

**CITY OF PORTLAND, MAINE  
DEVELOPMENT REVIEW APPLICATION  
PLANNING DEPARTMENT PROCESSING FORM  
Planning Copy**

2004-0166  
Application I. D. Number  
  
4/30/2004  
Application Date  
  
Jetport Remote Park and Ride Lot  
Project Name/Description

Portland International Jetport  
Applicant  
1001 Westbrook Street, Portland, ME 04101  
Applicant's Mailing Address

Consultant/Agent  
Applicant Ph: (207) 772-0466 Agent Fax:  
Applicant or Agent Daytime Telephone, Fax

2254 - 2324 Congress St, Portland, Maine  
Address of Proposed Site  
233 A006001  
Assessor's Reference: Chart-Block-Lot

Proposed Development (check all that apply):  New Building  Building Addition  Change Of Use  Residential  Office  Retail  
 Manufacturing  Warehouse/Distribution  Parking Lot  Other (specify) \_\_\_\_\_

Proposed Building square Feet or # of Units \_\_\_\_\_ Acreage of Site \_\_\_\_\_ IM  
Zoning \_\_\_\_\_

**Check Review Required:**

Site Plan (major/minor)  Subdivision # of lots \_\_\_\_\_  PAD Review  14-403 Streets Review  
 Flood Hazard  Shoreland  Historic Preservation  DEP Local Certification  
 Zoning Conditional Use (ZBA/PB)  Zoning Variance  Other \_\_\_\_\_

Fees Paid: Site Pla \_\_\_\_\_ Subdivision \_\_\_\_\_ Engineer Review \_\_\_\_\_ Date \_\_\_\_\_

**Planning Approval Status:**

Reviewer \_\_\_\_\_

Approved  Approved w/Conditions See Attached  Denied  
Approval Date \_\_\_\_\_ Approval Expiration \_\_\_\_\_ Extension to \_\_\_\_\_  Additional Sheets Attached  
 OK to Issue Building Permit \_\_\_\_\_ signature \_\_\_\_\_ date \_\_\_\_\_

Performance Guarantee  Required\*  Not Required

\* No building permit may be issued until a performance guarantee has been submitted as indicated below

<input type="checkbox"/> Performance Guarantee Accepted	_____	_____	_____
	date	amount	expiration date
<input type="checkbox"/> Inspection Fee Paid	_____	_____	
	date	amount	
<input type="checkbox"/> Building Permit Issue	_____		
	date		
<input type="checkbox"/> Performance Guarantee Reduced	_____	_____	_____
	date	remaining balance	signature
<input type="checkbox"/> Temporary Certificate of Occupancy	_____	<input type="checkbox"/> Conditions (See Attached)	_____
	date		expiration date
<input type="checkbox"/> Final Inspection	_____	_____	
	date	signature	
<input type="checkbox"/> Certificate Of Occupancy	_____		
	date		
<input type="checkbox"/> Performance Guarantee Released	_____	_____	
	date	signature	
<input type="checkbox"/> Defect Guarantee Submitted	_____	_____	_____
	submitted date	amount	expiration date
<input type="checkbox"/> Defect Guarantee Released	_____	_____	
	date	signature	

**From:** James Seymour <jseymour@sebagotechnics.com>  
**To:** "RWK@portlandmaine.gov" <RWK@portlandmaine.gov>  
**Date:** Fri, Sep 24, 2004 3:18 PM  
**Subject:** Portland International Jetport-Temporary Parking Lot -Outer Congress St.

Rick,

Per your request I have looked at the plans and visited the site for the Jetport's temporary parking lot located off Outer Congress Street and have made the following comments about the As-Built Conditions and future recommendations.

The parking lot appears to have been built according to plan is stable, properly delineated on the paved surface, and installed with cut-off lighting. The grades have been built in accordance with the plan and the collection system appears correctly installed. However, due to the build up of low ground vegetation, it is difficult to find the drainage structures in the bermed ditch or even the Vortechtechnics treatment tank which serves the entire parking lot. **We recommend that a maintenance plan be generated which addresses the potential issues with weeds, and vegetation blocking runoff collections, and inspections of these structures and the treatment tank.** No such inspection has likely occurred given the current conditions. **We also recommend that the site be marked with posts or pavement marks to the location were the catch basins or treatment tank are.** This will assist in future maintenance or inspections.

We also feel that the parking lot should be appropriately identified with signs on Congress Street or the Access Road to direct vehicles where the site is, and include street address and contact phone numbers. Not knowing the security issues will there be a full time attendant on-site when the lot is in use. If not for security and safety reasons, should there be a communication link, available phone or mechanism installed given the remote location.

Other than general maintenance and security issues,(that may have been previously answered) we have no objections to the construction or approvals for this project.

Jim Seymour P.E.



**PLANNING BOARD REPORT #40-04**

**PLANNING BOARD REPORT  
PORTLAND INTERNATIONAL JETPORT  
REMOTE PARKING LOT  
CITY OF PORTLAND, MAINE**

Submitted to:  
Portland Planning Board  
Portland, Maine

Submitted by:  
Richard Knowland, Senior Planner  
September 28, 2004

## **I. INTRODUCTION**

A public hearing has been scheduled to consider site plan approval for an existing parking lot in the vicinity of 2254-2324 Congress Street adjacent to I-95. The City of Portland International Jetport is the applicant. The parking lot was originally approved by the Planning Board as a temporary use but the City now seeks approval as a permanent parking lot. 110 notices were sent to area property owners.

## **II. FINDINGS**

Land Area: 48 acres (parking lot 3.2 acres)

Zoning: I-M Industrial Zone

Use: Parking Lot

Parking Spaces: 482 Spaces

Impervious Surface: 28.6% of the total lot

## **III. BACKGROUND**

The parking lot was originally built as a “temporary” parking area to address a loss in parking at the Jetport during the construction of a new airport parking garage in 2001. The parking lot is part of a larger property (48 acres) owned by the City of Portland which was purchased because of its location within a flight path. An aviation easement runs through the property.

The Planning Board approved the site plan subject to the following condition of approval:

- i. That the parking lot is temporary and site plan approval shall expire on April 1, 2003. The applicant shall submit for review and approval by the Planning Board a site plan by April 1, 2003, either restoring the site or a revised site plan for its future use.

The site is adjacent to the City snow dump (west of I-95) and is part of the former Portland Water District sludge treatment complex. The driveway to the site is located between Nichols Company (2400 Congress Street) and a controlled access to I-95. The site is visible from I-95 but not from Congress Street.

The parking lot was reviewed and approved by the Maine DEP for a site location permit in 2001. The lot has been out of service since the March 2003 opening of the new parking garage.

The Jetport seeks site plan approval to allow the following uses on the parking lot:

- Provide public overflow parking for peak traveling times such as Thanksgiving, Christmas, February school vacation and April school vacation.
- Short-term non-public parking of airport related vehicles such as rental cars.
- Provide public overflow parking for short durations to allow maintenance and/or construction of additional structured or surface parking areas adjacent to the Portland International Jetport terminal complex.

Although built as a temporary parking lot, the parking lot has many permanent features including lighting, blacktop, drainage and a water quality treatment system. As a permanent parking lot, the site plan will need further upgrading.

#### **IV. STAFF REVIEW**

The site plan has been reviewed for conformance with the applicable standards of the site plan ordinance.

##### **1/2. Traffic**

Access to site from Congress Street is from an existing driveway that serves the City snow dump facility. The parking lot has a capacity for 482 parking spaces. Given the intended use of the facility as overflow parking from the airport, it is unlikely to have any significant traffic impacts.

The driveway to the parking lot from Congress Street is not a dedicated public street according to Jon Giles of Public Works. Normally we would require a sidewalk from Congress Street to the project, but at this point it is highly unlikely pedestrians would ever walk to or from this facility. Since the site does not have a building generating traffic nor does the use attract the public, a sidewalk is not needed at this time. Should this site or the Public Works site be redeveloped in the future, a sidewalk could be added.

The parking lot, aside from 3 shelters, does not have any pedestrian amenities or walkways. In the original staff memo we raised the issue of a painted walkway within the parking lot. The airport response is that standard walkways are not needed since people will walk to the three (3) shelters not to a central location.

##### **3. Bulk, location, height of proposed buildings and uses will not cause health or safety problems.**

There are no new buildings proposed on the site. There are three very small existing pedestrian shelters and a parking booth within the parking lot. This

facility was in operation for several years with no known health or safety concerns.

4. Bulk, location, height proposed buildings minimizes diminution in the value or utilities to neighboring structures.

The limited size and scale of development on this site will not adversely impact and adjacent property.

5. Sewers, storm drains, water solid disposal.

The site does not require the use of public facilities or utilities except for electrical power since there are no buildings with habitable space. The site has a storm water system that does not enter a city sewer or storm drain.

- 6/7. Landscaping

The original site plan included a number of plantings but they are insufficient for approval as a permanent parking lot. The revised site plan includes 25 pine trees along the I-95 side of the property. Four (4) deciduous trees are proposed along the frontage of the common driveway.

Nine (9) landscaped islands are shown within the parking lot. The islands are placed at the end of parking aisles and will have a total of thirteen (13) pine trees.

The submitted landscaping plan takes place in the context of an extremely isolated site. The site is not visible from Congress Street. The parking lot is visible from I-95 but is in excess of 1,100 feet from the I-95 right-of-way. It is not visible from any abutting property except for the City snow dump facility. If this were any other site in the City, we would recommend a significant upgrading in the number of plantings along the site perimeter and the establishment of more landscaped islands within the parking lot breaking up the large mass of parking. This is a highly unusual site with very limited impact on abutting properties and because of its use, very limited exposure to the general public. Jeff Tarling, City Arborist, has reviewed the plan and finds it acceptable.

8. Drainage

A permanent stormwater system was installed when the parking lot was initially constructed. Storm water from the parking lot sheet flows into a grassed swale along the southerly edge of the parking lot. A storm drain with five catch basins captures stormwater within the swale. The water is treated by a Vortech stormwater quality unit before being discharged over a riprap apron. The stormwater discharges into a natural drainage way. The stormwater then flows to a culvert located on City of South Portland property before it eventually empties into Long Creek.



Stormwater calculations were submitted. There are no known erosion or drainage problems in the three years since the parking lot was constructed.

Jim Seymour, Development Review Coordinator, is expected to have engineering related comments in time for Tuesday's workshop.

9. Lighting

Exterior lighting was installed when the parking lot was originally built. Nine (9) light poles are shown on the plan. Two round 250-watt high-pressure sodium lamps are on each light pole. The luminary is a cut-off fixture. A site plan denoting photometric values has been submitted. The values along the perimeter of the parking are very low and are acceptable. The values directly under the poles are in the 6.0 to 7.0 range (high) but this parking lot is so isolated and the perimeter values so low, this should not be a concern.

The current overhead powerlines to the light poles will be removed and placed underground.

10. Fire

The site plan is acceptable to the Fire Department.

11. Infrastructure

The proposed development is designed so as to be consistent with off-premises infrastructure, existing or planned by the City.

12. Natural Resources

The proposed development has no known adverse impact upon the existing natural resources. Stormwater will be treated by a stormwater treatment system. A letter from the Maine Department of Inland Fisheries and Wildlife indicates they "would not anticipate any significant impacts to fisheries or fisheries impact" from this development. The Department also found "no identified wildlife habitats associated with these improvements".

13. Groundwater

The proposed development will not pose an unreasonable risk to a significant groundwater aquifer since there are no buildings or uses to generate such contamination. A stormwater quality unit has been provided to treat stormwater from the parking lot.

**V. MOTIONS FOR THE BOARD TO CONSIDER**

On the basis of plans and materials submitted by the applicant and on the basis of information contained in Planning Report #40-04, the Board finds:

1. That the plan is in conformance with the Site Plan Ordinance of the Land Use Code.

Attachments

- A. Site Plans/Photographs
- B. Background Information
- C. Stormwater Information
- D. Impervious Surface Calculation
- E. Neighborhood Meeting

ATTACHMENT A





# City of Portland Site Plan Application

If you or the property owner owes real estate or personal property taxes or user charges on any property within the City, payment arrangements must be made before permits of any kind are accepted.

Address of Proposed Development: 2254-2324 Congress Street Zone: IM

Total Square Footage of Proposed Structure: N/A Square Footage of Lot: Airport Property 1,035 Acres

Tax Assessor's Chart, Block & Lot: 233-A006-009  
Chart# Block# Lot#  
Property owner's mailing address: City of Portland 389 Congress St. Portland, ME  
Telephone #: 207-756-8029

Consultant/Agent, mailing address, phone # & contact person: -  
Applicant's name, mailing address, telephone #/Fax#/Pager#: Attn: Paul H. Bradbury Portland Int'l Jetport 1001 Westbrook St. Portland, ME 04102  
Project name: Portland Int'l Jetport Remote Park & Ride Lot

Proposed Development (check all that apply)  
 New Building  Building Addition  Change of Use  Residential  Office  Retail  Manufacturing  
 Warehouse/Distribution  Parking lot  
Subdivision (\$500.00) + amount of lots \_\_\_\_\_ (\$25.00 per lot) \$ \_\_\_\_\_  
Site Location of Development (\$3,000.00)  
(except for residential projects which shall be \$200.00 per lot \_\_\_\_\_)  
 Traffic Movement (\$1,000.00)  Stormwater Quality (\$250.00)  
 Section 14-403 Review (\$400.00 + \$25.00 per lot)  
 Other \_\_\_\_\_

Major Development (more than 10,000 sq. ft.)  
 Under 50,000 sq. ft. (\$500.00)  
 50,000 - 100,000 sq. ft. (\$1,000.00)  
 Parking Lots over 100 spaces (\$1,000.00)  
 100,000 - 200,000 sq. ft. (\$2,000.00)  
 200,000 - 300,000 sq. ft. (\$3,000.00)  
 Over 300,000 sq. ft. (\$5,000.00)  
 After-the-fact Review (\$1,000.00 + applicable application fee)

Minor Site Plan Review  
 Less than 10,000 sq. ft. (\$400.00)  
 After-the-fact Review (\$1,000.00 + applicable application fee)

Plan Amendments  
 Planning Staff Review (\$250.00)  
 Planning Board Review (\$500.00)

- Please see next page -



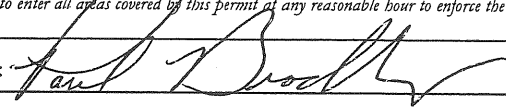
Who billing will be sent to: (Company, Contact Person, Address, Phone #)	
Attn: Paul Bradbury Portland Int'l Jetport	1001 Westbrook Street Portland, Maine 04102 207 756-8029

- Submittals shall include (9) separate folded packets of the following:
- a. copy of application
  - b. cover letter stating the nature of the project
  - c. site plan containing the information found in the attached sample plans check list

Amendment to Plans: Amendment applications should include 6 separate packets of the above (a, b, & c)  
**ALL PLANS MUST BE FOLDED NEATLY AND IN PACKET FORM**

Section 14-522 of the Zoning Ordinance outlines the process; copies are available at the counter at .50 per page (8.5 x11) you may also visit the web site: [ci.portland.me.us](http://ci.portland.me.us) chapter 14

*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 Code Official'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.*

Signature of applicant: 	Date: 4.30.04
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This application is for site review ONLY, a building Permit application and associated fees will be required prior to construction.

## Development in Portland

The City of Portland has instituted the following fees to recover the costs of reviewing development proposals under the Site Plan and Subdivision ordinances: application fee; engineering fee; and inspection fee. Performance and defect guarantees are also required by ordinance to cover all site work proposed.

The **Application Fee** covers general planning and administrative processing costs, and is paid at the time of application.

The Planning Division is required to send notices to neighbors upon receipt of an application and prior to public meetings. The applicant will be billed for mailing and advertisement costs. Applicants for development will be charged an **Engineering Review Fee**. This fee is charged by the Planning Division for review of on-site improvements of a civil engineering nature, such as storm water management as well as the engineering analysis of related improvements within the public right-of-way, such as public streets and utility connections, as assessed by the Department of Public Works. The Engineering Review fee must be paid before a building permit can be issued. Monthly invoices are sent out by the Planning Division on a monthly basis to cover engineering costs.

A **Performance Guarantee** will be required following approval of development plans. This guarantee covers all required improvements within the public right-of-way, plus certain site improvements such as landscaping, paving, and drainage improvements. The Planning Division will provide a cost estimate form for figuring the amount of the performance guarantee, as well as sample form letters to be filled out by a financial institution.

An **Inspection Fee** must also be submitted to cover inspections to ensure that sites are developed in accordance with the approved plan. The inspection fee is 2.0% of the performance guarantee amount, or as assessed by the planning or public works engineer. The minimum inspection fee is \$300 for development, unless no site improvements are proposed. Public Works inspects work within the City right-of-way and Planning inspects work within the site including pipe-laying and connections. (The contractor must work with inspectors to coordinate timely inspections, and should provide adequate notice before inspections, especially in the case of final inspection.)

Upon completion of a development project, the performance guarantee is released, and a **Defect Guarantee** in the amount of 10% of the performance guarantee must be provided. The Defect Guarantee will be released after a year.

Other reimbursements to the City include actual or apportioned costs for advertising and mailed notices. All fees shall be paid prior to the issuance of any building permit.

For more information on the fees or review process, please call the Planning Division at 874-8719 or 874-8721.



April 30, 2004

Mr. Alex Jaegerman  
City of Portland  
Planning Division  
389 Congress Street  
Portland, Maine 04101

1001 Westbrook Street  
Portland, Maine 04102  
Phone: 207-756-8035  
Fax: 207-791-8955  
www.portlandjetport.org

RE: Portland Int'l Jetport Temporary Parking Lot

Dear Alex:

Please find enclosed one (1) original and eight (8) copies of the Application for Major Site Plan Review for the Portland International Jetport Park and Ride lot on outer Congress St. This lot was constructed as a temporary lot to provide public parking while the Jetport Phase 1 Parking Garage was constructed. The site plan approval for this lot expired on April 1, 2003 as noted in the attached March 21, 2001 letter from the Portland Planning Board. The lot has been out of service since the March 2003 opening of the new parking garage.

At this time the Jetport seeks approval to allow the following uses of the park and ride lot:

- Provide public overflow parking for peak traveling times such as Thanksgiving, Christmas, February school vacation, and April school vacation.
- Short-term non-public parking of airport related vehicles such as rental cars.
- Provide public overflow parking for short durations to allow for maintenance and/or construction of additional structured or surface parking areas adjacent to the Portland International Jetport Terminal complex.

The Portland Jetport is not proposing any further construction or alterations to the park and ride lot as part of this application. The plans and documentation submitted reflect the as-built existing condition of the lot.

Sincerely,

Paul H. Bradbury, P.E.  
Facilities & Engineering Manager  
Portland International Jetport

Enc: 9 copies of Major Site Plan Application

OF PORTLAND, MAINE

PLANNING BOARD

Sent 3-29-01 B-4

Jaimey Caron, Chair  
Deborah Krichels, Vice Chair  
Kenneth M. Cole III  
Cyrus Y. Hagge  
Erin Rodriguez  
Mark Malone  
Orlando E. Delogu

March 21, 2001

Mr. Jeff Schultes, Jetport Manager  
Portland International Jetport  
1001 Westbrook Street  
Portland, ME 04102

RE: Portland International Jetport Parking Garage (1001 Westbrook Street; 199-A-001, unit 16) and Temporary Parking Lot (Outer Congress Street).

Dear Mr. Schultes:

On March 13, 2001, the Portland Planning Board voted on the following motions regarding expansion of the Portland International Jetport:

1. The Planning Board voted 5-0 (Hagge, Delogu absent) that the parking garage site plan is in conformance with the site plan ordinance of the land use code with the following conditions:

- i. That the site plan be revised for review and approval reflecting the comments of Steve Bushey, Development Review Coordinator.
- ii. That the landscape plan is subject to review and approval by the City Arborist.
- iii. That additional information be submitted for the interior lighting of the parking garage for planning staff review and approval.
- iv. That the walkway plan be revised to reflect an appropriate walkway from the westerly employee parking lot to the terminal.
- v. That an executed agreement between the City and Thomas Toye shall be submitted for staff review and approval.

\* 2. The Planning Board voted 5-0 (Hagge, Delogu absent) that the temporary parking lot on outer Congress Street is in conformance with the following conditions

- i. That the parking lot is temporary and site plan approval shall expire on April 1, 2003. The applicant shall submit for review and approval by

the Planning Board a site plan by April 1, 2003 either restoring the site or a revised site plan for its future use.

- ii. That the site plan be revised for review and approval reflecting the comments of Steve Bushey, Development Review Coordinator.
- iii. That a landscape plan be submitted for review and approval by the City Arborist.

The approval is based on the submitted site plan and the findings related to site plan review standards as contained in Planning Report #11-01, which is attached.

Please note the following provisions and requirements for all site plan approvals:

1. A performance guarantee covering the site improvements as well as an inspection fee payment of 2.0% of the guarantee amount and 7 final sets of plans must be submitted to and approved by the Planning Division and Public Works prior to the release of the building permit. If you need to make any modifications to the approved site plan, you must submit a revised site plan for staff review and approval.
2. The site plan approval will be deemed to have expired unless work in the development has commenced within one (1) year of the approval or within a time period agreed upon in writing by the City and the applicant. Requests to extend approvals must be received before the expiration date.
3. A defect guarantee, consisting of 10% of the performance guarantee, must be posted before the performance guarantee will be released.
4. Prior to construction, a preconstruction meeting shall be held at the project site with the contractor, development review coordinator, Public Work's representative and owner to review the construction schedule and critical aspects of the site work. At that time, the site/building contractor shall provide three (3) copies of a detailed construction schedule to the attending city representatives. It shall be the contractor's responsibility to arrange a mutually agreeable time for the preconstruction meeting.



5. If work will occur within the public right-of-way such as utilities, curb, sidewalk and driveway construction, a street opening permit(s) is required for your site. Please contact Carol Merritt at 874-8300, ext. 8828. (Only excavators licensed by the City of Portland are eligible).

The Development Review Coordinator must be notified five (5) working days prior to date required for final site inspection. The Development Review Coordinator can be reached at the Planning Department at 874-8721 or 874-87199. Please make allowances for completion of site plan requirements determined to be incomplete or defective during the inspection. This is essential as all site plan requirements must be completed and approved by the Development Review Coordinator prior to issuance of a Certificate of Occupancy. Please schedule any property closing with these requirements in mind.

If there are any questions, please contact the Planning Staff.

Sincerely,



Jaime Caron, Chair  
Portland Planning Board

CC: Alexander Jaegerman, Chief Planner  
Richard Knowland, Senior Planner  
P. Samuel Hoffses, Building Inspector  
Marge Schmuckal, Zoning Administrator  
Tony Lombardo, Project Engineer  
Jay Reynolds, Development Review Coordinator  
William Bray, Director of Public works  
Jeff Tarling, city Arborist  
Penny Littell, Associate Corporation Counsel  
Lt. Gaylend McDougall, Fire Prevention  
Inspection Department  
Lee Urban, Director of Economic Development  
Don Hall, Appraiser, Assessor's Office  
Susan Doughty, Assessor's Office  
Paul Bradbury, Jetport  
Jeff Preble, Dufresne-Henry, Inc., 22 Free St., Portland, ME. 04101  
Approval Letter File

## Section 1

# PROJECT DESCRIPTION

### Introduction

In March 2001, the City of Portland issued a temporary site plan permit for a parking lot located off outer Congress Street near the City of Portland snow stockpile site. The temporary parking lot was constructed to provide public parking while the Jetport Phase 1 Parking Garage was constructed. The site plan approval for this lot expired on April 1, 2003, and the lot has been out of service since the opening of the new parking garage in March of 2003.

At this time the Jetport would like to revise the site plan to allow the following future uses:

- Public overflow parking for peak traveling times such as Thanksgiving, Christmas, February school vacation, and April school vacation
- Short-term non-public parking of airport related vehicles such as rental cars
- Public overflow parking for short duration's to allow for maintenance and/or construction of permanent parking facilities.

### Temporary Parking Lot

The temporary parking was constructed in a field adjacent to the City's snow dump. The work involve re-grading the area, installing 18 inches of gravel material, paving with 2 inches of base pavement, and paint striping. A total of 464 parking spaces were provided including 12 handicap spaces.

The site includes two temporary shelters, a paved access drive, a revenue control island with ticket dispenser and operator hut, and site lighting. The jetport parking management consultant utilizes passenger vans to shuttle people back and forth between the temporary parking lot and the jetport. Site lighting consists of wood utility poles with overhead wiring and high cut-off type fixtures.

### Attachment

An approval letter from the Department of Environmental Protection dated June 26, 2001 follows.



STATE OF MAINE  
DEPARTMENT OF  
ENVIRONMENTAL PROTECTION  
17 STATE HOUSE STATION  
AUGUSTA, MAINE  
04333

ANGUS S. KING, JR.  
GOVERNOR

DEPARTMENT ORDER

IN THE MATTER OF

CITY OF PORTLAND	) SITE LOCATION OF
DEVELOPMENT	
Portland, Cumberland County	)
JETPORT TEMPORARY PARKING LOT	) MODIFICATION
L-13760-18-W-M (approval)	) FINDINGS OF FACT AND ORDER

Pursuant to the provisions of 38 M.R.S.A. Sections 481 et seq., the Department of Environmental Protection has considered the application of the CITY OF PORTLAND with the supportive data, agency review comments, and other related materials on file and FINDS THE FOLLOWING FACTS:

1. In Department Order #L-13760-18-A-N, dated October 9, 1987, the Department approved existing post-1970 improvements at the Portland International Jetport as described in Finding 1 of that Order, and a 29 lot commercial subdivision on a 763 acre parcel of land between Congress Street and Johnson Road in the City of Portland. The Department has approved a number of expansions and modifications to the Jetport in subsequent Orders. Department Order #L-13760-18/31-J-A, dated November 26, 1996, approved the relocation of the existing access road from Johnson Road and the construction of a new access road from Congress Street to the existing Jetport loop road. In Department Order #L-13760-18-R-A, dated February 16, 2001, the Department approved a five year improvement program at the jetport with a planning permit.
2. The applicant proposes to construct a temporary parking lot to be used during construction of the parking garage and other airport improvements. The parking lot will have approximately 3 1/4 acres of impervious area and it is located on outer Congress Street adjacent to the Portland snow dump. There are numerous wetlands on the project site but they will not be impacted by the parking lot.
3. The applicant submitted a stormwater management plan and a erosion and sedimentation control plan for the proposed project which were reviewed by the Division of Watershed Management of the Bureau of Land and Water Quality (DWM). Stormwater quantity will increase off the project site, but the increase will be on to other land owned by the applicant, prior to the stormwater's discharge into Long Creek. The applicant will meet stormwater quality standards by utilizing a Vortech System, Model 16000. DWM has stated that the stormwater management plan and the erosion and sedimentation control plan submitted by the applicant meet Department standards.
4. No other issues have been identified.



5. Based on its review of the application, the Department finds the requested modification to be in accordance with all relevant Departmental standards. All other findings of fact, conclusions and conditions remain as approved in Department Order #L-13760-28-A-N, and subsequent orders.

