



June 30, 2014  
*Revised July 29, 2014*

Ms. Christine Grimando, Senior Planner  
Planning and Development Department  
City of Portland, Maine  
389 Congress Street  
Portland, Maine 04101-3509

**Subject: The Forefront at Thompson's Point – Amended Phase 1A Plan**  
**Applicant: Forefront Partners, I LP**  
**Phase 1A Activity – Renovation and Occupying Existing Brick North Building**  
**Resubmission of Application Based on Staff Recommendations**

Dear Christine:

On behalf of Forefront Partners I, LP (Forefront), we are pleased to provide the accompanying Amended Level III Site Plan Application materials describing the next step of our proposed work at the Thompson's Point site.

Pursuant to your July 11, 2014 letter, the applicant has elected to resubmit the amended Phase 1A site plan to reflect a reduced sized parking field consistent with the approved standalone plan. The revised plan as presented is eligible for a staff level approval and is not anticipated to require Planning Board review. The application and plans have been resubmitted in its entirety in order to minimize confusion with a "parts and pieces" application. The applicant supplied a \$500 check on June 30<sup>th</sup> (enclosed with the previous submission) and is waiting to hear from the City how the overage will be handled.

Forefront received approval for the Level III Phase 1A Site Plan associated with the renovation of the existing "Brick North Building" on December 17, 2013. The Planning Board approved the Brick North Phase 1A Site Plan and Phase 1A Sectional Subdivision Plat so that renovations to the "Brick North Building" could begin while the Forefront Team worked concurrently with the City to amend the Master Development Plan. This was to include the adjacent Suburban Propane Property and B-5 Zone height amendment. The Phase 1A approval included a "Stand-Alone" Site Plan in accordance with the City of Portland's Land Use Ordinance. It also relied upon the Amended Level III Site Plan approved on June 19, 2013 as a fall back plan in the event the Master Plan process was delayed or denied. However, it has always been the Forefront's intention to present a permanent Site Plan configuration consistent with the new Master Plan. This approach was acknowledged and approved by the City as evidenced in the Site Plan Review Condition 7 of the Special Conditions of Approval.

Fortunately, the Master Development Plan was approved in March of 2014 and the applicant has submitted a Building Permit application for the approved Phase 1A plans consisting primarily of the "Brick North Building". The building renovation and basic onsite maintenance/improvements will begin imminently upon release of the Building Permit.

Ms. Christine Grimando  
June 30, 2014  
***Revised July 29, 2014***  
Page 2

Now, as anticipated, Forefront is proposing the replacement of the approved “Stand-Alone” Site Plan with a new, more refined and detailed layout consistent with the approved Master Development plan. Additionally, this application includes an updated “City of Portland Planning Board Subdivision Approval for Sectional Recording of Phase 1A”. This plan has been modified to reflect a revision to the entrance road alignment and the addition of two easements. The first easement will be granted to Forefront from Suburban Propane to construct the entrance road prior to the acquisition of the Suburban property and the second is an easement granted to the Portland Water District (PWD) to maintain a proposed public water main extension within the site.

Construction of the development plans for the off-site improvements per the current EDA/TCSP grant-related design effort being administered by the Maine Department of Transportation and City of Portland is underway and scheduled to be complete later this summer. Forefront hopes to capitalize on the nearby construction and continue the new roadway further into the site later this summer.

Forefront proposes to complete the Phase 1A activities in their entirety, as summarized below, in upcoming months:

- Earthmoving activities associated with construction of a permanent access road extending from the off-site roadway terminus to a new parking area to the south and west of Brick North;
- Permanent underground utilities including water, sewer, power, natural gas and communications will be installed;
- Construction of permanent site improvements which include parking, landscaping, lighting improvements and utility services;
- Environmental remediation inside the Brick North building in accordance with the approved VRAP plan; and
- Renovation of Brick North building to enhance the existing external façade and provide finished mixed use commercial space such as office, studio, etc.

In addition, the following will continue to occur:

- Hood Dairy will continue to operate their trailer parking facility;
- Suburban Propane will continue to operate the existing propane distribution facility and access drive adjacent to the property and the Pan AM Railroad tracks;
- NNEPRA and other existing tenants will continue to operate within the other existing buildings on-site (Brick South and Depot Event Building);
- Subject to appropriate review and approval, temporary gatherings for which permits are required such as outdoor events may be accommodated on the site; and
- Pan Am will continue to use the tracks to the north of Thompson’s Point.

Ms. Christine Grimando  
June 30, 2014  
***Revised July 29, 2014***  
Page 3

The following Phase activities are not contemplated at this time, and will be pursued under the auspices of subsequent Level III Site Plan and Amended Master Plan review:

- No significant earthmoving activities will occur outside of the Stand Alone Brick North (excluding those activities approved as part of the Depot Building Level II Site Plan application);
- No new permanent buildings will be constructed; and
- No construction of permanent site improvements which include parking, landscaping, major lighting improvements and utility services associated with new buildings proposed on the Approved Master Plan. However, it is noted the enclosed plans do include provisions (such as utility leads and oversized storm drainage piping) for future development when the infrastructure lies with-in the currently proposed roadway or parking footprint.

The accompanying annotated plans illustrate the scope of work currently contemplated. Items to be completed this summer/fall are identified as proposed activities; for the sake of clarity, work to be performed at a later time as part of subsequent phases has not been shown.

On the basis of previously approved plans, Forefront is seeking Level III Planning Board Approval for Phase 1A activities which have been modified to be consistent with the Approved Master Plan.

Additionally, our office has received and reviewed your review comments dated 7/16/14 and offer our responses to these comments. For ease of reference we have repeated each comment in *italics* with our response following. Any new materials referenced below have been incorporated into the resubmitted application.

**Section 14-527 (f):**

*Comment 1:*

*Item 10 states that this phase of the project is projected to produce 107 daily trips, as noted in Gorrill Palmer's March 4, 2014 memorandum submitted with the master plan application. Please clarify if "this phase" refers to a phase of the master plan. If so, please respond to 14-527.f.10 within the context of the specifics of this application and the approval it is amending. As this is not an amendment to the master plan, responses to the requirements of 14.527 can't be met by reference to materials submitted in conjunction with the master plan. However, if work done for the master plan is applicable, please re-submit the pertinent item, with an accompanying response to how it addresses the requirements of this application.*

Response:

The above referenced memorandum was supplied as part of the Master Plan application; however, the trip generation for this phase of the project is still applicable. The Memo is enclosed in Attachment F.

Ms. Christine Grimando  
June 30, 2014  
**Revised July 29, 2014**  
Page 4

Comment 2:

*Item 17. Stormwater Management Plan. This references an approved Stormwater Management Report. Please clarify which application this was approved in conjunction with, and the date of the Stormwater Management Report.*

Response:

A full Stormwater Management Report Prepared by DeLuca-Hoffman Associates, Inc. dated March 2012 and revised in April 2012 was approved June 15, 2012 (Application #2011-274) as part of the Original Level III Site Plan application. A supplemental Stormwater Management Report prepared by DeLuca-Hoffman Associates, Inc. dated May 10, 2013 was approved June 19, 2013 (Application # 2013-116) as part of the Amended Level III Site Plan application (which included the Brick North Building).

This application includes a Supplemental Stormwater Management Report (Attachment C) which addresses the Phase 1A portion of the site currently proposed for construction.

Comment 3:

*Item 21. References a Life Safety Memorandum from Mark Cummings of Fire Risk Management, Inc., as partial fulfillment of this section – that memorandum contains comments on the previously approved pier, and has no applicability to this application. Sheet C-9.0 references a Life Safety Plan prepared by Fire Risk Management, Inc., but the date is blank. Please clarify the response to Item 21.*

Response:

The Life Safety Memorandum dated June 4, 2014 was erroneously included in the application. The correct memo dated June 25, 2014 discusses the Phase 1A site plan and is included with this application. Sheet C-9.0 has been revised to refer to the June 25, 2014 memo and included with this application.

Comment 4:

*Item 27. Certificate of Appropriateness is on file – please include the date, and which application this accompanied.*

Response:

This was incorrectly stated to be on file. It is understood that this document is prepared for the building and will be supplied as part of the Building Permit process.

Ms. Christine Grimando  
June 30, 2014  
**Revised July 29, 2014**  
Page 5

Comment 5:

*Item 29. References an exterior lighting plan submitted under separate cover. I have not seen this. If this has been submitted, please clarify the date of the plan, when submitted, and what application it accompanied.*

Response:

A Lighting Plan was not submitted as part of the Amended Phase 1A Site Plan application. A Photometric Lighting Plan will be submitted subsequently to this letter under a separate cover. Sheet E-2.0 Site Lighting Plan is enclosed with this application showing the lighting layout.

**Section 14-527 (g):**

Comment 1:

*Item 1. An approved Construction Management Plan was included with the original Level III approval. Is this a plan that accompanied the 2012 approval or a later approval? Please provide dates of plan and of submission, or resubmit this.*

Response:

The Construction Management Plan dated March 1, 2012 and revised March 20, 2012 was included as Attachment A in the 2012 Level III Site Plan application. This document is enclosed in Attachment G of this submission.

Comment 2:

*Item 6 asks for a narrative describing the development's consistency with applicable City Master Plans, and the response is that the application is consistent with the approved master plan. In this context, the City's Master Plans refers to the City's comprehensive plan documents (<http://www.portlandmaine.gov/562/Comprehensive-Plan>), not a Planning approval, and so some other response is appropriate here.*

Response:

This phase of development is consistent with a larger project which was previously approved as part of a Level III Site Plan Application and Master Development Plan. The approved project was reviewed for consistency with the City's long term development goals as evidenced by City Council approval to be part of a transit oriented development TIF. The project is supported by significant offsite improvements which were constructed in the summer of 2014 in partnership with MaineDOT and the City of Portland. The applicant understands that the City has accepted this project as meeting this requirement.

Ms. Christine Grimando  
June 30, 2014  
**Revised July 29, 2014**  
Page 6

Comment 3:

*Item 9. Is a requirement for a code summary referencing NFPA 1 and all Fire Department. The application references the June 4<sup>th</sup> Fire Risk Management, Inc. memo here, which is not applicable to this application.*

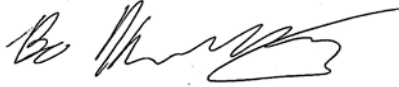
Response:

The Life Safety Memorandum dated June 4, 2014 was erroneously included in the application. The correct memo dated June 25, 2014 discusses the Phase 1A Site Plan and is included with this application. Sheet C-9.0 has been revised to refer to the June 25, 2014 memo and included with this application.

We appreciate the Planning Authority's consideration on these matters and look forward to commencement of the project. If you have any questions or require any additional information, please contact our office.

Sincerely,

FAY, SPOFFORD & THORNDIKE



Bo Kennedy, P.E., C.P.E.S.C.  
Engineer

BEK/smk

Enclosures

- c: Chris Thompson, Forefront Partners I, LP
- Jed Troubh, Forefront Partners I, LP
- Bill Hopkins, Archetype
- Pat Carroll, Carroll Associates
- Paul Ureneck, Boulos Asset Management
- Dave O'Connell, Portland Builders



Jeff Levine, AICP, Director  
 Planning & Urban Development Department

**Electronic Signature and Fee Payment Confirmation**

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

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

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

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

Applicant Signature: \_\_\_\_\_

Bo Kennedy, P.E.

I have provided digital copies and sent them on: \_\_\_\_\_

July 29, 2014

Date: \_\_\_\_\_

July 29, 2014

Date: \_\_\_\_\_

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



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

Planning and Urban Development Department  
Planning Division

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

### Level III: Site Plan Development includes:

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

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

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

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

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

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

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



**PROJECT NAME:** The Forefront at Thompson's Point

**PROPOSED DEVELOPMENT ADDRESS:**

1 Thompson's Point

**PROJECT DESCRIPTION:**

Amended Site Plan for Phase 1A Brick North Renovation including parking, stormdrainage,  
and utilities.

**CHART/BLOCK/LOT:** 201/A/5, 8, 10  
202/A/1 & 4

**PRELIMINARY PLAN**  
**FINAL PLAN**

6/3/11 (date)  
Approved (date)  
6/5/12 & 6/12/13 &  
Phase 1 A Approved 12/17/13

**CONTACT INFORMATION:**

|  |   |
|--|---|
| <b>Applicant – must be owner, Lessee or Buyer</b><br>Name: Chris Thompson<br>Business Name, if applicable: Parallax Partners<br>(dba Forefront Partners, I, LP)<br>Address: 501 Danforth Street<br>City/State : Portland, ME Zip Code: 04102 | <b>Applicant Contact Information</b><br>Work # 207-747-5288<br>Home#<br>Cell # 207-347-1614 Fax# 207-747-5941<br>e-mail: parallaxparnters@gmail.com |
| <b>Owner – (if different from Applicant)</b><br>Name:<br>Address: SAME AS APPLICANT<br>City/State : Zip Code:  | <b>Owner Contact Information</b><br>Work #<br>Home#<br>Cell # Fax#<br>e-mail:   |
| <b>Agent/ Representative</b><br>Name: Bo E. Kennedy, P.E.<br>Fay, Spofford & Thorndike<br>Address: 778 Main Street, Suite 8<br>City/State : South Portland, ME Zip Code: 04106   | <b>Agent/Representative Contact information</b><br>Work # 207-775-1121<br>Cell # 207-318-8364<br>e-mail: bkennedy@fstinc.com                        |
| <b>Billing Information</b><br>Name:<br>Address: SAME AS APPLICANT<br>City/State : Zip Code:  | <b>Billing Information</b><br>Work #<br>Cell # Fax#<br>e-mail:  |

|   |  |
|---|--|
| <b>Engineer</b><br>Name: Bo E. Kennedy, P.E.<br>Fay, Spofford & Thorndike<br>Address: 778 Main Street, Suite 8<br>City/State : South Portland, ME Zip Code: 04106                   | <b>Engineer Contact Information</b><br>Work # 207-775-1121<br>Cell # 207-318-8364 Fax# 207-879-0896<br>e-mail: bkennedy@fstinc.com               |
| <b>Surveyor</b><br>Name: Owens McCullough<br>Sebago Technics<br>Address: P.O. Box 1339<br>City/State : Westbrook, ME Zip Code: 04098  | <b>Surveyor Contact Information</b><br>Work # 207-856-0279<br>Cell # 207-232-1649 Fax# 207-856-2206<br>e-mail: omccullough@sebagotechnics.com    |
| <b>Architect</b><br>Name: Bill Hopkins*<br>Archetype, PA<br>Address: 48 Wharf Street<br>City/State : Portland, ME Zip Code: 04101<br>*Other Members of Architect - To be Determined | <b>Architect Contact Information</b><br>Work # 207-772-6022<br>Cell # 207-671-9194 Fax# 207-772-4056<br>e-mail: hopkins@archetype-architects.com |
| <b>Attorney</b><br>Name: David L. Galgay, Jr.<br>Verrill Dana LLP<br>Address: P.O. Box 586 - 1 Portland Square<br>City/State : Portland, ME Zip Code: 04112-0586                    | <b>Attorney Contact Information</b><br>Work # 207-774-4000<br>Cell # 207-253-4514 Fax# 207-774-7499<br>e-mail: dgalgay@verrilldana.com           |

**APPLICATION FEES:**

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

|   |   |
|---|---|
| <b>Level III Development (check applicable reviews)</b><br>___ Less than 50,000 sq. ft. (\$500.00)<br>___ 50,000 - 100,000 sq. ft. (\$1,000)<br>___ 100,000 – 200,000 sq. ft. (\$2,000)<br>___ 200,000 – 300,000 sq. ft. (\$3,000)<br>___ over \$300,00 sq. ft. (\$5,000)<br>___ Parking lots over 11 spaces (\$1,000)<br>___ After-the-fact Review (\$1,000.00 plus applicable application fee)<br><br><b>Plan Amendments (check applicable reviews)</b><br><u>X</u> Planning Staff Review (\$250)<br>___ Planning Board Review (\$500)<br><br>The City invoices separately for the following: <ul style="list-style-type: none"> <li>• Notices (\$.75 each)</li> <li>• Legal Ad (% of total Ad)</li> <li>• Planning Review (\$40.00 hour)</li> <li>• Legal Review (\$75.00 hour)</li> </ul> Third party review fees are assessed separately. Any outside reviews or analysis requested from the Applicant as part of the development review, are the responsibility of the Applicant and are separate from any application or invoice fees. | <b>Other Reviews (check applicable reviews)</b><br>___ Traffic Movement (\$1,000)<br>___ Stormwater Quality (\$250)<br>___ Subdivisions (\$500 + \$25/lot)<br># of Lots ___ x \$25/lot = _____<br>___ Site Location (\$3,000, except for residential projects which shall be \$200/lot)<br># of Lots ___ x \$200/lot = _____<br>___ Other _____<br>___ Change of Use<br>___ Flood Plain<br>___ Shoreland<br>___ Design Review<br>___ Housing Replacement<br>___ Historic Preservation |
|---|---|

