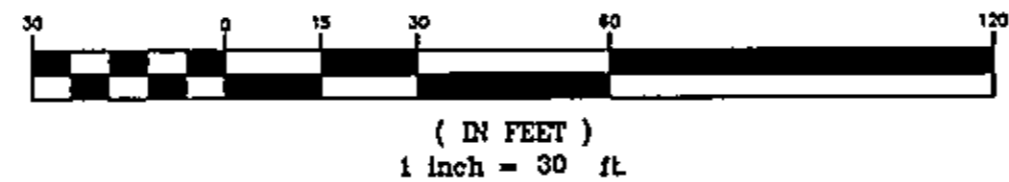
N/F  
PORTLAND JETPORT TITLE CORP.  
9684/257

L=28.77'  
R=38.00'  
43°23'06"  
N64°17'45"E  
28.09'

ZONING REQUIREMENTS

MIN. LOT SIZE: 20,000 S.F.  
MIN. FRONTAGE: 50 FEET  
MIN. FRONT YARD SETBACK: NONE  
MIN. SIDE YARD SETBACK: NONE  
MIN. REAR YARD SETBACK: 50 FEET

GRAPHIC SCALE



EXISTING	DESCRIPTION	PROPOSED
---	PROPERTY/ROW	---
---	EASEMENT	---
○	IRON PIPE/ROD	○
○	5/8" REBAR W/CAP	○
●	STI PLS 2147	●
■	WETLANDS	■
---	EDGE WETLAND	---
---	EDGE PAVEMENT	---
☆	LIGHT POLE	☆
○	UTILITY POLE	○
○	HYDRANT	○
⊕	CATCH BASIN	⊕
⊕	MANHOLE	⊕
---	CULVERT	---
⊕	GATE VALVE	⊕
---	SIGN	---
---	OVERHEAD ELEC. & TEL	---

LEGAL DESCRIPTION

A CERTAIN LOT OR PARCEL OF LAND SITUATED ON THE WESTERLY SIDE OF WESTBROOK STREET, SO CALLED, IN THE CITY OF PORTLAND, COUNTY OF CUMBERLAND, STATE OF MAINE, BEING MORE PARTICULARLY BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT A 5/8 INCH IRON REBAR FOUND 1 INCH HIGH WITH CAP #1038 ON THE WESTERLY SIDELINE OF WESTBROOK STREET AT THE EASTERLY CORNER OF LAND NOW OR FORMERLY OF NORMAN H. AND PHYLLIS M. GREENBERG BY A DEED DATED DECEMBER 23, 1981 AND RECORDED AT THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 4902, PAGE 119;  
THENCE S 07°-09'-35" E, BY AND ALONG WESTBROOK STREET, A DISTANCE OF 289.70 FEET TO A CAPPED 5/8 INCH REBAR SET AT AN ANGLE POINT;  
THENCE S 05°-38'-55" W, BY AND ALONG WESTBROOK STREET, A DISTANCE OF 140.74 FEET TO A CAPPED 5/8 INCH REBAR SET AT AN ANGLE POINT;  
THENCE S 18°-50'-25" W, BY AND ALONG WESTBROOK STREET, A DISTANCE OF 241.83 FEET TO A CAPPED 5/8 INCH REBAR SET AT AN ANGLE POINT;  
THENCE S 07°-01'-05" E, BY AND ALONG WESTBROOK STREET, A DISTANCE OF 26.60 FEET TO CAPPED 5/8 INCH REBAR SET ON THE NORTHERLY SIDELINE OF A 68 FOOT STRIP OF LAND NOW OR FORMERLY OF THE CITY OF PORTLAND BY DEED RECORDED IN BOOK 13434 PAGE 257;  
THENCE SOUTHWESTERLY AND TURNING MORE WESTERLY ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 38 FEET, A CENTRAL ANGLE OF 43°-23'-06", BY AND ALONG LAND OF THE CITY OF PORTLAND, AN ARC DISTANCE OF 28.77 FEET TO A CAPPED 5/8 INCH REBAR SET AT A POINT OF REVERSE CURVATURE ON A CHORD BEARING AND DISTANCE OF S 64°-17'-45" W, 28.09 FEET FROM THE LAST DESCRIBED POINT ON WESTBROOK STREET;  
THENCE SOUTHWESTERLY AND TURNING MORE SOUTHERLY ALONG A CURVE TO THE LEFT WITH A RADIUS OF 383.0 FEET, A CENTRAL ANGLE OF 15°-45'-15", BY AND ALONG LAND OF THE CITY OF PORTLAND, AN ARC DISTANCE OF 105.31 FEET TO A CAPPED 5/8 INCH REBAR SET;  
THENCE N 39°-52'-47" W, PASSING THROUGH LAND OF THE GRANTOR, A DISTANCE OF 385.93 FEET TO A CAPPED 5/8 INCH REBAR SET ON THE SOUTHEASTERLY SIDELINE OF LAND NOW OR FORMERLY OWNED BY SAID GREENBERG;  
THENCE N 47°-04'-00" E, BY AND ALONG SAID LAND OF GREENBERG, A DISTANCE OF 588.09 FEET TO THE POINT OF BEGINNING.

MEANING AND INTENDING TO DESCRIBE A CERTAIN LOT OR PARCEL OF LAND CONTAINING 175,561 SQUARE FEET, OR 4.03 ACRES, MORE OR LESS, AND BEING A PORTION OF THE SAME PROPERTY CONVEYED TO THOMAS A. TOYE BY DEED OF APEX, INC. DATED JUNE 15, 1995 AND RECORDED AT SAID REGISTRY IN BOOK 11973, PAGE 48.

THE ABOVE DESCRIBED PREMISES BEING SUBJECT TO A DRAINAGE AND DETENTION BASIN EASEMENT CONVEYED TO JOSEPH F. BOULOS, ET AL. BY DEED DATED OCTOBER 2, 1988 AND RECORDED IN BOOK 8557, PAGE 130, BEING EXHIBIT C IN SAID DEED.