BASED on the above findings of fact, and subject to the conditions listed below, the Department makes the following conclusions pursuant to 38 M.R.S.A. Sections 481 et seq.:

- A. The applicant has provided adequate evidence of financial capacity and technical ability to develop the project in a manner consistent with state environmental standards.
- B. The applicant has made adequate provision for fitting the development harmoniously into the existing natural environment and the development will not adversely affect existing uses, scenic character, air quality, water quality or other natural resources in the municipality or in neighboring municipalities.
- C. The proposed development will be built on soil types which are suitable to the nature of the undertaking and will not cause unreasonable erosion of soil or sediment nor inhibit the natural transfer of soil.
- D. The proposed development meets the standards for storm water management in Section 420-D and the standard for erosion and sedimentation control in Section 420-C.
- E. The proposed development will not pose an unreasonable risk that a discharge to a significant groundwater aquifer will occur.
- F. The applicant has made adequate provision of utilities, including water supplies, sewerage facilities, solid waste disposal and roadways required for the development and the development will not have an unreasonable adverse effect on the existing or proposed utilities and roadways in the municipality or area served by those services.
- G. The activity will not unreasonably cause or increase the flooding of the alteration area or adjacent properties nor create an unreasonable flood hazard to any structure.

THEREFORE, the Department APPROVES the application of the CITY OF PORTLAND to construct a temporary parking lot, SUBJECT TO THE FOLLOWING CONDITIONS a

1. The Standard Conditions of Approval, a copy attached.
2. In addition to any specific erosion control measures described in this or previous orders, the applicant shall take all necessary actions to ensure that its activities or those of its agents do not result in noticeable erosion of soils or fugitive dust

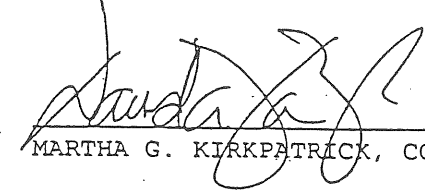


emissions on the site during the construction and operation of the project covered by this approval.

- 3. All other Findings of Fact, Conclusions and Conditions remain as approved in Department Order #L-13760-18-A-N, and subsequent orders, and are incorporated herein.

DONE AND DATED AT AUGUSTA, MAINE, THIS 26 DAY OF June, 2001.

DEPARTMENT OF ENVIRONMENTAL PROTECTION

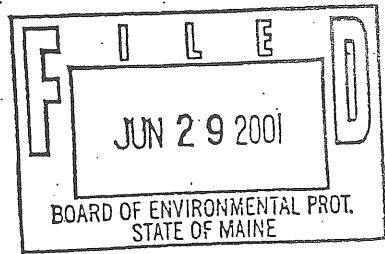
By:   
 F MARTHA G. KIRKPATRICK, COMMISSIONER

PLEASE NOTE THE ATTACHED SHEET FOR GUIDANCE ON APPEAL PROCEDURES...

Date of initial receipt of application 5-7-01

Date of application acceptance 5-16-01

Date filed with Board of Environmental Protection  
LK/L13760WM



## Section 12

### INLAND FISHERIES AND WILDLIFE

#### Inland Fisheries Review

The Maine Department of Inland Fisheries and Wildlife had been contacted regarding the fisheries and fisheries habitat impacts from the Parking Garage project in which the temporary parking lot is included. A letter from the Maine Department of Inland Fisheries and Wildlife is included herein. The Maine Department of Inland Fisheries and Wildlife found "no significant impacts to fisheries or fisheries habitat from this project."

#### Attachments

Letter from Maine Inland Fisheries and Wildlife to Dufresne-Henry, dated January 24, 2001.

#### Wildlife Review

The Maine Department of Inland Fisheries and Wildlife had been contacted regarding the wildlife habitat impacts from the Parking Garage project in which the temporary parking lot is included. An IF&W report from the Maine Department of Inland Fisheries and Wildlife is included herein. The Maine Department of Inland Fisheries and Wildlife found "no identified wildlife habitats associated with these improvements."

#### Attachments

IF&W Report from the Maine Inland Fisheries and Wildlife to Debbie Violette (Dufresne-Henry), January 18, 2001.

**MDIFW**MDIFW  
358 Shaker Rd.  
Gray, Maine  
04038Phone: 657-2345 ext.111  
FAX: 207-657-2980  
email: james.pellrin@state.me.us

Wednesday, January 24, 2001


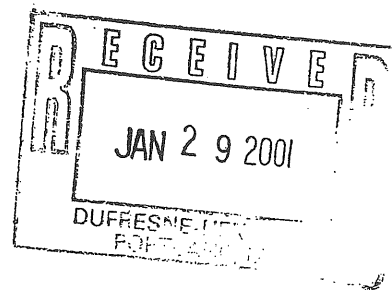
Debbie Violette,  
Dufresne-Henry  
22 Free Street  
Portland, ME 04101-3900

RE: PWM - Parking Expansion - Planning Board Review

Dear Ms. Violette,

I have reviewed the information you sent regarding the proposed parking expansion project at PWM. The majority of the area for expansion appears to be a reconfiguration of previously developed land, and there are no known significant fisheries in the immediate vicinity of this project. As a result, I would not anticipate any significant impacts to fisheries or fisheries habitat. If you have any further questions or concerns then feel free to contact us.

Sincerely,

  
James Pellrin  
Fishery Biologist

## Section 14

# UNUSUAL NATURAL AREAS

### Unusual Natural Areas Review

As stated in Section 17, Unusual Natural Areas, of the Phase I Parking Garage City of Portland Major Site Plan Application (January, 2001), the Department of Conservation concluded, "According to the information currently in our Biological and Conservation Data System files, there are no rare botanical features specifically within the project area."

### Attachment

Letter from Maine Department of Conservation to Debbie Violette (Dufresne-Henry) dated December 15, 2000.

Rare or Exemplary Botanical Features in the Project Vicinity

### Impact on wetlands

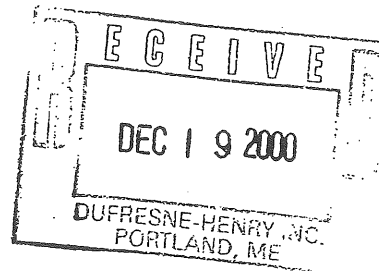
Please refer to drawing C1-1, Location Plans and Notes, general note number 8, that states "no construction shall take place in wetlands."



STATE OF MAINE  
DEPARTMENT OF CONSERVATION  
159 HOSPITAL STREET  
93 STATE HOUSE STATION  
AUGUSTA, MAINE 04333-0093

ANGUS S. KING, JR.  
GOVERNOR

RONALD B. LOVAGLIO  
COMMISSIONER



December 15, 2000

Debbie L. Violette  
Dufresne-Henry  
22 Free Street  
Portland, ME 04101-3900

Re: Rare and exemplary botanical features, Portland International Jetport Site, Portland

Dear Ms. Violette:

I have searched the Natural Areas Program's Biological and Conservation Data System files in response to your request of December 13, 2000 for information on the presence of rare or unique botanical features documented from the vicinity of the project site in the town of Portland, Maine. Rare and unique botanical features include the habitat of rare, threatened, or endangered plant species and unique or exemplary natural communities. Our review involves examining maps, manual and computerized records, other sources of information such as scientific articles or published references, and the personal knowledge of staff or cooperating experts.

Our official response covers only botanical features. For authoritative information and official response for zoological features you must make a similar request to the Maine Department of Inland Fisheries and Wildlife, 284 State Street, Augusta, Maine 04333.

According to the information currently in our Biological and Conservation Data System files, there are no rare botanical features documented specifically within the project area. This lack of data may indicate minimal survey efforts rather than confirm the absence of rare botanical features. You may want to have the site inventoried by a qualified field biologist to ensure that no undocumented rare features are inadvertently harmed.

If a field survey of the project area is conducted, please refer to the enclosed supplemental information regarding rare and exemplary botanical features documented to occur in the vicinity of the project site. The list may include information on features that have been known to occur historically in the area as well as recently field-verified information. While historic records have not been documented in several years, they may persist in the area if suitable habitat exists. The enclosed list identifies features



with potential to occur in the area, and it should be considered if you choose to conduct field surveys.

This finding is available and appropriate for preparation and review of environmental assessments, but it is not a substitute for on-site surveys. Comprehensive field surveys do not exist for all natural areas in Maine, and in the absence of a specific field investigation, the Maine Natural Areas Program cannot provide a definitive statement on the presence or absence of unusual natural features at this site.

The Natural Areas Program is continuously working to achieve a more comprehensive database of exemplary natural features in Maine. We would appreciate the contribution of any information obtained should you decide to do field work. The Natural Areas Program welcomes coordination with individuals or organizations proposing environmental alteration, or conducting environmental assessments. If, however, data provided by the Natural Areas Program are to be published in any form, the Program should be informed at the outset and credited as the source.

The Natural Areas Program has instituted a fee structure of \$75.00 an hour to recover the actual cost of processing your request for information. You will receive an invoice for \$75.00 for our services.

Thank you for using the Natural Areas Program in the environmental review process. Please do not hesitate to contact me if you have further questions about the Natural Areas Program or about rare or unique botanical features on this site.

Sincerely,



Emily C. Pinkham  
Information Specialist

Enclosures

## Rare or Exemplary Botanical Features in the Project Vicinity

Documented within a four mile radius of the Portland International Jetport Site, Portland.

Scientific Name Common Name	Last Seen	State Rarity	Global Rarity	State Legal Status	Federal Legal Status	Habitat Description
ADLUMIA FUNGOSA ALLEGHENY VINE	1860	S1	G4	T		Wet or recently burned woods, rocky wooded slopes.
ALLIUM TRICOCCUM WILD LEEK	1988	S3	G5	SC		Rich hardwood forests, usually alluvial.
CAREX POLYMORPHA VARIABLE SEDGE	1911	S1	G3	E		In Maine, habitat is between downslope seeps (with horsetails and wetland sedges) and upslope mixed oak/huckleberry forest. Preferred soil type is Deerfield Loamy Sand. All Maine occurrences are from coastal towns where climate is moderated by the ocean. Wet calcareous soils.
CAREX STERILIS DIOECIOUS SEDGE	1936	S1	G4	T		
POTAMOGETON VASEYI VASEY'S PONDWEED	1901	S1	G4	T		Quiet muddy or calcareous waters.
PRUNUS MARITIMA BEACH PLUM	1933	S1	G4	E		Sandy soil along or near the coast.
RANUNCULUS AMBIGENS WATER-PLANTAIN SPEARWORT	1862	SH	G4	PE		Sloughs, ditches, and muddy swamps.
SELAGINELLA APODA CREEPING SPIKE-MOSS	1924	S1	G5	E		Meadows, lawns, and streambanks.
SUAEDA CALCEOLIFORMIS AMERICAN SEA-BLITE	1932	S1	G5	T		Rocky or gravelly saltmarshes and sea-strands.

## STATE RARITY RANKS

- S1 Critically imperiled in Maine because of extreme rarity (five or fewer occurrences or very few remaining individuals or acres) or because some aspect of its biology makes it especially vulnerable to extirpation from the State of Maine.
- S2 Imperiled in Maine because of rarity (6-20 occurrences or few remaining individuals or acres) or because of other factors making it vulnerable to further decline.
- S3 Rare in Maine (on the order of 20-100 occurrences).
- S4 Apparently secure in Maine.
- S5 Demonstrably secure in Maine.
- SH Occurred historically in Maine, and could be rediscovered; not known to have been extirpated.
- SU Possibly in peril in Maine, but status uncertain; need more information.
- SX Apparently extirpated in Maine (historically occurring species for which habitat no longer exists in Maine).

Note: State Ranks determined by the Maine Natural Areas Program.

## GLOBAL RARITY RANKS

- G1 Critically imperiled globally because of extreme rarity (five or fewer occurrences or very few remaining individuals or acres) or because some aspect of its biology makes it especially vulnerable to extirpation from the State of Maine.
- G2 Globally imperiled because of rarity (6-20 occurrences or few remaining individuals or acres) or because of other factors making it vulnerable to further decline.
- G3 Globally rare (on the order of 20-100 occurrences).
- G4 Apparently secure globally.
- G5 Demonstrably secure globally.

Note: Global Ranks are determined by The Nature Conservancy.  
T indicates subspecies rank, Q indicates questionable rank, HYB indicates hybrid species.

## STATE LEGAL STATUS

Note: State legal status is according to 5 M.R.S.A. § 13076-13079, which mandates the Department of Conservation to produce and biennially update the official list of Maine's endangered and threatened plants. The list is derived by a technical advisory committee of botanists who use data in the Natural Areas Program's database to recommend status changes to the Department of Conservation.

- E ENDANGERED; Rare and in danger of being lost from the state in the foreseeable future, or federally listed as Endangered.
- T THREATENED; Rare and, with further decline, could become endangered; or federally listed as Threatened.
- SC SPECIAL CONCERN; Rare in Maine, based on available information, but not sufficiently rare to be considered Threatened or Endangered.
- PE POSSIBLY EXTIRPATED; Not known to currently exist in Maine; not field-verified (or documented) in Maine over the past 20 years.

## FEDERAL STATUS

- LE Listed as Endangered at the national level.
- LT Listed as Threatened at the national level.

Please note that species names follow Flora of Maine: A Manual for Identification of Native and Naturalized Vascular Plants of Maine, Arthur Haines and Thomas F. Vining, 1998, V.F. Thomas Co., P.O. Box 281, Bar Harbor, Maine 04069-0281.

Where entries appear as binomials, all representatives (subspecies and varieties) of the species are rare in Maine; where names appear as trinomials, only that particular variety or subspecies is rare in Maine, not the species as a whole.

Visit our web site for more information on rare, threatened and endangered species!  
<http://www.state.me.us/doc/nrimc/mnap/factsheets/mnapfact.htm>



PARCELS DATA SHEET

MAP KEY No. 26 <sup>B-18</sup>

GRANTOR: Edward S. Finks et. als. TO GRANTEE: City of Portland

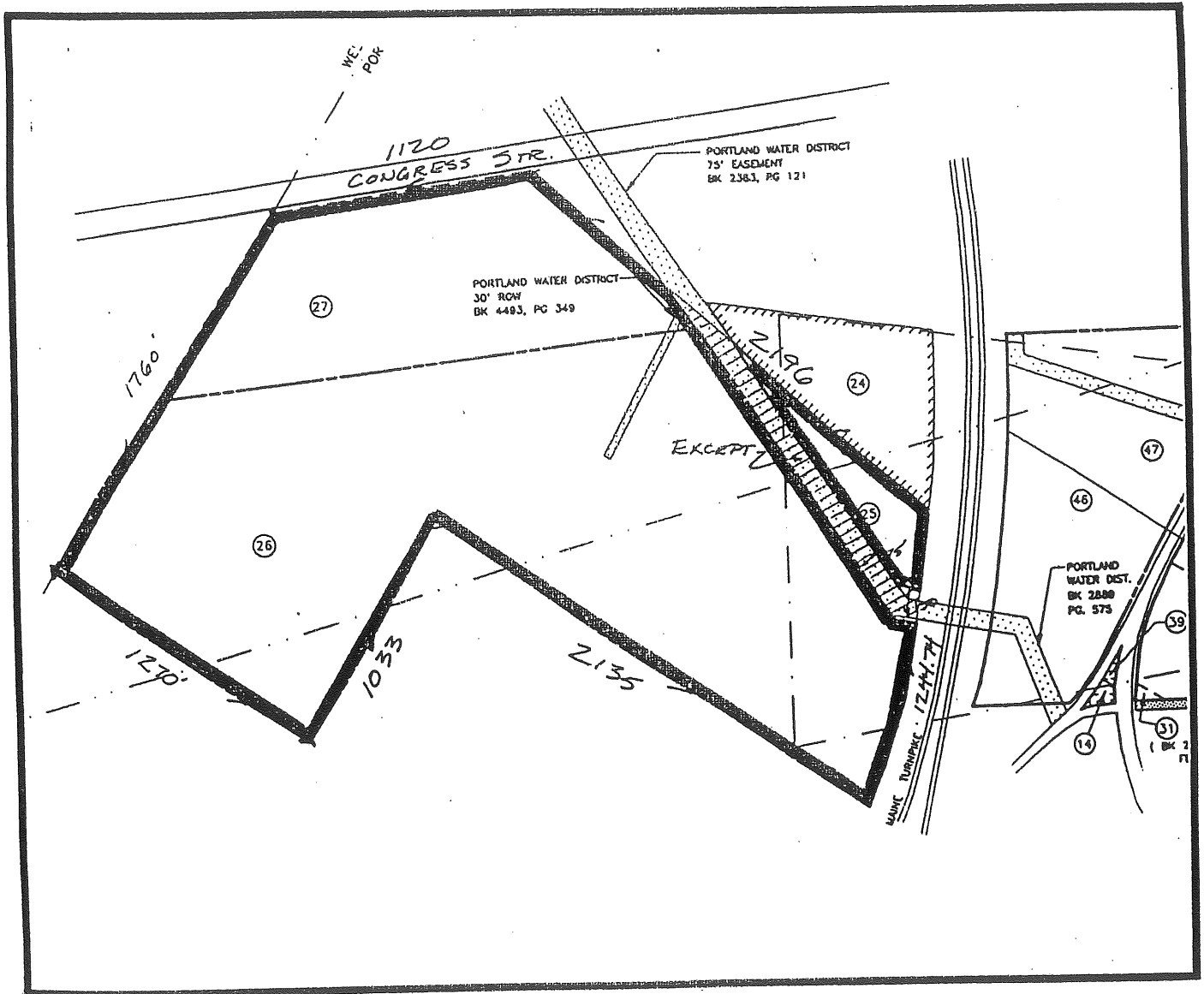
TYPE OF INSTRUMENT:  
Warranty Deed  
DEED REFERENCE:  
Book 2457 Page 262

DATE:  
Instrument 02/13/59  
Acknowledged 02/13/59  
Recorded 02/13/59

AREA: Acres + or -

PROVISIONS:  
Except deed to Portland Water District, B.2383, P.121.

REMARKS:



Know all Men by these Presents, That

We, Edward S. Finks and Dorothy L. Finks, of Portland, in the County of Cumberland and State of Maine in consideration of one dollar and other valuable consideration paid by the City of Portland, a body politic and corporate, located in said County and State.

the receipt whereof we do hereby acknowledge, do hereby give, grant, bargain, sell and convey unto the said City of Portland, its successors and assigns, the following described parcel of land with the buildings thereon located on the southeasterly side of Congress Street, formerly known as the County Road, leading to Buxton, and the northwesterly side of the Payne Road, being partly in said Portland and partly in South Portland, and bounded and described as follows: Beginning on the southerly side of Congress Street, formerly County Road, leading from Corham to Portland, at the northeasterly corner of land formerly belonging to one Bailey, later of McInnes; thence running southwest by said Bailey land seventeen hundred sixty (1760) feet to a stake and corner at land of Frank P. Cummings' heirs; thence southeast by said Cummings' heirs land twelve hundred seventy (1270) feet to a stake and corner at land formerly of W. F. Dresser, now of the Crosby heirs; thence northeast by said Dresser land ten hundred thirty-three (1033) feet to a stake and corner; thence southeast by said Dresser land twenty-one hundred thirty-five (2135) feet, more or less, to land of Maine Turnpike Authority; thence northerly by a curving line by said Maine Turnpike Authority land twelve hundred forty-four and seventy-four hundredths (1244.74) feet to land of Frank P. Cummings' heirs; thence northwesterly by said Frank P. Cummings' heirs land twenty-one hundred ninety-six (2196) feet, more or less, to said Congress Street; thence westerly by said Congress Street eleven hundred twenty (1120) feet, more or less, to the point of beginning, excepting therefrom the following described parcel of land conveyed by the Grantors to the Portland Water District by warranty deed, dated November 12, 1957, and recorded in Cumberland County Registry of Deeds in Book 2383, Page 121: Beginning at a point on the dividing line between land of the Grantors and land of Maine Turnpike Authority, said point being two hundred eighty-three and three tenths (283.3) feet southwesterly along said dividing line from the intersection of said dividing line and land now or formerly of Frank P. Cummings, (1) thence North 56°18' West one hundred twenty-four and seventeen hundredths (124.17) feet to a point; (2) thence North 12°53' West eleven hundred eighty-three and fifty-nine hundredths (1183.59) feet to said Cummings land; (3) thence northwesterly by said Cummings land three hundred fourteen and five hundredths (314.05) feet to a point; (4) thence South 12°53' East on a line parallel with and seventy-five (75) feet distant from the second course above mentioned, a distance of sixteen hundred twenty-nine and fifty-three hundredths (1629.53) feet to a point; (5) thence South 56°18' East on a line parallel with and one hundred and fifty (150) feet distant from the first course above mentioned to said Maine Turnpike Authority land; (6) thence northeasterly by said Maine Turnpike Authority land one hundred and fifty (150) feet, more or less, to the point of beginning.

Also hereby conveying to the Grantee all rights, easements, and privileges reserved to the Grantors in said deed from the said Finks to the said Portland Water District. Being the same premises conveyed to Grantors herein by Walter F. Korzeniewski et al dated June 26, 1951, recorded in Cumberland County Registry of Deeds in Book 2051, Page 147 except as otherwise herein excepted.

To Have and to Hold the aforesaid and bargained premises, with all the privileges and appurtenances thereof, to the said City of Portland, its successors

these and assigns, to its and their use and behoof forever. And we do covenant with the said Grantee, its successors that we are lawfully seized in fee of the premises; that they are free of all incumbrances, that we have good right to sell and convey the same to the Grantee to hold as aforesaid; and that we and our heirs and assigns shall and will warrant and defend the same to the said Grantee, its successors these and assigns forever, against the lawful claims and demands of all persons.

In Witness Whereof, We, Edward S. Finks and Dorothy L. Finks, husband and wife

joining in this deed as Grantors and relinquishing and conveying all rights by descent and all other rights in the above described premises, have hereunto set our hands and seals this 13th day of February in the year of our Lord one thousand nine hundred and fifty-nine.

Edward S. Finks
Dorothy L. Finks

Edward S. Finks
Dorothy L. Finks

State of Maine, County of Cumberland on February 13, 1959. Personally appeared the above named Edward S. Finks and Dorothy L. Finks

and acknowledged the foregoing instrument to be their free act and deed.

Before me, [Signature] Justice of the Peace.

STATE OF MAINE, CUMBERLAND COUNTY, SS.
Received FEB 13 1959 at 3 o'clock 55 m. M. and recorded in BOOK 2457 PAGE 262 Attest Edward S. Thompson Registrar.



## Section 11

# STORMWATER MANAGEMENT

### Introduction

The temporary parking lot was constructed with a Vortechincs Model 16000 Stormwater Treatment System. The Model 16000 is a below grade system that removes contaminated sediment, floating oil, and other debris from surface runoff. At peak capacity, it can treat up to 25 cubic feet of water per second and it can store up to 7 cubic yards of sediment. For area location, please refer to drawing C1-4 Site Grading and Drainage Plan. For specifications on the Stormwater Treatment System, please refer to drawing C1-7 Stormwater Details. Also included in this section is a copy of the stormwater analysis prepared by Dufresne-Henry the engineering firm of record for the project.

## STORMWATER MANAGEMENT

### 1.0 INTRODUCTION

The proposed Temporary Parking Lot is being proposed as part of the Phase I Parking Garage project at the Portland International Jetport. The temporary parking lot will be located on Outer Congress Street as shown on the location map provided in Attachment A. In addition, a Standard Boundary Survey of the property is also provided in Attachment A. The temporary parking lot will serve as an off-site parking area to accommodate the loss of parking during construction of the Phase 1 Parking Improvements at the Portland Jetport.

The Phase I Parking Improvement project is anticipated to start construction in the spring of 2001 and is scheduled to be completed in the year 2002. The project will be constructed in two separate construction contracts. The temporary parking lot will be constructed during the first contract to ensure that off-site parking is in place prior to construction of the proposed parking garage.

### 2.0 EXISTING CONDITIONS

Currently the existing ground cover at the proposed temporary parking lot consists of brush with a grass mix. Bare soil was evident to some locations. However, the extent could not be identified due to snow cover. For the purposes of the analysis, the ground cover was considered to be brush with a grass mix for the entire site. The proposed temporary parking lot will involve construction of new impervious area at the proposed site location. Due to the construction of additional impervious area present development stormwater runoff conditions and future development stormwater conditions were evaluated. This drainage analysis is intended to determine the impacts to stormwater discharge and water quality that will be created by the new construction.

Dufresne-Henry has determined that the runoff generated within the project area discharges to a natural drainage way. Stormwater then flows to a culvert located on City of South Portland property and is then conveyed under an existing gravel road to a natural drainage way. Stormwater is conveyed by the natural drainage way to Long Creek.

### 3.0 METHODOLOGY

In order to compare present and future stormwater characteristics of the site, computer modeling using Hydrocad software was employed. The program incorporates the methodology outlined in the U.S. Natural Resources Conservation Service's (NRCS) Technical Release Number 20 (TR-20). The peak runoff rates for the 2, 10 and 25-year, 24-hour storm events were calculated. Based on Appendix D-3 in the "Stormwater Management for Maine: Best Management Practices," November 1995, the one-day precipitation values for the Portland International Jetport site for the 1, 2, 10 and 25-year storms 2.5, 3.18, 4.37, and 5.08 inches respectively. Since the proposed project is located in Cumberland County, a Type III distribution was utilized throughout this study.

## STORMWATER MANAGEMENT

### 4.0 SOILS

The soil types were identified using the Cumberland County Medium Intensity Soil Survey published by the NCRS. Soil types were analyzed based on hydrologic grouping for the purpose of curve number calculations. The NCRS Medium Intensity Soil Survey identifies the soils within the project area as Hollis fine sandy loam, which is characterized by slow runoff and moderately rapid permeability. The SCS Technical Release 55 classifies this type of soil as belonging to hydrologic group 'C/D.'

### 5.0 ASSUMPTIONS

In order to estimate the amounts of stormwater runoff generated from the project area, the following assumptions were made:

1. Topography for the site was provided by aerial photography.
2. Field observations were made in order to determine the cover types for the project site in the present development condition.

### 6.0 STUDY APPROACH

In order to analyze the impact of the proposed development on the site's stormwater runoff characteristics, the temporary parking lot site was evaluated as a single watershed area as shown on the attached Plan Sheet C1-4A. The discharge analysis point is the same for both the present development and the post development conditions and is considered to be a culvert located on City of South Portland property.

### 7.0 PRESENT DEVELOPMENT CONDITIONS

The following section details the evaluation of the impacted watershed under the present development condition. Under present development conditions, the watershed area is treated as a single subcatchment identified as subcatchment 1. Calculations for the present development conditions are included in Attachment B. Stormwater routing is shown on the attached plan sheet C1-4A.

#### 7.1 *Present Development Condition (Subcatchment 1)*

The total drainage area contributing to subcatchment 1 in the present development condition is approximately 13.79 acres. The watershed includes a combination of brush with grass mix, wetland, gravel drives and a portion of a paved drive. The stormwater routing is described below.

C-4

Portland International Jetport  
Temporary Parking Lot

**STORMWATER MANAGEMENT**

Paved Drive

Stormwater from ½ of the paved drive sheet flows across the pavement to a road side ditch. This ditch conveys the stormwater to the natural drainage swale on the southeast corner of the property. The natural drainage swale outlets to a culvert located on City of South Portland property which conveys the stormwater under an existing gravel road to another natural drainage way. The stormwater is then conveyed to Long Creek.