**APPLICATION SUBMISSION:**

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

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


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

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

**APPLICANT SIGNATURE:**

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

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

|   |                               |
|---|-------------------------------|
| <b>Signature of Applicant:</b><br> | <b>Date:</b><br>July 29, 2014 |
|---|-------------------------------|

# BRICK NORTH RENOVATION ONLY

## PROJECT DATA

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

|  |   |                              |
|--|---|------------------------------|
| <b>Total Area of Site</b>  |   | 27.56 <del>sq.-ft.</del> ac. |
| <b>Proposed Total Disturbed Area of the Site</b>   |   | 3.16 <del>sq.-ft.</del> ac.  |
| If the proposed disturbance is greater than one acre, then the applicant shall apply for a Maine Construction General Permit (MCGP) with DEP and a Stormwater Management Permit, Chapter 500, with the City of Portland. |   |                              |
| <b>Impervious Surface Area</b>   |   |                              |
| Impervious Area (Total Existing)   | Entire Site                                   | 725,710 sq. ft.              |
| Impervious Area (Total Proposed)   | Entire Site After This Phase                  | 687,813 sq. ft.              |
|  | New Impervious Area Constructed in this Phase | 2.29 ac.                     |
| <b>Building Ground Floor Area and Total Floor Area</b>   |   |                              |
| Building Footprint (Total Existing)  | Brick North                                   | 34,000 sq. ft.               |
| Building Footprint (Total Proposed)  | Brick North                                   | 34,000 sq. ft.               |
| Building Floor Area (Total Existing)   | Brick North                                   | 36,700 sq. ft.               |
| Building Floor Area (Total Proposed)   | Brick North                                   | 36,700 sq. ft.               |
| <b>Zoning</b>  |   |                              |
| Existing   |   | B-5                          |
| Proposed, if applicable  |   | B-5                          |
| <b>Land Use</b>  |   |                              |
| Existing   |   | Industrial                   |
| Proposed   |   | Mixed Use/TBD                |
| <b>Residential, If applicable</b>  |   |                              |
| # of Residential Units (Total Existing)  |   | None                         |
| # of Residential Units (Total Proposed)  |   | None Proposed                |
| # of Lots (Total Proposed)   |   | None Proposed                |
| # of Affordable Housing Units (Total Proposed)   |   | None Proposed                |
| <b>Proposed Bedroom Mix      NOT APPLICABLE</b>  |   |                              |
| # of Efficiency Units (Total Proposed)   |   |                              |
| # of One-Bedroom Units (Total Proposed)  |   |                              |
| # of Two-Bedroom Units (Total Proposed)  |   |                              |
| # of Three-Bedroom Units (Total Proposed)  |   |                              |
| <b>Parking Spaces</b>  |   |                              |
| # of Parking Spaces (Total Existing)   |   | Not Known                    |
| # of Parking Spaces (Total Proposed)   |   | 65                           |
| # of Handicapped Spaces (Total Proposed)   |   | 4                            |
| <b>Bicycle Parking Spaces</b>  |   |                              |
| # of Bicycle Spaces (Total Existing)   |   | 0                            |
| # of Bicycle Spaces (Total Proposed)   |   | 16                           |
| <b>Estimated Cost of Project</b>   |   | \$3,000,000                  |

**PRELIMINARY PLAN (Optional) - Level III Site Plan**

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

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

**\*\* Previously approved and on file with the City**

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

**\*\* Previously approved and on file with the City**

- Continued on next page -

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

**\*\* Previously approved and on file with the City**



## **ATTACHMENT A**

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### **EVIDENCE OF TITLE, RIGHT AND INTEREST**

**(Title, Right and Interest have been provided as part of previous Site Plan Applications and are on file with the City of Portland.**

**Attached is a current Access, Utility and Temporary Construction Easement for the Suburban Propane property revised for this phase of work.)**

## ACCESS, UTILITY AND TEMPORAY CONSTRUCTION EASEMENT

THIS ACCESS, UTILITY AND CONSTRUCTION EASEMENT AGREEMENT (this "Agreement"), made as of the 27<sup>th</sup> day of June, 2013, by and between SUBURBAN PROPANE, L.P., a Delaware limited partnership ("Grantor") and FOREFRONT PARTNERS I, LP, a Maine limited partnership ("Grantee");

### WITNESSETH:

**WHEREAS**, Grantor is the owner of certain real estate located in the City of Portland, Cumberland County, Maine, and more particularly described in Exhibit "A" which is attached hereto and incorporated herein (the "Suburban Propane Property"); and

**WHEREAS**, Grantee owns certain real property adjacent to the Suburban Propane Property on which the so-called Forefront at Thompson Point is being developed, which property is more particularly described on Exhibit "B" attached hereto and incorporated herein (the "Thompson Point Development"); and

**WHEREAS**, Grantee desires to have access for ingress and egress to and from the Thompson Point Development on, over and across that certain Easement Area (as hereinafter defined) situated on a portion of the Suburban Propane Property, which Easement Area is labeled the "Easement Area Required for Revised Road Alignment" on Exhibit "C", attached hereto and incorporated herein (the "Easement Area"); and

**WHEREAS**, Grantor has agreed, among other things, to grant to Grantee an irrevocable, non-exclusive, easement on, over and across the Easement Area for access, ingress and egress to and from the Thompson Point Development, and to also provide a temporary construction easement within and adjacent to the Easement Area in order to perform the work described in Section 2 below, all on the terms and conditions set forth herein;

**NOW, THEREFORE**, for and in consideration of the foregoing and of the mutual covenants contained herein, and other good and valuable consideration, the receipt, adequacy and sufficiency whereof are hereby acknowledged, the parties hereto, intending to be legally bound, do hereby agree as follows:

1. Ingress and Egress. Grantor hereby grants to Grantee a non-exclusive, perpetual easement for pedestrian and vehicular ingress, egress and access for the benefit, use and operation of the Thompson Point Development by tenants, occupants, customers, invitees, contractors, servicemen, successors and assigns thereof, in, over, on, across and through the Easement Area, which the parties agree shall include those areas of the Suburban Propane Property intended for public pedestrian and/or vehicular ingress and egress, including without limitation, all roads, driveways, sidewalks, pedestrian walkways, skywalks, stairs, stairwells, entrances, exits, elevators, and other public areas, but specifically excluding the parking areas on the Suburban Propane Property that are not included in the Thompson Point Development. All easements granted hereunder shall be subject to reasonable rules and regulations imposed from time to time by Grantor which rules and regulations (i) shall not unreasonably interfere with the

use or operation of the Thompson Point Development, (ii) shall be uniformly enforced, and (iii) shall not cause the Thompson Point Development to be in violation of any laws.

2. Construction Easement. Grantor does hereby grant and convey unto Grantee, its successors and assigns, for the benefit of the Thompson Point Development, a non-exclusive easement for vehicular and pedestrian ingress, egress and access (including ingress, egress and access for and by construction vehicles), and temporary storage of materials or equipment located within or near the Easement Area, for the purpose of construction, installation, repair, maintenance and replacement of improvements relating to the Thompson Point Development (including without limitation utilities pursuant to the Utility Easement described below) in such location or locations as shown on Exhibit "C". The construction easement granted herein shall include during the Construction Easement Term described in Section 7 below the right to enter the Easement Area and a reasonable adjacent area (not to exceed a twenty foot (20') wide strip of land adjacent to the roadway within the Easement Area) with persons and equipment for the above stated purposes, and including, without limitation, the right to construct roads, driveways, curb cuts, turn-outs for driveways, pavement aprons, roadside landscaping, sidewalks, pedestrian walkways, skywalks, stairs, stairwells and entrances (the foregoing shall hereinafter be referred to as the "Roadway"). The construction easement shall also include the right to dig up earth and remove vegetation, trees and stones in, on and under the Easement Area to such depth as may be deemed by the Grantee as necessary and convenient for the construction of the Roadway; provided, however, Grantee's use of the Easement Area as described herein shall not interfere with Grantor's use of the Suburban Propane Property. Grantee shall, at its sole cost and expense, except for the improvements to the Roadway, restore the Easement Area to substantially the condition that it was in immediately prior to Grantee's entry thereon. Grantee shall (i) conduct such construction work at its sole cost, expense and risk, in a good and workmanlike manner; and (ii) comply with such rules and conditions as Grantor may reasonably impose in connection with such construction work. During the Construction Easement Term, Grantee shall maintain with respect to the construction easements described in this Section 2, commercial general liability insurance insuring itself and carrying an endorsement naming Grantor as an additional insured thereunder, having a combined single limit of not less than Three Million Dollars (\$3,000,000.00) for injury to or death of any one person, for injury to or death of any number of persons in a single accident or occurrence, and for damage to property, in companies qualified to do business in the State of Maine.

3. Utility Easement. Grantor does hereby grant and convey to Grantee, its successors and assigns, for the benefit of the Thompson Point Development, a non-exclusive easement over, upon, through and across the Easement Area for the purpose of allowing Grantee the right to construct and install, repair, maintain and replace at Grantee's sole cost, expense and risk, electric, telephone, water, sanitary sewer, natural gas, cable television, fiber optic, and other utility lines, conduits, pumps, pedestals and related equipment associated therewith, and for the purpose of allowing Grantee, its employees, tenants, customers, invitees, contractors, servicemen, successors and assigns the right to use and enjoy such electric, telephone, water, sanitary sewer, natural gas, cable television, fiber optic, and other utility lines, conduits, pumps, pedestals and related equipment associated therewith (referred to herein as the "Utility Easement"). The Utility Easement shall be for all purposes the use, installation and maintenance of utilities, including "utilities services" as defined in 33 M.R.S.A. Section 458.

4. Hazardous Materials. Grantee shall not cause or permit any Hazardous Material (as defined by federal, state or local laws, rules, regulations or ordinances) to be brought upon, kept or used by Grantee or its agents, employees, contractors, sublessees, tenants or invitees in or about the Suburban Propane Property or the Easement Area, unless such Hazardous Material is necessary to the business of any such person or entity and such Hazardous Material is used, kept, stored and disposed of in a manner that complies with all applicable laws regulating any such Hazardous Material so brought upon or used or kept in or about the Suburban Propane Property or the Easement Area. Grantee shall indemnify Grantor, its directors, officers, employees, contractors, agents, successors and assigns, from any claim, damage, cause of action, injury, of any type or nature, arising out of or related to the placement by Grantee of Hazardous Materials within the Easement Area.

5. Interference. The parties shall cause all construction, installation, maintenance and repair work required of either party hereunder to be conducted so as not to unreasonably interfere with any construction or business activities of the other party, its tenants, guests, customers, invitees, contractors, servicemen, on the Thompson Point Development or the Suburban Propane Property, respectively. Neither the owner of the Thompson Point Development land or the Suburban Propane Property, respectively shall, except for the Roadway (as defined above) erect or allow to be erected any structures or improvements on or in the Easement Area and shall not plant or allow to be planted or grown any trees or other plantings therein nor perform any work therein which may obstruct, impede or interfere with the use of the Easement Area for the purposes stated herein.

6. Indemnity. Grantee and Grantor each hereby indemnifies and holds the other harmless from and against any loss, cost, damage or expense, including all claims for death or injury to person or damage to or destruction of property, and including, without limitation, actually incurred reasonable attorneys' fees and court costs, which the other suffers or incurs and which arise out of or in connection with or by reason of the negligence or intentional misconduct of such indemnifying party, its tenants, occupants, customers, invitees, servicemen, agents, representatives, contractors or employees, in the conduct of the construction or maintenance performed, or the use, exercise or enjoyment of the rights and easements provided herein or related to mechanic's, materialmen's or other liens or claims arising out of such work or exercise of rights and easement herein, by such indemnifying party as contemplated under this Agreement.

7. Duration and Effective Date of Construction Easements. Except as otherwise provided herein, the construction easements described in Section 2 above and created by this Agreement shall be irrevocable during the period of the construction of the Thompson Point Development and are effective upon the execution of this Agreement (the "Construction Easement Term"). The said construction easements shall remain in effect throughout the Construction Easement Term, as the Construction Easement Term may be extended from time to time, but in any event the Construction Easement Term shall automatically expire without further notice to Grantee on the earlier to occur of: (i) Grantee's completion of construction of the Thompson Point Development, or (ii) December 31, 2015.

8. Grant of Easements Only. Grantee and Grantor are not hereby conveying any

land or title thereto, but merely are granting the rights, privileges and easements hereinabove set forth.

9. Priority of Easements. The easements granted by this Agreement are and will be superior in priority to any mortgages, security deeds, deeds of trust or liens, the foreclosure of which could terminate such easements.

10. Notices. Any notice, request or other communication required or permitted to be given hereunder must be in writing. All notices shall be either (a) sent by overnight delivery using a nationally recognized overnight courier, in which case notice shall be deemed delivered one Business Day after deposit with such courier, (b) sent by certified or regular U.S. mail, postage prepaid, in which case notice shall be deemed delivered two Business Days after deposit in such mails, (c) sent by facsimile or electronic mail, in which case notice shall be deemed delivered upon the mechanical confirmation of delivery or (d) sent by personal delivery, in which case notice shall be deemed delivered upon receipt or refusal of delivery, or if such receipt or delivery occurs on a day that is not a Business Day, on the next Business Day. All notices shall be addressed to each party at its address as set forth below:

If to Grantee:

Forefront GP LLC  
55 Lisbon Street, Suite 2400  
Lewiston, Maine 04240  
Attention: Christopher Thompson  
Parallaxpartners@gmail.com

If to Grantor:

Suburban Propane  
240 Route 10 West  
Whippany, New Jersey 07981  
Attention: Susan G. Delia, Senior Real Estate Manager  
SDelia@suburbanpropane.com

Any party may designate a change of address by written notice to the other party delivered at least ten (10) days before such change of address is to become effective.

11. Amendment. The provisions of this Agreement may be abrogated, modified, rescinded or amended in whole or in part only with the consent of the parties hereto, their successors and assigns, in a written instrument duly executed, delivered and recorded.

12. Governing Law. This Agreement shall be governed by, interpreted under, and construed and enforced exclusively in accordance with the provisions hereof and the laws of the State of Maine.

13. Binding Effect. The easement rights, obligations and restrictions created hereby

shall be rights, obligations and restrictions running with the land and shall be binding upon and inure to the benefit of the owner of the Suburban Propane Property and the owner of the Thompson Point Development land, and their respective heirs, successors and assigns.

14. Counterparts. This Agreement may be executed in two or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument.

[SIGNATURES ON THE FOLLOWING PAGES]

IN WITNESS WHEREOF, the undersigned have executed and delivered this Agreement under seal as of the day and year first above written.

**GRANTOR:**

SUBURBAN PROPANE, L.P.

By: Suburban Energy Services Group LLC,  
its General Partner

By: Paul Abel  
Name: Paul Abel  
Title: Vice President, General Counsel  
& Secretary

**GRANTEE:**

FOREFRONT PARTNERS I, LP

By: Forefront GP LLC, its General Partner

By: Christopher M. Thompson  
Christopher M. Thompson  
Its Member, duly authorized

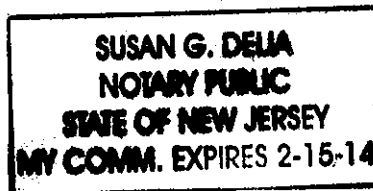
STATE OF New Jersey  
COUNTY OF MORRIS

January 23, 2013

Personally appeared the above-named, Paul Abel, of Vice President General Counsel & Secretary, the general partner of Suburban Propane, L.P. and acknowledged the foregoing instrument to be his / her free act and deed and the free act and deed of said Suburban Propane, L.P.

Before me,

Susan G. Delia  
Notary Public/Attorney at Law  
Susan G. Delia  
Printed Name



## EXHIBIT A

### Suburban Propane Property

A certain lot or parcel of land situated in the City of Portland in the County of Cumberland and State of Maine and more particularly bounded and described as follows:

Beginning at a stake in the division line between land now or formerly owned by P. H. and J. M. Brown Company and land owned by the Portland and Ogdensburg Railway, which said division line extends in a direct course from Congress Street to the location of The Portland and Ogdensburg Railway, so-called (hereinafter called "said location"), and crosses said location to and into the flats adjoining the above-described land and which above-described point of beginning is in the southwesterly side line of said location and is twenty-eighty (28) feet southwesterly from and measured at right angles to the center line of the east bound main track of said Railway; thence south fifteen degrees twenty-four minutes ( $15^{\circ} 24'$ ) west on said division line four hundred ninety-eight (498) feet to a stake in the flats; thence South fifty-eight degrees forty-six minutes ( $58^{\circ} 46'$ ) each three hundred eighty-three and four tenths (383.4) feet to a stake in the flats; thence south six degrees thirty-six minutes ( $6^{\circ} 36'$ ) east five hundred seventy-eight (578) feet to a stake in the flats; thence south thirteen degrees thirty-three minutes ( $13^{\circ} 33'$ ) west four hundred (400) feet, more or less, to the channel of a creek running into Fore River so-called; thence in a general southeasterly direction by said channel of said creek five hundred (500) feet, more or less, to the point of intersection of said channel of said creek with a line drawn parallel to and one hundred (100) feet northwesterly from and measured at right angles to the prolongation southwesterly of the northwesterly side line of Frederick Street; thence northeasterly on said line drawn parallel to and one hundred (100) feet northwesterly from and measured at right angles to said prolongation southwesterly of said northwesterly side line of Frederick Street fifteen hundred (1500) feet, more or less, to a point in the southwesterly side line of said location distant forty-nine and five tenths (49.5) feet, more or less, southwesterly from and measured at right angles to the center line of said east bound main track of said Railway; thence northwesterly by the southwesterly side line of said location eighty-five (85) feet, more or less, to a point; thence northeasterly at right angles by said location twenty-one and five tenths (21.5) feet to the southwesterly side line of said location and a point twenty-eight (28) feet southwesterly from and measured at right angles to the center line of said east bound main track of said Railway; thence north fifty-four degrees thirty-six minutes ( $54^{\circ} 36'$ ) west by the southwesterly side line of said location and on a line parallel to and twenty-eight (28) feet southwesterly from and measured at right angles to the center line of said east bound main track of said Railway seventeen hundred seventy-five (1775) feet more or less, to the point of beginning; containing 1,610,413 square feet, more or less, of uplands and 595,203 square feet, more or less, of flats.