GENERAL NOTES

- THE RECORD OWNER OF THE PROPERTY IS TOYE REALTY HOLDINGS, LLC BY DEED OF THOMAS A. TOYE III DATED APRIL 29, 1999 AND RECORDED AT THE CUMBERLAND COUNTY REGISTRY OF DEED IN BOOK 14717 PAGE 316.
- THE PROPERTY, BEING IN THE CITY OF PORTLAND, IS SHOWN AS A PORTION OF BOTH LOT A-3 AND A-4, TAX MAP 210A, AND LOT A-12, TAX MAP 207.
- WETLANDS SHOWN HEREON WERE DELINEATED AND LOCATED BY MARK J. HAMPTON C.S.S. IN ACCORDANCE WITH THE 1987 U.S. ARMY CORPS OF ENGINEERS WETLAND DELINEATION MANUAL.
- THE TOTAL AREA OF THE PARCEL IS 4.03 A.C.
- RIGHT-OF-WAY INFORMATION FOR WESTBROOK STREET IS BASED ON PLAN REFERENCE A AND INFORMATION PROVIDED BY THE CITY OF PORTLAND.
- PLAN REFERENCES:  
A) PLAN OF LAND ON CONGRESS & WESTBROOK STREETS, PORTLAND, MAINE, FOR DUNFEY PROPERTIES PREPARED BY OWEN HASKELL, INC. DATED APRIL 10, 1987.  
B) STANDARD BOUNDARY SURVEY ON CONGRESS STREET IN PORTLAND, MAINE FOR CITY OF PORTLAND PREPARED BY OWEN HASKELL, INC. DATED NOVEMBER 20, 1990.  
C) PLAN OF LAND AT STROUDWATER - PORTLAND, MAINE SURVEY FOR LILLIAN M. PARKER PREPARED BY E.C. JORDAN & CO. DATED MAY 1923 RECORDED IN PLAN BOOK 15 PAGE 33.  
D) STANDARD BOUNDARY SURVEY OF THOMAS A. TOYE PROPERTY DATED NOVEMBER 27, 2000 BY SEBAGO TECHNICS, INC.
- EASEMENTS:  
A) DRAINAGE AND DETENTION BASIN EASEMENT CONVEYED TO JOSEPH F. BOULOS et al BY DEED DATED OCTOBER 2, 1988 AND RECORDED IN BOOK 8557 PAGE 130, AND DESCRIBED AS EXHIBIT B IN SAID DEED.  
B) PEDESTRIAN AND VEHICULAR ACCESS AND UTILITY EASEMENT AS CONVEYED TO JOSEPH F. BOULOS et al BY DEED RECORDED IN BOOK 8557 PAGE 130 AND DESCRIBED AS EXHIBIT C IN SAID DEED. THE ABOVE REFERENCED EASEMENT ALSO BEING RESERVED BY BCD AIRPORT IN THEIR DEED DESCRIBED IN SAID BOOK 8557 PAGE 130.  
C) AIR RIGHT AND EASEMENTS WHICH MIGHT EXIST OVER THE PROPERTY INCLUDING AN ASR CRITICAL AREA AS SHOWN ON A PLAN OF THE PORTLAND INTERNATIONAL JETPORT BY DUFRESNE-HENRY, INC. DATED THROUGH JUNE 1987 AND RECORDED AT THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN PLAN BOOK 156 PAGE 60.
- THE PROPERTY SHOWN HEREON DOES NOT FALL WITHIN A FLOOD HAZARD AREA AS DEPICTED ON THE FLOOD INSURANCE RATE MAP (FIRM) FOR THE CITY OF PORTLAND COMMUNITY PANEL NUMBER 230051 0012 C REVISED DECEMBER 8, 1998.
- THIS PLAN IS BASED UPON A LAND TITLE SURVEY PERFORMED IN CONFORMANCE WITH THE STATE OF MAINE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS CATEGORY II CONDITION II WITH THE EXCEPTIONS THAT NO SURVEYORS REPORT HAS BEEN PREPARED AND THAT WETLANDS AREAS SHOWN HEREON WERE DELINEATED AND LOCATED BY SOMEONE OTHER THAN THE SIGNING PROFESSIONAL.

SURVEYORS STATEMENT

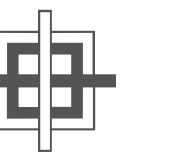
TO: NATIONAL CAR RENTAL, FIRST AMERICAN TITLE INSURANCE COMPANY AND WILLIAMS, MULLEN, CLARK & DOBBINS;

THE UNDERSIGNED, AS AN EMPLOYEE OF SEBAGO TECHNICS, INC., HEREBY STATES THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE (i) IN ACCORDANCE WITH THE "MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS," JOINTLY ADOPTED BY ALTA, ACSM AND NSPS IN 1999, AND INCLUDES ITEMS 2-4, 6, 7(A)-(C), 8-10, 11(A) AND 13-16 OF TABLE A THEREOF AND (ii) PURSUANT TO THE ACCURACY STANDARDS (AS ADOPTED BY ALTA, NSPS AND ACSM AND IN EFFECT ON THE DATE OF THIS CERTIFICATION), THE UNDERSIGNED FURTHER STATES THAT THE POSITIONAL UNCERTAINTIES RESULTING FROM THE SURVEY DO NOT EXCEED THE ALLOWABLE POSITIONAL TOLERANCE.

THIS MAP OR PLAT OF SURVEY OF THE PREMISES SHOWN HEREON IS THE SAME AS THE DESCRIBED IN FIRST AMERICAN TITLE INSURANCE COMPANY TITLE COMMITMENT NUMBER TOY16 DATED DECEMBER 27, 2000.