Gravel Drive

Stormwater from ½ of the gravel drive sheet flows across the pavement to a road side ditch. This ditch conveys the stormwater to the natural drainage swale on the southeast corner of the property. The natural drainage swale outlets to a culvert located on City of South Portland property which conveys the stormwater under a gravel road to another natural drainage way. The stormwater is then conveyed to Long Creek.

Remaining Drainage Area

Stormwater from the remaining drainage area generally sheet flows across the site through wetlands and discharges to a natural drainage swale located on the southeast corner of the property. The natural drainage swale outlets to a culvert located on City of South Portland property which conveys the stormwater under a gravel road to another natural drainage way. The stormwater is then conveyed to Long Creek.

The peak runoff rates for the present development conditions during the 1, 2, 10, and 25-year storm events are 9.58, 16.57, 29.99, and 38.53 cfs respectively.

**8.0 FUTURE DEVELOPMENT CONDITIONS**

The following section details the evaluation of the impacted watershed under the future development condition. Under future development conditions, the watershed area is treated as a single subcatchment identified as subcatchment 2. Calculations for the future development conditions are included in Attachment C. Stormwater routing is shown on the attached plan sheet C1-4A.

*8.1 Future Development Condition (Subcatchment 2)*

The total drainage area contributing to subcatchment 2 in the post development condition is approximately 13.79 acres. The watershed includes a combination of the new temporary paved parking lot, brush with grass mix, wetland, gravel drives and a portion of a paved drive. Stormwater routing from each area is described below.

C-5

Portland International Jetport  
Temporary Parking Lot

**STORMWATER MANAGEMENT**

New Temporary Parking Lot

Stormwater from the temporary parking area sheet flows across the parking lot to a new vegetated swale along the east and south sides of the parking lot. Stormwater flows over vegetated terrain before entering the vegetated swale. The vegetated swale conveys the stormwater to a series of catch basins located along the ditch flow path. Stormwater is then conveyed by the storm drain piping to a stormwater quality treatment unit. Stormwater is discharged from the stormwater quality treatment unit to a stone apron and sheet flows across approximately 50 feet of vegetated terrain prior to reaching the wetlands at the site. Stormwater then moves through the wetlands and is discharged to the natural drainage way. The natural drainage way outlets to a culvert located on City of South Portland property which conveys the stormwater under a gravel road to another natural drainage way. The stormwater is then conveyed to Long Creek.

Paved Drive

Stormwater from ½ of the paved drive sheet flows across the pavement to a road side ditch. This ditch conveys the stormwater to the natural drainage swale on the southeast corner of the property. The natural drainage swale outlets to a culvert located on City of South Portland property which conveys the stormwater under an existing gravel road to another natural drainage way. The stormwater is then conveyed to Long Creek.

Gravel Drive

Stormwater from ½ of the gravel drive sheet flows across the pavement to a road side ditch. This ditch conveys the stormwater to the natural drainage swale on the southeast corner of the property. The natural drainage swale outlets to a culvert located on City of South Portland property which conveys the stormwater under a gravel road to another natural drainage way. The stormwater is then conveyed to Long Creek.

Remaining Drainage Area

Stormwater from the remaining drainage area generally sheet flows across the site through wetlands and discharges to a natural drainage swale located on the southeast corner of the property. The natural drainage swale outlets to a culvert located on City of South Portland property which conveys the stormwater under a gravel road to another natural drainage way. The stormwater is then conveyed to Long Creek.

The peak runoff rates for the future development conditions during the 1, 2, 10, and 25-year storm events are 13.41, 20.25, 34.46, and 42.90 cfs respectively.

C-6

Portland International Jetport  
Temporary Parking Lot

STORMWATER MANAGEMENT

9.0 STORMWATER QUALITY ANALYSIS

9.1 *Method of Evaluation*

According to Maine Department of Environmental Protection (MDEP) standards, stormwater quality standards must be met if a project includes 20,000 square feet or more of impervious area, or 5 acres or more of disturbed area in the direct watershed of a waterbody most at risk from new development. The proposed project while not in the direct watershed of a waterbody most at risk from new development does include more than 20,000 square feet of impervious area. Therefore, the project must meet the sliding scale total suspended solids (TSS) standard set by the MDEP.

9.2 *Stormwater Quality Analysis*

The percent impervious area involved in the proposed project out of the total drainage area is approximately 27%. Therefore, the required TSS removal is 40% based on the sliding scale figure provided as Attachment D. To achieve the TSS removal, a combination of vegetated swales and a stormwater quality treatment unit is proposed. The stormwater quality unit has been designed to remove 50% of the TSS based on a 1 year 24-hour storm event. The calculations for the stormwater quality unit sizing are included in Attachment E.

9.3 *Basic Stabilization*

During the construction of the proposed improvements, the basic stabilization measures standard will be met. Erosion and sediment control will be provided in accordance with standards outlined in the "Maine Erosion and Sediment Control Handbook for Construction: Best Management Practices" (Cumberland County SWCD and Maine DEP, 1991). The Erosion and Sedimentation Control Plan Sheet C1-5 and Erosion and Sedimentation Control Notes and Details Plan Sheet C1-6 are attached.

10.0 SUMMARY AND CONCLUSIONS

The proposed project is not expected to impact stormwater discharge or water quality. A comparison of the present and future development conditions is shown in the Table below. Under future development conditions, an increase in peak runoff will result for the 1, 2, 10 and 25-year storm events.

Storm Event	Rainfall, inches	Present Development, cfs	Post Development, cfs
1 year	2.50	9.58	13.41
2 year	3.18	16.57	20.25
10 year	4.37	29.99	34.46
25 year	5.08	38.53	42.90



As discussed previously, the stormwater runoff leaves the project site via a culvert located on City of South Portland property and ultimately discharges to Long Creek also located in South Portland.

Based on the DeLuca-Hoffman Site Location and Development Permit Application to the City of Portland regarding the Snow Dump on Outer Congress Street, a study was conducted by the Maine Department of Transportation in 1993 to size a culvert for the Maine Mall Road crossing Long Creek (the ultimate discharge point of the proposed temporary parking area). The DeLuca-Hoffman Permit application also indicated that during a recent storm in 1996 which was possibly as large as the 500 year storm event, stormwater was adequately conveyed through the drainage course below the Snow Dump site.

The proposed temporary parking lot is located on property adjacent to the Snow Dump and shares the same downstream drainage course. Therefore, based on the above information, it anticipated that there would be no significant impact to the downstream drainage course during the 2, 10 and 25-year storm events under future development conditions.



## Neighborhood Meeting Certification

I, Paul Bradbury, Airport Facilities & Engineering Manager, hereby certify that a neighborhood meeting was held on September 20, 2004 at the Portland International Jetport Conference Room at 6 PM.

I also certify that on September 9, 2004, invitations were mailed to all addresses on the mailing list provided by the Planning Division, including property owners within 500 feet of the proposed development and the residents on the "interested parties" list

Signed,

September 22, 2004

Paul Bradbury, P.E.  
Facilities & Engineering Manager  
Portland International Jetport  
1001 Westbrook St.  
Portland, ME 04102

Attached to this certification are

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

PORTLAND INTERNATIONAL JETPORT  
REMOTE PARK & RIDE LOT NEIGHBORHOOD MEETING  
6PM SEPTEMBER 20, 2004

NAME	ADDRESS	TELEPHONE
1 Elizabeth Hoglund	138 Stroudwater Rd Portland, Maine 04102	772-8854
2 Richard Laroue	51 Old Mast Rd Portland 04102	874-6062
3 Nick Najafinia	221 Congress St. Portland Unumprovident	575-5200
4		
5		
6		
7		
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13		
14		
15		
16		



*One Stop to the World*

1001 Westbrook Street  
Portland, Maine 04102  
Phone: 207-756-8035  
Fax: 207-791-8955  
[www.portlandjetport.org](http://www.portlandjetport.org)

September 9, 2004

Dear Neighbor:

Please join us for a neighborhood meeting to discuss proposed modifications to the Portland International Jetport's 482 space remote parking lot located off outer Congress Street. The entrance to this lot is between Nichols Company (2400 Congress Street) and the access to the Maine Turnpike opposite Hutchins Drive.

Meeting Location: Portland International Jetport Conference Room on the 2<sup>nd</sup> level  
Please park in any public parking lot and bring your ticket to the meeting for free validation

Meeting Date: Monday, September 20, 2004

Meeting Time: 6:00 PM

If you have any questions, please feel free to call me at 207-756-8029.

Sincerely,

Paul H. Bradbury, P.E.  
Facilities & Engineering Manager  
Portland International Jetport

Note:

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





Memorandum  
Department of Planning and Development  
Planning Division

---



**To:** Chair Delogu and Members of the Portland Planning Board

**From:** Richard Knowland, Senior Planner

**Date:** August 19, 2004  
August 24, 2004 (meeting date)

**Re:** Portland International Jetport Remote Parking Lot  
Vicinity of Outer Congress Street

---

*Clarify status  
of access road*

The City of Portland requests workshop review for an existing 482 space parking lot on outer Congress Street adjacent to I-95. This temporary parking lot was originally built to address a loss in parking at the Jetport during the construction of the new Jetport parking garage in 2001. The Planning Board approved the site plan subject to the following condition of approval:

- i. That the parking lot is temporary and site plan approval shall expire on April 1, 2003. The applicant shall submit for review and approval by the Planning Board a site plan by April 1, 2003 either restoring the site or a revised site plan for its future use.

The site is adjacent to the City snow dump (west of I-95) and is part of the former Portland Water District sludge treatment complex. The driveway to the site is located between Nichols Company (2400 Congress Street) and a controlled access to I-95. The site is visible from I-95 but not from Congress Street.

The lot has been out of service since the March 2003 opening of the new parking garage.

The parking lot is about 3.2 acres in size. The parking lot was reviewed and approved by the Maine DEP for a site location permit in 2001.

The Jetport seeks site plan approval to allow the following uses on the parking lot.

- Provide public overflow parking for peak traveling times such as Thanksgiving, Christmas, February school vacation and April school vacation.
- Short-term non-public parking of airport related vehicles such as rental cars.



ANGUS S. KING, JR.

GOVERNOR

MAINE HISTORIC PRESERVATION COMMISSION  
55 CAPITOL STREET  
65 STATE HOUSE STATION  
AUGUSTA, MAINE  
04333

EARLE G. SHETTLEWORTH, JR.

DIRECTOR

January 5, 2001

Debbie L. Violette  
Dufresne-Henry  
22 Free Street  
Portland, Maine 04101-3900

Project: MHP#2629 - Portland International Jetport - New Parking Garage  
Location: Portland, Maine

Dear Ms. Violette:

In response to your recent request, I have reviewed the information received December 19, 2000 to initiate consultation on the above referenced project.

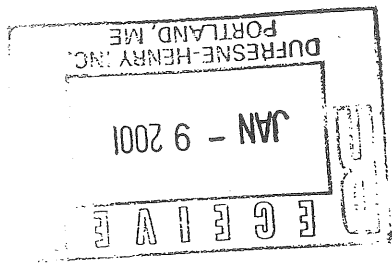
Based upon the proposed scope of work for this project and the project location, no additional identification efforts are warranted at this time as there is adequate documentation for a finding on historic properties. Our office feels that the subject property and area of potential effects does not contain resources eligible for listing in the National Register of Historic Places. Therefore, I find no historic properties [historic, architectural or archaeological] affected by this project.

Please contact Dana R. Vaillancourt of my staff if you require further assistance in this matter.

Sincerely,

*Earle G. Shettleworth, Jr.*  
Earle G. Shettleworth, Jr.  
State Historic Preservation Officer

EGS/drv



PRINTED ON RECYCLED PAPER

PHONE: (207) 287-2132

FAX: (207) 287-2335



One Stop to the World

1001 Westbrook Street  
Portland, Maine 04102  
Phone: 207-756-8035  
Fax: 207-791-8955  
www.portlandjetport.org

April 30, 2004

Mr. Alex Jaegerman  
City of Portland  
Planning Division  
389 Congress Street  
Portland, Maine 04101

RE: Portland Int'l Jetport Temporary Parking Lot

Dear Alex:

Please find enclosed one (1) original and eight (8) copies of the Application for Major Site Plan Review for the Portland International Jetport Park and Ride lot on outer Congress St. This lot was constructed as a temporary lot to provide public parking while the Jetport Phase I Parking Garage was constructed. The site plan approval for this lot expired on April 1, 2003 as noted in the attached March 21, 2001 letter from the Portland Planning Board. The lot has been out of service since the March 2003 opening of the new parking garage.

At this time the Jetport seeks approval to allow the following uses of the park and ride lot:

- Provide public overflow parking for peak traveling times such as Thanksgiving, Christmas, February school vacation, and April school vacation.
  - Short-term non-public parking of airport related vehicles such as rental cars.
  - Provide public overflow parking for short durations to allow for maintenance and/or construction of additional structured or surface parking areas adjacent to the Portland International Jetport Terminal complex.
- The Portland Jetport is not proposing any further construction or alterations to the park and ride lot as part of this application. The plans and documentation submitted reflect the as-built existing condition of the lot.

Sincerely,

Paul H. Bradbury, P.E.  
Facilities & Engineering Manager  
Portland International Jetport

Enc: 9 copies of Major Site Plan Application





# City of Portland Site Plan Application

If you or the property owner owes real estate or personal property taxes or user charges on any property within the City, payment arrangements must be made before permits of any kind are accepted.

Address of Proposed Development: 2254-2324 Congress Street Zone: IM		Total Square Footage of Proposed Structure: N/A Square Footage of Lot: Airport Property 1,035 Acres	
Tax Assessor's Chart, Block & Lot: 233-A006-009 Chart# Block# Lot#		Property owner's mailing address: City of Portland 389 Congress St. Portland, ME	
Consultant/Agent, mailing address, phone # & contact person:		Applicant's name, mailing address, telephone #/Fax#/Pager#:	
Portland Int'l Jetport Remote Jetport Remote Park & Ride Lot		Attn: Paul H. Brabury Portland Int'l Jetport 1001 Westbrook St. Portland, ME 04102	
Project name:		Project name:	
Telephone #: 207-756-8029		Telephone #:	

Proposed Development (check all that apply)

New Building  Building Addition  Parking lot  Warehouse/Distribution  Change of Use  Residential  Office  Retail  Manufacturing

Subdivision (\$500.00) + amount of lots \_\_\_\_\_ (\$25.00 per lot) \$ \_\_\_\_\_

Site Location of Development (\$3,000.00)

(except for residential projects which shall be \$200.00 per lot \_\_\_\_\_)

Traffic Movement (\$1,000.00)  Stormwater Quality (\$250.00)

Section 14-403 Review (\$400.00 + \$25.00 per lot)

Other \_\_\_\_\_

Major Development (more than 10,000 sq. ft.)

Under 50,000 sq. ft. (\$500.00)

50,000 - 100,000 sq. ft. (\$1,000.00)

Parking Lots over 100 spaces (\$1,000.00)

100,000 - 200,000 sq. ft. (\$2,000.00)

200,000 - 300,000 sq. ft. (\$3,000.00)

Over 300,000 sq. ft. (\$5,000.00)

After-the-fact Review (\$1,000.00 + applicable application fee)

Minor Site Plan Review

Less than 10,000 sq. ft. (\$400.00)

After-the-fact Review (\$1,000.00 + applicable application fee)

Plan Amendments

Planning Staff Review (\$250.00)

Planning Board Review (\$500.00)

- Please see next page -

Who billing will be sent to: (Company, Contact Person, Address, Phone #)  
 Attn: Paul Bradbury  
 1001 Westbrook Street  
 Portland, Maine 04102  
 207 756-8029

Submittals shall include (9) separate folded packets of the following:

- a. copy of application
- b. cover letter stating the nature of the project
- c. site plan containing the information found in the attached sample plans check list

Amendment to Plans: Amendment applications should include 6 separate packets of the above (a, b, & c)  
**ALL PLANS MUST BE FOLDED NEATLY AND IN PACKET FORM**

Section 14-522 of the Zoning Ordinance outlines the process; copies are available at the counter at .50 per page (8.5 x11) you may also visit the web site: <http://portland.me.us>, chapter 14

*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 Code Official'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.*

Signature of applicant:   
 Date: 4.30.04

This application is for site review ONLY, a building Permit application and associated fees will be required prior to construction.

## Development in Portland

The City of Portland has instituted the following fees to recover the costs of reviewing development proposals under the Site Plan and Subdivision ordinances: application fee; engineering fee; and inspection fee. Performance and defect guarantees are also required by ordinance to cover all site work proposed.

The Application Fee covers general planning and administrative processing costs, and is paid at the time of application. The Planning Division is required to send notices to neighbors upon receipt of an application and prior to public meetings. The applicant will be billed for mailing and advertisement costs. Applicants for development will be charged an Engineering Review Fee. This fee is charged by the Planning Division for review of on-site improvements of a civil engineering nature, such as storm water management as well as the engineering analysis of related improvements within the public right-of-way, such as public streets and utility connections, as assessed by the Department of Public Works. The Engineering Review fee must be paid before a building permit can be issued. Monthly invoices are sent out by the Planning Division on a monthly basis to cover engineering costs.

A Performance Guarantee will be required following approval of development plans. This guarantee covers all required improvements within the public right-of-way, plus certain site improvements such as landscaping, paving, and drainage improvements. The Planning Division will provide a cost estimate form for figuring the amount of the performance guarantee, as well as sample form letters to be filled out by a financial institution.

An Inspection Fee must also be submitted to cover inspections to ensure that sites are developed in accordance with the approved plan. The inspection fee is 2.0% of the performance guarantee amount, or as assessed by the planning or public works engineer. The minimum inspection fee is \$300 for development, unless no site improvements are proposed. Public Works inspectors work within the City right-of-way and Planning inspectors work within the site including pipe-laying and connections. (The contractor must work with inspectors to coordinate timely inspections, and should provide adequate notice before inspections, especially in the case of final inspection.)

Upon completion of a development project, the performance guarantee is released, and a Defect Guarantee in the amount of 10% of the performance guarantee must be provided. The Defect Guarantee will be released after a year.

Other reimbursements to the City include actual or apportioned costs for advertising and mailed notices. All fees shall be paid prior to the issuance of any building permit.

For more information on the fees or review process, please call the Planning Division at 874-8719 or 874-8721.

Jaimy Caron, Chair  
Deborah Krichels, Vice Chair  
Kenneth M. Cole III  
Cyrus Y. Hagge  
Erin Rodriguez  
Mark Malone  
Orlando E. Delogu

PLANNING BOARD

OF PORTLAND, MAINE

Sent 3-29-01

March 21, 2001

Mr. Jeff Schultes, Jetport Manager

Portland International Jetport

1001 Westbrook Street

Portland, ME 04102

RE: Portland International Jetport Parking Garage (1001 Westbrook Street; 199-A-001, unit 16) and Temporary Parking Lot (Outer Congress Street).

Dear Mr. Schultes:

On March 13, 2001, the Portland Planning Board voted on the following motions regarding expansion of the Portland International Jetport:

I. The Planning Board voted 5-0 (Hagge, Delogu absent) that the parking garage site plan is in conformance with the site plan ordinance of the land use code with the following conditions:

- I. That the site plan be revised for review and approval reflecting the comments of Steve Bushey, Development Review Coordinator.
- II. That the landscape plan is subject to review and approval by the City Arborist.
- III. That additional information be submitted for the interior lighting of the parking garage for planning staff review and approval.
- IV. That the walkway plan be revised to reflect an appropriate walkway from the westerly employee parking lot to the terminal.
- V. That an executed agreement between the City and Thomas Toye shall be submitted for staff review and approval.
2. The Planning Board voted 5-0 (Hagge, Delogu absent) that the temporary parking lot on Outer Congress Street is in conformance with the following conditions:
  - I. That the parking lot is temporary and site plan approval shall expire on April 1, 2003. The applicant shall submit for review and approval by

the Planning Board a site plan by April 1, 2003 either restoring the site or a revised site plan for its future use.

ii. That the site plan be revised for review and approval reflecting the comments of Steve Bushey, Development Review Coordinator.

iii. That a landscape plan be submitted for review and approval by the City Arborist.

The approval is based on the submitted site plan and the findings related to site plan review standards as contained in Planning Report #11-01, which is attached.

Please note the following provisions and requirements for all site plan approvals:

1. A performance guarantee covering the site improvements as well as an inspection fee payment of 2.0% of the guarantee amount and 7 final sets of plans must be submitted to and approved by the Planning Division and Public Works prior to the release of the building permit. If you need to make any modifications to the approved site plan, you must submit a revised site plan for staff review and approval.

2. The site plan approval will be deemed to have expired unless work in the development has commenced within one (1) year of the approval or within a time period agreed upon in writing by the City and the applicant. Requests to extend approvals must be received before the expiration date.

3. A defect guarantee, consisting of 10% of the performance guarantee, must be posted before the performance guarantee will be released.

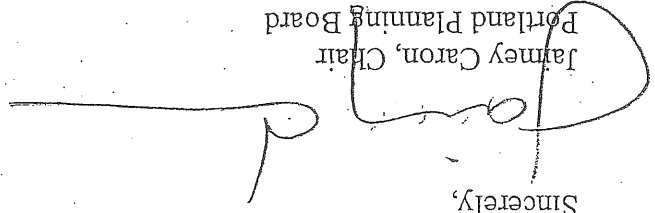
4. Prior to construction, a preconstruction meeting shall be held at the project site with the contractor, development review coordinator, Public Works representative and owner to review the construction schedule and critical aspects of the site work. At that time, the site/building contractor shall provide three (3) copies of a detailed construction schedule to the attending city representatives. It shall be the contractor's responsibility to arrange a mutually agreeable time for the preconstruction meeting.

5. If work will occur within the public right-of-way such as utilities, curb, sidewalk and driveway construction, a street opening permit(s) is required for your site. Please contact Carol Merritt at 874-8300, ext. 8828. (Only excavators licensed by the City of Portland are eligible).

The Development Review Coordinator must be notified five (5) working days prior to date required for final site inspection. The Development Review Coordinator can be reached at the Planning Department at 874-8721 or 874-87199. Please make allowances for completion of site plan requirements determined to be incomplete or defective during the inspection. This is essential as all site plan requirements must be completed and approved by the Development Review Coordinator prior to issuance of a Certificate of Occupancy. Please schedule any property closing with these requirements in mind.

If there are any questions, please contact the Planning Staff.

Sincerely,



Jamey Caron, Chair  
Portland Planning Board

CC:

- Alexander Jaegerman, Chief Planner
- Richard Knowland, Senior Planner
- P. Samuel Hoffes, Building Inspector
- Marge Schmuckal, Zoning Administrator
- Tony Lombardo, Project Engineer
- Jay Reynolds, Development Review Coordinator
- William Bray, Director of Public Works
- Jeff Tarling, City Arborist
- Penny Littell, Associate Corporation Counsel
- Lt. Gaylend McDougall, Fire Prevention
- Inspection Department
- Lee Urban, Director of Economic Development
- Don Hall, Appraiser, Assessor's Office
- Susan Doughty, Assessor's Office
- Paul Bradbury, Jetport
- Jeff Preble, Dufresne-Henry, Inc., 22 Free St., Portland, ME, 04101
- Approval Letter File

**PORTLAND INTERNATIONAL JETPORT  
 TEMPORARY PARKING LOT  
 SITE PLAN APPLICATION**

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## Section 1

# PROJECT DESCRIPTION

### Introduction

In March 2001, the City of Portland issued a temporary site plan permit for a parking lot located off outer Congress Street near the City of Portland snow stockpile site. The temporary parking lot was constructed to provide public parking while the Jetport Phase 1 Parking Garage was constructed. The site plan approval for this lot expired on April 1, 2003, and the lot has been out of service since the opening of the new parking garage in March of 2003.

At this time the Jetport would like to revise the site plan to allow the following future uses:

- Public overflow parking for peak traveling times such as Thanksgiving, Christmas, February school vacation, and April school vacation
- Short-term non-public parking of airport related vehicles such as rental cars
- Public overflow parking for short duration's to allow for maintenance and/or construction of permanent parking facilities.

### Temporary Parking Lot

The temporary parking was constructed in a field adjacent to the City's snow dump. The work involve re-grading the area, installing 18 inches of gravel material, paving with 2 inches of base pavement, and paint striping. A total of 464 parking spaces were provided including 12 handicap spaces.

The site includes two temporary shelters, a paved access drive, a revenue control island with ticket dispenser and operator hut, and site lighting. The Jetport parking management consultant utilizes passenger vans to shuttle people back and forth between the temporary parking lot and the Jetport. Site lighting consists of wood utility poles with overhead wiring and high cut-off type fixtures.

### Attachment

An approval letter from the Department of Environmental Protection dated June 26, 2001 follows.



ANGUS S. KING, JR.

GOVERNOR

STATE OF MAINE  
DEPARTMENT OF  
ENVIRONMENTAL PROTECTION  
17 STATE HOUSE STATION  
AUGUSTA, MAINE  
04333

DEPARTMENT ORDER

IN THE MATTER OF

CITY OF PORTLAND  
DEVELOPMENT  
Portland, Cumberland County  
JETPORT TEMPORARY PARKING LOT  
L-13760-18-W-M (approval)  
) MODIFICATION  
) FINDINGS OF FACT AND ORDER

pursuant to the provisions of 38 M.R.S.A. Sections 481 et seq., the  
Department of Environmental Protection has considered the application  
of the CITY OF PORTLAND with the supportive data, agency review  
comments, and other related materials on file and FINDS THE FOLLOWING  
FACTS:

1. In Department Order #L-13760-18-A-N, dated October 9, 1987, the  
Department approved existing post-1970 improvements at the  
Portland International Jetport as described in Finding 1 of that  
Order, and a 29 lot commercial subdivision on a 763 acre parcel of  
land between Congress Street and Johnson Road in the City of  
Portland. The Department has approved a number of expansions and  
modifications to the Jetport in subsequent Orders. Department  
Order #L-13760-18/31-J-A, dated November 26, 1996, approved the  
relocation of the existing access road from Johnson Road and the  
construction of a new access road from Congress Street to the  
existing Jetport loop road. In Department Order #L-13760-18-R-A,  
dated February 16, 2001, the Department approved a five year  
improvement program at the Jetport with a planning permit.

2. The applicant proposes to construct a temporary parking lot to be  
used during construction of the parking garage and other airport  
improvements. The parking lot will have approximately 3/4 acres of  
imperious area and it is located on outer Congress Street  
adjacent to the Portland snow dump. There are numerous wetlands  
on the project site but they will not be impacted by the parking  
lot.

3. The applicant submitted a stormwater management plan and a  
erosion and sedimentation control plan for the proposed project  
which were reviewed by the Division of Watershed Management of  
the Bureau of Land and Water Quality (DWM). Stormwater quantity  
will increase off the project site, but the increase will be on  
to other land owned by the applicant, prior to the stormwater's  
discharge into Long Creek. The applicant will meet stormwater  
quality standards by utilizing a Vortech System, Model 16000. DWM  
has stated that the stormwater management plan and the erosion  
and sedimentation control plan submitted by the applicant meet  
Department standards.

4. No other issues have been identified.





5. Based on its review of the application, the Department finds the requested modification to be in accordance with all relevant Departmental standards. All other findings of fact, conclusions and conditions remain as approved in Department Order #L-13760-28-A-N, and subsequent orders.