Being the same premises described in an instrument from Utilities Distributors, Inc. to Suburban-U.D.I. Co of Maine dated March 12, 1953 and recorded in the Cumberland County Registry of Deeds in Book 2124, Page 129.

Also, another certain lot or parcel of land situated at Thompson's Point in the City of Portland, County of Cumberland and State of Maine bounded and described as follows:



Beginning at a spike in the center line of a thirty (30) foot private road said spike marking the most southwesterly corner of a lot of land excepted out of a quit claim deed from Suburban U.D.I. Co of Maine to Peter A. Anderson and E. Martin Anderson dated August 18, 1953 and recorded in Cumberland County Registry of Deeds in Book 2146, Page 304. Thence, from said point of beginning and by a line that is parallel to and five (5) feet from a building on said excepted lot, N 36° 16' 30" E eighty-seven and forty-eight hundredths (87.48) feet to a point on the loading platform of the building aforementioned; thence, by a line that is five (5) feet southerly of a parallel to the concrete loading platform of the warehouse of the Grantor herein, N 55° 54' 30" W ninety-one and seventy-six hundredths (91.76) feet to a spike at the center line of the aforementioned thirty (30) foot private road; thence by the center line of the said private road S 3° 04' W forty-eight and thirteen hundredths (48.13) feet to a spike; thence S 19° 56' 30" E seventy-eight and sixty hundredths (78.60) feet to the point of beginning. Said above-described courses are magnetic and of the date of 1953.

Being the same premises described in a Bargain and Sale Deed from Quantum Chemical Corporation and Chemical Corporation to Suburban Propane, L.P. dated as of March 5, 1996 and recorded in the Cumberland County Registry of Deeds in Book 12492, Page 296.

## EXHIBIT B

### PARCEL 1

A certain tract or parcel of uplands and flats, with the buildings thereon, known as Thompson's Point and situated in the City of Portland in the County of Cumberland and State of Maine and more particularly bounded and described as follows:

Beginning at a stake in the division line between land now or formerly owned by P. H. and J. M. Brown Company and land formerly owned by the Portland and Ogdensburg Railway (now owned by Maine Central Railroad), which said division line extends in a direct course from Congress Street to the location of said Railway (hereinafter called "said location"), and crosses said location to and into the flats adjoining the above described land and which above described point of beginning is in the southwesterly side line of said location and is twenty-eight (28) feet southwesterly from and measured at right angles to the center line of the east bound main track of said Railway; thence South fifteen degrees twenty-four minutes (15 deg. 24') West on said division line four hundred ninety-eight (498) feet to a stake in the flats; thence South fifty-eight degrees forty-six minutes (58 deg. 46') East three hundred eighty-three and four tenths (383.4) feet to a stake in the flats; thence South six degrees thirty-six minutes (6 deg. 36') East five hundred and seventy-eight (578) feet to a stake in the flats; thence South thirteen degrees thirty-three minutes (13 deg. 33') West four hundred (400) feet, more or less, to the channel of a creek running into Fore River, so-called; thence in a general southeasterly direction by said channel of said creek five hundred (500) feet, more or less, to the point of intersection of said channel of said creek with a line drawn parallel to and one hundred (100) feet northwesterly from and measured at right angles to the prolongation southwesterly of the northwesterly side line of Frederick Street; thence northeasterly on said line drawn parallel to and one hundred (100) feet northwesterly from and measured at right angles to said prolongation southwesterly of said northwesterly side line of Frederick Street fifteen hundred (1500) feet, more or less, to a point in the southwesterly side line of said location distant forty-nine and five tenths (49.5) feet, more or less, southwesterly from and measured at right angles to the center line of said east bound main track of said Railway; thence northwesterly by the southwesterly side line of said location eighty-five (85) feet, more or less, to a point; thence northeasterly at right angles by said location twenty-one and five tenths (21.5) feet to the southwesterly side line of said location and a point twenty-eight (28) feet southwesterly from and measured at right angles to the center line of said east bound main track of said Railway; thence north fifty-four degrees thirty-six minutes (54 deg. 36') west by the southwesterly side line of said location and on a line parallel to and twenty-eight (28) feet southwesterly from and measured at right angles to the center line of said east bound main track of said Railway seventeen hundred seventy-five (1775) feet, more or less, to the point of beginning; containing 1,610,413 square feet, more or less, of uplands and 595,203 square feet, more or less, of flats.

Together with a right of way in common with others over the way as now travelled from the intersection of Sewall and Hooper Streets southerly to the above described premises.

Together with a right of way 15 feet in width over land reserved by Suburban U.D.I. Co. of Maine as described below adjacent to and northerly of the southerly bounds of the reserved parcel described below. The southerly bounds are described as N 54° 1-1/2' W; 222.55 feet; N 60° 57-1/2' W 60.12 feet and N 53° 54-1/2' W 175.19 feet.

Granting also the right to use a railroad spur track as now laid out, in common with others, crossing the parcel reserved by Suburban U.D.I. Co. of Maine, said spur track being the most westerly spur track over said reserved land. Further granting the right of clearance for the use of, and the right of maintenance of, existing ties and ballast of the extension of said railroad spur track over said reserved land.

Granting also the right to use another spur track, as now laid out, in common with others, on land reserved by Suburban U.D.I. Co. of Maine between the first described course of said reserved parcel and the course N. 53° 54-1/2' W mentioned in the description of said reserved parcel.

The Grantees' right to use said two railroad spur tracks on said reserved land shall be on the condition that Grantees shall not spot railroad cars on such reserved land.

Granting also the right to use as presently located over the land reserved by Suburban U.D.I. Co. of Maine all sewers, water mains, and utility lines useful to the Grantees for the conduct of their business.

Grantees shall have the right to enter the land reserved by Suburban U.D.I. Co. of Maine when necessary for the maintenance and repair of said sewers, water mains, and utility lines.

There is also included in this conveyance a small parcel of land conveyed by Suburban Propane Gas Corporation to Mecaw Industries dated October 22, 1965 and recorded in Cumberland County Registry of Deeds in Book 2935, Page 239. Such parcel is subject to the rights reserved by Suburban Propane Gas Corporation to use the rail spurs, sewers, water mains, and utility lines which cross such premises.

Excepting from the parcel first above described a certain lot or parcel of land and any buildings thereon as reserved in a deed from Suburban U.D.I. Co. of Maine to Peter A. Anderson and E. Martin Anderson dated August 18, 1953 and recorded in the Cumberland County Registry of Deeds in Book 2146, Page 304, and further bounded and described as follows:

Beginning at a stake on the southerly side line of the right of way of the Mountain Division of the Maine Central Railroad, (formerly the Portland and Ogdensburg Railway), said stake being 15 feet easterly from the center line of a private road leading from Sewall Street to and over land conveyed by Suburban U.D.I. Co. of Maine to said Andersons, said stake being approximately opposite Station 42+96.45, of said railroad; thence by said railroad right of way S 37° 32' E, 206.10 feet to a stake in the line of a fence; thence by said fence and on a course of S 32° 21' E 282.06 feet to the end post of said fence; thence S 32° 50' E, 18.69 feet to a stake; thence S 22° 35' E, 50.00 feet to a stake; thence S 20° 06' E, 50.00 feet to a stake; thence S 13° 06' E, 50.00 feet to a stake; thence S 2° 18' E, 50.00 feet to a stake; thence S 7° 40' W, 50.00 feet to a stake; thence S 17° 43-1/2' W, 50.00 feet to a stake; thence S 27° 11-1/2' W, 50.00 feet to a spike in the center line of a 30 foot right of way hereinafter described, said spike being distant N 54° 01-1/2' W, 3.92 feet from the westerly gauge of a railway spur line; thence by the center line of said aforementioned 30 foot right of way, N 54° 01-1/2' W, 227.55 feet to a spike marking an angle in said right of way, said last mentioned course passing 15 feet northerly of and parallel to the northerly side line of a projection of a building on land conveyed by Suburban U.D.I. Co. of Maine to said Andersons; thence by the center line of said aforementioned 30 foot right of way, N 60° 57-1/2' W, 60.12 feet to a spike marking an angle therein; thence by the center line of said aforementioned 30 foot right of way, N 53° 54-1/2' W, 175.19 feet to a spike, said last mentioned course passing 22 feet southerly of and parallel to the brick line of a three story office building known as Building 7-G on land reserved to Suburban U.D.I. Co. of Maine; thence parallel to and 5 feet from a building on land reserved to Suburban U.D.I. Co. of Maine, N 36° 16-1/2' E,

300.52 feet to a stake; thence N 37° 32' W, 225.18 feet to a stake distant 15 feet from the center line of said private road leading from Sewall Street to and over land conveyed by Suburban U.D.I. Co. of Maine to said Andersons, said last mentioned course being parallel to and 75 feet from the first described course; thence by said private road leading from Sewall Street, N 35° 31' E, 78.41 feet to the point of beginning. Said above described courses are magnetic and of the year 1953.

In said deed Suburban U.D.I. Co. of Maine reserved for itself and its successors and assigns a right of way in common with others from the intersection of Sewall and Hooper Street southerly crossing the right of way of the Maine Central Railroad to the reserved parcel described above.

Suburban U.D.I. Co. of Maine also reserved for itself and its successors and assigns a right of way 30 feet in width leading from the right of way above described over land conveyed to said Andersons to the 30 foot right of way described in the above described reserved parcel.

Suburban U.D.I. Co. of Maine also reserved for itself and its successors and assigns a right of way 15 feet in width over land conveyed to said Andersons adjoining the southerly bounds of the above described reserved parcel, which bounds are described as N 54° 01-1/2' W, 227.55 feet; N 60° 57-1/2' W 60.12 feet and N 53° 54-1/2' W 175.19 feet.

Suburban U.D.I. Co. of Maine also reserved for itself, its successors and assigns, the right, in common with to use and maintain a platform partially on land herein conveyed and partially on land reserved by Suburban U.D.I. Co. of Maine. Said platform adjoins and serves a warehouse building on said reserved land, said building being 5 feet from the bound having the course N 36° 16-1/2' E. Said platform extends on land herein conveyed about 6.25 feet westerly from the land reserved by Suburban U.D.I. Co. of Maine for a distance of about 51.47 feet along said division line.

Suburban U.D.I. Co. of Maine also reserved for itself, its successors and assigns, a right of way in common with others from said platform over land herein conveyed to the 30 foot right of way over land herein conveyed, said 30 foot right of way being the second right of way described in this conveyance, said right of way to continue only so long as Suburban U.D.I. Co. of Maine, its successors and assigns shall exercise continuous use and maintenance of said platform.

Suburban U.D.I. Co. of Maine also reserved for itself, its successors and assigns, the right to use a spur track entering southerly onto land conveyed to said Andersons.

Suburban U.D.I. Co. of Maine also reserved for itself, its successors and assigns, the right to use and maintain sewers, water mains, and utility lines together with the right to enter the land conveyed to said Andersons when necessary for the maintenance and repair of the sewers, water mains, and utility lines.

Also excepting from the premises herein conveyed a small parcel of land conveyed by Mecaw Industries to Suburban Propane Gas Corporation by deed dated November 24, 1965 and recorded in the Cumberland County Registry of Deeds in Book 2935, Page 236. The Grantees shall, however, receive the right of way reserved to Mecaw Industries and the right to use sewers, water mains, and utility lines as described in said deed.

Also excepting from the premises herein conveyed a small parcel of land conveyed by Mecaw Industries to Portland Water District by deed dated March 19, 1976 and recorded in the Cumberland County Registry of Deeds in Book 3821, Page 2.

Also excepting from the premises herein conveyed that portion of the premises taken by the State of Maine for highway purposes and described in a Notice of Taking dated July 26, 1967

and recorded in Cumberland County Registry of Deeds in Book 3005, Page 432.

The above described premises are conveyed subject to utility easements granted to Central Maine Power Company, et al., by deed dated June 16, 1949, and recorded in the Cumberland County Registry of Deeds in Book 1966, Page 316 and dated September 9, 1959 and recorded in Cumberland County Registry of Deeds in Book 2325 Page 212; to a gas main easement granted to Portland Gas Light Company by deed dated May 9, 1962 and recorded in Cumberland County Registry of Deeds in Book 2673, Page 44; to a storm sewer easement granted to City of Portland by deed dated June 9, 1975 and recorded in Cumberland County Registry of Deeds in Book 3702, Page 229; to pipeline easements granted to Portland Water District by deed dated March 19, 1976 and recorded in Cumberland County Registry of Deeds in Book 3820, Page 348; easement granted to Portland Water District by deed dated March 19, 1976 and recorded in Cumberland County Registry of Deeds in Book 3821, Page 2; and easements granted to Portland Water District by deed recorded in Cumberland County Registry of Deeds in Book 4010, Page 159.

Reference may be had to a deed from Peter A. Anderson et al to Mecaw Industries dated June 15, 1960 and recorded in Cumberland County Registry of Deeds in Book 2549 Page 130 for further title information.

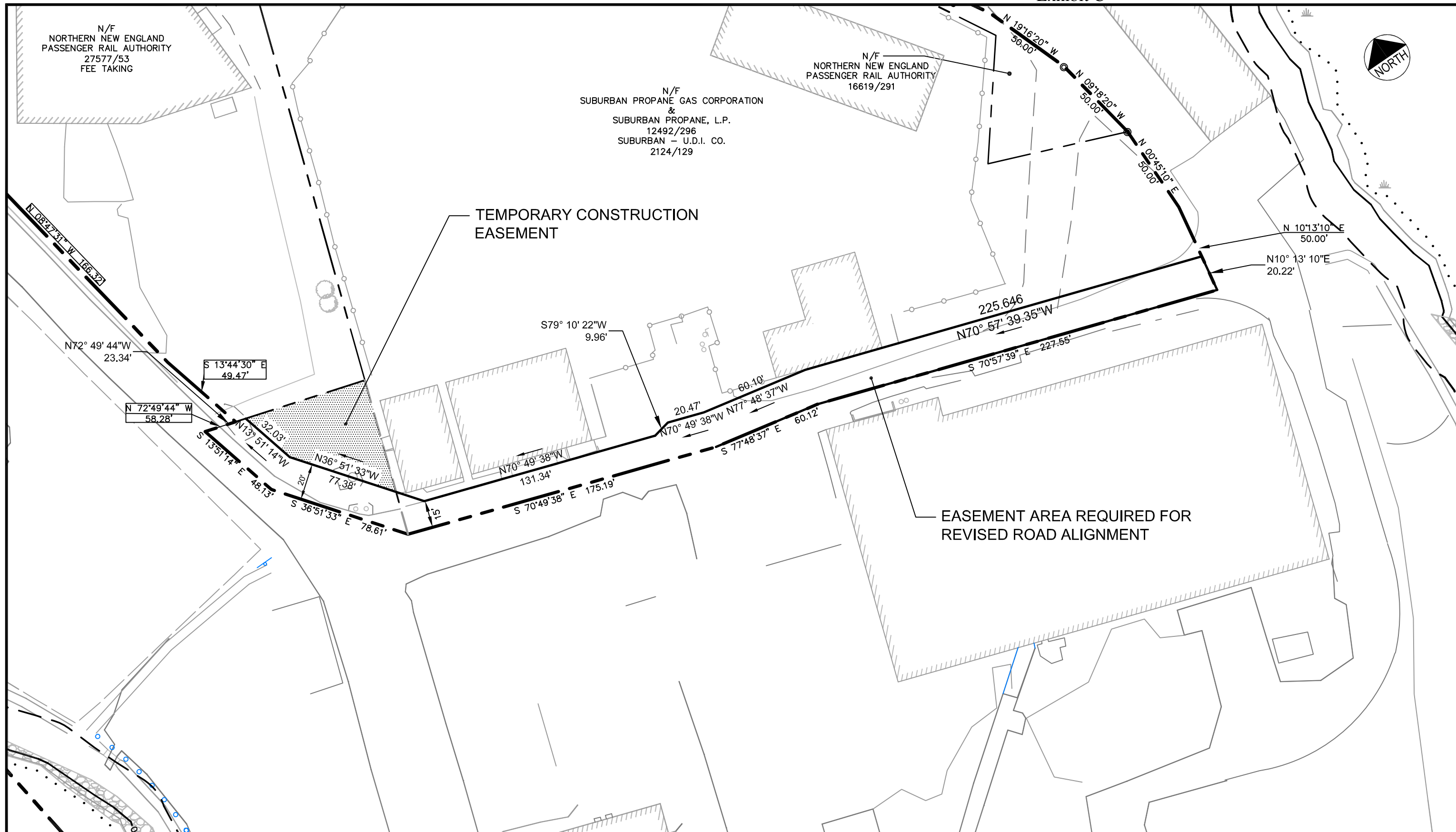
Being the same premises described in a deed from Mecaw Industries to Thompson's Point Inc. dated October 1, 1984, and recorded in said Registry of Deeds in Book 6579, Page 30.