DATE: 3-29-01  
(SIGNED) [Signature] (SEAL)  
REGISTRATION NO. 2317

REV: A	DCS	3-29-01	ISSUED FOR CLIENT REVIEW
REV: BY:	DATE:	STATUS:	
THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNICS, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNICS, INC.			
<b>ALTA/ACSM LAND TITLE SURVEY</b>			
OF LAND OWNED BY <b>TOYE REALTY HOLDINGS, LLC</b> WESTBROOK ST. PORTLAND, MAINE FOR: <b>WILLIAMS, MULLEN, CLARK &amp; DOBBINS</b> 1021 EAST CARY STREET RICHMOND, VA 23218-1320			
	<b>Sebago Technics</b> Engineering & Planning for the Future One Chebot Street Westbrook, Me 04098-1339 Tel (207) 858-0277		
DESIGN BY:	DCS	DRAWN BY:	DCS
CHECKED BY:	DCS	DATE:	3-28-01
SCALE:	1"=30'	FIELD BK:	487
PROJ. NO.:	01063	DRAWING:	01063LTS
<b>SHEET 1 OF 1</b>			



GRANT HAYS  
ASSOCIATES

ARCHITECTURE & INTERIOR DESIGN  
P.O. BOX 6179 FALMOUTH MAINE, 04103  
507.871.5900 www.granthays.com

DATE

REVISIONS

PROJECT NAME

NEW NORTH HANGAR  
WESTBROOK STREET  
PWM - PORTLAND, MAINE

DATE

PROPOSED  
NEW HANGAR  
PLAN

DATE

27 MAR '17

SCALE

1/8" = 1'-0"

DRAWN

MFH/mgk

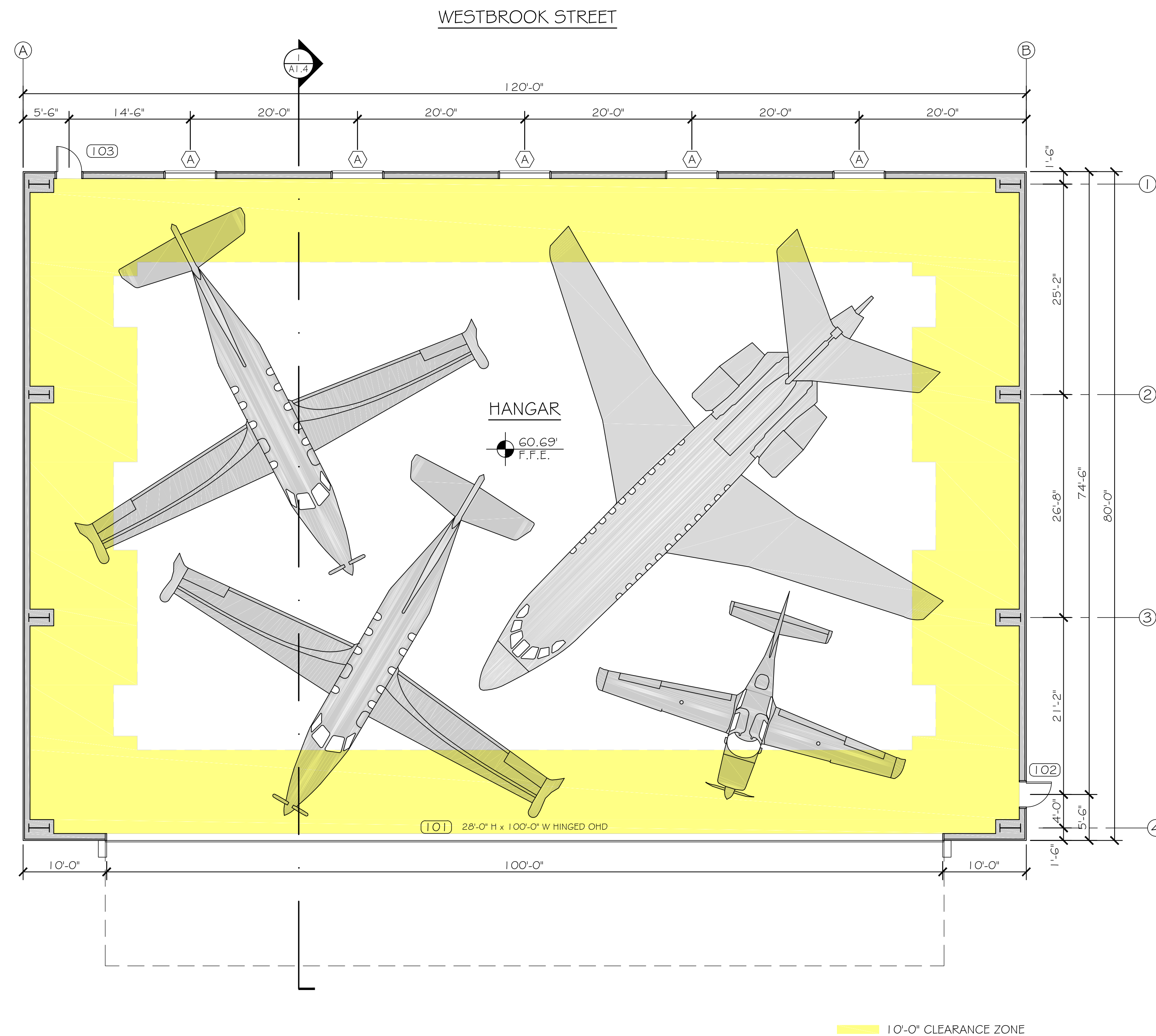
JOB NO.

160350

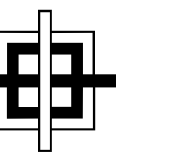
DATE

A1

COPYRIGHT  
REPRODUCTION OR REVUE OF THIS  
DOCUMENT WITHOUT WRITTEN  
PERMISSION FROM GRANT HAYS  
ASSOCIATES IS PROHIBITED.



PROPOSED NEW HANGAR PLAN  
SCALE: 1/8" = 1'-0"



GRANT HAYS  
ASSOCIATES

ARCHITECTURE & INTERIOR DESIGN  
P.O. BOX 6179 FALMOUTH MAINE, 04103  
507.871.5900 www.granthays.com

DATE

REVISIONS

PROJECT NAME

15A NORTH HANGAR  
WESTBROOK STREET  
PORTLAND, MAINE

DATE

PROPOSED  
ELEVATIONS

DATE

27 MAR '17

SCALE

1/8"=1'-0"