BASED on the above findings of fact, and subject to the conditions listed below, the Department makes the following conclusions pursuant to 38 M.R.S.A. Sections 481 et seq.:

- A. The applicant has provided adequate evidence of financial capacity and technical ability to develop the project in a manner consistent with state environmental standards.
- B. The applicant has made adequate provision for fitting the development harmoniously into the existing natural environment and the development will not adversely affect existing uses, scenic character, air quality, water quality or other natural resources in the municipality or in neighboring municipalities.

C. The proposed development will be built on soil types which are suitable to the nature of the undertaking and will not cause unreasonable erosion of soil or sediment nor inhibit the natural transfer of soil.

D. The proposed development meets the standards for storm water management in Section 420-D and the standard for erosion and sedimentation control in Section 420-C.

E. The proposed development will not pose an unreasonable risk that a discharge to a significant groundwater aquifer will occur.

F. The applicant has made adequate provision of utilities, including water supplies, sewerage facilities, solid waste disposal and roadways required for the development and the development will not have an unreasonable adverse effect on the existing or proposed utilities and roadways in the municipality or area served by those services.

G. The activity will not unreasonably cause or increase the flooding of the alteration area or adjacent properties nor create an unreasonable flood hazard to any structure.

THEFORE, the Department APPROVES the application of the CITY OF PORTLAND to construct a temporary parking lot, SUBJECT TO THE FOLLOWING CONDITIONS:

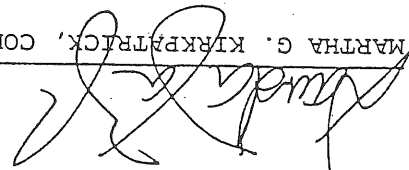
- 1. The Standard Conditions of Approval, a copy attached.
- 2. In addition to any specific erosion control measures described in this or previous orders, the applicant shall take all necessary actions to ensure that its activities or those of its agents do not result in noticeable erosion of soils or fugitive dust.

emissions on the site during the construction and operation of the project covered by this approval.

3. All other findings of fact, conclusions and conditions remain as approved in Department Order #L-13760-18-A-N, and subsequent orders, and are incorporated herein.

DONE AND DATED AT AUGUSTA, MAINE, THIS 26 DAY OF June 2001.

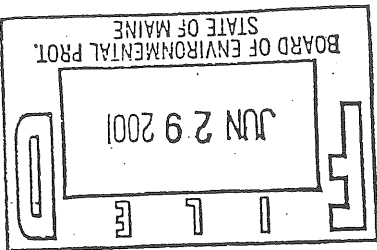
DEPARTMENT OF ENVIRONMENTAL PROTECTION

By:   
 MARTHA G. KIRKPATRICK, COMMISSIONER

PLEASE NOTE THE ATTACHED SHEET FOR GUIDANCE ON APPEAL PROCEDURES...

Date of initial receipt of application 5-7-01  
 Date of application acceptance 5-16-01

Date filed with Board of Environmental Protection LK/L13760MM



A complete listing of As-Built drawings for this project is included for reference. As previously stated, construction of this parking lot was completed in November of 2001. The As-Built construction drawings are for your review relative to this application.

Drawing List

**PROJECT DRAWINGS**

**Section 2**

DWG Title

File Name DWG Number

**CIVIL ENGINEERING DRAWINGS**

1	C1-1	Location Plan and General Notes
2	C1-2	Existing Conditions Plan
3	C1-3	Layout/Landscaping Plan
4	C1-4	Site Grading and Drainage Plan
5	C1-5	Erosion and Sedimentation Control Plan
6	C1-6	Erosion and Sedimentation Control Notes and Details
7	C1-7	Stormwater Details

**ELECTRICAL DRAWINGS**

1	E1-1	Electrical Plan and Notes
2	E1-2	Electrical Details

## TITLE RIGHTS AND INTEREST

### Introduction

On March 13, 2001 a temporary site plan permit was issued to the Portland Jetport to build a temporary parking lot to provide public parking while the Phase I Parking Garage was constructed. The 156,000 +/- square foot temporary parking lot was built on a lot located off outer Congress Street near the City of Portland snow stockpile site in November of 2001. The lot has been out of service since the March 2003 opening of the new parking garage, in advance of the original site plan expiration date of April 1, 2003. At this time the Portland International Jetport seeks site plan approval to allow the following future uses of this existing remote parking lot:

- Public overflow parking for peak traveling times such as Thanksgiving, Christmas, February school vacation, and April school vacation
- Short-term non-public parking of airport related vehicles such as rental cars
- Public overflow parking for short duration's to allow for maintenance and/or construction of permanent parking facilities.

### Property Plan

Attached to this section is the Airport Layout Plan. This drawing shows the Jetports existing property lines and holdings.

### Property Impacts

As noted above, the temporary parking lot has already been constructed. Therefore, there are no property impacts anticipated.

## Section 5

# EXISTING SOIL CONDITIONS

### Overview

In April 2001, Haley & Aldrich, Inc performed a subsurface investigation for the then proposed temporary parking lot. As part of the subsurface exploration, test pits were excavated to evaluate subsurface conditions at the proposed site location. Please refer to drawing C1-2 Existing Condition Plan for test pits locations.

### Existing Soil Review

The results of the subsurface investigation are included in the attached Test Pit Logs prepared by Haley & Aldrich, Inc. The subsurface investigation listed no contaminated soils on the site.

### Attachments

Test Pit Logs on proposed temporary parking lot site by Haley & Aldrich, Inc. for Domenech, Hicks & Krockmalnic Architects, dated April 11, 2001.



# TEST PIT LOG

Test Pit No. TPI

Project: Temporary Parking Lot, Portland Jetport

Location: Portland, Maine

Client: Domenech, Hicks & Krockmalnic

Contractor: W. H. Lavigne, Inc.

Equipment Used: Link Belt 2700

File No. 26123-000  
 Date: 11 April 2001  
 Weather: Cloudy, 40's  
 H&A Rep: B. Lawrence

Groundwater depths/entry rates (in./min.):

See Plan

Location:

Ground El.: 116.1 ft

El. Datum:

Depth (ft)	Sample ID	Stratum Change Depth (ft)	USCS Symbol	Visual-Manual Identification and Description (Density/consistency, color, GROUP NAME, max. particle size, structure, odor, moisture, optional descriptions, geologic interpretation)	Field Test									
					Gravel	Sand	% Coarse % Fine	% Coarse % Medium % Fine	Dilatancy	Toughness	Plasticity	Strength		
0			SM	Dark brown silty SAND, mps 0.4mm, moist, roots			65	35						
0.8			SM	Gray silty SAND, 15% oversized, mps 1.0 ft., moist			5	30	40	20				
2				-FILL-										
2.9			SM	Orange silty SAND with gravel, 10% oversized, mps 3 in., moist, roots			10	15	20	20				
3.2			SM	Gray silty SAND with gravel, 10% oversized, mps 1.0 ft., wet			10	15	20	20				
4				-MARINE DEPOSIT-										
5.2				Bottom of Exploration at 5.2 ft. Refusal surface										

Obstructions:

Remarks:

Field Tests

Dilatancy  
 R - Rapid S - Slow N - None

Toughness  
 L - Low M - Medium H - High

Plasticity  
 N - Nonplastic L - Low M - Medium H - High

Dry Strength  
 N - None L - Low M - Medium H - High V - Very High

Test Pit Dimensions (ft)  
 Pit Depth 5.2  
 Pit Length x Width 12x3

Standing Water in Completed Pit  
 at depth NB  
 hours elapsed

Boulders  
 Diameter (in.) Number Approx. Vol. (cu. ft.)  
 12" to 24" 6 =  
 over 24" 4 =

NOTE: Soil identification based on visual-manual methods of the USCS system as practiced by Haley & Aldrich, Inc.



# TEST PIT LOG

Test Pit No. TP2

Project	Temporary Parking Lot, Portland Jetport
Location	Portland, Maine
Client	Domenech, Hicks & Krockmalnic
Contractor	W. H. Lavigne, Inc.
Equipment Used	Link Belt 2700
Ground El.:	115.2 ft
Location:	See Plan
Groundwater depths/entry rates (in./min.):	
File No.	26123-000
Date	11 April 2001
Weather	Cloudy, 40's
H&A Rep	B. Lawrence

Depth (ft)	Sample ID	Stratum Change Depth (ft)	USCS Symbol	Visual-Manual Identification and Description (Density/consistency, color, GROUP NAME, max. particle size, structure, odor, moisture, optional descriptions, geologic interpretation)	% Coarse Gravel	% Coarse Sand	% Fine	% Coarse	% Medium	% Fine	Dilatancy	Toughness	Plasticity	Strength
0			SM	Dark brown silty SAND, mps 6 in., moist, roots				10	20	40	30			
1.5			SM	-TOPSOIL- Light brown to dark brown silty SAND with gravel, mps 1.0 ft, roots to 3.5 ft., brick fragments at 3.5 ft. Former topsoil at 3.0 ft.				20	10	15	15			
2	S1	2'-3.5'		-FILL-										
3.5			SM	Dark brown silty SAND with gravel, mps 3 in., moist				10	10	10	20			
4				Bottom of Exploration at 4.7 ft. Refusal surface										

Obstructions:

Remarks:

Field Tests

Dilatancy R - Rapid S - Slow N - None  
 Toughness L - Low M - Medium H - High  
 Plasticity N - Nonplastic L - Low M - Medium H - High  
 Dry Strength N - None L - Low M - Medium H - High V - Very High

Standing Water in Completed Pit

at depth \_\_\_\_\_ ft

measured after \_\_\_\_\_ hours elapsed

Boulders

Diameter (in.) \_\_\_\_\_ Number \_\_\_\_\_

Approx. Vol. (cu. ft.) \_\_\_\_\_

Test Pit Dimensions (ft)

Pit Depth \_\_\_\_\_ 4.7

Pit Length x Width \_\_\_\_\_ 12x3

NOTE: Soil identification based on visual-manual methods of the USCS system as practiced by Haley & Aldrich, Inc.

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**TEST PIT LOG**

Test Pit No. TP4

<b>Project</b> Temporary Parking Lot, Portland Jetport	<b>Location</b> Portland, Maine	<b>Client</b> Domenech, Hicks & Krockmalnic	<b>Contractor</b> W. H. Lavigne, Inc.	<b>Equipment Used</b> Link Belt 2700
<b>File No.</b> 26123-000	<b>Date</b> 11 April 2001	<b>Weather</b> Cloudy, 40's	<b>H&amp;A Rep</b> B. Lawrence	<b>Groundwater depths/entry rates (in./min.):</b>
<b>Ground El.:</b> 117.4 ft		<b>Location:</b> See Plan		<b>El. Datum:</b>

Depth (ft)	Sample ID	Stratum Change Depth (ft)	USCS Symbol	Visual-Manual Identification and Description <small>(Density/consistency, color, GROUP NAME, max. particle size, structure, odor, moisture, optional descriptions, geologic interpretation)</small>	Field Test						
					Gravel	Sand	Dilatancy	Toughness	Plasticity	Strength	
0			ML	Gray-brown sandy SILT, mps 2mm, moist, roots	10	20	70				
0.8	SM	0.8	SM	Orange silty SAND with gravel, mps 6 in., moist	10	5	10	20	40	15	
2.0	SM	2.0	SM	Gray silty SAND with gravel, 25% oversized, mps 2.0 ft., wet at 3.0 ft.	20	15	10	10	10	25	20
4				-GLACIAL TILL-							
5.7		5.7		Refusal surface Bottom of Exploration at 5.7 ft.							

Obstructions: Remarks:

Dilatancy R - Rapid S - Slow N - None	Toughness L - Low M - Medium H - High	Plasticity N - Nonplastic L - Low M - Medium H - High	Dry Strength N - None L - Low M - Medium H - High V - Very High
--	--	--	--

**Boulders**

Diameter (in.) Number Approx. Vol. (cu. ft.) =

12" to 24" 8 = 8

over 24" =

Standing Water in Completed Pit  
at depth 5.3 ft  
measured after 0.5 hours elapsed

Test Pit Dimensions (ft)  
Pit Depth 5.7  
Pit Length x Width 12x3

NOTE: Soil identification based on visual-manual methods of the USCS system as practiced by Haley & Aldrich, Inc.



# TEST PIT LOG

**Project:** Temporary Parking Lot, Portland Jetport  
**Location:** Portland, Maine  
**Client:** Domesch, Hicks & Krockmalnic  
**Contractor:** W. H. Lavigne, Inc.  
**Equipment Used:** Link Belt 2700  
**Ground El.:** 107.4 ft  
**Location:** See Plan  
**El. Datum:**  
**File No.:** 26123-000  
**Date:** 11 April 2001  
**Weather:** Cloudy, 40's  
**H&A Rep:** B. Lawrence

**Groundwater depths/entry rates (in./min.):**  
 Groundwater depths/entry rates (in./min.):

Depth (ft)	Sample ID	Stratum Change Depth (ft)	USCS Symbol	Visual-Manual Identification and Description (Density/consistency, color, GROUP NAME, max. particle size, structure, odor, moisture, optional descriptions, geologic interpretation)	Field Test							
					Grave	Sand	% Fines	Dilatancy	Toughness	Plasticity	Strength	
0			SM	Brown silty SAND, mps 1/8 in., moist				R				
0.7		1.0	SM	Gray-brown silty SAND with gravel, mps 1.5 in., moist -FILL- Gray-brown silty SAND with gravel, mps 1.5 in., moist	15	5	0	40	40			
2		2.0		Orange silty SAND with gravel, mps 3.0 in., moist, gravel angular to subrounded -MARINE DEPOSIT- Bottom of Exploration at 2.0 ft. Refusal surface	10	10	5	30	30	15		

Obstructions:		Remarks:	

**Field Tests:**  
 Dilatancy: R - Rapid S - Slow N - None  
 Toughness: L - Low M - Medium H - High  
 Plasticity: N - Nonplastic L - Low M - Medium H - High  
 Dry Strength: N - None L - Low M - Medium H - High V - Very High

**Standing Water in Completed Pit:** at depth \_\_\_\_\_ ft  
 measured after \_\_\_\_\_ hours elapsed  
**Boulders:** Diameter (in.) \_\_\_\_\_ Number \_\_\_\_\_ Approx. Vol. (cu. ft.) \_\_\_\_\_  
 Pit Depth \_\_\_\_\_ 2.0  
 Pit Length x Width \_\_\_\_\_ 7x3  
**Test Pit Dimensions (ft):** \_\_\_\_\_

NOTE: Soil identification based on visual-manual methods of the USCS system as practiced by Haley & Aldrich, Inc.



# TEST PIT LOG

**Project:** Temporary Parking Lot, Portland Jetport  
**Location:** Portland, Maine  
**Client:** Domenech, Hicks & Krockmalnic  
**Contractor:** W. H. Lavigne, Inc.  
**Equipment Used:** Link Belt 2700  
**Ground El.:** 109.6 ft  
**Location:** See Plan  
**Groundwater depths/entry rates (in./min.):**

**File No.:** 26123-000  
**Date:** 11 April 2001  
**Weather:** Cloudy, 40's  
**H&A Rep:** B. Lawrence

Depth (ft)	Sample ID	Stratum Change Depth (ft)	USCS Symbol	Visual-Manual Identification and Description (Density/consistency, color, GROUP NAME, max. particle size, structure, odor, moisture, optional descriptions, geologic interpretation)	Field Test									
					Gravel	Sand	% Coarse	% Fine	% Coarse	Dilatancy	Toughness	Plasticity	Strength	
0			ML	Dark brown SILT with sand, mps 1/4 in., moist, roots -TOPSOIL-			10	15	75					
1.0			ML	Orange SILT with sand, mps 8.0 in., wet -MARINE DEPOSIT-			10	15	75					
2.0			SM	Gray silty SAND, mps 3/4 in., wet			10	15	25	35	15			
2-3.2'	S1													
3.2				Bottom of Exploration at 3.2 ft. Refusal surface										

**Obstructions:**  
**Remarks:**

**Standing Water in Completed Pit:** 3.0 ft  
**measured after:** 0.5 hours elapsed  
**Diameter (in.)** 12" to 24"  
**Number** =  
**Approx. Vol. (cu. ft)** =  
**Test Pit Dimensions (ft):** Pit Length x Width x Depth = 12x3 x 3.2

**Field Tests:**  
 Dilatancy: R - Rapid S - Slow N - None  
 Toughness: L - Low M - Medium H - High  
 Plasticity: N - Nonplastic L - Low M - Medium H - High  
 Dry Strength: N - None L - Low M - Medium H - High V - Very High

**NOTE:** Soil identification based on visual-manual methods of the USCS system as practiced by Haley & Aldrich, Inc.

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**TEST PIT LOG**

Test Pit No. TP10

Project: Temporary Parking Lot, Portland Jetport

Location: Portland, Maine

Client: Domenech, Hicks & Krockmalnic  
 Contractor: W. H. Lavigne, Inc.

Equipment Used: Link Belt 2700

Ground El.: 110.2 ft  
 El. Datum:

Location: See Plan

Groundwater depths/entry rates (in./min.):

File No. 26123-000  
 Date: 11 April 2001  
 Weather: Cloudy, 40's  
 H&A Rep: B. Lawrence

Depth (ft)	Sample ID	Stratum Change Depth (ft)	USCS Symbol	Visual-Manual Identification and Description (Density/consistency, color, GROUP NAME, max. particle size, structure, odor, moisture, optional descriptions, geologic interpretation)	Field Test			
					Gravel	Sand	Dilatancy	Toughness
0								
0.8	ML			Dark brown SILT, mps 0.4mm, wet -TOPSOIL-		10	90	
0.8	ML			Orange SILT with sand, 70% oversized, mps 0.4mm, wet, mixed with weathered/fractured rock(under water)		20	80	
1.6				-GLACIAL TILL- Bottom of Exploration at 1.6 ft. Refusal surface				

Obstructions:		Remarks:	

Dilatancy	R - Rapid S - Slow N - None
Toughness	L - Low M - Medium H - High
Plasticity	N - Nonplastic L - Low M - Medium H - High
Dry Strength	N - None L - Low M - Medium H - High V - Very High

Standing Water in Completed Pit	at depth	0.9	ft
measured after	0	hours elapsed	
Diameter (in.)	12" to 24"	Number	2
Boulders		Approx. Vol. (cu.ft)	1

NOTE: Soil identification based on visual-manual methods of the USCS system as practiced by Haley & Aldrich, Inc.



# TEST PIT LOG

Test Pit No. TP12

**Project** Temporary Parking Lot, Portland Jetport  
**Location** Portland, Maine  
**Client** Domenech, Hicks & Krockmalnic  
**Contractor** W. H. Lavigne, Inc.  
**Equipment Used** Link Belt 2700  
**Ground El.:** 101.3 ft    **Location:** See Plan    **El. Datum:**  
**File No.** 26123-000    **Date** 11 April 2001    **Weather** Cloudy, 40's  
**H&A Rep** B. Lawrence

Depth (ft)	Sample ID	Stratum Change Depth (ft)	USCS Symbol	Visual-Manual Identification and Description (Density/consistency, color, GROUP NAME, max. particle size, structure, odor, moisture, optional descriptions, geologic interpretation)	Field Tests							
					Grave	Sand	% Fines	Dilatancy	Toughness	Plasticity	Strength	
0			ML	Brown SILT with sand, mps 1/4 in., moist -TOPSOIL-			15					
0.8	S1		SM	Orange-brown silty SAND with gravel, 15% oversized, mps 8 in., moist, weathered and fractured rock fragments	20	20	20	15	10	15		
2	1'-2'	2.3		-GLACIAL TILL- Bottom of Exploration at 2.3 ft. Refusal surface								

**Obstructions:**  
**Remarks:**  
**Field Tests**  
 Dilatancy: R - Rapid S - Slow N - None  
 Toughness: L - Low M - Medium H - High  
 Plasticity: N - Nonplastic L - Low M - Medium H - High  
 Dry Strength: N - None L - Low M - Medium H - High V - Very High

Standing Water in Completed Pit \_\_\_\_\_ ft  
 at depth \_\_\_\_\_ ft  
 measured after \_\_\_\_\_ hours elapsed

Diameter (in.) \_\_\_\_\_  
 Number \_\_\_\_\_  
 Approx. Vol. (cu. ft.) \_\_\_\_\_  
 =  
 =  
 =  
 over 24" \_\_\_\_\_

Test Pit Dimensions (ft)  
 Pit Depth 2.3  
 Pit Length x Width 10x3

NOTE: Soil identification based on visual-manual methods of the USCS system as practiced by Haley & Aldrich, Inc.

No demolition or excavation is proposed under this application, and as such no solid waste disposal is anticipated.

Overview

**SOLID WASTE DISPOSAL**

**Section 6**

Overview

No water requirements currently exist or are required at this parking lot.

**WATER SUPPLY**

**Section 7**

Section 8

**SITE LIGHTING**

**Site Lighting Information**

The site lighting at the temporary parking lot consists of wood utility poles 24' above finished grade. The fixtures are cutoff type with 250-watt high-pressure sodium lamps, manufactured by Ruud Lighting. Please refer to drawings E1-1 Electrical Plan and Notes and E1-2 Electrical Details for lighting layout and specifications.



## Section 9

# LANDSCAPING

### Overview

Landscaping for the temporary parking lot site provides a Visual Buffer between Congress Street and the parking lot itself.

### Visual Barricade

The following describes the current plants for the Portland International Jetport temporary parking lot. This is a planting description outlining the plantings along the North side of the parking lot.

- The goal of the planting was to screen the traffic on Congress Street, from the temporary parking lot.

- The plantings includes the following evergreen screen trees:

A. *Thuja Occidentalis* 'Nigra' - Dark American Arborvitae  
B. *Pinus Strobus* - Eastern White Pine

- All plants along the temporary parking lot are tolerant of the sun, salt, and variable soil conditions.

- Quantities of each plant species are listed on drawing C1-3 Layout/Landscaping Plan. (A change order during construction added 20 Eastern White Pines spaced evenly along the south and east slopes to block visibility from the Turnpike and Western Avenue as recommended by the City Arborist)

All plantings meet the "Arboreal specifications and Standards of practice and landscape guidelines" of the City of Portland Technical and Design Standards and Guidelines.

Overview

As stated before, the temporary parking lot has already been constructed, with drainage and stormwater units in place. Please refer to drawings C1-5 Erosion and Sedimentation Control Plan and C1-6 Erosion and Sedimentation Control Notes and Details.

**EROSION AND SEDIMENTATION CONTROL**

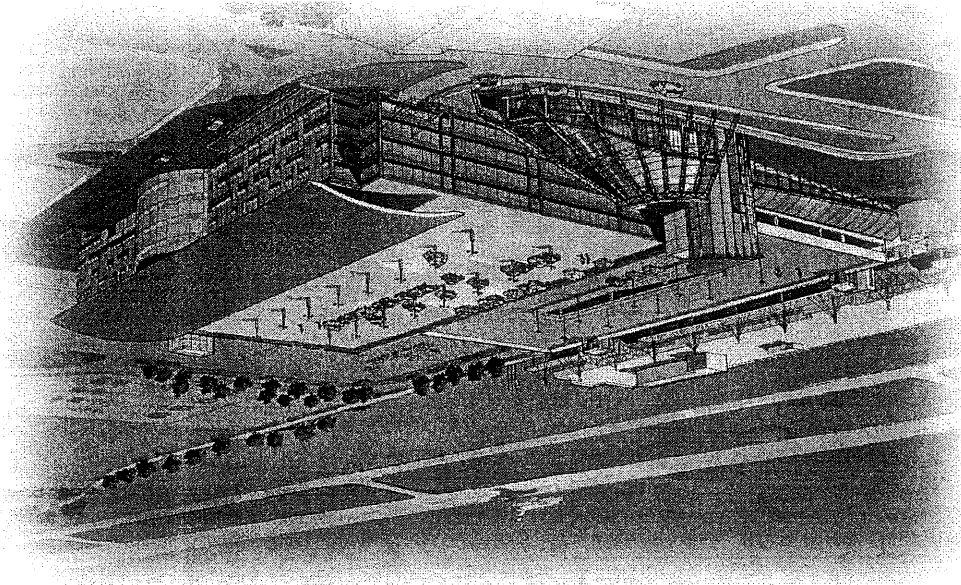
**Section 10**

The temporary parking lot was constructed with a Vortech Model 16000 Stormwater Treatment System. The Model 16000 is a below grade system that removes contaminated sediment, floating oil, and other debris from surface runoff. At peak capacity, it can treat up to 25 cubic feet of water per second and it can store up to 7 cubic yards of sediment. For area location, please refer to drawing CI-4 Site Grading and Drainage Plan. For specifications on the Stormwater Treatment System, please refer to drawing CI-7 Stormwater Details. Also included in this section is a copy of the stormwater analysis prepared by Dufresne-Henry the engineering firm of record for the project.

### Introduction

## STORMWATER MANAGEMENT

### Section 11



Prepared for:  
City of Portland  
Department of Waterfront and Transportation  
Portland International Jetport  
Westbrook Street  
Portland, ME 04102

Revised: May 1, 2001

**City of Portland  
Portland International Jetport  
Temporary Parking Lot  
Stormwater Analysis**

**Portland International Jetport  
Temporary Parking Lot  
Stormwater Management**

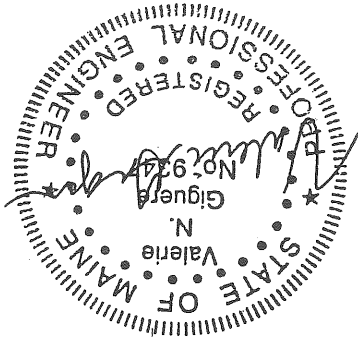
**Table of Contents**

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7.0	Present Development Conditions .....	2
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Attachments

Attachment A	Location Map/Standard Boundary Survey
Attachment B	Present Development Calculations
Attachment C	Future Development Calculations
Attachment D	Sliding Scale Figure
Attachment E	Stormwater Quality Unit Sizing
Attachment F	Miscellaneous Calculations

Plans Attached Separately



## STORMWATER MANAGEMENT

### 1.0 INTRODUCTION

The proposed Temporary Parking Lot is being proposed as part of the Phase I Parking Garage project at the Portland International Jetport. The temporary parking lot will be located on Outer Congress Street as shown on the location map provided in Attachment A. In addition, a Standard Boundary Survey of the property is also provided in Attachment A. The temporary parking lot will serve as an off-site parking area to accommodate the loss of parking during construction of the Phase I Parking Improvements at the Portland Jetport.

The Phase I Parking Improvement project is anticipated to start construction in the spring of 2001 and is scheduled to be completed in the year 2002. The project will be constructed in two separate construction contracts. The temporary parking lot will be constructed during the first contract to ensure that off-site parking is in place prior to construction of the proposed parking garage.

### 2.0 EXISTING CONDITIONS

Currently the existing ground cover at the proposed temporary parking lot consists of brush with a grass mix. Bare soil was evident to some locations. However, the extent could not be identified due to snow cover. For the purposes of the analysis, the ground cover was considered to be brush with a grass mix for the entire site. The proposed temporary parking lot will involve construction of new impervious area at the proposed site location. Due to the construction of additional impervious area present development stormwater runoff conditions and future development stormwater conditions were evaluated. This drainage analysis is intended to determine the impacts to stormwater discharge and water quality that will be created by the new construction.