#### PARCEL 2

A certain lot or parcel of land in the City of Portland, County of Cumberland and State of Maine, more particularly described as follows:

Commencing at a point on a line of land being the southeasterly sideline of the Grantor herein and further being the last described course (i.e., the 2066-foot course) in the fourth described parcel in a deed from John Marshall Brown to P.H. and J.M. Brown Company, dated January 3, 1894 and recorded in the Cumberland County Registry of Deeds in Book 609, Page 364, said point being at the intersection of the aforesaid line with the line of land formerly of the Portland and Ogdensburg Railway, now of the Portland Terminal Company; thence northwesterly along the line of land of said Portland Terminal Company approximately three hundred (300) feet to a northerly corner of the land of the Grantor herein; thence South 70° West by Grantor's sideline approximately fifty (50) feet to the high water mark of an inlet of the Fore River; thence in a generally southerly direction along the high water mark and westerly, southerly and easterly around a finger of land extending into said inlet, in all cases along the high water mark, to the northwesterly sideline of the land of the Grantee herein; thence northeasterly along the northwesterly sideline of the land of the Grantee herein approximately four hundred fifteen (415) feet to the point of beginning.

Being the same premises described in a deed from The Dartmouth Company to Thompson's Point Inc. dated January 31, 1985 and recorded in the Cumberland County Registry of Deeds in Book 6676, Page 287; but not including such land as taken by Northern New England Passenger Rail Authority under Notice of Condemnation dated February 2, 2010 and recorded with Cumberland County Register of Deeds as Document # 5952 at Book 27577, Page 53.



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 WWW.DELUCAHOFFMAN.COM

|            |                  |         |          |
|------------|------------------|---------|----------|
| DRAWN:     | DED              | DATE:   | 12.10.12 |
| DESIGNED:  | BEK              | SCALE:  | 1" = 50' |
| CHECKED:   | SRB              | JOB NO. | 2982.01  |
| FILE NAME: | 2982-SITE LAYOUT |         |          |

**THE FOREFRONT  
 AT THOMPSON'S POINT**

**EASEMENT AREA  
 UPDATED 05.28.14**

**ATTACHMENT B**

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**COMPLIANCE WITH APPLICABLE ZONING REQUIREMENTS**

## **LEVEL III SUBMISSION SUPPORTING NARRATIVE**

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In accordance with Section 14-527 (f) and (g) the General Written Submission Checklist, we offer the following narrative describing the information supporting the Level III Site Plan submission.

### **Section 14-527 (f)**

1. thru 4. The Boundary and Topographic Survey Plans submitted as part of the original Level III approval documents and subsequent Master Plan approval documents remain valid and are made part of the current Level III Site Plan submission by reference. The previously submitted boundary and topographic plans and the Sheet C-2.0 – Existing Conditions Plan included with this plan set satisfy Items 1 thru 4 of this section.
5. A Site Layout Plan (Sheet C-3.0) and Site Details (Sheet C-8.0 and C-8.1) accompany this submission. These plans show the location and details for all proposed paved areas and sidewalks.
6. The proposed Brick North Building will be serviced along the back drive along the northerly side of the building with small box trucks and service vehicles. The building will not require a traditional recessed loading dock. An existing oversized door on the westerly side of the building is expected to remain for larger deliveries. A short section of low profile curbing will be installed such that smaller trucks can mount the curb and back up to this door.
7. The project is located adjacent to the Portland Transportation Center which is the home of the City’s major transportation hub including train, charter bus, Metro bus, taxi and commuter vehicle parking. This phase of the project is not anticipated to generate enough use to warrant a dedicated metro bus or taxi accommodation. However, public transit remains a large part of the overall Master Plan. The site layout plan shows a significant pedestrian connection from the parking facility to the Transportation Center and more specifically to the existing Metro bus stop.
8. Generally speaking, the existing site has four main parking areas with a mixture of surface treatments from gravel to pavement. Today, parking on the site is very loosely defined and does not include formally delineated parking spaces or aisles. The first area is located on the northwestern part of the site known as the “panhandle” and is used by Hood Dairy cooler truck parking. The second area along the westerly side of the peninsula abuts the existing access road and access to the Portland Water District’s pump station. The third parking area is nestled in the center of the site between the abutting Suburban Propane Property, Brick North Building and Brick South Buildings. The last area of existing parking is east and south of the Brick South Building.

This phase of the Forefront project will focus on the third area described above. The applicant proposes the construction of a two-lane roadway extending from the soon to be widened Thompson’s Point Connector Road into the site approximately 800 feet. The roadway will serve as the main spine onto the site and provide both vehicular and pedestrian access to all of the existing and proposed uses on the site. Additionally, a new 165 parking space parking lot is proposed to serve a soon to be renovated Brick North Building, Existing Brick South Building, and special events held at the Depot Pavilion. The parking lot meets the City of Portland Technical Design Manual and Land Use Code and is detailed on the enclosed design drawings. Sixteen (16) bicycle parking spaces have been provided adjacent to the prominent building entrances.

9. The snow storage will be pushed off the roadway edges and around the perimeter of the parking lot. The proposed parking and roadway improvements will occupy approximately 3 acres of a 27.65 acre site. This allows for ample space for snow storage within the site boundaries. The proposed entrance road still acknowledges and incorporates a City of Portland turnaround area at the end of the Thompson’s Point Road Right-of-Way.



10. This phase of the project is projected to produce approximately 107 daily trips to the site as noted in Gorrill Palmer's March 4, 2014 memorandum submitted with the Master Plan application. This many vehicular trips falls well under the currently allocated vehicular trips as approved in the site's Traffic Movement Permit (TMP) and the Traffic Control Plan included in the June 2013 approved Level III Site Plan and December 2013 Brick North Level III Site Plan. The Traffic Control Plan is on file with the City of Portland and available upon request.
11. The applicant proposes three new stormwater management discharges and StormTreat™ stormwater treatment units within the 25 foot Mean High Water Setback as shown on Sheet C-5.1 – Stormwater Management Plan. With these exceptions, the balance of the proposed work is outside of the 25 foot Mean High Water Setback. Vegetative buffering is not proposed as part of this portion of the project. However, buffering still remains an important element to the overall Master Plan and Natural Resource Permits from the MeDEP and ACOE.
12. This project does not propose alterations to any watercourses. The accompanying plan sheets show the site's proximity to existing watercourses which includes the Fore River.
13. thru 14. Wetland boundaries and natural resources are shown on the referenced boundary and topographic plans. This portion of the Forefront project does not propose impacts to the delineated wetlands located on the panhandle portion of the site.
15. Existing soil conditions are documented in the previously approved Level III Site Plan and Master Development Plan. The site has a long history of heavy development and most of the surfaces are described as compacted gravel, pavement or building. The existing surface types are also identified on the accompanying plan set.
16. The site's existing vegetation is limited to scrub shrub around the perimeter of the peninsula. Limited disturbance to this vegetation will occur in order to install the stormwater discharge pipes. The applicant has shown the proposed landscaping on Sheet L-1 – Stand Alone Brick North Landscaping Plan.
17. The Stormwater Management Plan is shown on Sheet C-5.1. The applicant proposes the use of stormwater treatment measures consistent with the approved Stormwater Management Report and described in the enclosed supplemental stormwater management memorandum. The proposed treatment measures are compliant with Section 5 of the City of Portland Technical Manual and requirements of the MeDEP Site Location of Development as approved through the City's Delegated review authority.
18. The proposed Grading Plan is shown on Sheet C-5.0. This plan shows the detailed site grading within the "disturbed areas" as defined in Section 5 III (F) of the City of Portland Technical Manual. Generally speaking, the site grades are greater than 3' above the 100-year floodplain as indicated on the latest Flood Hazard Maps for the City of Portland.
19. The proposed plan has implemented the following ground water protection measures:
  - a. Proposed stormwater treatment measures require an impermeable liner to separate stormwater and groundwater.
  - b. The Erosion Control Plan has strict requirements as detailed in the approved Voluntary Remediation Action Program (VRAP) regarding the release of groundwater from the site.
  - c. All sanitary sewer mains must meet the City of Portland Technical standards for infiltration and watertight manholes and pipe joints.

20. Sheet C-4.0 – Stand Alone Brick North Utility Plan shows the proposed sewer main and service stub connections for future lots as contemplated by the Master Development Plan. Sheet C-10.0 shows the sanitary sewer main profiles and Sheet C-8.4 shows typical sanitary sewer trench and appurtenance details.
21. The applicant proposes three new fire hydrants, two of which will be maintained by the Portland Water District as part of the public water main extension. Four existing hydrants will remain in use as onsite private hydrants. Upon completion of this phase, the site will have 7 fire hydrants as depicted on the enclosed Sheet C-9.0 Fire Safety Compliance Plan. Mark Cummings of Fire Protection Services Inc. has prepared a Life Safety Plan Memorandum Dated June 4, 2014 and found in Attachment D.
22. Sheet C-4.0 Stand Alone Brick North Utility Plan shows all proposed and existing utilities. This phase of the project includes all new utility main connections with-in the main access drive corridor that will serve both the existing on-site buildings and the abutting Suburban Propane property. The new services include a water main extension, gas main, sanitary sewer, underground primary power, and underground communication duct bank.
23. The site is located on a peninsula and Item number 23 is not applicable to this site.
24. A small dumpster pad with screening fence enclosure is proposed for the Brick North tenant on the easterly side of the building as shown on Sheet C-3.0 Stand Alone Brick North Layout Plan.
25. Approved building plans are on file with the City.
26. A shadow analysis is not applicable to this application.
27. All communication with the Maine Historic Preservation Commission and a copy of the Application for Certificate of Appropriateness is on file with the City.
28. The location and dimensions of all existing and proposed HVAC and mechanical equipment will be submitted as part of the building permit application.
29. An exterior lighting plan was prepared by Bartlett Designs and is shown on the E-series drawings submitted under a separate cover.
30. All proposed street signage shall meet the Manual for Uniform Traffic Control Devices (MUTCD) and is shown on Sheet C-3.0. Project way finding and identification signage will be submitted under a subsequent application.
31. The location, dimensions and ownership of easements, public and private rights of way, both existing and proposed are shown on Sheet C-1.1 Phase 1A. The Subdivision Plan has been revised to include a change to the entrance roadway alignment and an additional easement to cover the proposed public water main extension.

**Section 14-527 (g)**

1. An approved Construction Management Plan was included in the original Level III Site Plan and is on file with the City.
2. A Traffic Study was completed as part of the approved MaineDOT Traffic Movement Permit for the previously reviewed Level III Site Plan Application and more recently updated and approved with the

Master Development Plan. The work proposed as part of this application does not waiver from these approvals and is consistent with the analysis and findings of the TMP.

3. There are no significant natural features within the site development area except for the far westerly end of the panhandle where some mature trees have established and which require protection under the Shoreland protection requirements. Furthermore, the Fore River tidal flats and river surround the perimeter of the peninsula.
4. A detailed narrative describing the existing site watershed hydrology, existing buildings, and existing land cover is included in the previously approved stormwater management reports and are on file with the City. Attachment C includes a supplemental stormwater memorandum describing the impacts proposed as part of this phase of work. The proposed improvements included with this submission include the disturbance of 3.16 acres.
5. Stormwater runoff calculations as described in Section 5 of the Technical Manual are enclosed in Attachment C.
6. This phase of work is consistent with the Master Development Plan approved by the City in March of 2014.
7. Evidence of Utility Capacity to Serve was provided in the June 2012 approved Level III Site Plan application and is on file with the City. The uses proposed in this phase of the project are negligible compared to the total projected usage for the entire project. Further evidence of utility capacity to serve is not required at this time.
8. The demolition of three existing buildings is estimated to generate 380 CY of solid waste. Prior to demolition of any building the contractor will be required to perform remedial abatement in accordance with the approved MaineDEP VRAP plan. Upon complete abatement of contaminated materials the remaining typical building materials will be processed on site and disposed of in an approved recycling or landfill facility.
9. A review of NFPA 1 is included in Attachment D. This was completed by Fire Risk Management.
10. A review of the Applicable Design Standards of Section 15-426 is included in Attachment E of the application.
11. HVAC work is not proposed at this time.

#### **General Written Submissions Checklist**

As acknowledged on the Level III Plan Submission's General Written Submissions Checklist, we note the following items not previously covered in this supporting narrative:

*Item: Evidence of Right, Title and Interest*

Copies of the Transfer Deed to Forefront Partners, I LP and agreements with Suburban Propane were part of the Approved Level III Brick North Site Plan Application and are on file with the City.

*Item: Evidence of State and/or Federal Approvals; if applicable*

The Applicant has previously provided copies of the State and Federal Permits issued for the project including the Traffic Movement Permit, U.S. ACOE Permit, and MaineDEP NRPA Permit.

*Item: Written Assessment of Proposed Project's Compliance with Applicable Zoning Requirements*

A written summary is contained in Attachment B to this submission.

*Item: Evidence of Financial and Technical Capacity*

The Applicant has previously provided information pertaining to financial and technical capacity. A copy of the letter from TD Bank accompanied the approved Level III Brick North Site Plan application and is on file with the City.

**ATTACHMENT C**

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**SUPPLEMENTAL STORMWATER MANAGEMENT REPORT  
AND CALCULATIONS  
FOR  
PHASE 1A BRICK NORTH LEVEL III SITE PLAN APPLICATION**

**SUPPLEMENTAL STORMWATER MANAGEMENT REPORT  
FOR PHASE 1A BRICK NORTH LEVEL III SITE PLAN  
APPLICATION  
(GENERAL STANDARDS)**

**THE FOREFRONT AT THOMPSON'S POINT  
PORTLAND, ME**

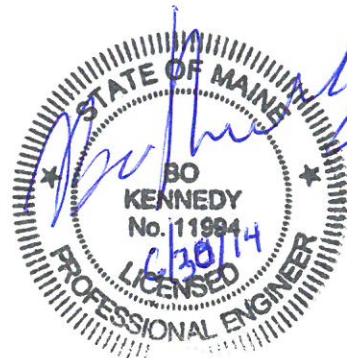
**PREPARED FOR:**

**FOREFRONT PARTNERS I, LP  
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**PREPARED BY:**

**FAY, SPOFFORD & THORNDIKE  
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**June 30, 2014**



## TABLE OF CONTENTS

| <b>Section</b> | <b>Description</b>                    | <b>Page</b> |
|----------------|---------------------------------------|-------------|
| 1.0            | Introduction.....                     | 1           |
| 2.0            | Stormwater Management Revisions ..... | 1           |
| 3.0            | Conclusion.....                       | 2           |
| 4.0            | Appendices.....                       | 2           |

### **List of Appendices**

Appendix 1 – Summary of Water Quality Treatment

Appendix 2 – Stormdrain Sizing Computations

Appendix 3 – StormTreat™ Treatment System Computations

# **SUPPLEMENTAL STORMWATER MANAGEMENT REPORT**

## **1.0 Introduction**

Fay, Spofford & Thorndike (FST) (formerly DeLuca-Hoffman Associates, Inc.) was retained by Forefront Partners I, LP for preparation of the June 5, 2012 approved site design and site permitting and for the proposed mixed-use development of Thompson's Point in Portland, Maine. The site plan was later amended in June 2013 for inclusion of the Brick North Building and again as part of a Master Development Plan application which was approved in March 2014. Forefront Partners I, LP is presenting an amended Phase 1A Stand Alone Brick North site plan to the City of Portland that incorporates the site changes presented as part of the approved Master Plan.

This supplemental report is intended to describe the improvements included with the renovated Brick North Building plan and demonstrate the integration of stormwater treatment and conveyance design with the approved Master Plan Stormwater Management Strategy. The enclosed computations show that this phase of the project has been designed to meet the Portland Stormwater Management Standards adopted 7/19/10 and General Stormwater Standards of MeDEP (revised October 2010) and are consistent with the overall goals presented in previous Stormwater Reports. The intent of the stormwater management design, erosion and sediment control, and Inspection and Maintenance Manual have remained the same as approved in June 5, 2012. This phase of the project will have a developed area 3.16 acres of which 2.29 acres are newly constructed impervious. Revisions to the site plan and how it relates to each Stormwater Management Discharge Zone is outlined below and tabulated in the attached spreadsheet.