DRAWN

MFH/mgk

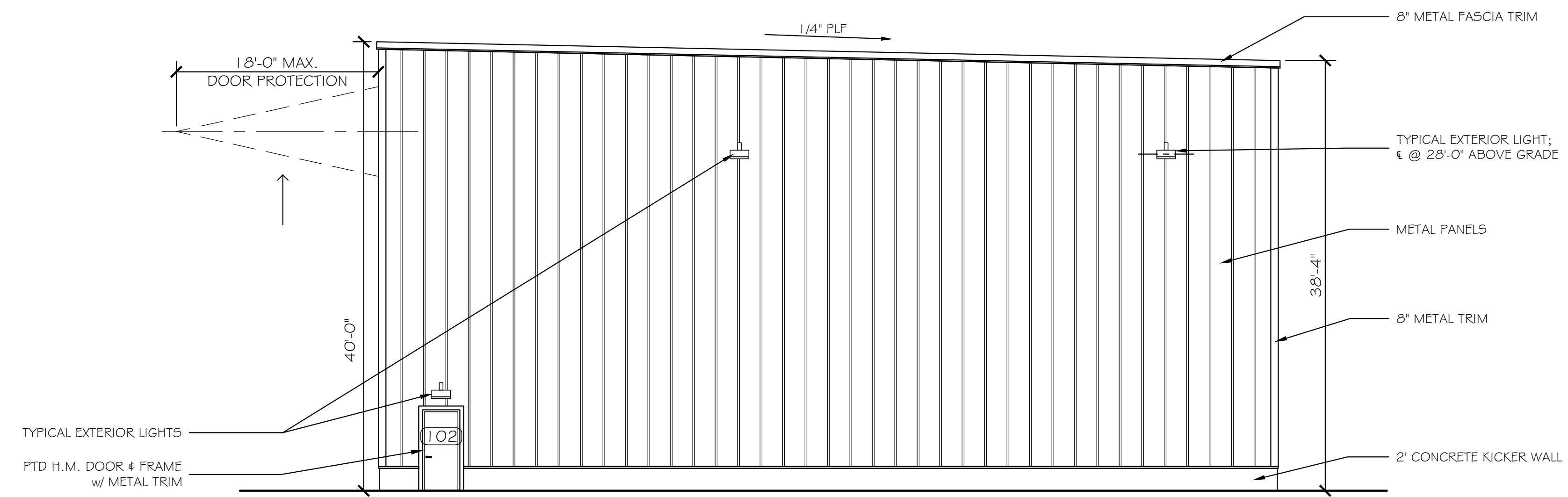
JOB NO.

160350

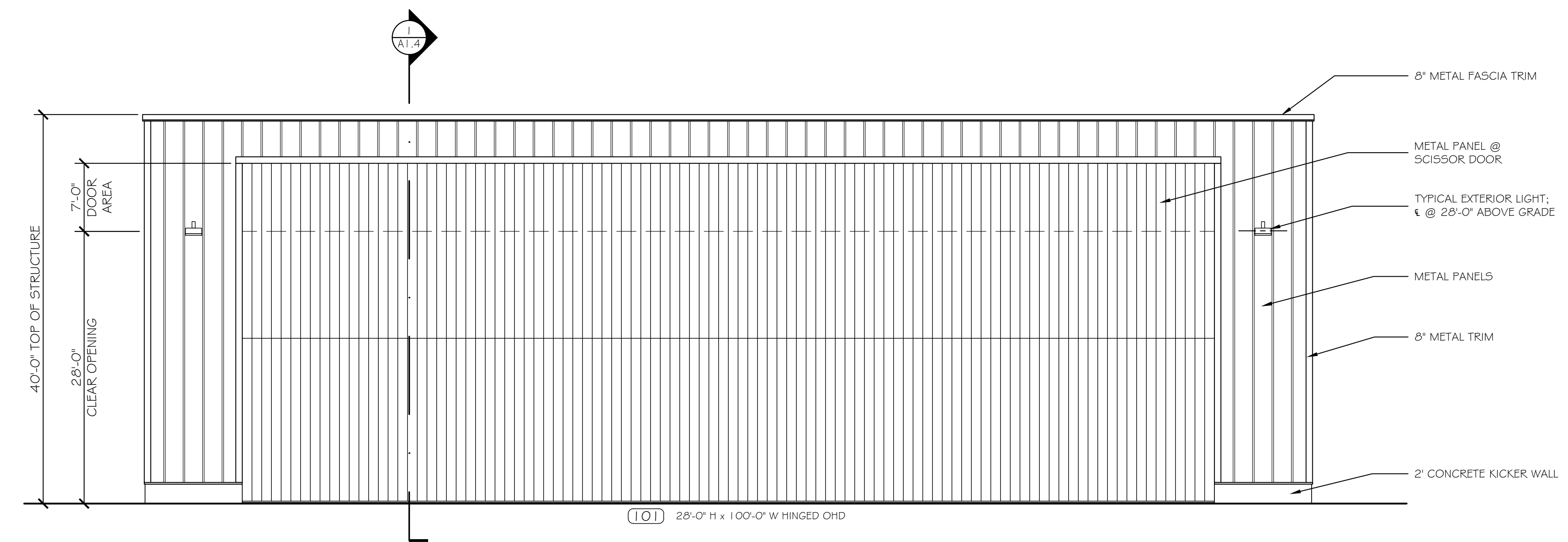
DATE

A2

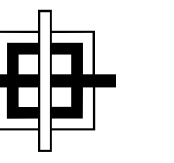
COPYRIGHT  
REPRODUCTION OR REVUE OF THIS  
DOCUMENT WITHOUT WRITTEN  
PERMISSION FROM GRANT HAYS  
ASSOCIATES IS PROHIBITED.



**RIGHT ELEVATION**  
SCALE: 1/8" = 1'-0"



**RAMP ELEVATION**  
SCALE: 1/8" = 1'-0"



GRANT HAYS  
ASSOCIATES

ARCHITECTURE & INTERIOR DESIGN  
P.O. BOX 6179 FALMOUTH MAINE, 04103  
507.871.5900 www.granthays.com

DATE

REVISIONS

PROJECT NAME

NEA NORTH HANGAR  
WESTBROOK STREET

PWM - PORTLAND, MAINE

DATE

PROPOSED  
ELEVATIONS

DATE

27 MAR '17

SCALE

1/8"=1'-0"