Dufresne-Henry has determined that the runoff generated within the project area discharges to a natural drainage way. Stormwater then flows to a culvert located on City of South Portland property and is then conveyed under an existing gravel road to a natural drainage way. Stormwater is conveyed by the natural drainage way to Long Creek.

### 3.0 METHODOLOGY

In order to compare present and future stormwater characteristics of the site, computer modeling using Hydrocad software was employed. The program incorporates the methodology outlined in the U.S. Natural Resources Conservation Service's (NRCS) Technical Release Number 20 (TR-20). The peak runoff rates for the 2, 10 and 25-year, 24-hour storm events were calculated. Based on Appendix D-3 in the "Stormwater Management for Maine: Best Management Practices," November 1995, the one-day precipitation values for the Portland International Jetport site for the 1, 2, 10 and 25-year storms 2.5, 3.18, 4.37, and 5.08 inches respectively. Since the proposed project is located in Cumberland County, a Type III distribution was utilized throughout this study.

STORMWATER MANAGEMENT

4.0 SOILS

The soil types were identified using the Cumberland County Medium Intensity Soil Survey published by the NCRS. Soil types were analyzed based on hydrologic grouping for the purpose of curve number calculations. The NCRS Medium Intensity Soil Survey identifies the soils within the project area as Hollis fine sandy loam, which is characterized by slow runoff and moderately rapid permeability. The SCS Technical Release 55 classifies this type of soil as belonging to hydrologic group 'C/D.'

5.0 ASSUMPTIONS

In order to estimate the amounts of stormwater runoff generated from the project area, the following assumptions were made:

1. Topography for the site was provided by aerial photography.
2. Field observations were made in order to determine the cover types for the project site in the present development condition.

6.0 STUDY APPROACH

In order to analyze the impact of the proposed development on the site's stormwater runoff characteristics, the temporary parking lot site was evaluated as a single watershed area as shown on the attached Plan Sheet C1-4A. The discharge analysis point is the same for both the present development and the post development conditions and is considered to be a culvert located on City of South Portland property.

7.0 PRESENT DEVELOPMENT CONDITIONS

The following section details the evaluation of the impacted watershed under the present development condition. Under present development conditions, the watershed area is treated as a single subcatchment identified as subcatchment 1. Calculations for the present development conditions are included in Attachment B. Stormwater routing is shown on the attached plan sheet C1-4A.

7.1 Present Development Condition (Subcatchment 1)

The total drainage area contributing to subcatchment 1 in the present development condition is approximately 13.79 acres. The watershed includes a combination of brush with grass mix, wetland, gravel drives and a portion of a paved drive. The stormwater routing is described below.

STORMWATER MANAGEMENT

Paved Drive

Stormwater from 1/2 of the paved drive sheet flows across the pavement to a road side ditch. This ditch conveys the stormwater to the natural drainage swale on the southeast corner of the property. The natural drainage swale outlets to a culvert located on City of South Portland property which conveys the stormwater under an existing gravel road to another natural drainage way. The stormwater is then conveyed to Long Creek.

Gravel Drive

Stormwater from 1/2 of the gravel drive sheet flows across the pavement to a road side ditch. This ditch conveys the stormwater to the natural drainage swale on the southeast corner of the property. The natural drainage swale outlets to a culvert located on City of South Portland property which conveys the stormwater under a gravel road to another natural drainage way. The stormwater is then conveyed to Long Creek.

Remaining Drainage Area

Stormwater from the remaining drainage area generally sheet flows across the site through wetlands and discharges to a natural drainage swale located on the southeast corner of the property. The natural drainage swale outlets to a culvert located on City of South Portland property which conveys the stormwater under a gravel road to another natural drainage way. The stormwater is then conveyed to Long Creek. The peak runoff rates for the present development conditions during the 1, 2, 10, and 25-year storm events are 9.58, 16.57, 29.99, and 38.53 cfs respectively.

8.0

FUTURE DEVELOPMENT CONDITIONS

The following section details the evaluation of the impacted watershed under the future development condition. Under future development conditions, the watershed area is treated as a single subcatchment identified as subcatchment 2. Calculations for the future development conditions are included in Attachment C. Stormwater routing is shown on the attached plan sheet C1-4A.

8.1 *Future Development Condition (Subcatchment 2)*

The total drainage area contributing to subcatchment 2 in the post development condition is approximately 13.79 acres. The watershed includes a combination of the new temporary paved parking lot, brush with grass mix, wetland, gravel drives and a portion of a paved drive. Stormwater routing from each area is described below.



Portland International Jetport  
Temporary Parking Lot

STORMWATER MANAGEMENT

New Temporary Parking Lot

Stormwater from the temporary parking area sheet flows across the parking lot to a new vegetated swale along the east and south sides of the parking lot. Stormwater flows over vegetated terrain before entering the vegetated swale. The vegetated swale conveys the stormwater to a series of catch basins located along the ditch flow path. Stormwater is then conveyed by the storm drain piping to a stormwater quality treatment unit. Stormwater is discharged from the stormwater quality treatment unit to a stone apron and sheet flows across approximately 50 feet of vegetated terrain prior to reaching the wetlands at the site. Stormwater then moves through the wetlands and is discharged to the natural drainage way. The natural drainage way outlets to a culvert located on City of South Portland property which conveys the stormwater under a gravel road to another natural drainage way. The stormwater is then conveyed to Long Creek.

Paved Drive

Stormwater from 1/2 of the paved drive sheet flows across the pavement to a road side ditch. This ditch conveys the stormwater to the natural drainage swale on the southeast corner of the property. The natural drainage swale outlets to a culvert located on City of South Portland property which conveys the stormwater under an existing gravel road to another natural drainage way. The stormwater is then conveyed to Long Creek.

Gravel Drive

Stormwater from 1/2 of the gravel drive sheet flows across the pavement to a road side ditch. This ditch conveys the stormwater to the natural drainage swale on the southeast corner of the property. The natural drainage swale outlets to a culvert located on City of South Portland property which conveys the stormwater under a gravel road to another natural drainage way. The stormwater is then conveyed to Long Creek.

Remaining Drainage Area

Stormwater from the remaining drainage area generally sheet flows across the site through wetlands and discharges to a natural drainage swale located on the southeast corner of the property. The natural drainage swale outlets to a culvert located on City of South Portland property which conveys the stormwater under a gravel road to another natural drainage way. The stormwater is then conveyed to Long Creek. The peak runoff rates for the future development conditions during the 1, 2, 10, and 25-year storm events are 13.41, 20.25, 34.46, and 42.90 cfs respectively.

STORMWATER MANAGEMENT

9.0 STORMWATER QUALITY ANALYSIS

9.1 Method of Evaluation

According to Maine Department of Environmental Protection (MDEP) standards, stormwater quality standards must be met if a project includes 20,000 square feet or more of impervious area, or 5 acres or more of disturbed area in the direct watershed of a waterbody most at risk from new development. The proposed project while not in the direct watershed of a waterbody most at risk from new development does include more than 20,000 square feet of impervious area. Therefore, the project must meet the sliding scale total suspended solids (TSS) standard set by the MDEP.

9.2 Stormwater Quality Analysis

The percent impervious area involved in the proposed project out of the total drainage area is approximately 27%. Therefore, the required TSS removal is 40% based on the sliding scale figure provided as Attachment D. To achieve the TSS removal, a combination of vegetated swales and a stormwater quality treatment unit is proposed. The stormwater quality unit has been designed to remove 50% of the TSS based on a 1 year 24-hour storm event. The calculations for the stormwater quality unit sizing are included in Attachment E.

9.3 Basic Stabilization

During the construction of the proposed improvements, the basic stabilization measures standard will be met. Erosion and sediment control will be provided in accordance with standards outlined in the "Maine Erosion and Sediment Control Handbook for Construction: Best Management Practices" (Cumberland County SWCD and Maine DEP, 1991). The Erosion and Sedimentation Control Plan Sheet C1-5 and Erosion and Sedimentation Control Notes and Details Plan Sheet C1-6 are attached.

10.0 SUMMARY AND CONCLUSIONS

The proposed project is not expected to impact stormwater discharge or water quality. A comparison of the present and future development conditions is shown in the Table below. Under future development conditions, an increase in peak runoff will result for the 1, 2, 10 and 25-year storm events.

Storm Event	Rainfall, inches	Present Development, cfs	Post Development, cfs
1 year	2.50	9.58	13.41
2 year	3.18	16.57	20.25
10 year	4.37	29.99	34.46
25 year	5.08	38.53	42.90

As discussed previously, the stormwater runoff leaves the project site via a culvert located on City of South Portland property and ultimately discharges to Long Creek also located in South Portland.

Based on the DeLuca-Hoffman Site Location and Development Permit Application to the City of Portland regarding the Snow Dump on Outer Congress Street, a study was conducted by the Maine Department of Transportation in 1993 to size a culvert for the Maine Mall Road crossing Long Creek (the ultimate discharge point of the proposed temporary parking area). The DeLuca-Hoffman Permit application also indicated that during a recent storm in 1996 which was possibly as large as the 500 year storm event, stormwater was adequately conveyed through the drainage course below the Snow Dump site.

The proposed temporary parking lot is located on property adjacent to the Snow Dump and shares the same downstream drainage course. Therefore, based on the above information, it anticipated that there would be no significant impact to the downstream drainage course during the 2, 10 and 25-year storm events under future development conditions.

Location Map/Standard Boundary Survey

ATTACHMENT A

**Present Development Conditions Calculations**

**ATTACHMENT B**

PRESENT DEVELOPMENT = 1 YEAR

Data for 8110016 Jetport Temp Parking Lot

TYPE III 24-HOUR RAINFALL= 2.50 IN

Prepared by DUFFRESNE-HENRY

HydroCAD 5.11 001123 (c) 1986-1999 Applied Microcomputer Systems

SUBCATCHMENT 1 Pre Development Drainage Area

PEAK= 9.58 CFS @ 12.06 HRS, VOLUME= .77 AF

ACRES	CN	Impervious, D Soils
.12	.93	Impervious, gravel, D Soils
.22	.91	Impervious, with grass mix, D soils
8.20	.77	Brush, brush cover, D soils
5.25	.77	Wetland, brush cover, D soils
13.79	.77	

SCS TR-20 METHOD

TYPE III 24-HOUR

RAINFALL= 2.50 IN = 1 YEAR

SPAN= 10-20 HRS, dt=.1 HRS

Method SHALLOW CONCENTRATED/UPLAND FLOW Pre Development Drainage Area

Short Grass Pasture KV=7 L=750' s=.088 1/' V=2.08 fps

Pre Development Drainage Area

Tc (min)

6.0

SUBCATCHMENT 1 RUNOFF

Pre Development Drainage Area

AREA= 13.79 AC

Tc= 6 MIN

CN= 77

SCS TR-20 METHOD

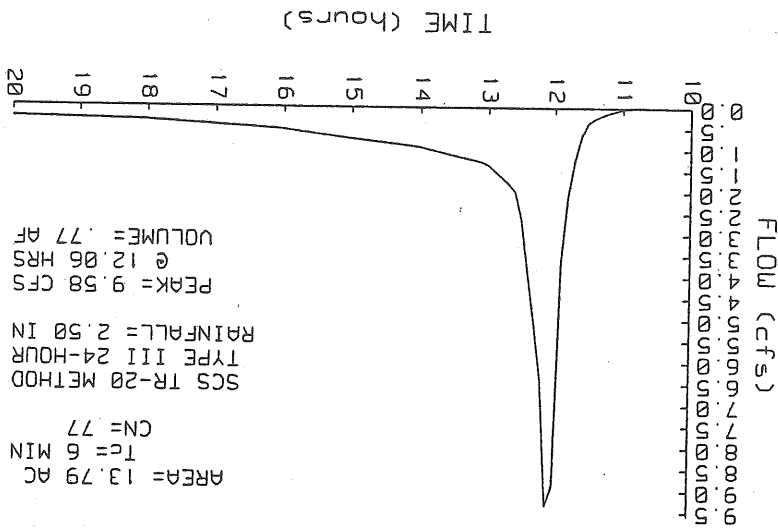
TYPE III 24-HOUR

RAINFALL= 2.50 IN

PEAK= 9.58 CFS

@ 12.06 HRS

VOLUME= .77 AF



PRESENT DEVELOPMENT = 2 YEAR

Data for 8110016 Jetport Temp Parking Lot  
 TYPE III 24-HOUR RAINFALL= 3.18 IN

Prepared by DUFFRESNE-HENRY

HydroCAD 5.11 001123 (c) 1986-1999 Applied Microcomputer Systems

SUBCATCHMENT 1 Pre Development Drainage Area

PEAK= 16.57 CFS @ 12.05 HRS, VOLUME= 1.27 AF

SCS TR-20 METHOD

ImperVIOUS, D Soils

ImperVIOUS, gravel, D Soils

Brush, with grass mix, D soils

Wetland, brush cover, D soils

ACRES

.12 93

.22 91

8.20 77

5.25 77

13.79 77

Method Comment Tc (min)

SHALLOW CONCENTRATED/UPLAND FLOW Pre Development Drainage Area

Short Grass Pasture Kv=7 L=750' s=.088 '/' V=2.08 fps

SUBCATCHMENT 1 RUNOFF

Pre Development Drainage Area

AREA= 13.79 AC

Tc= 6 MIN

CN= 77

SCS TR-20 METHOD

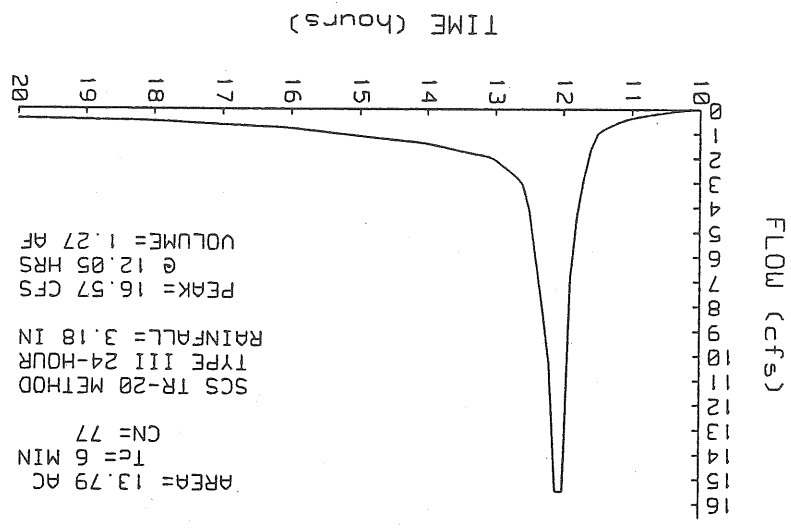
TYPE III 24-HOUR

RAINFALL= 3.18 IN

PEAK= 16.57 CFS

@ 12.05 HRS

VOLUME= 1.27 AF



PRESENT DEVELOPMENT = 10 YEAR

Data for 8110016 Jetport Temp Parking Lot

TYPE III 24-HOUR RAINFALL= 4.37 IN

Prepared by DUFFRESNE-HENRY

HydroCAD 5.11 001123 (c) 1986-1999 Applied Microcomputer Systems

SUBCATCHMENT 1 Pre Development Drainage Area

PEAK= 29.99 CFS @ 12.04 HRS, VOLUME= 2.23 AF

SCS TR-20 METHOD

TYPE III 24-HOUR

RAINFALL= 4.37 IN = 10 YEAR

Impervious, D Soils

Impervious, gravel, D Soils

Brush, with grass mix, D soils

Wetland, brush cover, D soils

ACRES

CN

.12 93

.22 91

8.20 77

5.25 77

13.79 77

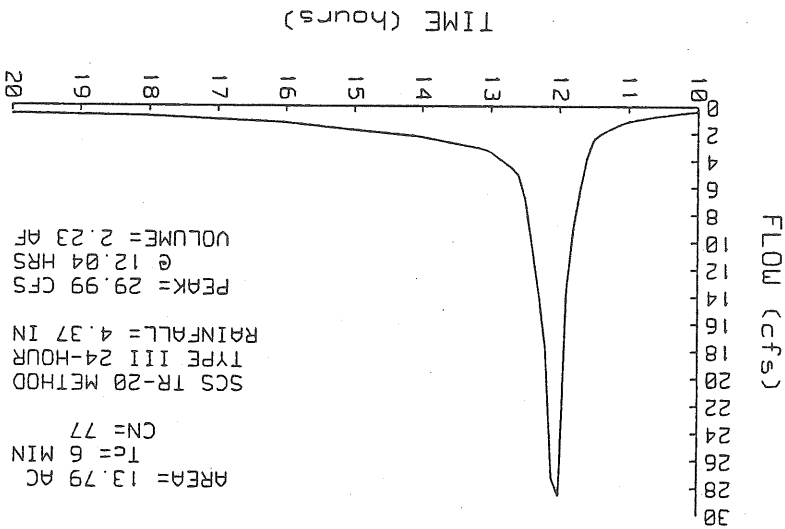
Method Comment Tc (min)

SHALLOW CONCENTRATED/UPLAND FLOW Pre Development Drainage Area

Short Grass Pasture Kv=7 L=750' s=.088 1/' V=2.08 fps

SUBCATCHMENT 1 RUNOFF

Pre Development Drainage Area





PRELIMINARY DEVELOPMENT = 25 YEAR

Data for 8110016 Jetport Temp Parking Lot  
 TYPE III 24-HOUR RAINFALL= 5.08 IN

Prepared by DUFFRESNE-HENRY

HydroCAD 5.11 001123 (C) 1986-1999 Applied Microcomputer Systems

SUBCATCHMENT 1  
 Pre Development Drainage Area

PEAK= 38.53 CFS @ 12.04 HRS, VOLUME= 2.84 AF

SCS TR-20 METHOD

TYPE III 24-HOUR

RAINFALL= 5.08 IN = 25 YEAR  
 SPAN= 10-20 HRS, dt=.1 HRS

ACRES

CN

Impervious, D Soils

.12

Impervious, gravel, D Soils

.22

Brush, with grass mix, D soils

8.20

Wetland, brush cover, D soils

5.25

77

13.79

77

Method

Comment

Tc (min)

SHALLOW CONCENTRATED/UPLAND FLOW Pre Development Drainage Area

Short Grass Pasture Kv=7 L=750' s=.088 '/' V=2.08 fps

SUBCATCHMENT 1 RUNOFF

Pre Development Drainage Area

AREA= 13.79 AC

Tc= 6 MIN

CN= 77

SCS TR-20 METHOD

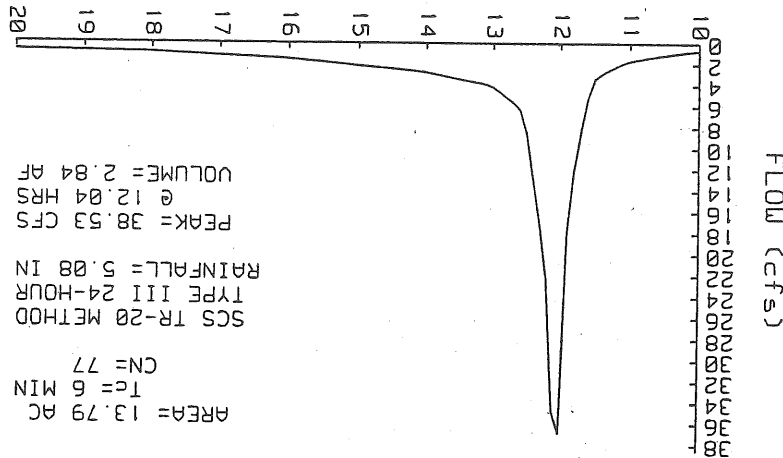
TYPE III 24-HOUR

RAINFALL= 5.08 IN

PEAK= 38.53 CFS

@ 12.04 HRS

VOLUME= 2.84 AF



Future Development Calculations

ATTACHMENT C

SUBCATCHMENT 2

PEAK= 13.41 CFS @ 12.11 HRS, VOLUME= 1.06 AF

ACRES CN

93	Impervius
91	Gravel
93	Impervius, parking lot, D soils
77	Brush, with grass mix, D soils
77	Wetlands (brush cover), D soils
78	vegetated swale/slopes, D soils

SCS TR-20 METHOD  
 TYPE III 24-HOUR  
 RAINFALL= 2.50 IN = 1.75 IN  
 SPAN= 10-20 HRS, dt=.1 HRS

Method Comment Tc (min)

SHALLOW CONCENTRATED/UPLAND FLOW Segment 1 - Parking Lot 1.3

Paved Kv=20.3282 L=300' s=.035 '/' V=3.8 fps

CHANNEL FLOW Segment 2 - Swale adjacent to pa 5.2

a=12 sq-ft Pw=41.2' r=.291'

s=.005 '/' n=.024 V=1.92 fps L=600' Capacity=23.1 cfs

SHALLOW CONCENTRATED/UPLAND FLOW Segment 3 - Remaining Area 3.2

Short Grass Pasture Kv=7 L=375' s=.08 '/' V=1.98 fps

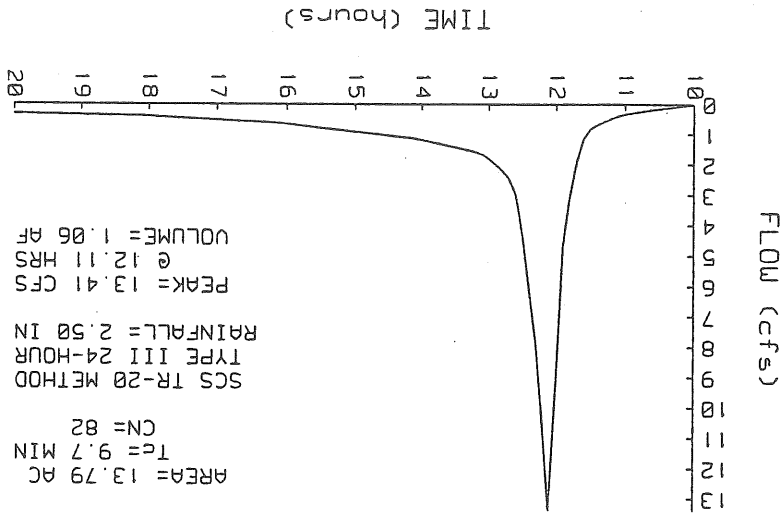
Total Length= 1275 ft Total Tc= 9.7

SUBCATCHMENT 2 RUNOFF

Post Development Drainage Area

AREA= 13.79 AC  
 Tc= 9.7 MIN  
 CN= 82

SCS TR-20 METHOD  
 TYPE III 24-HOUR  
 RAINFALL= 2.50 IN  
 PEAK= 13.41 CFS  
 @ 12.11 HRS  
 VOLUME= 1.06 AF



Post Development = 2 Year

Data for 8110016 Jetport Temp Parking Lot  
 TYPE III 24-HOUR RAINFALL= 3.18 IN

Prepared by DUFRESNE-HENRY

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SUBCATCHMENT 2 Post Development Drainage Area

PEAK= 20.75 CFS @ 12.10 HRS, VOLUME= 1.61 AF

ACRES	CN	Method
.12	93	Impervious
.22	91	Gravel
3.45	93	Impervious, parking lot, D soils
2.66	77	Brush, with grass mix, D soils
5.25	77	Wetlands (brush cover), D soils
2.09	78	vegetated swale/slopes, D soils
13.79	82	

SCS TR-20 METHOD TYPE III 24-HOUR RAINFALL= 3.18 IN = 2 YEAR

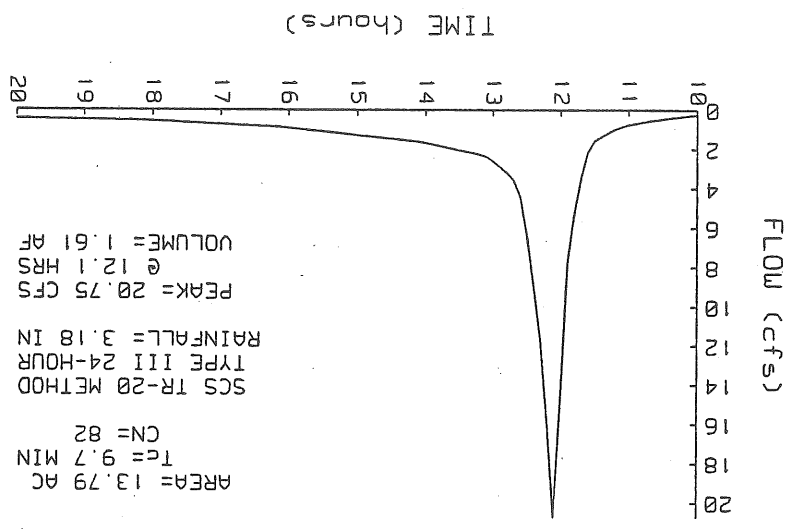
SPAN= 10-20 HRS, dt=.1 HRS

Method	Comment	Tc (min)
SHALLOW CONCENTRATED/UPLAND FLOW	Segment 1 - Parking Lot	1.3
CHANNEL FLOW	Segment 2 - Swale adjacent to paved	5.2
SHALLOW CONCENTRATED/UPLAND FLOW	Segment 3 - Remaining Area	3.2

Total Length= 1275 ft Total Tc= 9.7

SUBCATCHMENT 2 RUNOFF

Post Development Drainage Area



TIME (hours)

FLOW (cfs)

AREA= 13.79 AC  
 Tc= 9.7 MIN  
 CN= 82

POST DEVELOPMENT = 10 YEAR

Data for 8110016 Jetport Temp Parking Lot  
 TYPE III 24-HOUR RAINFALL= 4.37 IN

Prepared by DUFFRESNE-HENRY

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SUBCATCHMENT 2 Post Development Drainage Area

PEAK= 34.46 CFS @ 12.10 HRS, VOLUME= 2.65 AF

ACRES	CN
12	93
0.22	91
3.45	93
Impervious, parking lot, D soils	
2.66	77
Brush, with grass mix, D soils	
5.25	77
Wetlands (brush cover), D soils	
2.09	78
vegetated swale/slopes, D soils	
13.79	82

SCS TR-20 METHOD

TYPE III 24-HOUR

RAINFALL= 4.37 IN = 10 YEAR

SPAN= 10-20 HRS, dt=.1 HRS

Method Comment Tc (min)

Method	Comment	Tc (min)
SHALLOW CONCENTRATED/UPLAND FLOW	Segment 1 - Parking Lot	1.3
CHANNEL FLOW	Paved Kv=20.3282 L=300' s=.035 '/' V=3.8 fps	
CHANNEL FLOW	Segment 2 - Swale adjacent to pa	5.2
SHALLOW CONCENTRATED/UPLAND FLOW	Segment 3 - Remaining Area	3.2
SHALLOW CONCENTRATED/UPLAND FLOW	Short Grass Pasture Kv=7 L=375' s=.08 '/' V=1.98 fps	