## **2.0 Stormwater Management Revisions**

### **Zone D (Access Road and Parking Lot):**

Zone D water quality treatment will be comprised of two treatment measures:

- A collection of Filterra® (or approved equal) tree box filters sized for the specific tributary area to each filter. The approved systems remain unchanged and meet the Chapter 500 Standards as previously designed.
- A series of StormTreat™ treatment units.

Zone D includes a storm drainage trunk line sized to convey stormwater runoff from offsite sources (NNEPRA, Suburban Propane, and Thompson's Point Connector Road), treated and overflow discharge from the Filterra® units, and overflow discharge from the Stormtreat Treatment Units. The trunk line has been sized with consideration of potential flow from future phases of the project; however, the treatment measures themselves have been designed to treat the impervious area proposed as part of this phase only. It is anticipated that the StormTreat™ treatment systems can be expanded as future demand dictates the need.

The StormTreat™ treatment systems and Filterra® are considered adequate to meet the Chapter 500 General Standards.



Zone F (Brick North Building, Brick South Building and Parking Lot):

Building A (Brick North) will remain and undergo renovation for mixed-uses such as office, studio and other. The Brick North and Brick South Buildings were constructed prior to 1975 and therefore not subject to the MeDEP Chapter 500 treatment regulations. However, as stipulated in Section 6 of the Chapter 500 Stormwater manual the applicant is proposing the use of mitigation credit at a rate of 60% of the total rooftop area treated to offset an untreated parking lot to the south of the Brick North Building.

The applicant has elected to install a stone drip edge with gravel filter to treat the runoff from the existing roof. The roof is pitched down the center, splitting the building on its east-west axis; therefore, the drip edge treatment is proposed on the north and south sides of the building as shown on Sheet C-5.1 Stormwater Management Plan. The stone reservoir is 6 ft. wide by 2.48 ft. thick as shown in the attached computations. The stone reservoir has been sized to store the water quality volume computed to be 1" of runoff from the rooftop area.

The untreated parking lot will drain to a series of new catch basins which will be outfitted with sumps, hooded outlets and oil absorbent booms. Ultimately, as part of the Master Plan Stormwater Management Strategy, the parking area to the south of Brick North will be conveyed to a StormTreat™ treatment system; however, with the uncertainty of the exact development proposed for that portion of the site the applicant runs a relatively high risk of having to move or reconstruct the treatment system due to conflicts with future development.

**3.0 Conclusion**

The stormwater management strategy for this phase of the project presented herein has remained the same as the June 5, 2012 approved report and supplemental Master Plan Strategy. The amended site plan treats 70% of the redeveloped area and 78% of the redeveloped impervious area; however, when a 60% credit is taken for the treatment of the Brick North building the amended site plan treats 85% of the net developed area and 99% of the net developed impervious area. The individual systems have been adjusted to accommodate layout revisions but ultimately the detailed design remains the same and meets or exceeds the City of Portland Stormwater Management Requirements.

**4.0 Appendices**

Appendix 1 – Summary of Water Quality Treatment

Appendix 2 – Stormdrain Sizing Computations

Appendix 3 – StormTreat™ Treatment System Computations

## **APPENDIX 1**

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### **SUMMARY OF WATER QUALITY TREATMENT**

## Summary of Water Quality Treatment

| Zone                                     | Inlet ID                 | Impervious Area (sf) | Pervious Area (sf) | Total Area (sf)   | Total Area (Acres) <sup>1</sup> | Required Water Quality Volume (CF) <sup>2</sup> | Existing Developed Area Mitigation Credits (SF) <sup>9</sup> | Treatment Approach <sup>6</sup> | Filterra Size Required | StormTreats Required (EA) <sup>5</sup> | StormTreats Provided (EA) | 1 Yr 24-hr Storm Event Peak Flow Rate (cfs) <sup>3</sup> | Required StormTech Isolator Row Chambers (SC-740) <sup>4</sup> | Provided Water Quality Volume (CF) <sup>7</sup> | StormTech Isolator Row Chambers (SC-740) Provided (EA) |
|--|--------------------------|----------------------|--------------------|-------------------|---------------------------------|---|--|---------------------------------|------------------------|--|---------------------------|--|--|---|--|
| Zone D                                   | D-21                     | 8,280.00             | 772.00             | 9,052.00          | 0.21                            | 715.73  | -  | Filterra                        | 6'x8'                  | -                                      | -                         | 0.52   | 6.63   | -   | 7  |
|  | D-20                     | 12,517.00            | 3,661.00           | 16,178.00         | 0.37                            | 1165.12   | -  | Filterra                        |                        | -                                      | -                         | 0.81   |  | -   | -  |
|  | D-18                     | 5,763.00             | 3,841.00           | 9,604.00          | 0.22                            | 608.28  | -  | Filterra                        | 4'x6'                  | -                                      | -                         | 0.40   | 2.01   | -   | 2  |
|  | D-19                     | 6,430.00             | 1,673.00           | 8,103.00          | 0.19                            | 591.60  | -  | Filterra                        | 4'x6'                  | -                                      | -                         | 0.41   | 2.07   | -   | 2  |
|  | D-11                     | 16,740.00            | 1,948.00           | 18,688.00         | 0.43                            | 1459.93   | -  | Storm Treats                    | -                      | 1.26                                   | 4.00                      | 1.05   | 5.24   | 4,052.00  | 11   |
|  | D-16                     | 12,144.00            | 2,596.00           | 14,740.00         | 0.34                            | 1098.53   | -  | Storm Treats                    | -                      | 0.95                                   |                           | 0.77   | 3.87   |   |  |
|  | D-12                     | 9,443.00             | 1,212.00           | 10,655.00         | 0.24                            | 827.32  | -  | Storm Treats                    | -                      | 0.72                                   |                           | 0.59   | 2.96   |   |  |
|  | D-13                     | 7,020.00             | 1,161.00           | 8,181.00          | 0.19                            | 623.70  | -  | Storm Treats                    | -                      | 0.54                                   |                           | 0.63   | 3.13   |   |  |
|  | D-14                     | 0.00                 | 921.00             | 921.00            | 0.02                            | 30.70   | -  | Storm Treats                    | -                      | 0.03                                   |                           | 0.01   | 0.06   |   |  |
| Disturbed Perimeter Area                 | 4,445.00                 | 5,559.00             | 10,004.00          | 0.23              | -                               | -   | None   | -                               | -                      | -                                      |                           | -  | -  |   | -  |
| <b>Zone D Totals</b>                     | -                        | <b>82,782.00</b>     | <b>23,344.00</b>   | <b>106,126.00</b> | <b>2.44</b>                     | <b>7,120.92</b>                                 | -  | -                               | -                      | -                                      | -                         | -  | -  | -   | -  |
| Zone F Developed Area                    | F-8                      | 2,515.00             | 808.00             | 3,323.00          | 0.08                            | 236.52  | -  | None                            | -                      | -                                      | -                         | -  | -  | -   | -  |
|  | F-7                      | 13,385.00            | 3,942.00           | 17,327.00         | 0.40                            | 1246.82   | -  | None                            | -                      | -                                      | -                         | -  | -  | -   | -  |
|  | F-3                      | 186.00               | 3,362.00           | 3,548.00          | 0.08                            | 127.57  | -  | None                            | -                      | -                                      | -                         | -  | -  | -   | -  |
|  | F-4                      | 256.00               | 783.00             | 1,039.00          | 0.02                            | 47.43   | -  | None                            | -                      | -                                      | -                         | -  | -  | -   | -  |
|  | F-5                      | 256.00               | 3,875.00           | 4,131.00          | 0.09                            | 150.50  | -  | None                            | -                      | -                                      | -                         | -  | -  | -   | -  |
|  | F-6                      | 348.00               | 1,754.00           | 2,102.00          | 0.05                            | 87.47   | -  | None                            | -                      | -                                      | -                         | -  | -  | -   | -  |
|  | Disturbed Perimeter Area | 0.00                 | 0.00               | 0.00              | 0.00                            | 0.00  | -  | None                            | -                      | -                                      | -                         | -  | -  | -   | -  |
| <b>Zone F Developed Area Subtotals</b>   | -                        | <b>16,946.00</b>     | <b>14,524.00</b>   | <b>31,470.00</b>  | <b>0.72</b>                     | <b>1,896.30</b>                                 | -  | -                               | -                      | -                                      | -                         | -  | -  | -   | -  |
| Zone F Existing Buildings                | BNB-North Side           | 17,000.00            | 0.00               | 17,000.00         | 0.39                            | 1416.67   | 10,200.00  | Stone Drip Edge                 | -                      | -                                      | -                         | -  | -  | 1,460.00  | -  |
|  | BNB-South Side           | 17,000.00            | 0.00               | 17,000.00         | 0.39                            | 1416.67   | 10,200.00  | Stone Drip Edge                 | -                      | -                                      | -                         | -  | -  | 1,460.00  | -  |
| <b>Zone F Existing Building Subtotal</b> | -                        | <b>34,000.00</b>     | <b>0.00</b>        | <b>34,000.00</b>  | <b>0.78</b>                     | <b>2,833.33</b>                                 | <b>20,400.00</b>   | -                               | -                      | -                                      | -                         | -  | -  | <b>1,460.00</b>                                 | -  |
| <b>Zone F Totals</b>                     | -                        | <b>50,946.00</b>     | <b>14,524.00</b>   | <b>65,470.00</b>  | <b>1.50</b>                     | <b>4,729.63</b>                                 | <b>20,400.00</b>   | -                               | -                      | -                                      | -                         | -  | -  | -   | -  |

| Developed Area Breakdown                           |            |
|--|------------|
| A.) Total New Developed Area Treated (SF)          | 96,122.00  |
| B.) Total New Developed Area untreated (SF)        | 41,474.00  |
| C.) Total New Developed Area (SF) = A+B            | 137,596.00 |
| D.) Existing Developed Area Treated (SF)           | 34,000.00  |
| E.) Adjusted Existing Developed Area Treated (SF)  | 20,400.00  |
| F.) Total Net Developed Area Treated (SF) = A+E    | 116,522.00 |
| Impervious Area Breakdown                          |            |
| G.) Total New Impervious Area untreated (SF)       | 78,337.00  |
| H.) Total New Impervious Area untreated (SF)       | 21,391.00  |
| I.) Total New Impervious Area (SF) = G+H           | 99,728.00  |
| J.) Existing Impervious Area Treated (SF)          | 34,000.00  |
| K.) Adjusted Existing Impervious Area Treated (SF) | 20,400.00  |
| L.) Total Net Impervious Area Treated (SF) = G+K   | 98,737.00  |

| Treatment Breakdown                    | Required | Provided |
|--|----------|----------|
| % of Net Developed Area Treated = F/C  | 80.00%   | 84.68%   |
| % of Net Impervious Area Treated = L/I | 95.00%   | 99.01%   |

### NOTES AND ASSUMPTIONS:

1. All areas are based on the FST Permit drawings dated June 2014
2. The required water quality volumes have been computed based on Sections 7.4, 7.5 and 7.6 of the Maine DEP Volume III BMP's Technical Design Manual. The volume is computed to be 1" times the subcatchments impervious area and 0.4" times the subcatchments vegetated area. Existing buildings to remain are not required to be treated.
3. The 1 year peak flow rates have been computed using the rational method. The rainfall intensities are derived from the Cumberland County IDF curve.
4. Subsurface storage system sizing is based on a Stormtech SC-740 chamber system. All isolator rows have been computed per section 7.3.3 Pretreatment Isolator Row of the Maine DEP Volume III BMP's Technical Manual. One chamber is required for each 0.2 cfs of the computed tributary 1 year peak flow rate.
5. The required number of Stormtreat treatment units have been computed based on Section 7.4 of the Maine DEP Volume III BMP's Technical Design Manual. The number of units is computed to be the water quality volume divided by 1155 cubic feet and always rounded up.
6. The owner reserves the right to use an alternate tree box filter device provided it has been approved by the Maine DEP Chapter 500 delegated review authority of the City of Portland.
7. Provided Water Quality Volume for stormtreat storage system computed using 61.38 CF of storage per chamber based on Storm Tech Chamber Design Manual
8. The Stone Drip Edge was based on section 7.6 of the Maine DEP Volume III BMP's Technical Design Manual. The Width of stone is derived from a required WQV based off 1" of runoff and a desired stone reseed depth. See sizing computations on separate sheet.
9. According to Chapter 500 Maine DEP stormwater rules; the department allows applicants to take credit for the treatment of existing impervious areas on site. For existing roofs the credit can be calculated by multiplying the total treated area by 0.6.

## **APPENDIX 2**

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**RATIONAL METHOD FLOW COMPUTATION**