DRAWN

MFH/mgk

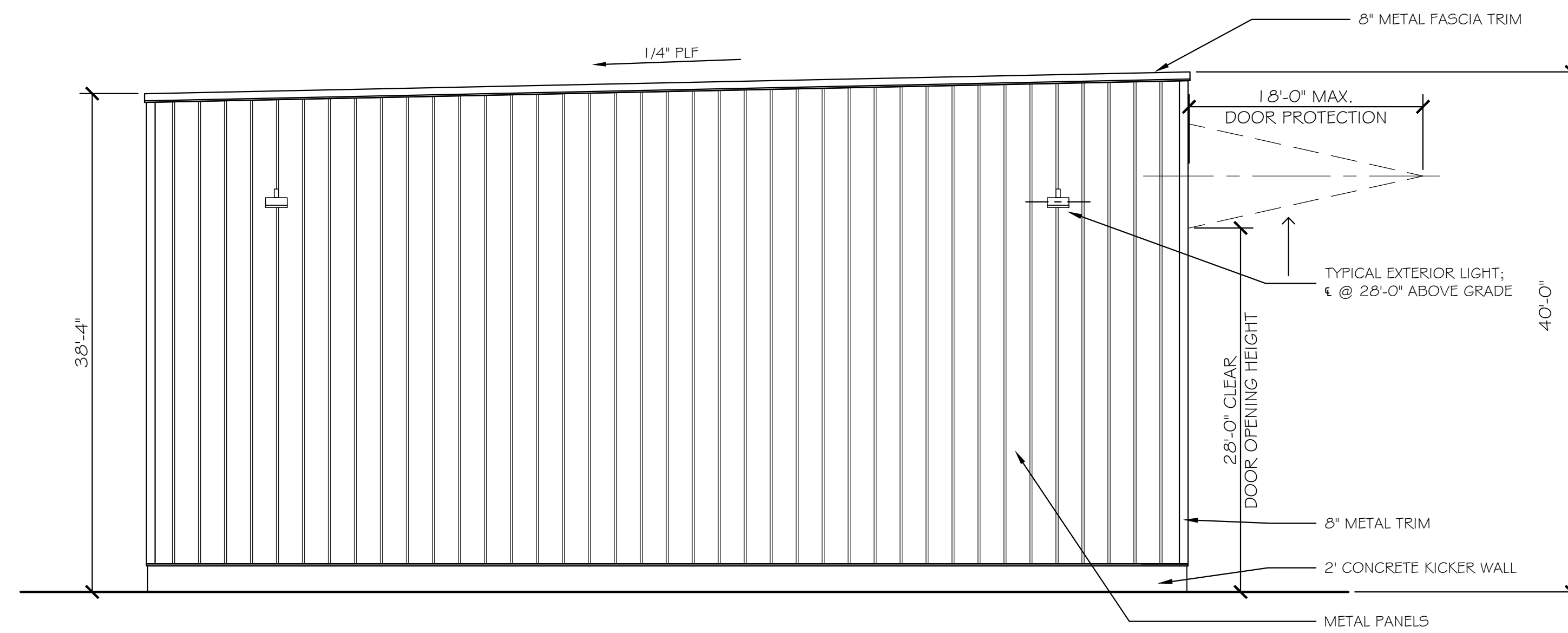
JOB NO.

160350

DATE

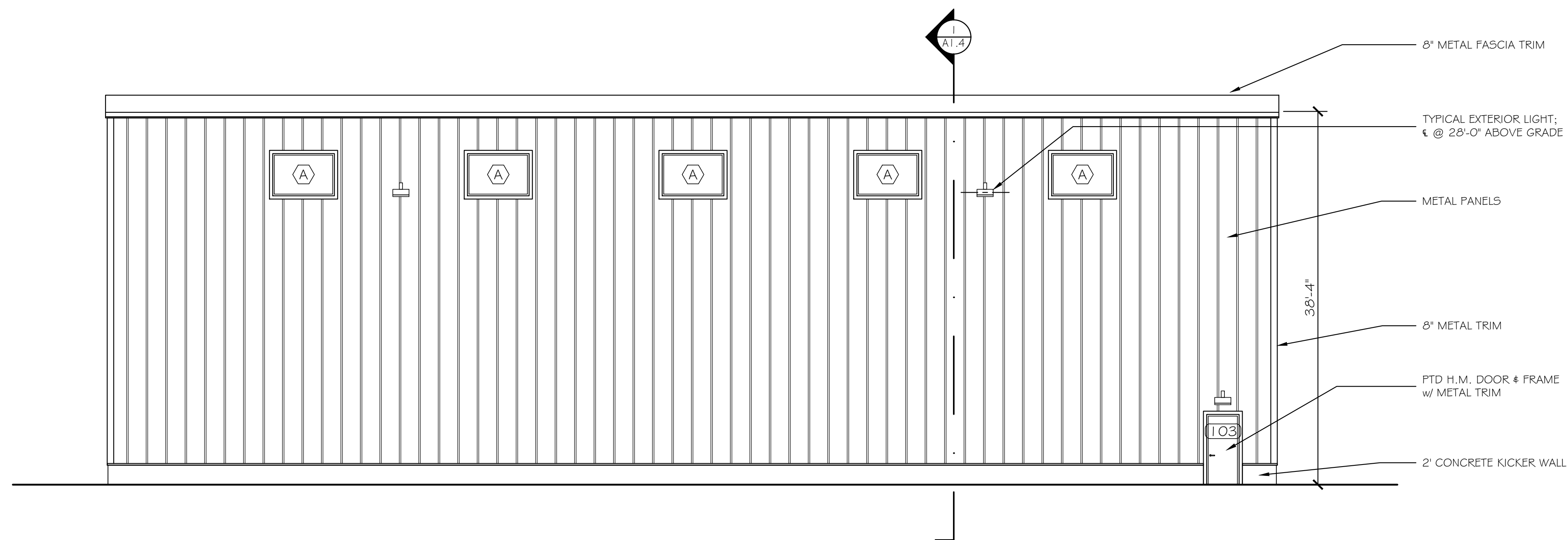
A3

COPYRIGHT  
REPRODUCTION OR REVUE OF THIS  
DOCUMENT WITHOUT WRITTEN  
PERMISSION FROM GRANT HAYS  
ASSOCIATES IS PROHIBITED.