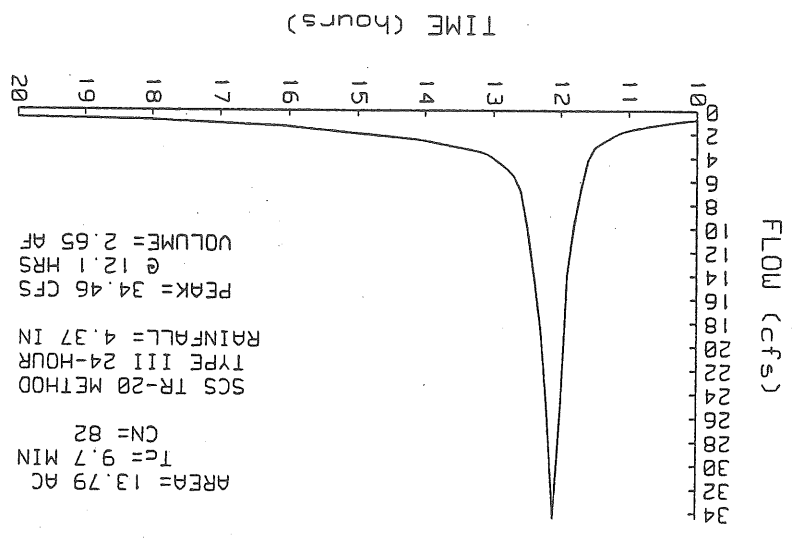
Total Length= 1275 ft Total Tc= 9.7

SUBCATCHMENT 2 RUNOFF

Post Development Drainage Area

AREA= 13.79 AC  
 Tc= 9.7 MIN  
 CN= 82

SCS TR-20 METHOD  
 TYPE III 24-HOUR  
 RAINFALL= 4.37 IN  
 PEAK= 34.46 CFS  
 @ 12.1 HRS  
 VOLUME= 2.65 AF



Post Development = 25 Year

Data for 8110016 Jetport Temp Parking Lot

TYPE III 24-HOUR RAINFALL= 5.08 IN

Prepared by DUFFRESNE-HENRY

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SUBCATCHMENT 2 Post Development Drainage Area

PEAK= 42.90 CFS @ 12.10 HRS, VOLUME= 3.29 AF

SCS TR-20 METHOD

TYPE III 24-HOUR

RAINFALL= 5.08 IN = 25 Year

SPAN= 10-20 HRS, dt=.1 HRS

ACRES

CN

.12

.22

91

93

3.45

93

2.66

77

77

5.25

77

2.09

78

13.79

82

Imperious

Gravel

Imperious, parking lot, D soils

Brush, with grass mix, D soils

Wetlands (brush cover), D soils

vegetated swale/slopes, D soils

Method

Comment

Tc (min)

SHALLOW CONCENTRATED/UPLAND FLOW Segment 1 - Parking Lot

Paved Kv=20.3282 L=300' s=.035 '/' V=3.8 fps

CHANNEL FLOW Segment 2 - Swale adjacent to pa

a=12 sq-ft Pw=41.2' r=.291'

s=.005 '/' n=.024 V=1.92 fps L=600' Capacity=23.1 cfs

SHALLOW CONCENTRATED/UPLAND FLOW Segment 3 - Remaining Area

Short Grass Pasture Kv=7 L=375' s=.08 '/' V=1.98 fps

3.2

5.2

1.3

Total Length= 1275 ft

Total Tc=

9.7

SUBCATCHMENT 2 RUNOFF

Post Development Drainage Area

AREA= 13.79 AC

Tc= 9.7 MIN

CN= 82

SCS TR-20 METHOD

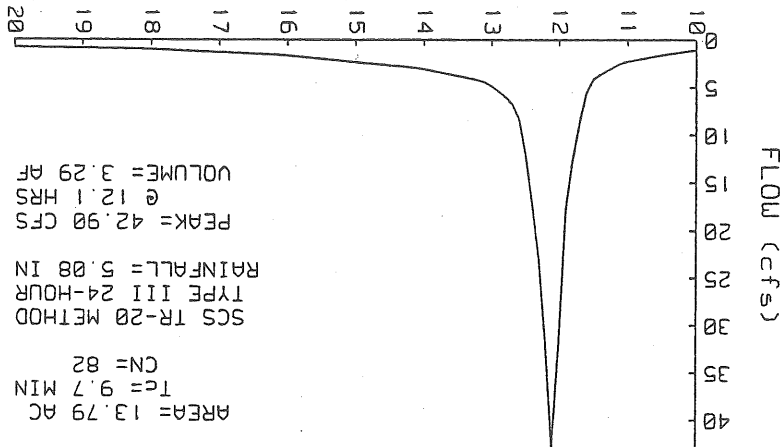
TYPE III 24-HOUR

RAINFALL= 5.08 IN

PEAK= 42.90 CFS

@ 12.1 HRS

VOLUME= 3.29 AF



Sliding Scale Figure

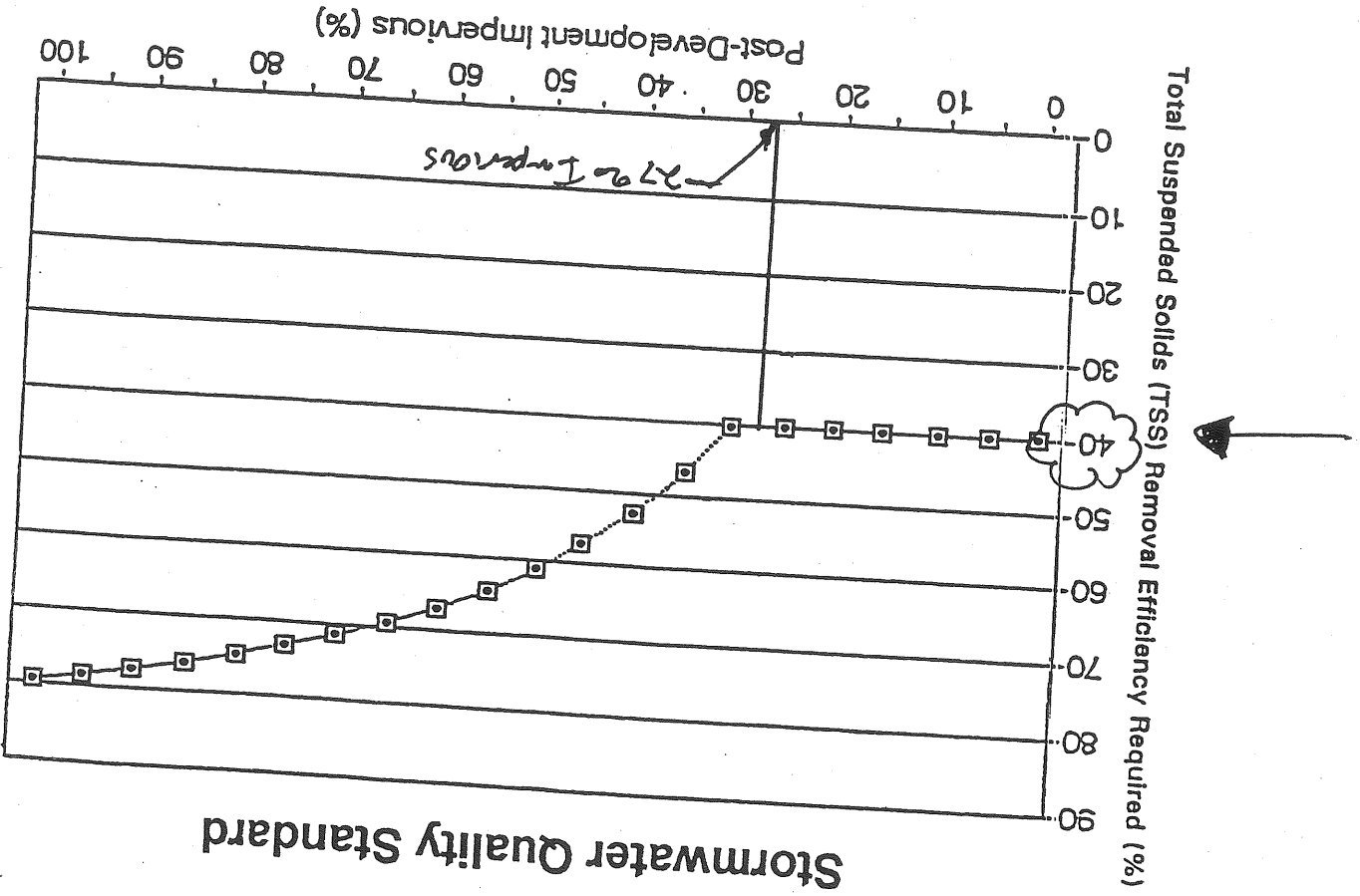
ATTACHMENT D

Alternately, the criterion of reducing post development TSS loadings to predevelopment levels may be applied. This criterion is not intended to be used as an alternative to achieving adequate control where existing high sediment loadings are the result of poor management of "developed" sites such as farmlands where appropriate erosion control components of a USDA conservation management plan are not being used, or sites where land disturbed by previous development (e.g., gravel pits or log yards) was not permanently stabilized (EPA, 1993.)

For the purposes of this manual, *impervious surface* is fully defined as a hard surface area which either prevents or retards the entry of water into the soil mantle as under natural conditions prior to development, and/or a hard surface area which causes water to run off the surface in greater quantities or at an increased rate of flow from the flow present under natural conditions prior to development. Common impervious areas include, but are not limited to, rooftops, walkways, patios, driveways, parking lots or storage areas, concrete or asphalt paving, gravel roads, packed earthen materials, and oiled, macadam, or other surfaces which similarly impede the natural infiltration of stormwater.

This BMI manual is not regulatory. However, the practices described in this manual are designed to ensure that stormwater runoff from a development site not adversely affect the physical, biological, and chemical properties of the receiving water or of associated aquatic habitats. As such, use of this manual may assist compliance with applicable statutes, regulations, and ordinances. Other equivalent techniques of stormwater treatment, of course, will also assist with compliance.

Figure 5.1.





Stormwater Quality Unit Sizing

ATTACHMENT E



May 1, 2001

Valerie Giguere  
DuFresne-Henry Inc.  
22 Free Street  
Portland, ME 04101-3900

Re: Jetport Temporary Parking Lot, Portland, Maine

Dear Valerie:

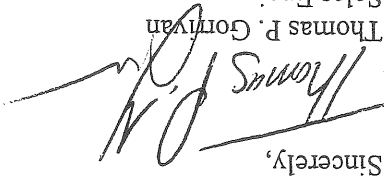
I am writing to confirm that I have reviewed the Vortechics™ Stormwater Treatment System design for the above referenced project and found that it is in accordance with the current ME DEP guidelines for 50% Total Suspended Solids (TSS) credit.

As stated in the attached ME DEP publication entitled "Information on Use of Manufactured Stormwater Treatment Systems for Meeting Stormwater Quality Standards under Maine's Stormwater Management Law and Site Location of Development", a "50% TSS removal rate will apply to systems that are sized, according to manufacturer's test data (approved by the Department), to provide for 80% removal of U.S. Silica grade F-95 foundry sand (as supplied by the Department) at a flow equivalent to the peak flow from a one-year 24-hour storm."

Based on the ongoing ME DEP laboratory testing of the Vortech's System, it has been determined that the Vortech's System provides an 80% removal of U.S. Silica grade F-95 foundry sand at an operating rate of approximately 50 gallons per minute per square foot of grit chamber surface area (gpm/sqft). Therefore, in order to meet the current ME DEP guidelines, the appropriate Vortech's System must not operate at greater than 50 gpm/sqft during the calculated one-year 24-hour storm of 8.18 CFS.

As shown on the attached calculations, the proposed Vortech's Model 11000 will operate at 46.7 gpm/sqft during the one-year 24-hour storm and therefore is sized appropriately for the 50% TSS credit rating from the ME DEP.

Please do not hesitate to contact this office if you have any further questions regarding this matter. We look forward to working with you in the upcoming months to coordinate construction efforts.

Sincerely,  
  
Thomas P. Gorrivan  
Sales Engineer



## Jetport Temporary Parking Lot – Portland, Maine

### Vortechs Stormwater Treatment System Design Confirmation and Sizing Calculations

#### Site and System Specifics

Q<sub>1-year</sub> = 8.18 cfs  
 Specified System –  
 Vortechs Model 11000  
 Treatment Capacity = 17.5 cfs  
 Grit Chamber Diameter = 10 ft

#### Vortechs System Swirl Chamber Surface Area Calculation

$$\text{Surface Area} = (\pi)r^2 = (3.14)(5 \text{ ft})^2 = 78.5 \text{ sqft}$$

#### Q<sub>1-year</sub> Operating Rate Calculation

$$\begin{aligned} \text{Q}_{1\text{-year}} \text{ Operating Rate} &= \text{Q}_{1\text{-year}} / \text{Grit Chamber Surface Area} \\ &= (8.18 \text{ cfs} * 450 \text{ gpm/cfs}) / 78.5 \text{ sqft} \\ &= 46.89 \text{ gpm/sqft} \end{aligned}$$

#### 50% ME DEP Total Suspended Solids Removal Efficiency Verification

In order to meet the current ME DEP guidelines, the appropriate Vortechs System must operate at approximately 50 gpm/sqft during the calculated one-year 24-hour storm. Since the calculated 1-Year Storm Operating Rate of 46.89 gpm/sqft is in the range of accepted operating rates, the Vortechs Model 11000 is sized appropriately for the 50% TSS Credit rating by the ME DEP.

Maine Department of Environmental Protection

Laboratory Testing Protocol for Manufactured Stormwater Treatment Systems

This document provides protocol for the laboratory testing of manufactured stormwater treatment systems to define an efficiency rating for the purpose of meeting stormwater quality standards under Maine's Stormwater Management Law and Site Location of Development Law. As of October 1, 2000, and until DFP approves field testing of a manufactured system, all flow-through systems that rely on the settling of sediments will be assigned a net removal rate that factors in the expected drop in efficiency for removal of small particle sizes.

Based on data collected in accordance with the following protocol, a 50% TSS removal rate will apply to systems that are sized to provide for 80% removal of U.S. Silica grade F-95 foundry sand at a flow rate equivalent to the peak flow from a one-year 24-hour storm. A 60% TSS removal rate will apply to systems that are sized to provide for 80% removal of U.S. Silica grade OK-110 sand for the same flow rate. The Department will provide these sands upon request. The materials will have been tested for consistency in particle sizing and the results will be provided with the sand.

Combined flow-through manufactured systems utilizing a sediment settling device in series with a filtration device will receive a rating of 65% provided the filter is sized to provide for at least 80% removal of particles that are 75 microns (all particles must pass the U.S. Standard #200 sieve screen).

Laboratory Testing Protocol

To maintain consistency in testing the different proprietary systems, the following protocol will be followed. Several iterations of the test sequence will need to be performed to identify the loading rate that will provide the required removal.

1. The system should be brought to the flow rate being tested. Flow measurement should be verified by an alternative measurement technique (i.e. volumetric; stopwatch/volume change). When the flow rate is stabilized, the test sand should be introduced into the inflow at a rate that results in an inflow TSS concentration between 100 and 300 mg/l. TSS concentration in the inflow should be maintained at as constant a level as possible throughout the test).
2. Once the flow rate is stabilized and sand introduction has begun the system should be allowed to come into equilibrium. After a minimum of 5 unit volumes has passed through the system, sampling may commence.
3. A minimum of 5 paired samples (inflow/outflow) should be collected at regular intervals from the inflow and the outflow in a way that insures that all suspended sediment is sampled. The method of collection at the inflow and the outflow must be

identical. Outflow samples should be staggered from inflow samples by the system's residence time at the test flow. Samples should be a minimum of 500 ml and should be consistently similar in volume.

4. Samples should be analyzed for Total Suspended Solids using the method described in the most current edition of Standard Methods for the Examination of Water and Wastewater. For a test to be valid, little variation should be found in the concentration of inflow samples and in the removal efficiency indicated by each pair of samples.
5. The average removal efficiency will be calculated as follows:

$$\frac{\text{mean inflow TSS concentration} - \text{mean outflow TSS concentration}}{\text{mean inflow TSS concentration}}$$

The testing results must be submitted to the Department and a representative for the Maine DEP will oversee the performance of a full test at the loading rate indicated by the submitted test results to assure quality and repeatability. Samples collected at this confirmation test will be analyzed by a laboratory of the Department's choosing.

SUBCATCHMENT 3

PEAK= 8.18 CFS @ 12.02 HRS, VOLUME= .56 AF

Area contributing to Vortech's unit

ACRES

CN

3.45

2.09

78

87

Parking Lot

vegetated swale, D soils

SCS TR-20 METHOD

TYPE III 24-HOUR

RAINFALL= 2.50 IN = 1.47 IN

SPAN= 10-20 HRS, dt=.1 HRS

Method

Comment

Tc (min)

SHALLOW CONCENTRATED/UPLAND FLOW

Parking Lot

Kv=20.3282 L=548' s=.035 /' V=3.8 fps

CHANNEL FLOW

a=12 sq-ft Pw=41.2' r=.291'

s=.025 /' n=.024 V=4.3 fps L=548' Capacity=51.6 cfs

Total Length= 1096 ft

Total Tc=

4.5

SUBCATCHMENT 3 RUNOFF

Area contributing to Vortech's unit

AREA= 5.54 AC

Tc= 4.5 MIN

CN= 87

SCS TR-20 METHOD

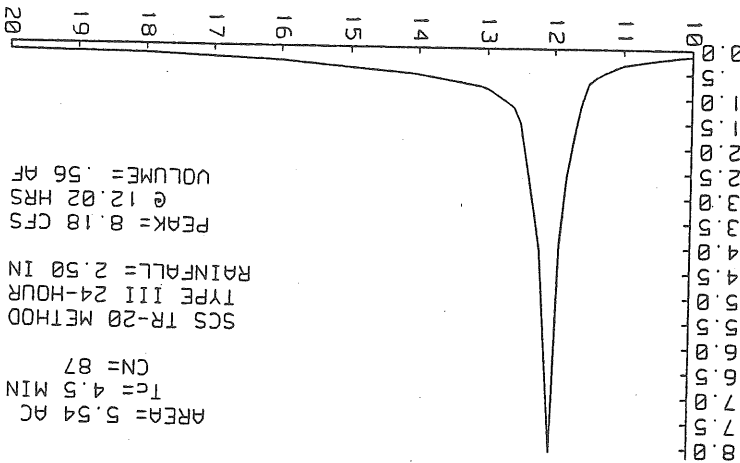
TYPE III 24-HOUR

RAINFALL= 2.50 IN

PEAK= 8.18 CFS

@ 12.02 HRS

VOLUME= .56 AF



STORMWATER QUALITY UNIT = 2 year

Data for 8110016 Jetport Temp Parking Lot  
 TYPE III 24-HOUR RAINFALL= 3.18 IN  
 Prepared by DUFRESNE-HENRY

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SUBCATCHMENT 3  
 Area contributing to Vortech's unit

PEAK= 11.84 CFS @ 12.02 HRS, VOLUME= .80 AF

ACRES	CN
3.45	93
2.09	78
5.54	87

Parking Lot  
 vegetated swale, D soils  
 SCS TR-20 METHOD  
 TYPE III 24-HOUR  
 RAINFALL= 3.18 IN  
 SPAN= 10-20 HRS, dt=.1 HRS

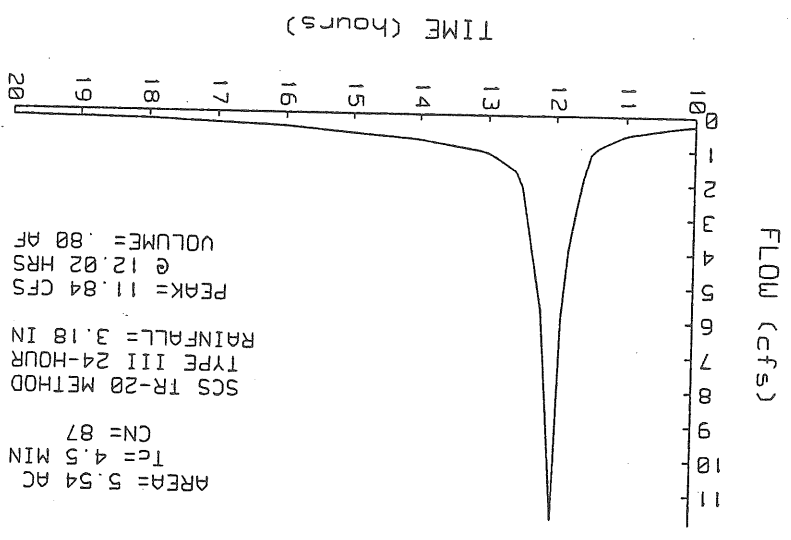
Method	Comment	Tc (min)
SHALLOW CONCENTRATED/UPLAND FLOW	Parking Lot	2.4
CHANNEL FLOW		2.1

Paved Kv=20.3282 L=548' s=.035 1/1 V=3.8 fps  
 Segment ID:

a=12 sq-ft pw=41.2' r=.291'  
 s=.025 1/1 n=.024 V=4.3 fps L=548' Capacity=51.6 cfs

Total Length= 1096 ft Total Tc= 4.5

SUBCATCHMENT 3 RUNOFF  
 Area contributing to Vortech's unit



STORMWATER QUALITY UNIT = 10 YEAR

Data for 8110016 Jetport Temp Parking Lot  
 TYPE III 24-HOUR RAINFALL= 4.37 IN

Prepared by DUFFRESNE-HENRY

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1 May 01

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SUBCATCHMENT 3 Area contributing to Vortech's unit

PEAK= 18.43 CFS @ 12.01 HRS, VOLUME= 1.23 AF

ACRES	CN
3.45	93
2.09	78
5.54	87

SCS TR-20 METHOD  
 TYPE III 24-HOUR  
 RAINFALL= 4.37 IN = 10 YEAR  
 SPAN= 10-20 HRS, dt=.1 HRS

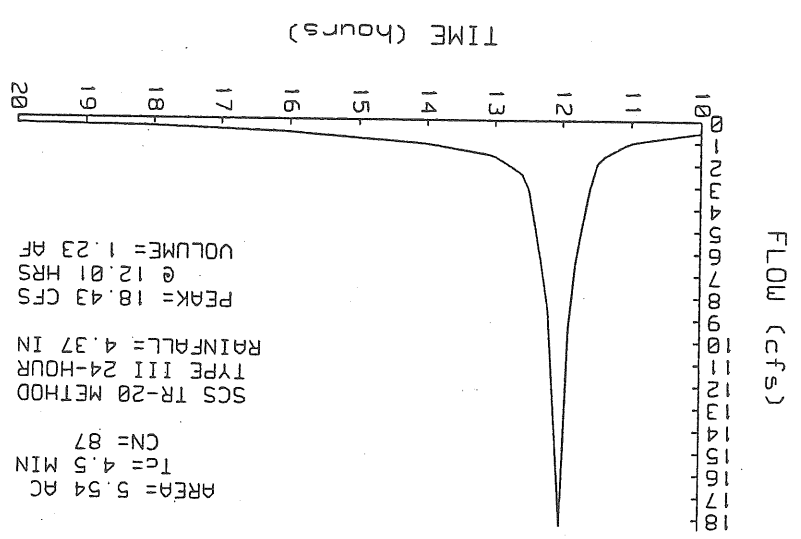
Method	Comment	Tc (min)
SHALLOW CONCENTRATED/UPLAND FLOW	Parking Lot	2.4
CHANNEL FLOW	Segment ID:	2.1

Paved Kv=20.3282 L=548' s=.035 '/' V=3.8 fps  
 a=12 sq-ft Pw=41.2' r=.291'  
 s=.025 '/' n=.024 V=4.3 fps L=548' Capacity=51.6 cfs

Total Length= 1096 ft Total Tc= 4.5

SUBCATCHMENT 3 RUNOFF

Area contributing to Vortech's unit





STORMWATER QUALITY = 25 YEAR

Data for 8110016 Jetport Temp Parking Lot

TYPE III 24-HOUR RAINFALL= 5.08 IN

Prepared by DUFFRESNE-HENRY

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SUBCATCHMENT 3 Area contributing to Vortech's unit

PEAK= 22.39 CFS @ 12.01 HRS, VOLUME= 1.50 AF

ACRES

93	3.45	87
78	2.09	5.54

Parking Lot  
vegetated swale, D soils

SCS TR-20 METHOD

TYPE III 24-HOUR

RAINFALL= 5.08 IN = 25 YEAR

SPAN= 10-20 HRS, dt=.1 HRS

Method	Comment	Tc (min)
SHALLOW CONCENTRATED/UPLAND FLOW	Parking Lot	2.4
CHANNEL FLOW	Segment ID:	2.1

Paved Kv=20.3282 L=548' s=.035 '/' V=3.8 fps

a=12 sq-ft Pw=41.2' r=.291'

s=.025 '/' n=.024 V=4.3 fps L=548' Capacity=51.6 cfs

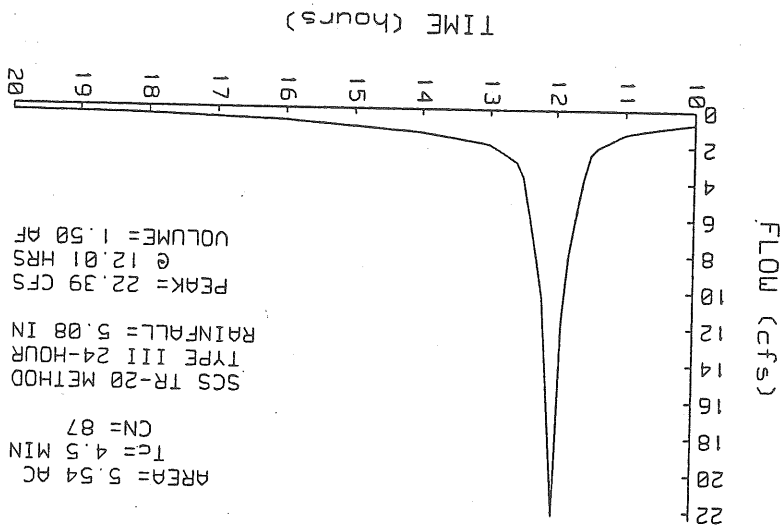
Total Length= 1096 ft

Total Tc=

4.5

SUBCATCHMENT 3 RUNOFF

Area contributing to Vortech's unit



## MAINTENANCE

The Vortechs System requires minimal routine maintenance. However, it is important that the system be inspected at regular intervals and cleaned when necessary to ensure optimum performance. The rate at which the system collects pollutants will depend more heavily on site activities than the size of the unit, e.g., heavy winter sanding will cause the grit chamber to fill more quickly but regular sweeping will slow accumulation.

## Inspection

Inspection is the key to effective maintenance and it is easily performed. In the first year of operation, frequent inspections of the accumulated sediment volume within the aluminum grit chamber are necessary to establish an appropriate maintenance plan. Vortechs recommends seasonal inspections during the first year. Inspections should be performed more often in the winter months in climates where sanding operations may lead to rapid accumulations, or in equipment washdown areas. After the first year, the inspection schedule should be reviewed and modified according to experience. It is very useful to keep a record of each inspection. A simple form for doing so is provided.

The Vortechs System only needs to be cleaned when inspection reveals that it is nearly full; specifically, when sediment depth has accumulated to within six inches of the dry-weather water level. This determination can be made by taking 2 measurements with a stadia rod or similar measuring device: one measurement is the distance from the manhole opening to the top of the sediment pile and the other is the distance from the manhole opening to the water surface. If the difference between the two measurements is less than six inches the system should be cleaned out. Note: to avoid underestimating the volume of sediment in the chamber, the measuring device must be lowered to the top of the sediment pile carefully. Finer, silty particles at the top of the pile typically offer less resistance to the end of the rod than larger particles toward the bottom of the pile.