**STORM DRAINAGE PIPE SIZING**

**STORMWATER DISCHARGE SUMMARY**

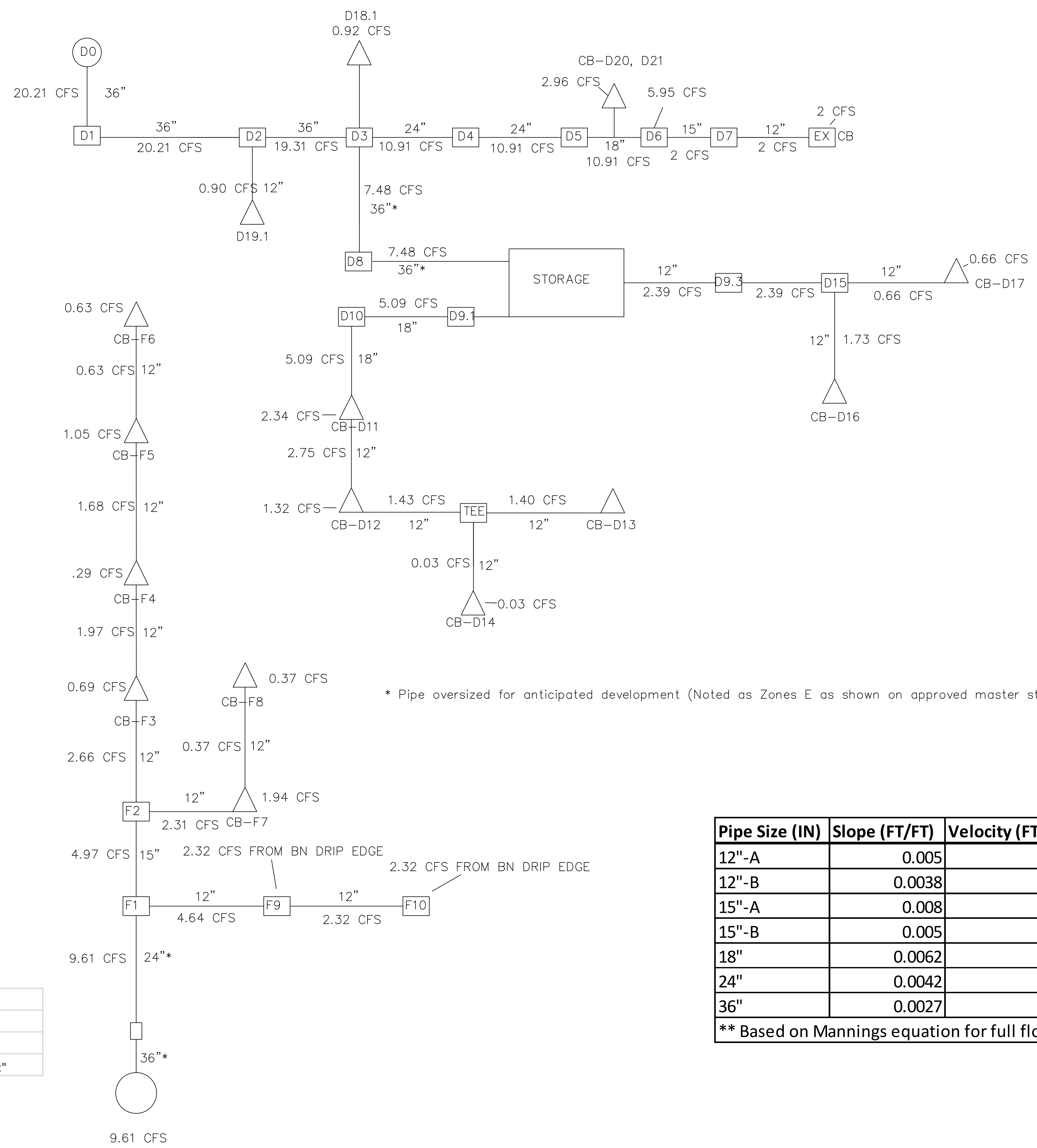
**HGL CALCULATIONS ZONE D AND F**

**HYDROCAD DMH D3 PEAK FLOW ELEVATION CALCULATIONS**

| Rational Method Flow Computations |             |                  |                  |                   |                    |            |              |              |             |             |
|-----------------------------------|-------------|------------------|------------------|-------------------|--------------------|------------|--------------|--------------|-------------|-------------|
| ZONE                              | INLET ID    | IMPERVIOUS (SF)  | PERVIOUS (SF)    | TOTAL AREA (SF)   | TOTAL AREA (ACRES) | WEIGHTED C | 25-YEAR FLOW | 10-YEAR FLOW | 2-YEAR FLOW | 1-Year Flow |
| Zone D                            | D-21        | 8,280.00         | 772.00           | 9,052.00          | 0.21               | 0.89       | 1.15         | 1.01         | 0.74        | 0.52        |
|                                   | D-20        | 12,517.00        | 3,661.00         | 16,178.00         | 0.37               | 0.78       | 1.81         | 1.59         | 0.00        | 0.81        |
|                                   | D-18        | 5,763.00         | 3,841.00         | 9,604.00          | 0.22               | 0.65       | 0.90         | 0.79         | 0.00        | 0.40        |
|                                   | D-19        | 6,430.00         | 1,673.00         | 8,103.00          | 0.19               | 0.80       | 0.92         | 0.81         | 0.00        | 0.41        |
|                                   | D-11        | 16,740.00        | 1,948.00         | 18,688.00         | 0.43               | 0.87       | 2.34         | 2.06         | 0.00        | 1.05        |
|                                   | D-16        | 12,144.00        | 2,596.00         | 14,740.00         | 0.34               | 0.82       | 1.73         | 1.52         | 0.00        | 0.77        |
|                                   | D-17        | 4,871.00         | 0.00             | 4,871.00          | 0.11               | 0.95       | 0.66         | 0.58         | 0.00        | 0.30        |
|                                   | D-12        | 9,443.00         | 1,212.00         | 10,655.00         | 0.24               | 0.86       | 1.32         | 1.16         | 0.00        | 0.59        |
|                                   | D-13        | 10,005.00        | 1,161.00         | 11,166.00         | 0.26               | 0.87       | 1.40         | 1.23         | 0.00        | 0.63        |
|                                   | D-14        | 0.00             | 921.00           | 921.00            | 0.02               | 0.20       | 0.03         | 0.02         | 0.00        | 0.01        |
| <b>Zone D Sub-totals</b>          |             | <b>86,193.00</b> | <b>17,785.00</b> | <b>103,978.00</b> | <b>2.39</b>        | <b>-</b>   | <b>12.26</b> | <b>10.79</b> | <b>0.74</b> | <b>5.49</b> |
| Zone F                            | F-8         | 2,515.00         | 808.00           | 3,323.00          | 0.08               | 0.77       | 0.37         | 0.32         | 0.23        | 0.16        |
|                                   | F-7         | 13,385.00        | 3,942.00         | 17,327.00         | 0.40               | 0.78       | 1.94         | 1.71         | 1.24        | 0.87        |
|                                   | F-3         | 4,385.00         | 3,362.00         | 7,747.00          | 0.18               | 0.62       | 0.69         | 0.61         | 0.44        | 0.31        |
|                                   | F-4         | 1,979.00         | 783.00           | 2,762.00          | 0.06               | 0.74       | 0.29         | 0.26         | 0.19        | 0.13        |
|                                   | F-5         | 6,883.00         | 3,875.00         | 10,758.00         | 0.25               | 0.68       | 1.05         | 0.92         | 0.67        | 0.47        |
|                                   | F-6         | 4,232.00         | 1,754.00         | 5,986.00          | 0.14               | 0.73       | 0.63         | 0.55         | 0.40        | 0.28        |
|                                   | Brick North | 34,000.00        | 0.00             | 34,000.00         | 0.78               | 0.95       | 4.63         | 4.08         | 2.97        | 2.08        |
| <b>Zone F Sub-totals</b>          |             | <b>67,379.00</b> | <b>14,524.00</b> | <b>81,903.00</b>  | <b>1.88</b>        | <b>-</b>   | <b>9.60</b>  | <b>8.45</b>  | <b>6.14</b> | <b>4.30</b> |

| Assumptions   |            |
|---|------------|
| Pervious C  | 0.2        |
| Impervious C  | 0.95       |
| I-1 Year  | 2.8 in/hr  |
| I-2 Year Storm  | 4 in/hr    |
| I-10 Year Storm   | 5.5 in/Hr  |
| I-25 Year Storm   | 6.25 in/Hr |
| <b>Notes:</b>   |            |
| 1. Rainfall intensity based on Cumberland County IDF curve using a TC of 5 min. |            |

# STORMWATER FLOW SCHEMATIC



| Pipe Size (IN) | Slope (FT/FT) | Velocity (FT/Sec) | Full Flow Capacity** (CFS) |
|----------------|---------------|-------------------|----------------------------|
| 12"-A          | 0.005         | 3.48              | 2.73                       |
| 12"-B          | 0.0038        | 3                 | 2.38                       |
| 15"-A          | 0.008         | 5                 | 6.26                       |
| 15"-B          | 0.005         | 4                 | 4.95                       |
| 18"            | 0.0062        | 5                 | 8.96                       |
| 24"            | 0.0042        | 5                 | 15.93                      |
| 36"            | 0.0027        | 5                 | 37.54                      |

\*\* Based on Mannings equation for full flowing pipes

- Notes:
1. All flows are based on 25-year rational method computations.
  2. Rainfall intensities based on Cumberland County IDF for 25 year storms.
  3. Full list of computations can be found on "Rational Method Flow Computation sheet"

| <b>Summary of Storm Water Discharges</b> |                                       |   |                              |  |   |
|--|---------------------------------------|---|------------------------------|--|---|
| <b>Discharge ID</b>                      | <b>Approximate Drainage Area (Ac)</b> | <b>Full Build Out 25 Yr Peak Flow (CFS)</b> | <b>Outlet Pipe Size (In)</b> | <b>Description</b>                       | <b>*Minimum Required Riprap D<sub>50</sub> (IN)</b> |
| F0                                       | 1.88                                  | 9.6   | 36                           | RCP Flared End W/ Bar Rack, Riprap Slope | 12  |
| D0                                       | 0.99                                  | 20.21                                       | 36                           | RCP Flared End W/ Bar Rack, Riprap Slope | 12  |
| D0.1                                     | 1.4                                   | 0.018                                       | 12                           | HDPE Flared End, Riprap Slope Apron      | Existing  |

\* D<sub>50</sub> is a median rock size. Riprap should be a well graded mix of angular rock from about 1.5 to 0.25 times the size of the D<sub>50</sub>. The contractor shall protect existing riprap slope or replace rock to the meet the minimum required D<sub>50</sub> stone size.

**HGL CALCULATIONS ZONE D**

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# Storm Sewer Summary Report

| Line No. | Line ID | Flow rate (cfs) | Line Size (in) | Line shape | Line length (ft) | Invert EL Dn (ft) | Invert EL Up (ft) | Line Slope (%) | HGL Down (ft) | HGL Up (ft) | Minor loss (ft) | HGL Junct (ft) | Dns Line No. | Junction Type |
|----------|---------|-----------------|----------------|------------|------------------|-------------------|-------------------|----------------|---------------|-------------|-----------------|----------------|--------------|---------------|
| 1        | D3      | 4.85            | 24             | Cir        | 90.940           | 10.87             | 11.23             | 0.396          | 13.57*        | 13.61*      | 0.02            | 13.62          | End          | Manhole       |
| 2        | D4      | 4.97            | 24             | Cir        | 114.140          | 11.33             | 11.79             | 0.403          | 13.62         | 13.66       | 0.03            | 13.70          | 1            | Grate         |
| 3        | D5      | 2.00            | 18             | Cir        | 179.000          | 11.89             | 12.98             | 0.609          | 13.70         | 13.77       | 0.03            | 13.80          | 2            | Manhole       |
| 4        | D6      | 2.00            | 15             | Cir        | 167.270          | 13.08             | 14.38             | 0.777          | 13.80         | 14.94       | n/a             | 14.94 j        | 3            | Manhole       |
| 5        | D7      | 2.00            | 12             | Cir        | 45.495           | 14.48             | 14.89             | 0.901          | 15.01         | 15.49       | n/a             | 15.49          | 4            | Grate         |
| 6        | D10     | 5.71            | 18             | Cir        | 35.389           | 10.52             | 10.61             | 0.254          | 13.57*        | 13.66*      | 0.16            | 13.82          | End          | Manhole       |
| 7        | D11     | 2.87            | 18             | Cir        | 23.818           | 10.71             | 10.75             | 0.168          | 13.82*        | 13.84*      | 0.02            | 13.86          | 6            | Grate         |
| 8        | D12     | 1.57            | 12             | Cir        | 111.358          | 10.85             | 11.26             | 0.368          | 13.86*        | 14.04*      | 0.09            | 14.13          | 7            | Grate         |
| 9        | TEE     | 0.84            | 12             | Cir        | 68.120           | 11.36             | 11.61             | 0.367          | 14.13*        | 14.17*      | 0.02            | 14.18          | 8            | Manhole       |
| 10       | D14     | 1.41            | 12             | Cir        | 64.560           | 11.61             | 11.85             | 0.372          | 14.18*        | 14.27*      | 0.05            | 14.32          | 9            | Grate         |
| 11       | D13     | 0.02            | 12             | Cir        | 28.915           | 11.61             | 11.75             | 0.484          | 14.18*        | 14.18*      | 0.00            | 14.18          | 9            | Grate         |
| 12       | D15     | 2.38            | 12             | Cir        | 40.086           | 10.52             | 10.67             | 0.374          | 13.57*        | 13.72*      | 0.14            | 13.86          | End          | Manhole       |
| 13       | D17     | 0.67            | 12             | Cir        | 31.755           | 11.56             | 11.70             | 0.441          | 13.86*        | 13.87*      | 0.01            | 13.88          | 12           | Grate         |
| 14       | D16     | 1.74            | 12             | Cir        | 47.338           | 10.84             | 11.06             | 0.465          | 13.86*        | 13.96*      | 0.08            | 14.03          | 12           | Grate         |

Project File: 2014.06.20 2982.05 SD PROFILE A B C.stm

Number of lines: 14

Run Date: 6/27/2014

NOTES: Return period = 25 Yrs. ; \*Surcharged (HGL above crown). ; j - Line contains hyd. jump.

**HGL CALCULATIONS ZONE F**

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# Storm Sewer Summary Report

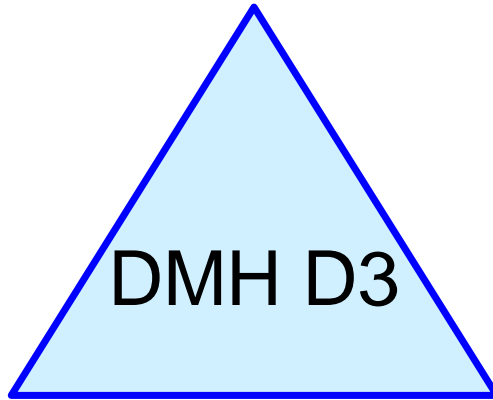
| Line No. | Line ID | Flow rate (cfs) | Line Size (in) | Line shape | Line length (ft) | Invert EL Dn (ft) | Invert EL Up (ft) | Line Slope (%) | HGL Down (ft) | HGL Up (ft) | Minor loss (ft) | HGL Junct (ft) | Dns Line No. | Junction Type |
|----------|---------|-----------------|----------------|------------|------------------|-------------------|-------------------|----------------|---------------|-------------|-----------------|----------------|--------------|---------------|
| 1        | F1      | 8.72            | 24             | Cir        | 88.352           | 10.00             | 10.13             | 0.147          | 11.05         | 11.53       | 0.22            | 11.74          | End          | Manhole       |
| 2        | F2      | 4.17            | 15             | Cir        | 128.661          | 10.23             | 10.87             | 0.497          | 11.74*        | 12.20*      | 0.18            | 12.38          | 1            | Manhole       |
| 3        | F3      | 2.35            | 12             | Cir        | 93.566           | 10.97             | 11.44             | 0.502          | 12.38*        | 12.73*      | 0.07            | 12.79          | 2            | Grate         |
| 4        | F4      | 1.77            | 12             | Cir        | 51.855           | 11.54             | 11.80             | 0.501          | 12.79*        | 12.90*      | 0.04            | 12.94          | 3            | Grate         |
| 5        | F5      | 1.56            | 12             | Cir        | 84.102           | 11.90             | 12.32             | 0.499          | 12.94         | 13.06       | 0.05            | 13.11          | 4            | Grate         |
| 6        | F6      | 0.64            | 12             | Cir        | 83.865           | 12.42             | 12.84             | 0.501          | 13.11         | 13.17       | n/a             | 13.17 j        | 5            | Grate         |
| 7        | F9      | 4.64            | 12             | Cir        | 81.078           | 10.23             | 10.64             | 0.506          | 11.74*        | 12.91*      | 0.27            | 13.19          | 1            | Grate         |
| 8        | F7      | 1.96            | 12             | Cir        | 38.286           | 10.97             | 11.16             | 0.496          | 12.38*        | 12.48*      | 0.14            | 12.62          | 2            | Grate         |
| 9        | F10     | 2.32            | 12             | Cir        | 137.487          | 10.74             | 12.29             | 1.127          | 13.19*        | 13.68*      | 0.14            | 13.82          | 7            | Grate         |
| 10       | F8      | 0.38            | 12             | Cir        | 113.484          | 11.26             | 11.83             | 0.502          | 12.62         | 12.63       | 0.01            | 12.64          | 8            | Grate         |

Project File: 2014.06.20 2982.05 SD PROFILE D.stm

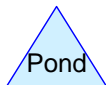
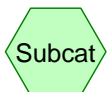
Number of lines: 10

Run Date: 6/27/2014

NOTES: Return period = 25 Yrs. ; \*Surcharged (HGL above crown). ; j - Line contains hyd. jump.



DMH D3



## 2014.06.20 FLOW CALCS

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Page 2

### Area Listing (selected nodes)

| Area<br>(acres) | CN | Description<br>(subcatchment-numbers) |
|-----------------|----|---------------------------------------|
| <b>0.000</b>    |    | <b>TOTAL AREA</b>                     |

## 2014.06.20 FLOW CALCS

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Page 3

### Soil Listing (selected nodes)

| Area<br>(acres) | Soil<br>Group | Subcatchment<br>Numbers |
|-----------------|---------------|-------------------------|
| <b>0.000</b>    | HSG A         |                         |
| 0.000           | HSG B         |                         |
| 0.000           | HSG C         |                         |
| 0.000           | HSG D         |                         |
| 0.000           | Other         |                         |
| 0.000           |               | <b>TOTAL AREA</b>       |

**2014.06.20 FLOW CALCS**

*Type III 24-hr 25-YEAR Rainfall=5.50"*

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Page 4

Time span=0.00-48.00 hrs, dt=0.01 hrs, 4801 points

Runoff by SCS TR-20 method, UH=SCS

Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

**Pond DMH D3: DMH D3**

Peak Elev=13.57' Storage=4,400 cf Inflow=12.44 cfs 49.359 af

Outflow=12.44 cfs 49.258 af

**2014.06.20 FLOW CALCS**

Type III 24-hr 25-YEAR Rainfall=5.50"

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Page 5

**Summary for Pond DMH D3: DMH D3**

Inflow = 12.44 cfs @ 0.00 hrs, Volume= 49.359 af, Incl. 12.44 cfs Base Flow  
 Outflow = 12.44 cfs @ 0.25 hrs, Volume= 49.258 af, Atten= 0%, Lag= 15.0 min  
 Primary = 12.44 cfs @ 0.25 hrs, Volume= 49.258 af

Routing by Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs  
 Peak Elev= 13.57' @ 0.25 hrs Surf.Area= 2,115 sf Storage= 4,400 cf

Plug-Flow detention time= 6.2 min calculated for 49.243 af (100% of inflow)  
 Center-of-Mass det. time= 2.9 min ( 1,442.9 - 1,440.0 )

| Volume | Invert | Avail.Storage | Storage Description   |
|--------|--------|---------------|---|
| #1     | 10.52' | 3,032 cf      | <b>44.6"W x 30.0"H x 7.12'L StormTech SC-740</b> x 66 Inside #2 |
| #2     | 10.52' | 1,748 cf      | <b>27.00"W x 78.32"L x 3.50"H Prismatic</b>                     |
|        |        |               | 7,401 cf Overall - 3,032 cf Embedded = 4,369 cf x 40.0% Voids   |
|        |        | 4,780 cf      | Total Available Storage   |

| Device | Routing | Invert | Outlet Devices  |
|--------|---------|--------|---|
| #1     | Primary | 13.02' | <b>10.0' long x 0.5' breadth Broad-Crested Rectangular Weir</b><br>Head (feet) 0.20 0.40 0.60 0.80 1.00<br>Coef. (English) 2.80 2.92 3.08 3.30 3.32 |

**Primary OutFlow** Max=12.44 cfs @ 0.25 hrs HW=13.57' (Free Discharge)

↳ **1=Broad-Crested Rectangular Weir** (Weir Controls 12.44 cfs @ 2.26 fps)



## **APPENDIX 3**

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**STORMTREAT™ SUBSURFACE STORAGE COMPUTATION**

**STORMTREAT™ ORIFICE DRAWDOWN CALCULATIONS**

**Zone D Required StormTech Chamber Storage Computation**

|                             |          |        |                         |
|-----------------------------|----------|--------|-------------------------|
| Weir Wall Height            | 13.02    | EL     |                         |
| Bottom of Chamber Elevation | 10.52    | EL     |                         |
| Total Chamber Height        | 30       | Inches | 30 (max chamber height) |
| Total Storage per chamber   | 61.38    | CF     |                         |
| Total WQV for Zone D        | 4,040.00 | CF     |                         |
| Total Chambers Required     | 65.8     | #      |                         |
| Total Chambers Provided     | 66       | #      |                         |
| Total Storage Provided      | 4051.08  | CF     |                         |