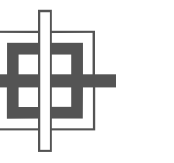
LEFT ELEVATION

SCALE: 1/8" = 1'-0"



WESTBROOK ST. ELEVATION

SCALE: 1/8" = 1'-0"



GRANT HAYS  
ASSOCIATES

ARCHITECTURE & INTERIOR DESIGN  
P.O. BOX 6179 FALMOUTH MAINE, 04103  
507.871.5900 www.granthays.com

DATE

SCALE

PROJECT NAME

NEA NORTH HANGAR  
WESTBROOK STREET

PORTLAND, MAINE

DATE

BUILDING  
SECTION

DATE

27 MAR '17

SCALE

1/4"=1'-0"

DRAWN

MFH/mgk

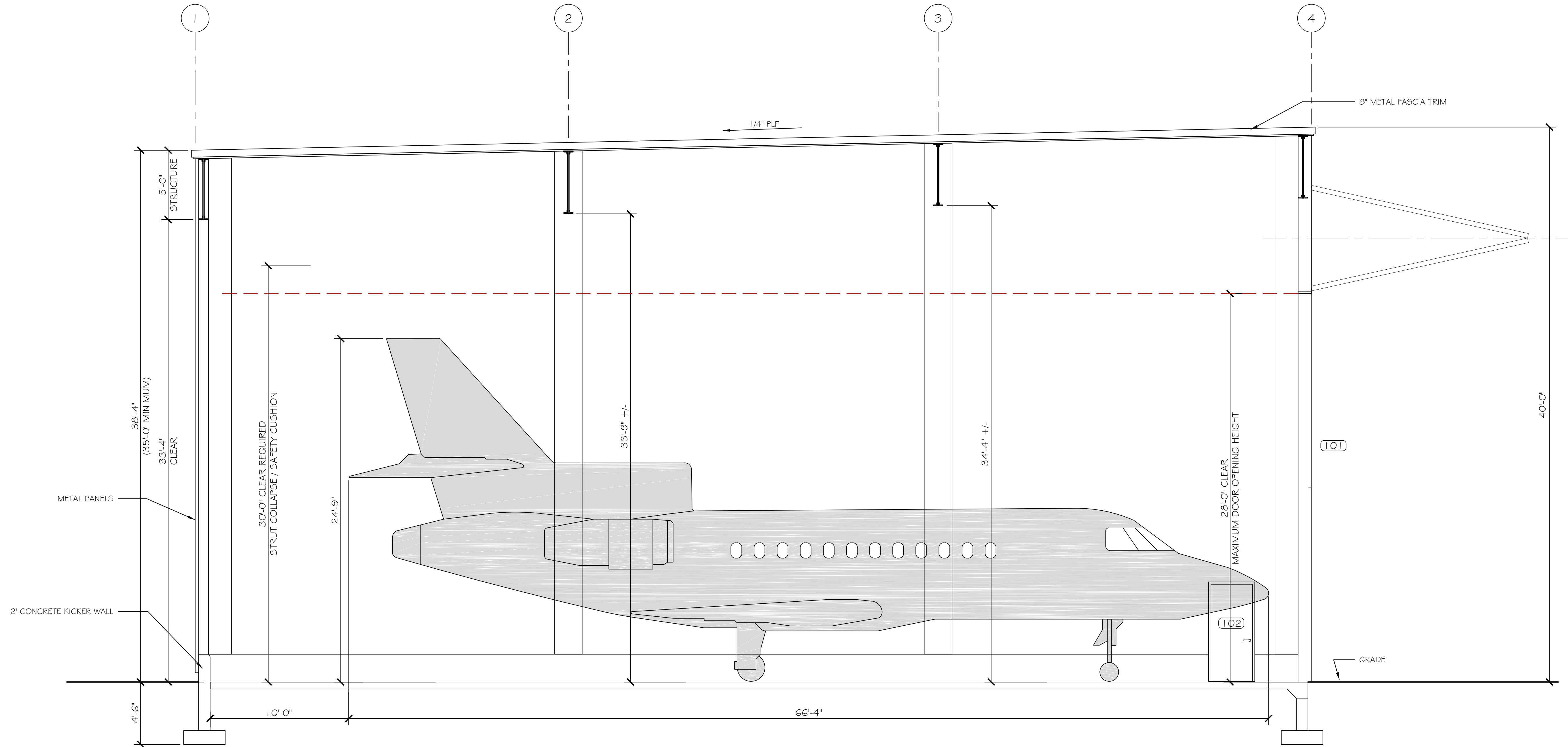
JOB NO.

160350

DATE

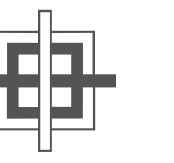
A4

COPYRIGHT  
REPRODUCTION OR REVUE OF THIS  
DOCUMENT WITHOUT WRITTEN  
PERMISSION FROM GRANT HAYS  
ASSOCIATES IS PROHIBITED.



**BUILDING SECTION**

SCALE: 1/4" = 1'-0"



GRANT HAYS  
ASSOCIATES

ARCHITECTURE & INTERIOR DESIGN  
P.O. BOX 6179 FALMOUTH MAINE, 04103  
507.871.5900 www.granthays.com

DATE

REVISIONS

PROJECT NAME

NEW NORTH HANGAR  
WESTBROOK STREET  
PWM - PORTLAND, MAINE

DATE

NEW HANGAR  
@ PLAN  
@ SETBACKS

DATE

27 MAR '17

SCALE

1/8" = 1'-0"