In Vortechs installations where the risk of large petroleum spills is small, liquid contaminants may not accumulate as quickly as sediment. However, an oil or gasoline spill should be cleaned out immediately. Oil or gas that accumulates on a more routine basis should be removed when an appreciable layer has been captured.

## Cleaning

Cleanout of the Vortechs System with a vacuum truck is generally the most effective and convenient method. Cleanout should not occur within 6 hours of a rain event to allow the entire collection system to drain down. Properly maintained Vortechs Systems will only require evacuation of the grit chamber portion of the system, in which case only the manhole cover nearest to the system inlet need be opened to remove water and contaminants. However, all chambers should be checked to ensure the integrity of the system. In installations where a "clamshell" is being utilized for solids removal, prior to removing the grit, absorbent pads or

# Vortechs™ STORMWATER TREATMENT SYSTEM

pillows can be placed in the oil chamber to remove floating contaminants. Once this is done, sediment may then be easily removed with the clamshell.

In some cases, it may be necessary to pump out all chambers. An important maintenance feature built into Vortechs Systems is that floatables remain trapped after a cleaning. A pocket of water between the grit chamber and the outlet panel keeps the bottom of the baffle submerged, so that all floatables remain trapped when the system begins to fill up again. Therefore, in the event of cleaning other chambers it is imperative that the grit chamber be drained first. Manhole covers should be securely seated following cleaning activities, to ensure that surface runoff does not leak into the unit from above.



Miscellaneous Calculations

ATTACHMENT F

DUFRÉSNE-HENRY, INC.

PREPARED BY YN6

DATE

3/6/01

CALCULATIONS CHECKED BY

DATE

ASSUMPTIONS / METHODS CHECKED BY

DATE

SUBJECT PORTLAND STREET TEMPORARY PARKING LOT

1. SIZE PIPE OUTLET PROTECTION

SIZE PIPE OUTLET PROTECTION FOR 50 YEAR STORM EVENT

QSD = 25.0 cfs (see attached sheet 2 of 5)

RIPRAP REQUIREMENTS (see attached sheet 3, 4, 5 of 5)

PROJECT NO. 8190016.01  
SHEET NO. 1 OF 5

Data for 8110016 Report Temp Parking Lot  
 TYPE III 24-HOUR RAINFALL= 5.65 IN  
 Prepared by DUFFRESNE-HENRY

HydroCAD 5.11 001123 (c) 1986-1999 Applied Microcomputer Systems

5 Mar 01

SUBCATCHMENT 3

Area contributing to Vortech's unit  
 PEAK= 25.04 CFS @ 12.01 HRS, VOLUME= 1.67 AF

ACRES	CN
3.40	93
1.92	78
5.32	88

SCS TR-20 METHOD  
 TYPE III 24-HOUR  
 RAINFALL= 5.65 IN = 50 YEAR  
 SPAN= 10-20 HRS, dt=.1 HRS

Method	Comment	Tc (min)
SHALLOW CONCENTRATED/UPLAND FLOW	Parking Lot	2.4
CHANNEL FLOW	Segment ID:	2.1

Paved Kv=20.3282 L=548' s=.035 '/' V=3.8 fps

a=12 sq-ft Pw=41.2' r=.291'

s=.025 '/' n=.024 V=4.3 fps L=548' Capacity=51.6 cfs

Total Length= 1096 ft Total Tc= 4.5

SUBCATCHMENT 3 RUNOFF

Area contributing to Vortech's unit

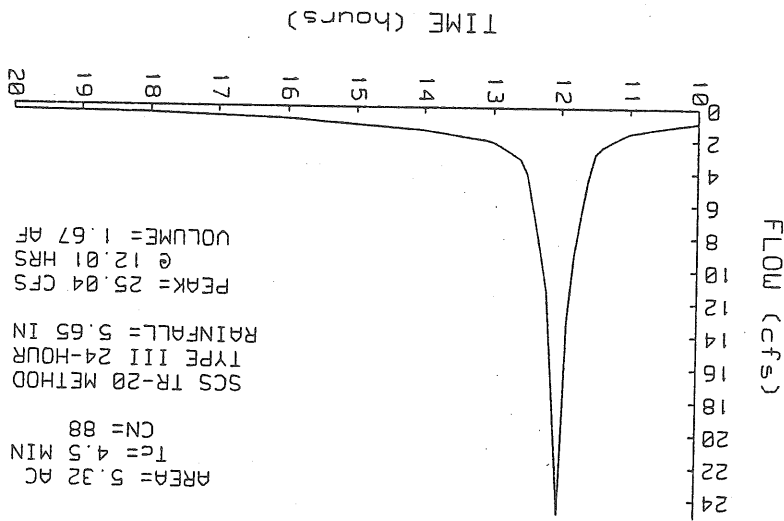
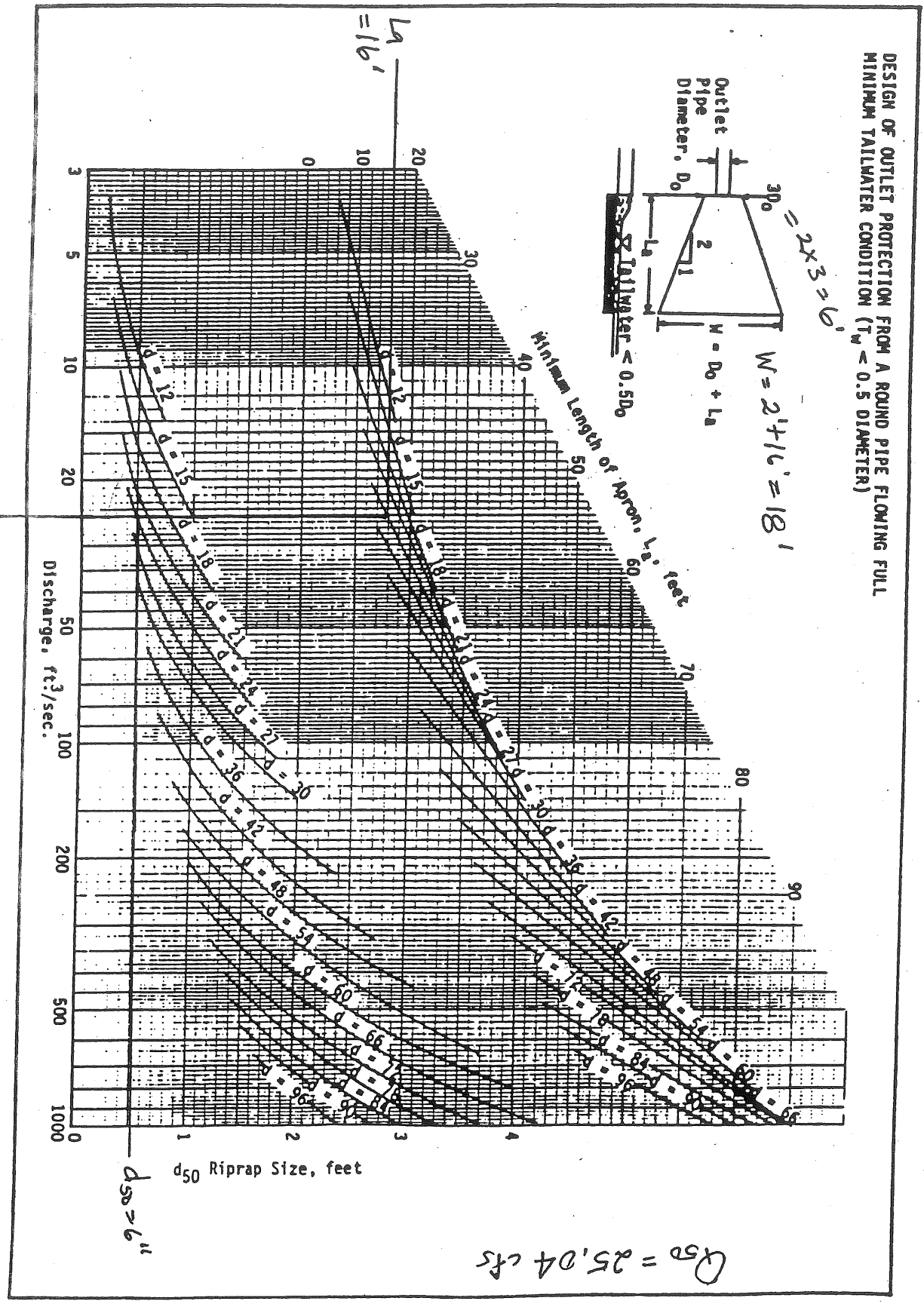


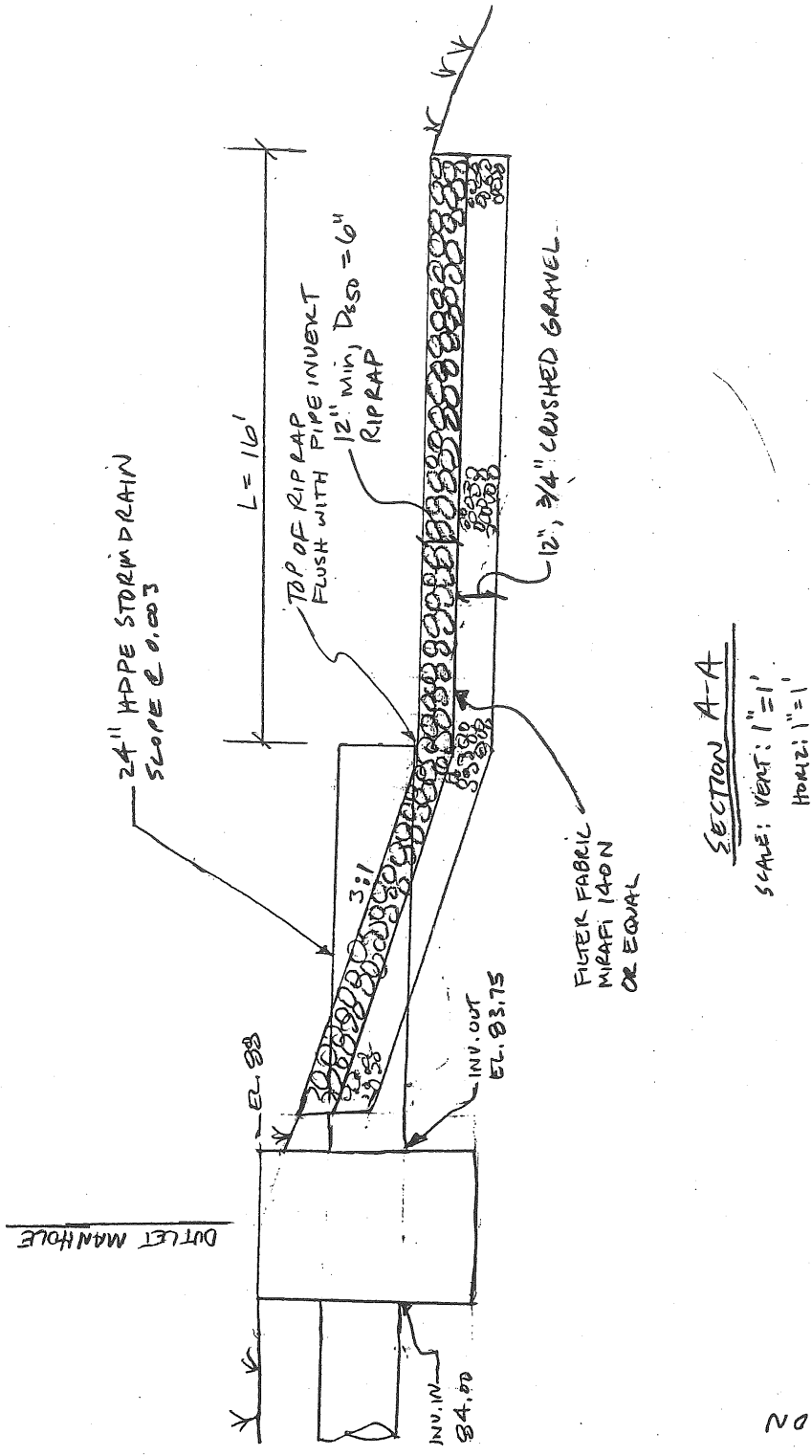
Figure 32.1 MINIMUM TAILWATER CONDITION (USDA Soil Conservation Service)





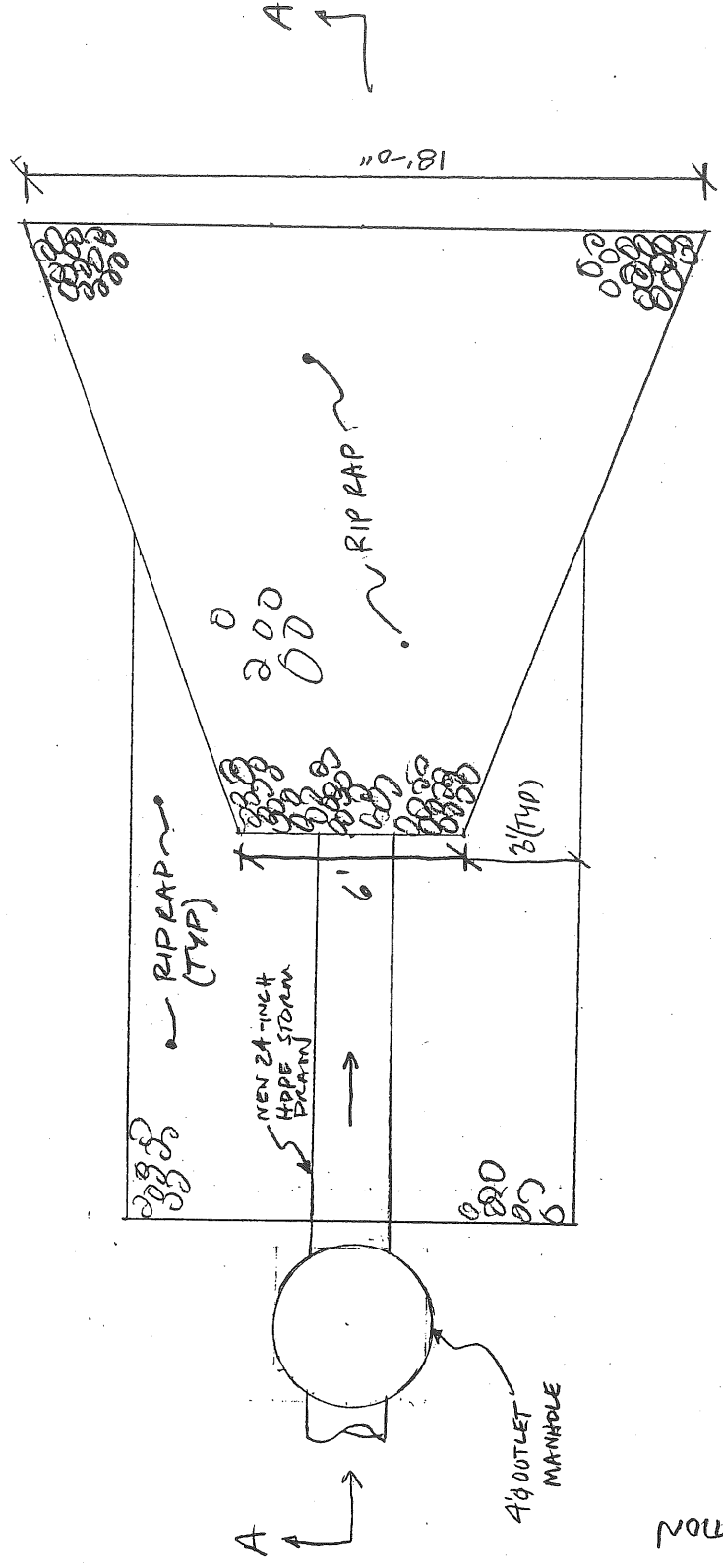
DUFRESNE-HENRY, INC.  
 PREPARED BY VNC  
 CALCULATIONS CHECKED BY \_\_\_\_\_  
 ASSUMPTIONS / METHODS CHECKED BY \_\_\_\_\_  
 SUBJECT PORTLAND DETROIT TEMPORARY PARKING LOT

PIPE OUTLET PROTECTION



DUFRESNE-HENRY, INC.  
 PREPARED BY VN 6  
 DATE 3/6/01  
 PROJECT NO. 8190016.01  
 SHEET NO. 4 OF 5  
 CALCULATIONS CHECKED BY \_\_\_\_\_  
 ASSUMPTIONS / METHODS CHECKED BY \_\_\_\_\_  
 DATE \_\_\_\_\_  
 SUBJECT PORTLAND STREET TEMPORARY PARKING LOT  
 DATE \_\_\_\_\_

PIPE OUTLET PROTECTION



A ↗

A ↗

Section 12

**INLAND FISHERIES AND WILDLIFE**

Inland Fisheries Review

The Maine Department of Inland Fisheries and Wildlife had been contacted regarding the fisheries and fisheries habitat impacts from the Parking Garage project in which the temporary parking lot is included. A letter from the Maine Department of Inland Fisheries and Wildlife is included herein. The Maine Department of Inland Fisheries and Wildlife found "no significant impacts to fisheries or fisheries habitat from this project."

Attachments

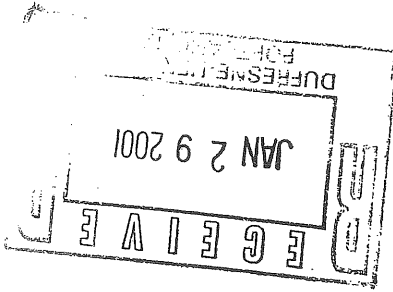
Letter from Maine Inland Fisheries and Wildlife to Dufresne-Henry, dated January 24, 2001.

Wildlife Review

The Maine Department of Inland Fisheries and Wildlife had been contacted regarding the wildlife habitat impacts from the Parking Garage project in which the temporary parking lot is included. An IF&W report from the Maine Department of Inland Fisheries and Wildlife is included herein. The Maine Department of Inland Fisheries and Wildlife found "no identified wildlife habitats associated with these improvements."

Attachments

IF&W Report from the Maine Inland Fisheries and Wildlife to Debbie Violette (Dufresne-Henry), January 18, 2001.



Fishery Biologist

James Pellrin

Sincerely,

I have reviewed the information you sent regarding the proposed parking expansion project at PWM. The majority of the area for expansion appears to be a reconfiguration of previously developed land, and there are no known significant fisheries in the immediate vicinity of this project. As a result, I would not anticipate any significant impacts to fisheries or fisheries habitat. If you have any further questions or concerns then feel free to contact us.

Dear Ms. Violette,

RE: PWM - Parking Expansion - Planning Board Review

Portland, ME 04101-3900

22 Free Street

Dufresne-Henry

Debbie Violette,

Wednesday, January 24, 2001

**MDIFW**

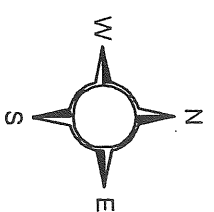
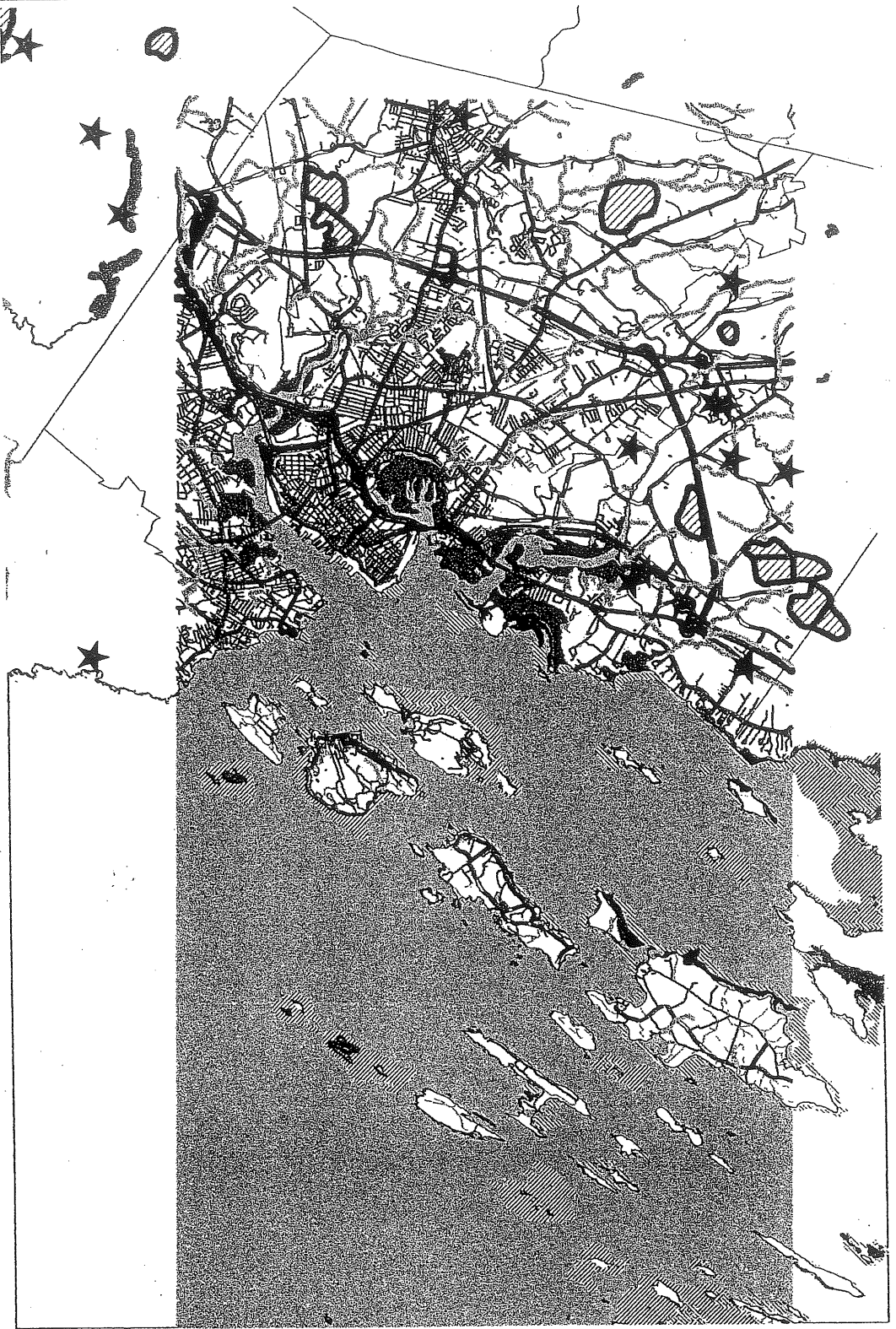
MDIFW  
358 Shaker Rd.  
Gray, Maine  
04038

Phone: 657-2345 ext.111  
FAX: 207-657-2980  
email: james.pellrin@state.me.us

# IF&W Report - Portland International Jetport - Improvements

## Request for Information - Debbie L. Violette

01/18/2001



Department of Inland Fisheries and Wildlife

(207) 547-5318



### Biologist Notes

No identified wildlife habitats associated with these improvements.

Section 13

**HISTORIC SITES**

**Historic Sites Review**

As stated in Section 16, Historic Sites, of the Phase I Parking Garage City of Portland Major Site Plan Application (January 2001), the Maine Historic Preservation Commission found "no historic properties (historic, architectural or archaeological) affected by this project."

**Attachments**

Letter from Maine Historic Preservation Commission to Debbie Violette (Dufresne-Henry) dated January 5, 2001.



ANGUS S. KING, JR.

GOVERNOR

MAINE HISTORIC PRESERVATION COMMISSION

55 CAPITOL STREET

65 STATE HOUSE STATION

AUGUSTA, MAINE

04333

EARLE G. SHETTLEWORTH, JR.

DIRECTOR

January 5, 2001

Debbie L. Violette

Dufresne-Henry

22 Free Street

Portland, Maine 04101-3900

Project: MHPC #2629 - Portland International Jetport - New Parking Garage

Location: Portland, Maine

Dear Ms. Violette:

In response to your recent request, I have reviewed the information received December 19, 2000 to initiate consultation on the above referenced project.

Based upon the proposed scope of work for this project and the project location, no

additional identification efforts are warranted at this time as there is adequate documentation for a

finding on historic properties. Our office feels that the subject property and area of potential

effects does not contain resources eligible for listing in the National Register of Historic Places.

Therefore, I find no historic properties [historic, architectural or archaeological] affected by this

project.

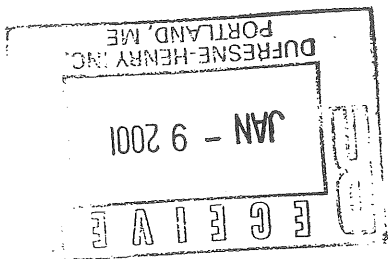
Please contact Dana R. Vaillancourt of my staff if you require further assistance in this

matter.

Sincerely,

*Earle G. Shettleworth, Jr.*  
Earle G. Shettleworth, Jr.  
State Historic Preservation Officer

EGS/dtv



PRINTED ON RECYCLED PAPER

PHONE: (207) 287-2132

FAX: (207) 287-2335

Section 14

UNUSUAL NATURAL AREAS

Unusual Natural Areas Review

As stated in Section 17, Unusual Natural Areas, of the Phase I Parking Garage City of Portland Major Site Plan Application (January, 2001), the Department of Conservation concluded, "According to the information currently in our Biological and Conservation Data System files, there are no rare botanical features specifically within the project area."

Attachment

Letter from Maine Department of Conservation to Debbie Violette (Dufresne-Henry) dated December 15, 2000.

Rare or Exemplary Botanical Features in the Project Vicinity

Impact on wetlands

Please refer to drawing C1-1, Location Plans and Notes, general note number 8, that states "no construction shall take place in wetlands."





ANGUS S. KING, JR.

GOVERNOR

STATE OF MAINE  
DEPARTMENT OF CONSERVATION  
159 HOSPITAL STREET  
93 STATE HOUSE STATION  
AUGUSTA, MAINE 04333-0093

RONALD B. LOVAGLIO  
COMMISSIONER

December 15, 2000

Debbie L. Violette

Dufresne-Henry

22 Free Street

Portland, ME 04101-3900

Re: Rare and exemplary botanical features, Portland International Jetport Site, Portland

Dear Ms. Violette:

I have searched the Natural Areas Program's Biological and Conservation Data System files in response to your request of December 13, 2000 for information on the presence of rare or unique botanical features documented from the vicinity of the project site in the town of Portland, Maine. Rare and unique botanical features include the habitat of rare, threatened, or endangered plant species and unique or exemplary natural communities. Our review involves examining maps, manual and computerized records, other sources of information such as scientific articles or published references, and the personal knowledge of staff or cooperating experts.

Our official response covers only botanical features. For authoritative information and official response for zoological features you must make a similar request to the Maine Department of Inland Fisheries and Wildlife, 284 State Street, Augusta, Maine 04333.

According to the information currently in our Biological and Conservation Data System files, there are no rare botanical features documented specifically within the project area. This lack of data may indicate minimal survey efforts rather than confirm the absence of rare botanical features. You may want to have the site inventoried by a qualified field biologist to ensure that no undocumented rare features are inadvertently harmed.