Notes:

1. Height of weirwall based on rational method flow calculations. See sheet "rational method flow computations". Structure D3 in which weir wall is located was modeled using HydroCad. See attached comp

**ORIFICE DIAMETER FOR STORMTREAT OUTLET DISCHARGE-ZONE D**

| Description of Elevation        | Elevation | Depth (ft) | Incremental Stage Volume (c.f) | Cumulative Volume (c.f.) | Head (ft) | Orifice Flow (cfs) | **Orifice Flow (gal/min) | Drawdown Time (secs) | Drawdown Time (hours) | *Cumulative Drawdown Time (hours) |
|---------------------------------|-----------|------------|--------------------------------|--------------------------|-----------|--------------------|--------------------------|----------------------|-----------------------|-----------------------------------|
| Elevation of Overflow Weir      | 13.02     | 2.50       | 564.00                         | 3934.00                  | 2.97      | 0.0178             | 8.007                    | 31610.80             | 8.8                   | 82.4                              |
| 2.5 ft above the Bottom of Tank | 12.50     | 1.98       | 663.00                         | 3370.00                  | 2.45      | 0.0162             | 7.273                    | 40913.35             | 11.4                  | 73.6                              |
|                                 | 12.00     | 1.48       | 910.00                         | 2707.00                  | 1.95      | 0.0145             | 6.488                    | 62944.62             | 17.5                  | 62.2                              |
|                                 | 11.50     | 0.98       | 897.00                         | 1797.00                  | 1.45      | 0.0125             | 5.595                    | 71952.02             | 20.0                  | 44.8                              |
|                                 | 11.00     | 0.48       | 900.00                         | 900.00                   | 0.95      | 0.0101             | 4.529                    | 89189.81             | 24.8                  | 24.8                              |
| Bottom of Storage               | 10.52     | 0.00       | 0.00                           | 0.00                     | 0.47      | 0.0071             | 3.185                    | 0.00                 | 0.0                   | 0.0                               |
| Invert of Orifice               | 10.12     |            |                                |                          |           |                    |                          |                      |                       |                                   |
| Bottom of Stormtreat Tank       | 9.60      |            |                                |                          |           |                    |                          |                      |                       |                                   |

\*\*Target outflow is 2 gal/min per tank  
StormTreat Tanks 4 EA  
Target Flow at 2.5 FT above bottom of tank 8 GAL/MIN.

$$Q=CA(2gh)^{1/2}$$

|                  |        |                   |
|------------------|--------|-------------------|
| Orifice Diameter | 0.628  | inch              |
| Area             | 0.0022 | sq.ft             |
| Head             |        | feet              |
| g                | 32.174 | ft/s <sup>2</sup> |
| C                | 0.6    | Orifice/Grate     |

**ATTACHMENT D**

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**FIRE RISK MANAGEMENT, INC.  
MEMORANDUM DATED JUNE 25, 2014**



## **FIRE RISK MANAGEMENT, INC**

1 Front St., Bath, ME 04530  
207/442-7200 [221-1295 (fax)]  
www.fireriskmgt.com

Date: 25 June, 2014

# **Memo Report**

**From:** W. Mark Cummings, P.E.  
**To:** Mr. Bo Kennedy, Fay, Spofford, & Thorndike  
**CC:** Mr. Chris Thompson; Forefront Partners I, LP  
**Subject:** **Updated Fire Protection Review of the Site Plan for the Brick North Building at Thompson's Point**

As requested, Fire Risk Management, Inc. (FRM) reviewed the updated information you provided with regards to the site plans associated with the areas surrounding the Brick North Building at Thompson's Point in Portland, ME. The focus for this review was to evaluate potential changes in the fire protection features associated with the general layout surrounding the Brick North Building; as compared to that which was evaluated earlier (March) this year<sup>1</sup>. The focus for this review is to ensure continued compliance with all State and Municipal codes, regulations, and ordinances.

Once again, the primary codes and regulations used as reference for this review included;

1. The City of Portland Code of Ordinances; primarily Chapter 10, *Fire Prevention and Protection*, (Rev. 1-20-11),
2. City of Portland Technical Manual, Section 3 – Public Safety, (Rev. 6/17/11),
3. City of Portland Fire Department Rules and Regulations, and
4. National Fire Protection Association (NFPA) 1, the Fire Code<sup>®</sup> (2012 ed.).

This review focused on the changes associated with the location and spacing of the fire hydrants, both existing and proposed, along with the proposed access to the building that will be provided for firefighting equipment and personnel. The primary documents reviewed in support of this evaluation include:

1. The *Fire Safety Compliance Plan*, Brick North Building at The Forefront at Thompson's Point; Dwg C-6.0, Rev. 1, dated 06/23/14
2. The Thompson's Point Brick North *Plan-Drywall Layout*; Dwg A1.01, dated 03/28/14

The existing Brick North Building will generally meet a Type IIIB construction classification, as defined by the IBC and the building is to be fully protected with automatic fire sprinkler systems. The hydrant flow data that are included on the site plan drawing appear to indicate that sufficient water will be available to support both the building's installed fire sprinkler systems and the requisite hose stream flows that would be needed to comply with NFPA 13, *The Standard for the Installation of Sprinkler Systems*.

Based on the total fire flow demand for the entire Thompson's Point site, NFPA 1 (Annex E) allows for a maximum spacing of 500 ft between each hydrant, as measured along the fire department access road(s). The access road(s) that circumnavigate the Brick North building include three (3) fire hydrants that are within 100 ft. of the building, along with two (2) additional hydrants that are within 300 ft; easily meeting the spacing requirements of NFPA 1.

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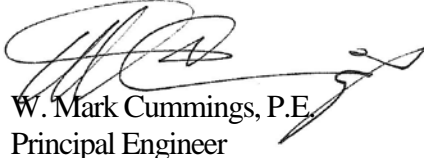
<sup>1</sup> FRM Memo Report – *Fire Protection Review of the Site Plan for the Brick North Building at Thompson's Point*, dated 4 March, 2014

The Portland Fire Department Rules and Regulations include additional requirements regarding the placement of hydrants. This includes a requirement that the Fire Department Connection (FDC) for the building must be within 100 ft. of a hydrant. Additionally, NFPA 24 (along with the City) has a requirement that no hydrant should be located within 40 ft. of a structure. Since the level of detail for the building's design at this point is such that it is not known specifically where the FDC(s) may be located for the Brick North building, it still cannot be determined as part of this review whether or not this requirement will be met. However, in other recent projects, the City has agreed to "waive" the requirement for a hydrant to be within 100 ft. of the FDC; primarily since the genesis of this requirement isn't fully understood and this is not a "typical" requirement for most other municipal Fire Departments. The existing fire hydrant that is located across from the access road near the northwest corner of the building is within 40 ft. of this structure. However, the codes do allow for the AHJ to waive this requirement and given that this is an existing condition and other hydrants are in close proximity to the building and can be utilized in lieu of this hydrant; no action to relocate this hydrant is recommended.

NFPA 1 requires that any portion of a building, or the exterior walls of the building, can be no more than 450 ft from an access road when the facility is fully protected by an automatic sprinkler system. This requirement will easily be met, based on the proposed site plan. NFPA 1 also requires that at least one exterior door for the building be within 50 ft. of an access roadway. Based on the most recent floor plan drawing provided for the Brick North Building provided by Archetype Architects (refer to document #2 above), this requirement too will easily be met.

Chapter 10 of the Portland City Ordinances has a requirement that, where available, the fire department vehicles should have access to at least two (2) sides of each building. Based on the updated site plan provided for this building, it will be possible to access this building from all sides. Additionally, given that the access road(s) completely circumnavigate this building, no issue exists with regards to having any "dead end" fire department access roads for this facility.

Based on the review of the updated site plan for the areas surrounding the Brick North Building at Thompson's Point, all code requirements associated with fire department access and fire water supply will easily be met. Should there be any questions regarding this assessment, please do not hesitate to contact me.



W. Mark Cummings, P.E.  
Principal Engineer

**ATTACHMENT E**

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**CONFORMITY WITH APPLICABLE DESIGN STANDARDS**

## **CONFORMITY WITH APPLICABLE DESIGN STANDARDS**

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The following statement is made in accordance with the City of Portland Code of Ordinances, Chapter 14 Land Use, Section 14-526.

### **OVERVIEW**

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

#### (a) Transportation Standards

##### 1. Impact on Surrounding Street Systems:

The applicant has obtained a Traffic Movement Permit which addresses impacts on surrounding street systems. The project will provide improvements and/or partial funding under the EDA Grant Program for collaborative improvements with the City of Portland to maintain an acceptable level of service. These offsite improvements are currently underway and will be substantially completed this summer.

##### 2. Access and Circulation:

###### a. Site Access and Circulation.

- (i) Thompson's Point site is accessed via Thompson's Point Connector Road. The applicant has worked with Fire Safety and City Officials to make access and circulation easy and safe for all vehicular and pedestrian users. The existing road is currently being widened and improved as depicted on recently completed EDA Grant Program plans. This work is anticipated to be substantially complete by the end of September 2014.
- (ii) Existing access and egress have been designed to avoid conflicts with existing turning movements and traffic flows.
- (iii) The site does not feature drive up services as mentioned in this requirement.

###### b. Loading and Servicing.

- (i) Formal Loading and Servicing is not proposed at this time. Each special event based on size will have different production loading areas designated on the event plan.

###### c. Sidewalks.

- (i) Designated sidewalks are proposed to extend from the shared use path currently under construction along Thompson's Point Connector Road to both Brick North and Brick South Buildings. Internal Pedestrian circulation connections are shown on the enclosed Layout Plan.
- (ii) The development will benefit from new sidewalks from the intersection of Fore River Parkway and Thompson's Point Connector Road into the site.
- (iii) The development provides pedestrian access to adjacent trailways (Portland Trails), Portland Transportation Center, and abutting land uses (commercial and residential).



3. Public Transit Access:

- a. The development will be served by an existing transit stop at the Portland Transportation Center. Residential development is not proposed as part of this phase of the development. The master plan includes a new bus stop and shelter which will be implemented in a subsequent phase of the development.
- b. A new transit stop is not proposed at this time. The new transit stop will include a pull-off space and shelter.
- c. The existing stop is connected to the public pedestrian system.
- d. Waiver: Waivers for this section have not been requested for this project.

4. Parking:

a. Location and Required Number of Vehicle Parking Spaces.

- (i) The applicant has provided spaces to accommodate the existing uses which will remain after this phase is constructed in addition to the proposed uses with-in the Renovated Brick North Building as shown on Sheet C-3.0 Site Layout Plan in a parking summary table.
- (ii) The applicant has prepared a TDM strategy and previously submitted the document for review to City Officials.
- (iii) The applicant proposes 165 paved parking spaces which will be used to serve the following:
  - 73 spaces allocated for Brick North;
  - Spaces for tenants of Brick South; and
  - Spaces for Special Events.

It is noted that several stalls will be demarcated for the use of low emission vehicles only. Additionally, the applicant intends to utilize the remaining gravel surfaces across the site for special event parking.

- (iv) 9'x18' parking stalls are proposed in accordance with Section 1 of the Technical Manual.
- (v) The proposed parking lots will be constructed of Hot Bituminous Pavement and aggregate gravel meeting the standards of MDOT.

b. Location and Required Number of Bicycle Parking Spaces.

- (i)(b) 15 bicycle parking spaces are required. The applicant is proposing the use of 8 Dero Hitching Posts, which will provide a total of 16 bicycle parking spaces.

- c. Motorcycles and Scooter Parking.
  - (i) Motorcycles and Scooter Parking can be accommodated in regular dimensioned stalls.
- d. Snow Storage.
  - (i) On-site snow storage around the perimeter of the site.

5. Transportation Demand Management (TDM):

- a. The applicant has developed a TDM Plan pursuant to the City of Portland's Code of Ordinances.
- b. The TDM Plan incorporates the City goals by integrating elements described in the Technical Manual.

(b) Environmental Quality Standards:

1. Preservation of Significant Natural Features:

- a. The development is designated to maintain a 25' foot buffer from the annual mean high tide to all building structures.
- b. The applicant is not requesting a waiver from this standard.

2. Landscaping and Landscaping Preservation:

a. Landscape Preservation.

- (i) The site's existing tree population is limited to the northwest corner of the site. The project proposed plans to preserve trees as required by the Shoreland Zoning Ordinance and original Level III Site Plan approval. This is not applicable to the proposed area included with this scope of work.
- (ii) The applicant has performed a site walk with the City's Arborist and will meet this criteria.
- (iii) The applicant has previously prepared a Demolition and Removal Plan, and an Erosion and Sedimentation Control Plan which require protection of existing vegetation as required by the City's Land Use Ordinance.
- (iv) The applicant will not require a waiver from this standard.

b. Site Landscaping.

(i) Landscaped Buffers:

- a) The applicant does not propose landscaped buffers at this time.

(ii) Parking Lot Landscaping:

- a) The applicant proposes street trees as shown on the enclosed Landscaping Plan L-1.

(iii) N/A

3. Water Quality, Stormwater Management and Erosion Control:

a. Stormwater:

- (i) All stormwater draining onto the site from adjacent properties drains to an existing storm drain system. The storm drainage system will be intercepted and conveyed through a new storm drainage system.
- (ii) All stormwater runoff is proposed to discharge directly to the Fore River. The project will not adversely impact adjacent lots. The applicant has received a waiver from the General Standards Flooding Standard because it discharges to a Major Water body with tidal influences.
- (iii) All stormwater runoff is proposed to discharge directly to the Fore River. The project will not adversely impact adjacent lots. The applicant has received a waiver from the General Standards Flooding Standard because it discharges to a Major Water body with tidal influences.
- (iv) All stormwater runoff is proposed to discharge directly to the Fore River. The project will not adversely impact adjacent lots. The applicant has received a waiver from the General Standards Flooding Standard because it discharges to a Major Waterbody with tidal influences.

b. The Stormwater Management Plan meets the requirements and goals stated in Section 5 – Stormwater Management of the Technical Manual including the General and Basic Standards required by the MeDEP Site Location of Development Permit. The enclosed computations show compliance with the treatment goals specified in the approved Stormwater Management Report Dated April 17, 2012 and Supplemental Stormwater Report Dated May 2013 prepared by Bo Kennedy of FST (formally Deluca Hoffman Associates).

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

d. N/A

e. The stormwater management design includes provisions to separate subsurface stormwater storage and groundwater through the use of impermeable liners.

f. A new sanitary sewer main will be installed as part of this project and connected to the existing Portland Water District Pump Station adjacent to the property.

(c) Public Infrastructure and Community Safety Standards.

1. Consistency with City Master Plans:

- a. The project has been designed to be consistent with the City's Zoning Ordinance and off-site infrastructure.
- b. The project site proposed the conveyance of land to the City for the sole purpose of public access to the site. The City has successfully petitioned for a Public Railroad Crossing at the entrance to the site.

2. Public Safety and Fire Prevention:

- a. The site has been designed to promote safe and inviting public meeting and gathering spaces.
- b. The existing site allows for emergency response vehicles to move around all areas of the site.
- c. The project will utilize new and existing on-site fire hydrants. All existing hydrants have been tested for flow capacity and test results are included in documentation submitted with the building application dated April 15, 2014.

3. Availability and Adequate Capacity of Public Utilities:

- a. The applicant has worked with the utility companies and received utility Capacity to Serve letters. This phase of the project proposes the installation of new Sewer, Water, Gas, and Power connections to public infrastructure; however, the uses during this phase will generate very small amount of demand relative to the full build-out conditions of the Master Development Plan.
- b. The site will be retrofit with new underground power and communication lines. Some overhead power may remain to serve portions of the site until such a time the development is more defined in that specific area. The overhead power will be converted underground as part of subsequent site plan submissions.
- c. New Sanitary sewer, storm drains, water lines and other utilities will meet the provisions required in the Technical Manual.
- d. The existing site sanitary sewer system is connected to the Thompson's Point sanitary pump station. An on-site wastewater treatment system is NOT proposed as part of this project.
- e. All sanitary and stormwater utilities have been designed to meet the City of Portland Technical Manual including the Chapter 500 Stormwater Management Standards.
- f. The project will use exterior dumpsters to store trash and recyclables temporarily until a contracted waste management company can pick up and dispose of the solid waste.

(d) Site Design Standards.

1. Massing, Ventilation and Wind Impact:

- a. N/A.
- b. N/A.
- c. N/A.

2. Shadows:

- a. The development is located in the B5 Zone and this standard is not applicable.

3. Snow and Ice Loading:

- a. N/A.

4. View Corridors:

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

5. Historic Resources:

- a. The development is not located in a Historic District, Historic Landscape District or City designated landmark; however, the project is seeking Federal Grant money and consequently a Section 106 review was prepared and accepted by the Maine Historic Preservation Office.
- b. The development is not located adjacent to or within 100 feet of a designated landmark, Historic District, or Historic Landscape District.
- c. There are no known archaeological resources on the site.