DRAWN

MFH/mgk

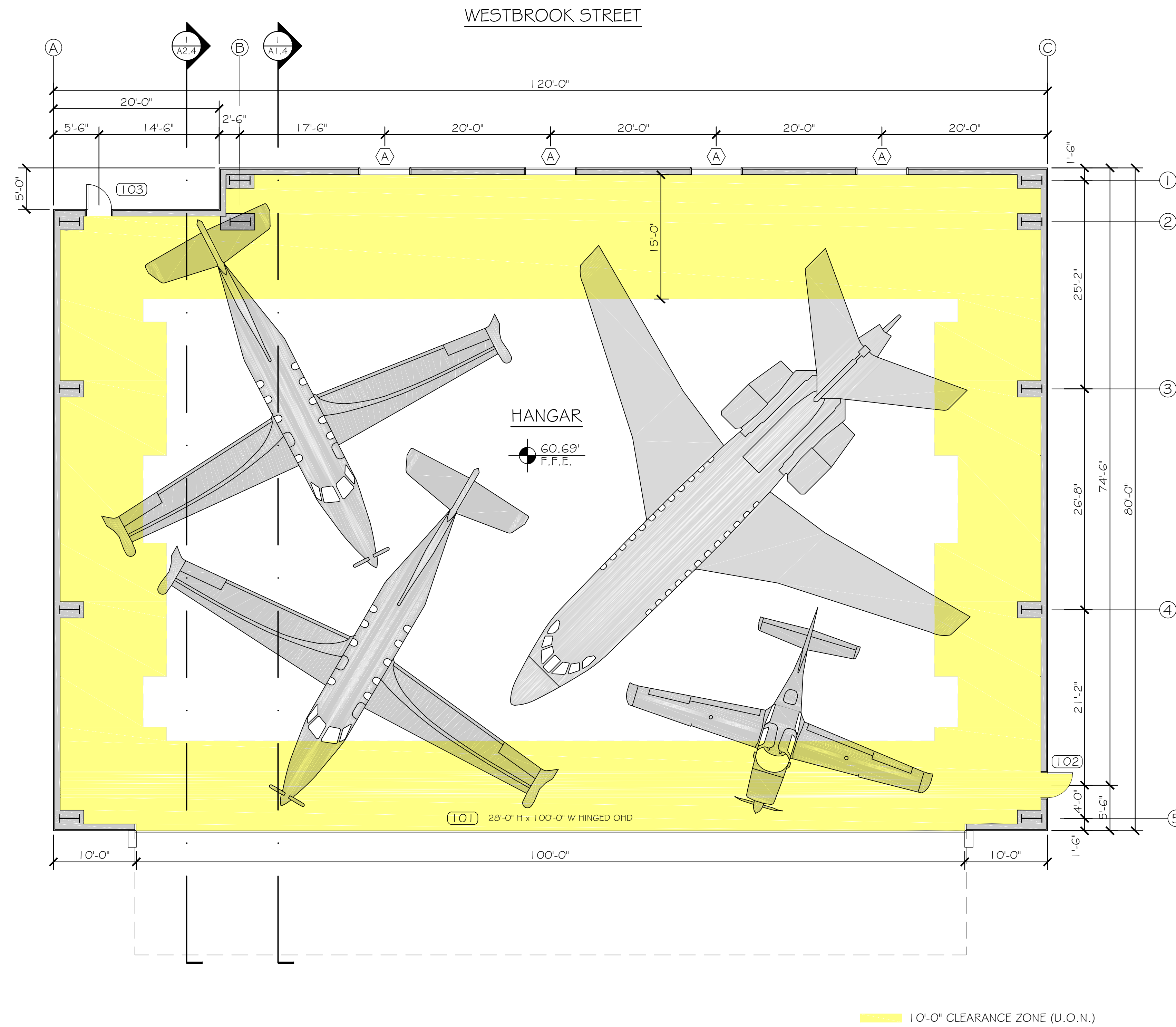
JOB NO.

160350

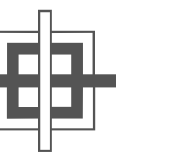
DATE

A5

COPYRIGHT  
REPRODUCTION OR REVUE OF THIS  
DOCUMENT WITHOUT WRITTEN  
PERMISSION FROM GRANT HAYS  
ASSOCIATES IS PROHIBITED.



NEW HANGAR PLAN AT SETBACKS  
SCALE: 1/8" = 1'-0"



GRANT HAYS  
ASSOCIATES

ARCHITECTURE & INTERIOR DESIGN  
P.O. BOX 6179 FALMOUTH MAINE, 04103  
507.871.5900 www.granthays.com

/TAL

REVISIONS

PROJECT NAME

NEA NORTH HANGAR  
WESTBROOK STREET

PWM - PORTLAND, MAINE

/SHEET

BUILDING SECTION  
@ HEIGHT  
SETBACKS

DATE

27 MAR '17

SCALE

1/4" = 1'-0"

DRAWN

MFH/mgk

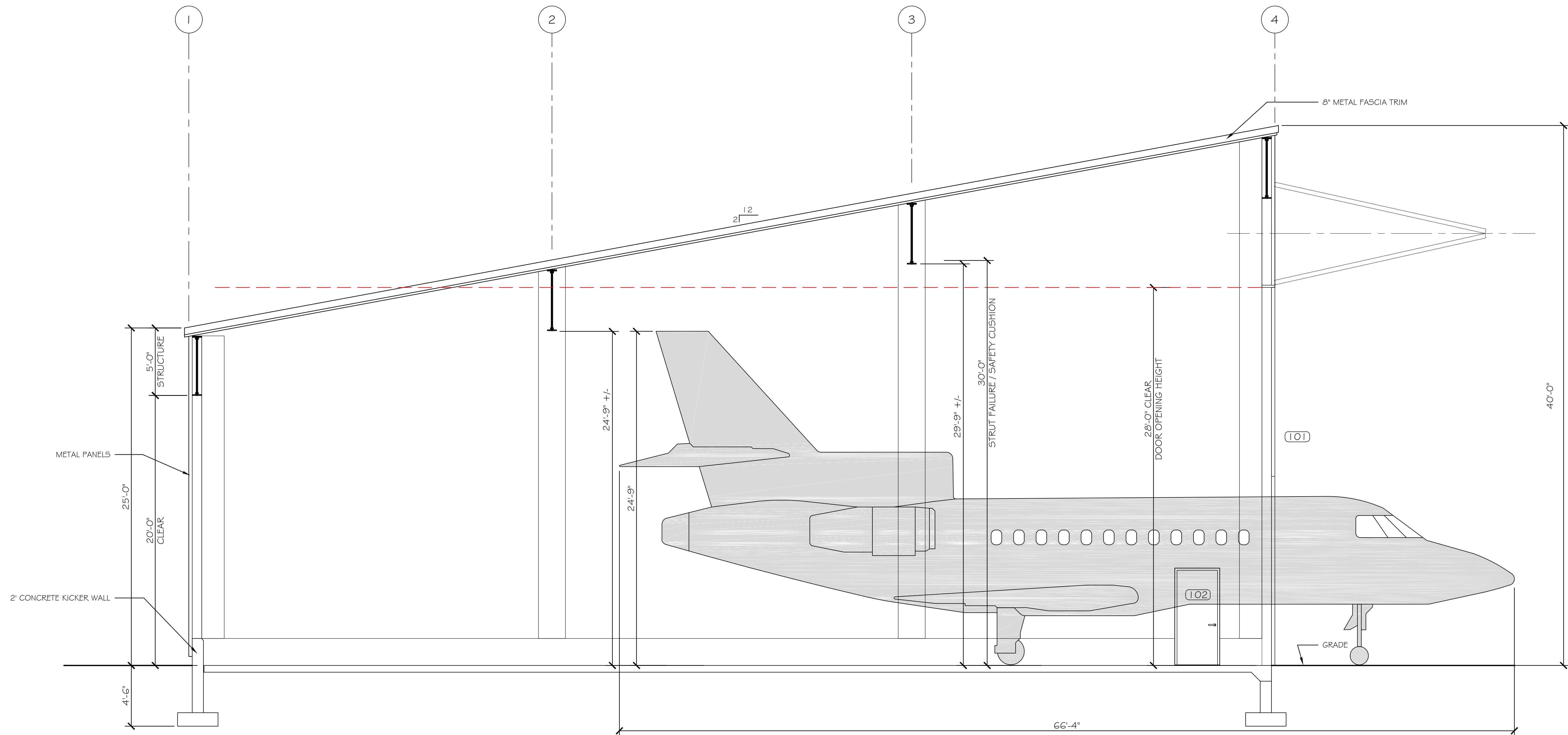
JOB NO.