6. Exterior Lighting:

a. Site Lighting.

- (i) Permanent Exterior lighting is shown on the E-series drawings.

7. Noise and Vibration:

This phase of the project is not anticipated to change the current noise levels, which do not exceed those permitted in the B5 Zone.

8. Signage and Way finding:

a. All onsite way finding and directional signage will be submitted under a separate application.

- (i) The project is not located in a historic district or subject to Article IX.
- (ii) N/A

b. All onsite way finding and directional signage will be submitted under a subsequent application.

9. Zoning Related Design Standards:

- a.(i) The proposed mixed uses at the Brick North Building are permitted in the B-5 Zone.

**ATTACHMENT F**

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**GORRILL-PALMER TRIP GENERATION/PARKING SUMMARY  
MEMOS DATED MARCH 4, 2014 AND MARCH 5, 2014**

**MEMORANDUM**  
**Forefront at Thompson's Point**  
**Trip Generation Summary / Methodology**

**Date:** March 4, 2014  
**Subject:** Trip Generation Summary  
 Forefront at Thompson's Point  
 Portland, Maine  
**To:** City of Portland  
**From:** Randy Dunton, Gorrill-Palmer (JN 2419)

The following is a comparison between previously permitted uses and the Master Plan, as well as a summary of the trip generation methodology for the Master Plan of the Forefront at Thompson's Point. The information provided is not new information, but a summary of previously submitted material.

**Trip Generation Summary:**

The following is a summary table comparing the uses and trip generation between what was previously permitted and the currently proposed Master Plan. The "Permitted" information is as provided and approved by MaineDOT in a letter to them dated November 3, 2011 (attached).

| Use                     | Permitted       |            |              | Master Plan             |            |              |
|-------------------------|-----------------|------------|--------------|-------------------------|------------|--------------|
|                         | Size            | AM         | PM           | Size                    | AM         | PM           |
| Office                  | 378,000 sf      | 543        | 502          | 207,000 sf              | 366        | 343          |
| Convention /Event Ctr   | 2,866 occupants | 115        | 224          | 2,500 occupants         | 100        | 195          |
| Concert / Live Theater* | 4,800 seats     | ----       | 250          | 4,800 seats             | ----       | 96           |
| Medical Office          | 4,000 sf        | 10         | 15           | 2,000 sf                | 5          | 7            |
| Gym                     | 20,000 sf       | 24         | 81           | 9,000 sf                | 11         | 36           |
| Hotel                   | 125 rooms       | 54         | 74           | 125 rooms               | 54         | 74           |
| Restaurant              | 6,000 sf        | 69         | 66           | 12,600 sf               | 145        | 138          |
| Condos                  | ----            | ----       | ----         | 344 units               | 151        | 178          |
| Cultural Center         | ----            | ----       | ----         | 25,000 sf               | 29         | 29           |
| Specialty Retail        | ----            | ----       | ----         | 4,000 sf                | 3          | 11           |
| Circus Conservatory     | ----            | ----       | ----         | 120 students / 15 staff | 25         | 21           |
| Subtotal                |                 | 815        | 1212         |                         | 889        | 1128         |
| Reduction (10%)         |                 | (-81)      | (-121)       |                         | (-89)      | (-113)       |
| <b>Total</b>            |                 | <b>734</b> | <b>1,091</b> |                         | <b>800</b> | <b>1,015</b> |

\*The permitted uses are based on a building that allowed for an overlapping convention and Red Claws Games, as well as an outdoor amphitheater area for 4,800 attendees. For the Master Plan, the building size does not allow for overlapping events such as convention and Red Claws game. In addition, the Master Plan now has the "Depot" building on the point for live theater, which is considered separately. This is reflected in the trip generation resulting in less trip ends in the Master Plan. (See attached letter to MaineDOT dated November 3, 2011.)

As can be seen from the previous summary table, the Master Plan is forecast to exceed the permitted trips by 66 trip ends in the AM peak hour condition but be less than permitted by 76 trip ends in the PM peak hour condition. The MaineDOT requires any development that exceeds their permitted trips by more than 99 trip ends in any peak hour to receive a permit modification. Since the proposed Master Plan does not exceed the 99 trip end threshold, a MaineDOT permit modification is not required. This was confirmed with MaineDOT.

**Methodology:**

A more detailed explanation of the methodology for determining the trip generation as summarized in the previous section is presented in this section. Where applicable, the trip generation is based on the ITE Trip Generation, 7<sup>th</sup> Edition, which is the edition required to be used by MaineDOT. The ITE Trip Generation is the National Standard for determining trip generation. On-site uses that are new since the MaineDOT permit was issued includes: condos, specialty retail, cultural center and circus conservatory. The other permitted uses on-site were reduced in size to accommodate the new uses. The supporting calculations are attached.

**Building A includes:**

- Office + Studio            27,000 sf            AM Trip Gen 66, PM Trip Gen 63
- Café                            3,000 sf            AM Trip Gen 35, PM Trip Gen 33
- Specialty Retail            4,000 sf            AM Trip Gen 3, PM Trip Gen 11

Office and Studio space – Trip generation is based on ITE for Land Use Code (LUC) 710 – General Office. This is the same LUC used for similar uses for the previous approval.

Café – Trip generation is based on ITE for Land Use Code (LUC) 932 – High Turnover Sit Down Restaurant. This is the same LUC used for similar uses for the previous approvals.

Specialty Retail - Trip generation is based on ITE for Land Use Code (LUC) 814 – Specialty Retail.

**Building B1 includes:**

- Multi-Purpose    4,800 Seats            AM Trip Gen ---, PM Trip Gen 96  
 (Assume Live Theater)

Trip generation is based on ITE for Land Use Code (LUC) 441 – Live Theater. This is the same LUC used for the previous approvals.

**Building B2 includes:**

- Restaurant            3,600 sf            AM Trip Gen 41, PM Trip Gen 39



Restaurant – Trip generation is based on ITE for Land Use Code (LUC) 932 – High Turnover Sit Down Restaurant. This is the same LUC used for similar uses for the previous approvals.

**Building B3 includes:**

This building is ancillary to the Depot building and will not generate additional traffic.

**Building C1 includes:**

- Circus Conservatory 120 Students / 15 Staff AM Trip Gen 25, PM Trip Gen 21

Trip generation is based on ITE for Land Use Code (LUC) 540 – Junior / Community College. This type of use does not have its own Land Use Code in the ITE since it is not a common use. The Community College was considered to be similar in nature since it will be a teaching facility. Trip generation was calculated using both the number of students and the number of staff and the higher trip generation of the two was used.

**Building D includes:**

- Gym 9,000 sf AM Trip Gen 11, PM Trip Gen 36
- Medical Office 2,000 sf AM Trip Gen 5, PM Trip Gen 7

Gym – Trip generation is based on ITE for Land Use Code (LUC) 492 – Health / Fitness Club. This is the same LUC used for similar uses in the previous approvals. This most likely overestimates the trip generation, since the gym will focus on rehabilitation associated with the Medical Office.

Medical Office – Trip generation is based on ITE for Land Use Code (LUC) 720 – Medical / Dental Office Building. This is the same LUC used for similar uses for the previous approvals.

**Building E1 includes:**

- Hotel 125 rooms AM Trip Gen 54, PM Trip Gen 74
- Condos 24 Units AM Trip Gen 11, PM Trip Gen 12

Hotel – Trip generation is based on ITE for Land Use Code (LUC) 310 – Hotel. This is the same LUC used for similar uses in the previous approvals.

Condos – Trip generation is based on ITE for Land Use Code (LUC) 230 – Residential Condominium / Townhouse.

**Building E2 includes:**

- Restaurant                      6,000 sf                      AM Trip Gen 69, PM Trip Gen 66

Restaurant – Trip generation is based on ITE for Land Use Code (LUC) 932 – High Turnover Sit Down Restaurant. This is the same LUC used for similar uses for the previous approvals.

**Building F1/F2 includes:**

This building is the Parking Garage and will not generate traffic to the site.

**Building G includes:**

- Office                              180,000 sf                      AM Trip Gen 300, PM Trip Gen 280

Office Space – Trip generation is based on ITE for Land Use Code (LUC) 710 – General Office. This is the same LUC used for similar uses for the previous approvals.

**Building H includes:**

- Event Center 2,500 occupants                      AM Trip Gen 100, PM Trip Gen 195

Trip generation is based on City and MaineDOT reviewed and approved rates used in the original approved study. They originate from a study from the Bayside Expo and Executive Conference Center in Boston, Massachusetts.

**Building I includes:**

- Cultural Center                      25,000 sf                      AM Trip Gen 29, PM Trip Gen 29

Trip generation is based on rates from a “Los Angeles Entertainment District - Base Trip Generation” study. This building is anticipated to be a museum style building.

**Building J1 includes:**

- Condos                              160 Units                      AM Trip Gen 70, PM Trip Gen 83

Condos – Trip generation is based on ITE for Land Use Code (LUC) 230 – Residential Condominium / Townhouse.

**Building J1 includes:**

- Condos                      160 Units      AM Trip Gen 70, PM Trip Gen 83

Condos – Trip generation is based on ITE for Land Use Code (LUC) 230 – Residential Condominium / Townhouse.

RED/red/jn2419/Summary Memo 3-3-14.doc

**MEMORANDUM**  
**Forefront at Thompson's Point**  
**Parking Summary**

**Date:** March 5, 2014  
**Subject:** Parking Summary  
 Forefront at Thompson's Point  
 Portland, Maine  
**To:** City of Portland  
**From:** Randy Dunton, Gorrill-Palmer (JN 2419)

The following is a summary of the forecasted peak parking demand using two scenarios; Ordinance and Master Plan. The Ordinance results reflect the peak parking demand if the City parking requirements were used. The Master Plan results reflect a combination of the City parking requirements, ITE Parking Generation Manual (4<sup>th</sup> Edition), and published data / engineering judgement. For the purpose of the overall peak parking demand, the site was reviewed for two time periods; 5 PM or prior and after 5 PM. Before 5 PM the vehicles would be expected to park on-site and after 5 PM, when events would be anticipated, parking in nearby lots may also become available. The supporting calculations are attached.

| <u>Scenario</u>                                  | <u>5 PM or prior</u> |             | <u>After 5 PM</u> |             |
|--|----------------------|-------------|-------------------|-------------|
|  | Ordinance            | Master Plan | Ordinance         | Master Plan |
| Average Day without Theater / Arena / Convention | 778                  | 826         | 468               | 505         |
| Average Day With Live Theater after 5 PM         | 1283                 | 1587        | 1383              | 1822        |
| Average Day With Arena Activity after 5 PM       | 1187                 | 1450        | 1383              | 1822        |
| Average Day With Convention during the day       | 988                  | 1036        | 572               | 609         |

As can be seen from the summary above, what the Master Plan is using for peak parking demand is greater than what would be required if the City Ordinance were used in all scenarios.

**ATTACHMENT G**

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**CONSTRUCTION MANAGEMENT PLAN**

## **PROPOSED CONSTRUCTION MANAGEMENT PLAN FOR PHASE 1 OF THE FOREFRONT AT THOMPSON'S POINT**

### **CONSTRUCTION APPROACH NARRATIVE:**

The core element of the plan is to have the project management team and the field supervision team working together out of office trailers on site. This team will be linked directly to our office project management and job cost accounting systems. The goal of this arrangement is to ensure clear and timely communication within the WR team and seamless coordination of project activities. Project Management will be overseen by a Senior Project Manager working out of WR's office. Wright-Ryan also intends to locate Project managers and Superintendents on the site for direct oversight and management of the Infrastructure work, site work and individual buildings.

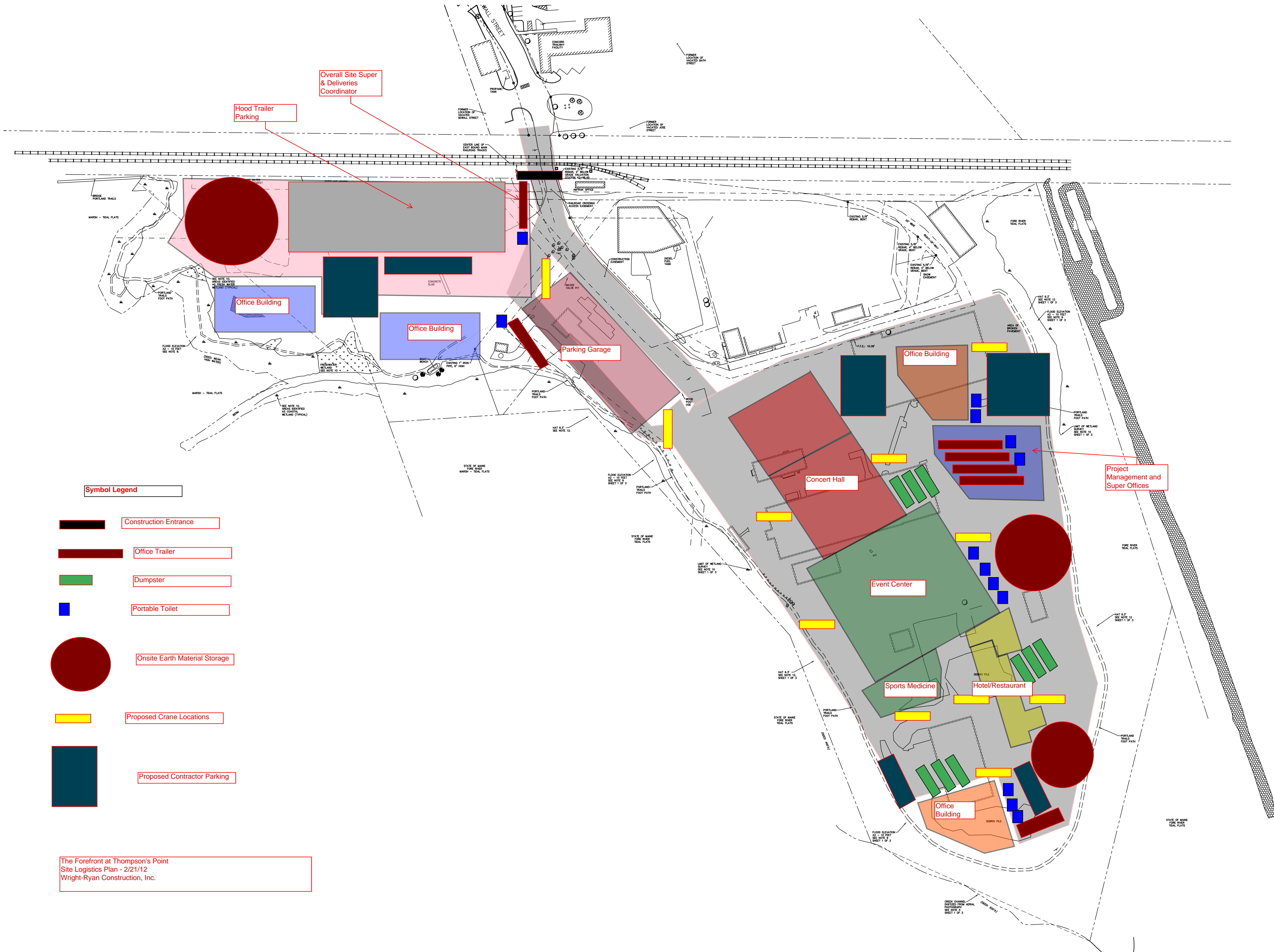
Phase 1 potentially involves the construction of seven buildings, some of which are contiguous, as well as major road, railroad crossing, and utility work that will occur off site. This work will require coordination with the neighbors which include the Portland Transportation Center, Concord Trailways, Northern New England Passenger Rail Authority (NNEPRA), Suburban Propane, in addition to other commercial uses which are adjacent to the site, as well as existing tenants whose leases will not be renewed and who will be vacating the site.

Key issues to be addressed include:





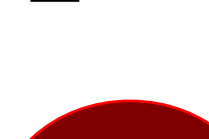

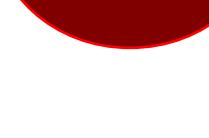
- Public safety
- Communication with abutters
- Traffic management
- Parking for workforce
- Coordination of material deliveries
- Laydown and material storage areas including job trailers
- Crane pads and erection sequences
- Utility location including managing temporary utilities during construction
- Waste management
- Office trailer areas
- Designated areas for stockpiled materials
- Snow removal and potential for on site storage

Please see the attached preliminary logistics plan which illustrates the value of an effective initial plan. Our objective will be to coordinate the flow of the work to maximize efficiency and eliminate downtime.

Wright-Ryan will work with the City of Portland, MDOT and other entities to coordinate with the various off site construction activities including the Fore River Parkway work, Congress Street work and the Rail Crossing.



**Symbol Legend**

-  Construction Entrance
-  Office Trailer
-  Dumpster
-  Portable Toilet
-  Onsite Earth Material Storage
-  Proposed Crane Locations
-  Proposed Contractor Parking

The Forefront at Thompson's Point  
 Site Logistics Plan - 2/21/12  
 Wright-Ryan Construction, Inc.