160350

/SHEET

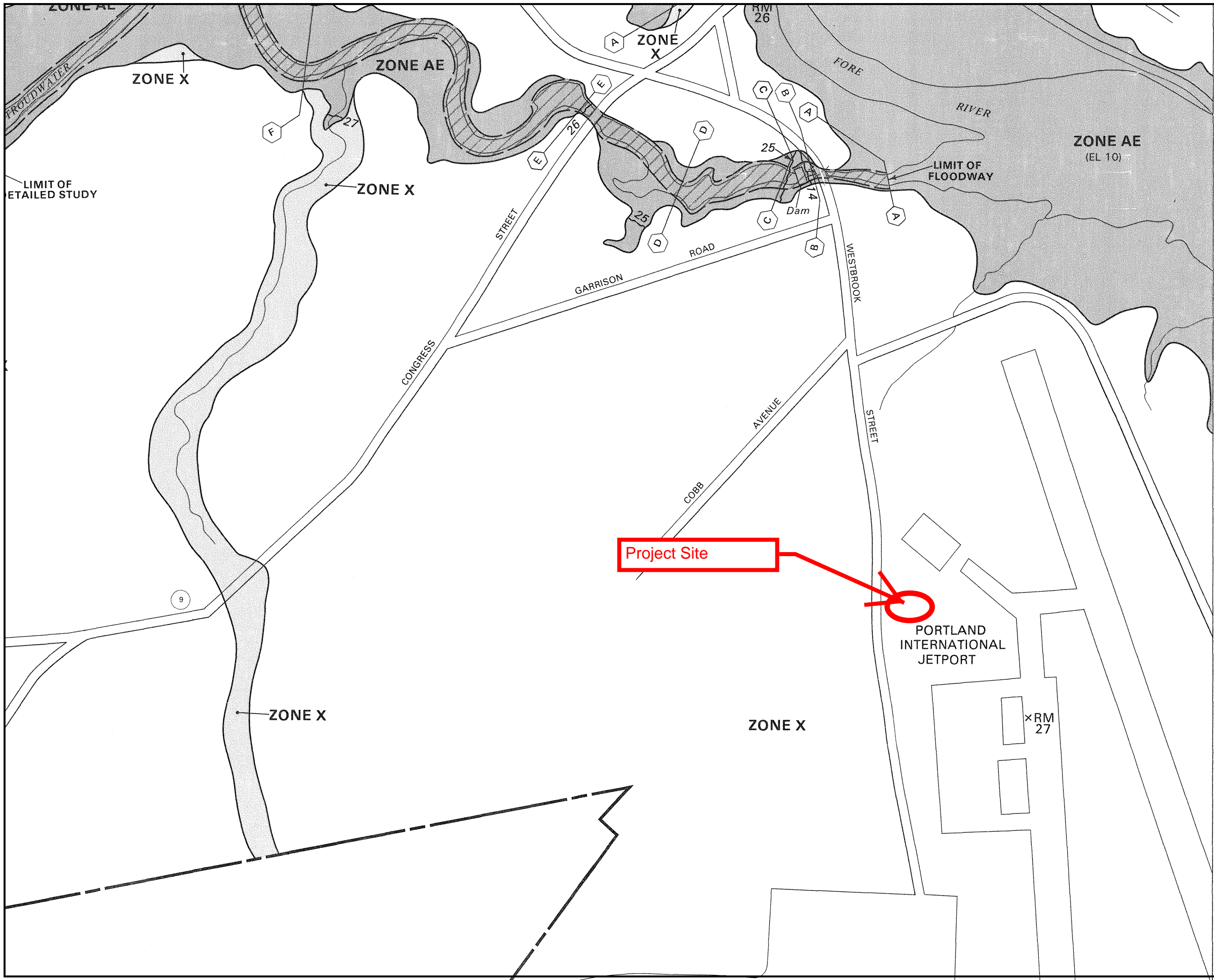
A6

COPYRIGHT  
REPRODUCTION OR REVUE OF THIS  
DOCUMENT WITHOUT WRITTEN  
PERMISSION FROM GRANT HAYS  
ASSOCIATES IS PROHIBITED.



BUILDING SECTION AT HEIGHT SETBACKS

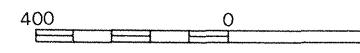
SCALE: 1/4" = 1'-0"



insurance agent or call the National Flood Insurance Pro



APPROXIMATE SCALE



NATIONAL FLOOD INSURANCE PROGRAM

**FIRM  
FLOOD INSURANCE RATE MAP**

CITY OF  
PORTLAND,  
MAINE  
CUMBERLAND COUNTY

PANEL 12 OF 17  
(SEE MAP INDEX FOR PANELS NOT PRINTED)

COMMUNITY-PANEL NUMBER  
230051 0012 C



Federal Emergency Management Agency

MAP REVISED:  
DECEMBER 8, 1998

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at [www.msc.fema.gov](http://www.msc.fema.gov)