If a field survey of the project area is conducted, please refer to the enclosed supplemental information regarding rare and exemplary botanical features documented to occur in the vicinity of the project site. The list may include information on features that have been known to occur historically in the area as well as recently field-verified information. While historic records have not been documented in several years, they may persist in the area if suitable habitat exists. The enclosed list identifies features

NATURAL RESOURCES INFORMATION AND MAPPING CENTER  
ROBERT G. MARVINNEY, DIRECTOR AND STATE GEOLOGIST



PRINTED ON RECYCLED PAPER

PHONE: (207) 287-8044  
FAX: (207) 287-8040  
TTY: (207) 287-2213

with potential to occur in the area, and it should be considered if you choose to conduct field surveys.

This finding is available and appropriate for preparation and review of environmental assessments, but it is not a substitute for on-site surveys. Comprehensive field surveys do not exist for all natural areas in Maine, and in the absence of a specific field investigation, the Maine Natural Areas Program cannot provide a definitive statement on the presence or absence of unusual natural features at this site.

The Natural Areas Program is continuously working to achieve a more comprehensive database of exemplary natural features in Maine. We would appreciate the contribution of any information obtained should you decide to do field work. The Natural Areas Program welcomes coordination with individuals or organizations proposing environmental alteration, or conducting environmental assessments. If, however, data provided by the Natural Areas Program are to be published in any form, the Program should be informed at the outset and credited as the source.

The Natural Areas Program has instituted a fee structure of \$75.00 an hour to recover the actual cost of processing your request for information. You will receive an invoice for \$75.00 for our services.

Thank you for using the Natural Areas Program in the environmental review process. Please do not hesitate to contact me if you have further questions about the Natural Areas Program or about rare or unique botanical features on this site.

Sincerely,

*Emily C. Pinkham*

Emily C. Pinkham  
Information Specialist

Enclosures

# Rare or Exemplary Botanical Features in the Project Vicinity

Documented within a four mile radius of the Portland International Jetport Site, Portland.

Scientific Name Common Name	Last Seen	State Rarity	Global Rarity	State Legal Status	Federal Legal Status	Habitat Description
ADLUMIA FUNGOSA ALLEGHENY VINE	1860	S1	G4	T		Wet or recently burned woods, rocky wooded slopes.
ALLIUM TRICOCCUM WILD LEEK	1988	S3	G5	SC		Rich hardwood forests, usually alluvial.
CAREX POLYMORPHA VARIABLE SEDGE	1911	S1	G3	E		In Maine, habitat is between downslope seeps (with horsetails and wetland sedges) and upslope mixed oak/huckleberry forest. Preferred soil type is Deerfield Loamy Sand. All Maine occurrences are from coastal towns where climate is moderated by the ocean. Wet calcareous soils.
CAREX STERILIS DIOECIOUS SEDGE	1936	S1	G4	T		Quiet muddy or calcareous waters.
POTAMOGETON VASEYI VASEY'S PONDWEED	1901	S1	G4	T		Quiet muddy or calcareous waters.
PRUNUS MARITIMA BEACH PLUM	1933	S1	G4	E		Sandy soil along or near the coast.
RANUNCULUS AMBIGENS WATER-PLANTAIN SPEARWORT	1862	SH	G4	PE		Sloughs, ditches, and muddy swamps.
SELAGINELLA APODA CREEPING SPIKE-MOSS	1924	S1	G5	E		Meadows, lawns, and streambanks.
SUAEDA CALCEOLIFORMIS AMERICAN SEA-BLITE	1932	S1	G5	T		Rocky or gravelly saltmarshes and sea-strands.

STATE RARITY RANKS

- S1 Critically imperiled in Maine because of extreme rarity (five or fewer occurrences or very few remaining individuals or acres) or because some aspect of its biology makes it especially vulnerable to extirpation from the State of Maine.
  - S2 Imperiled in Maine because of rarity (6-20 occurrences or few remaining individuals or acres) or because of other factors making it vulnerable to further decline.
  - S3 Rare in Maine (on the order of 20-100 occurrences).
  - S4 Apparently secure in Maine.
  - S5 Demonstrably secure in Maine.
  - SH Occurred historically in Maine, and could be rediscovered; not known to have been extirpated.
  - SU Possibly in peril in Maine, but status uncertain; need more information.
  - SX Apparently extirpated in Maine (historically occurring species for which habitat no longer exists in Maine).
- Note: State Ranks determined by the Maine Natural Areas Program.

GLOBAL RARITY RANKS

- G1 Critically imperiled globally because of extreme rarity (five or fewer occurrences or very few remaining individuals or acres) or because some aspect of its biology makes it especially vulnerable to extirpation from the State of Maine.
  - G2 Globally imperiled because of rarity (6-20 occurrences or few remaining individuals or acres) or because of other factors making it vulnerable to further decline.
  - G3 Globally rare (on the order of 20-100 occurrences).
  - G4 Apparently secure globally.
  - G5 Demonstrably secure globally.
- Note: Global Ranks are determined by The Nature Conservancy.  
 T indicates subspecies rank, Q indicates questionable rank, HYB indicates hybrid species.

STATE LEGAL STATUS

Note: State legal status is according to 5 M.R.S.A. § 13076-13079, which mandates the Department of Conservation to produce and biennially update the official list of Maine's endangered and threatened plants. The list is derived by a technical advisory committee of botanists who use data in the Natural Areas Program's database to recommend status changes to the Department of Conservation.

E ENDANGERED: Rare and in danger of being lost from the state in the foreseeable future, or federally listed as Endangered.

T THREATENED: Rare and, with further decline, could become endangered; or federally listed as Threatened.

SC SPECIAL CONCERN: Rare in Maine, based on available information, but not sufficiently rare to be considered Threatened or Endangered.

PE POSSIBLY EXTIRPATED: Not known to currently exist in Maine; not field-verified (or documented) in Maine over the past 20 years.

FEDERAL STATUS

LE Listed as Endangered at the national level.

LT Listed as Threatened at the national level.

Please note that species names follow Flora of Maine: A Manual for Identification of Native and Naturalized Vascular Plants of Maine, Arthur Haines and Thomas F. Vining, 1998, V.F. Thomas Co., P.O. Box 281, Bar Harbor, Maine 04069-0281.

Where entries appear as binomials, all representatives (subspecies and varieties) of the species are rare in Maine; where names appear as trinomials, only that particular variety or subspecies is rare in Maine, not the species as a whole.

**From:**

Paul Bradbury  
Rick Knowland

**To:**

Thu, Sep 23, 2004 7:04 PM

**Subject:**

Remote Lot Impervious Area Calculation

Rick,

I calculated the area of the lot, within the City of Portland, that contains the remote parking and PWD/PPV building west of the Turnpike at 2,091,704 square feet (approx. 48 acres) and the impervious surface from the public works building, snow dump (includes all gravel areas), and remote lot at 599,123 square feet (approx 13.75 acres) resulting in a ratio of 28.6% impervious surface.

As an aside, the total lot size is 3,850,199 square feet when the contiguous land within Portland and South Portland is considered.

Let me know if you require any additional information.

Best Regards,

Paul

Paul H. Bradbury, P.E.

Facilities & Engineering Manager  
Portland Int'l Jetport

1001 Westbrook St  
Portland, ME 04102

207-756-8029



**MEETING MINUTES  
PORTLAND INTERNATIONAL JETPORT  
REMOTE PARK & RIDE LOT  
NEIGHBORHOOD MEETING  
SEPTEMBER 20, 2004**

ATTENDANCE: Paul Bradbury, Airport Facilities; Elizabeth Hoglund, 138 Stroudwater Road; Richard Lanou, 51 Old Mast Road; Nick Najafinia, UnumProvident 2211 Congress St.

The meeting began at 6:00PM. Paul Bradbury distributed plans and information on the proposed project and gave a brief description of the project. He noted that the Remote Park and Ride Lot was originally developed as a temporary park and ride lot to alleviate congestion associated with the construction of the new 1,400 car Jetport parking garage. Now that the garage construction is complete, he mentioned that the Jetport is seeking permanent approval for this lot as an overflow parking lot during peak traveling times such as Thanksgiving, Christmas, February/April school vacations and as overflow parking for short durations to allow for maintenance and repair of structured and surface parking adjacent to the airport terminal building. It was also noted that the lot may be used for short-term non-public parking of airport related vehicles such as rental cars. The Jetport is proposing to provide landscaped islands at the ends of the parking rows, additional perimeter plantings, and replacement of the aerial electrical feeds to the lights with underground feeds to meet City of Portland requirements for a permanent surface parking lot.

Several questions arose regarding the need for and operation of the lot. Mr. Bradbury explained that the lot would only be used if and when all parking adjacent to the airport terminal was full. He further explained the travel route for the shuttle buses that will serve the lot when active. The shuttles will proceed from the Terminal to the remote lot using the Jetport access road and the new Maine Turnpike overpass to the Hutchins Road intersection. Shuttles will not use the Congress Street entrance across from the Elks Lodge to access the lot.

Elizabeth Hoglund questioned how storm water was being removed from the parking lot. Mr. Bradbury stated that although originally constructed as a temporary lot, it was equipped with a MDEP required storm water quality unit and storm water system consistent with the requirements of a permanent lot so no changes would be required to this system.

After closing the discussion on the Remote Park & Ride Lot Paul Bradbury informally answered various questions associated regarding the airport in general. The meeting was adjourned at 7:10 PM.

Since this lot is already constructed and no additional improvements are being requested, no funding is required. All conditions or improvements requested by the Planning Board will be budgeted and funded out of the Jetport's operating budget.

Financial Ability

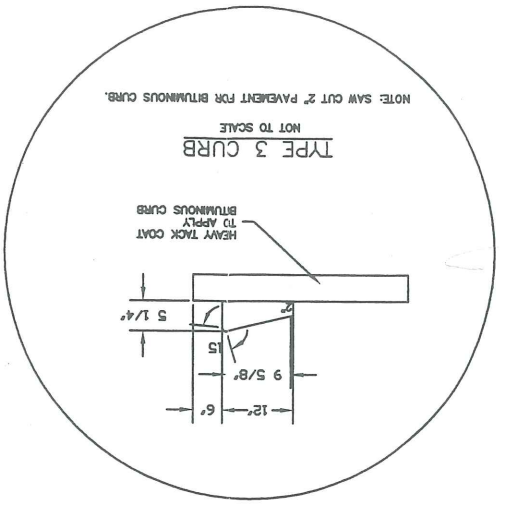
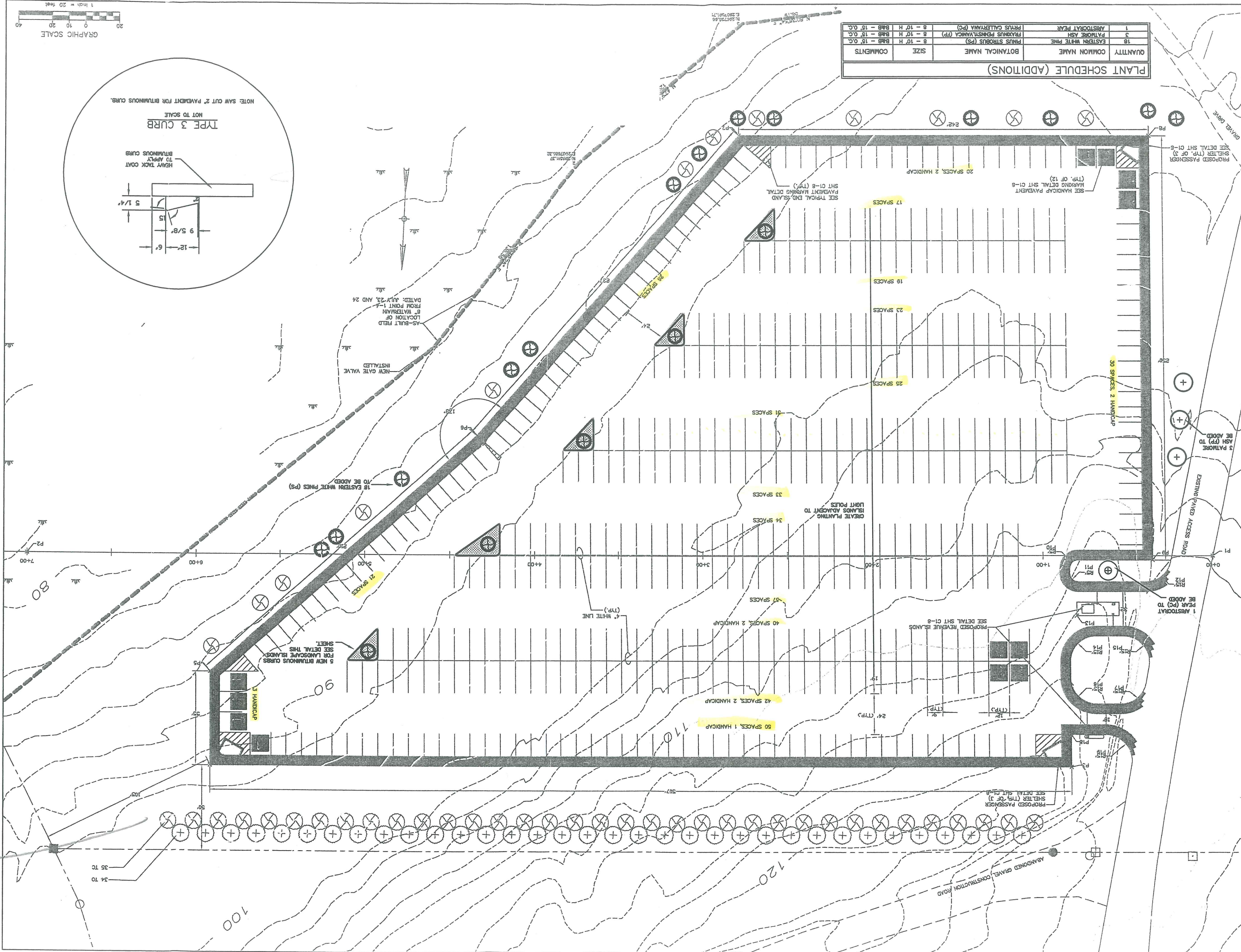
**FINANCIAL ABILITY**

**Section 4**



QUANTITY	COMMON NAME	BOTANICAL NAME	SIZE	COMMENTS
18	EASTERN WHITE PINE	PINUS STROBUS (PS)	8 - 10' H BAB - 15' O.C.	
3	PATMORE ASH	FRAXINUS PENNSYLVANICA (FP)	8 - 10' H BAB - 15' O.C.	
1	ARISTOCAT PEAR	PIRUS CALIFORNIANA (PC)	8 - 10' H BAB - 15' O.C.	

PLANT SCHEDULE (ADDITIONS)



TEMPORARY PARKING LOT LAYOUT/LANDSCAPING PLAN

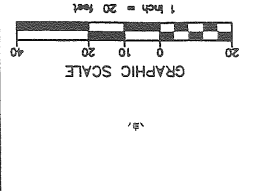
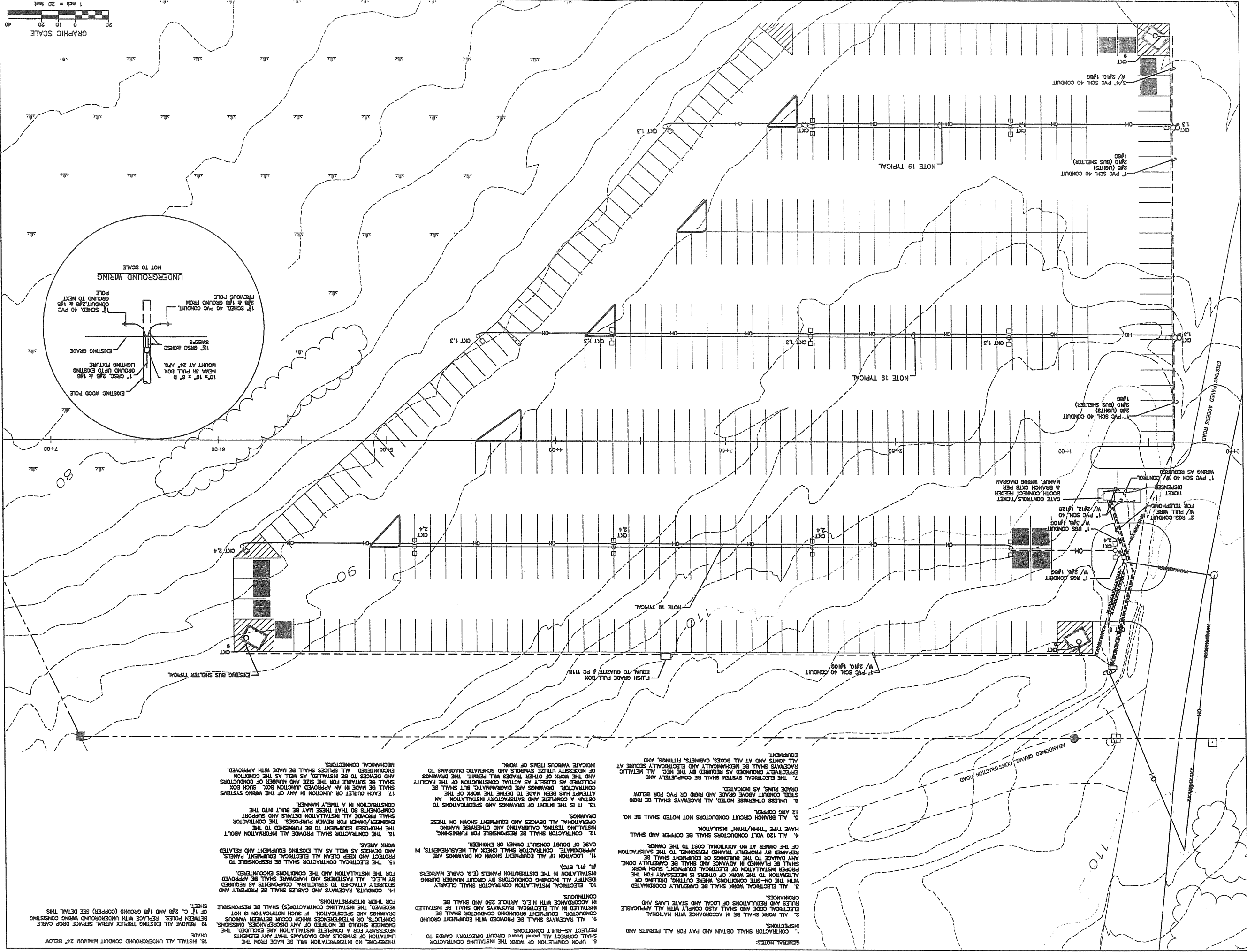
CITY OF PORTLAND  
DEPARTMENT OF WATERFRONT AND TRANSPORTATION  
PORTLAND INTERNATIONAL JETPORT  
PORTLAND, MAINE

C1-3

*existing trees to remain*

ATTACHMENT A-1





DATE	08/21/85
DRAWN BY	MS
CHECKED BY	MS
DESIGNED BY	MS
PROJECT NO.	10-1-1
SHEET NO.	10-1-1
TOTAL SHEETS	10-1-1
CONTRACT NO.	
CLIENT	
LOCATION	

**PMM**  
PORTLAND MAINE  
PLANNING ENGINEERING

TEMPORARY PARKING LOT  
REMOVAL OF OVERHEAD  
WIRING

CITY OF PORTLAND, MAINE  
DEPARTMENT OF  
WATERFRONT AND  
TRANSPORTATION  
PORTLAND  
INTERNATIONAL  
JETPORT  
PORTLAND, MAINE

- GENERAL NOTES:**
1. CONTRACTOR SHALL OBTAIN AND PAY FOR ALL PERMITS AND INSPECTIONS.
  2. ALL WORK SHALL BE IN ACCORDANCE WITH NATIONAL, STATE AND REGULATIONS OF LOCAL AND STATE LAWS AND ORDINANCES.
  3. ALL ELECTRICAL WORK SHALL BE INSTALLED IN ACCORDANCE WITH THE NATIONAL ELECTRICAL CODE AND SHALL ALSO COMPLY WITH ALL APPLICABLE RULES AND REGULATIONS OF LOCAL AND STATE LAWS AND ORDINANCES.
  4. ALL 120 VOLT CONDUCTORS SHALL BE COPPER AND SHALL HAVE THE "THIN/THIN" INSULATION.
  5. ALL BRANCH CIRCUIT CONDUCTORS NOT NOTED SHALL BE NO. 12 AWG COPPER.
  6. UNLESS OTHERWISE NOTED, ALL RACEWAYS SHALL BE RIGID STEEL CONDUIT ABOVE GRADE AND RIBBON OR PVC FOR BELOW GRADE BUNS, AS INDICATED.
  7. THE ELECTRICAL SYSTEM SHALL BE COMPLETELY AND EFFECTIVELY GROUNDED AS REQUIRED BY THE NEC. ALL METALLIC RACEWAYS SHALL BE MECHANICALLY AND ELECTRICALLY SECURE AT ALL JOINTS AND AT ALL BOXES, CABINETS, FITTINGS, AND EQUIPMENT.
  8. UPON COMPLETION OF WORK THE INSTALLING CONTRACTOR SHALL CORRECT ALL PANEL BOARD CIRCUIT DIRECTORY CARDS TO REFLECT AS-BUILT CONDITIONS.
  9. ALL RACEWAYS SHALL BE PROVIDED WITH EQUIPMENT GROUND CONDUCTOR. EQUIPMENT GROUNDING CONDUCTOR SHALL BE INSTALLED IN ALL ELECTRICAL RACEWAYS AND SHALL BE INSTALLED IN ACCORDANCE WITH N.E.C. ARTICLE 250 AND SHALL BE CONTINUOUS.
  10. ELECTRICAL INSTALLATION CONTRACTOR SHALL CLEARLY IDENTIFY ALL RACEWAYS AND MARKING CONDUCTORS BY CREATING MARKING IN THE DISTRIBUTION PANELS (E.G. CABLE MARKERS #1, #11, ETC.).
  11. LOCATION OF ALL EQUIPMENT SHOWN ON DRAWINGS ARE APPROXIMATE. CONTRACTOR SHALL CHECK ALL MEASUREMENTS, IN CASE OF DOUBT CONSULT OWNER OR ENGINEER.
  12. CONTRACTOR SHALL BE RESPONSIBLE FOR PERMISSING, INSTALLING, TESTING, CALIBRATING AND OTHERWISE MAKING OPERATIONAL ALL DEVICES AND EQUIPMENT SHOWN ON THESE DRAWINGS.
  13. IT IS THE INTENT OF DRAWINGS AND SPECIFICATIONS TO OBTAIN A COMPLETE AND SATISFACTORY INSTALLATION. AN ATTEMPT HAS BEEN MADE TO DEFINE THE WORK OF THE CONTRACTOR, DRAWINGS ARE DIAGNOSTIC, BUT SHALL BE FOLLOWED AS CLOSELY AS ACTUAL CONSTRUCTION OF THE FACILITY AND THE WORK OF OTHER TRADES WILL RESULT IN THE ENCOUNTERED UTILIZE SYMBOLS AND SCHEMATIC DIAGRAMS TO INDICATE VARIOUS TYPES OF WORK.
  14. ELECTRICAL RACEWAYS AND CABLES SHALL BE PROTECTED AND CABLES SHALL BE PROTECTED BY CONCRETE OR METAL SHEATHING FOR THEIR ENTIRE LENGTH.
  15. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING AND KEEPING CLEAN ALL ELECTRICAL EQUIPMENT PANELS, AND DEVICES AS WELL AS ALL EXISTING EQUIPMENT AND RELATED WORK AREAS.
  16. THE CONTRACTOR SHALL PROVIDE ALL INFORMATION ABOUT THE PROPOSED EQUIPMENT TO BE FURNISHED TO THE ENGINEER/OWNER FOR REVIEW PURPOSES. THE CONTRACTOR SHALL PROVIDE ALL INSTALLATION DETAILS AND SUPPORT COMPONENTS SO THAT THESE MAY BE BUILT INTO THE CONSTRUCTION IN A TIMELY MANNER.
  17. EACH OUTLET OR JUNCTION IN ANY OF THE WIRING SYSTEMS SHALL BE MADE IN AN APPROVED JUNCTION BOX. SUCH BOX SHALL BE SUITABLE FOR THE SIZE AND NUMBER OF CONDUCTORS. CONTRACTOR, DRAWINGS ARE DIAGNOSTIC, BUT SHALL BE FOLLOWED AS CLOSELY AS ACTUAL CONSTRUCTION OF THE FACILITY.
  18. INSTALL ALL UNDERGROUND CONDUIT MINIMUM 24" BELOW GRADE.
  19. REMOVE ALL EXISTING TRIPLEX KEYWAY SERVICE DROP CABLES, CONDUITS, OR INTERFERENCES WHICH OCCUR BETWEEN DRAWINGS AND SPECIFICATION. IF SUCH INTERFERENCE IS NOT RECOGNIZED, THE INSTALLING CONTRACTOR(S) SHALL BE RESPONSIBLE FOR THEIR INTERFERENCES.
  20. ALL RACEWAYS SHALL BE INSTALLED IN ACCORDANCE WITH N.E.C. ARTICLE 250 AND SHALL BE CONTINUOUS.
  21. CONTRACTOR SHALL OBTAIN AND PAY FOR ALL PERMITS AND INSPECTIONS.
  22. ALL WORK SHALL BE IN ACCORDANCE WITH NATIONAL, STATE AND REGULATIONS OF LOCAL AND STATE LAWS AND ORDINANCES.
  23. ALL ELECTRICAL WORK SHALL BE INSTALLED IN ACCORDANCE WITH THE NATIONAL ELECTRICAL CODE AND SHALL ALSO COMPLY WITH ALL APPLICABLE RULES AND REGULATIONS OF LOCAL AND STATE LAWS AND ORDINANCES.
  24. ALL BRANCH CIRCUIT CONDUCTORS NOT NOTED SHALL BE NO. 12 AWG COPPER.
  25. UNLESS OTHERWISE NOTED, ALL RACEWAYS SHALL BE RIGID STEEL CONDUIT ABOVE GRADE AND RIBBON OR PVC FOR BELOW GRADE BUNS, AS INDICATED.
  26. THE ELECTRICAL SYSTEM SHALL BE COMPLETELY AND EFFECTIVELY GROUNDED AS REQUIRED BY THE NEC. ALL METALLIC RACEWAYS SHALL BE MECHANICALLY AND ELECTRICALLY SECURE AT ALL JOINTS AND AT ALL BOXES, CABINETS, FITTINGS, AND EQUIPMENT.

18. INSTALL ALL UNDERGROUND CONDUIT MINIMUM 24" BELOW GRADE.

19. REMOVE ALL EXISTING TRIPLEX KEYWAY SERVICE DROP CABLES, CONDUITS, OR INTERFERENCES WHICH OCCUR BETWEEN DRAWINGS AND SPECIFICATION. IF SUCH INTERFERENCE IS NOT RECOGNIZED, THE INSTALLING CONTRACTOR(S) SHALL BE RESPONSIBLE FOR THEIR INTERFERENCES.

20. ALL RACEWAYS SHALL BE INSTALLED IN ACCORDANCE WITH N.E.C. ARTICLE 250 AND SHALL BE CONTINUOUS.

21. CONTRACTOR SHALL OBTAIN AND PAY FOR ALL PERMITS AND INSPECTIONS.

22. ALL WORK SHALL BE IN ACCORDANCE WITH NATIONAL, STATE AND REGULATIONS OF LOCAL AND STATE LAWS AND ORDINANCES.

23. ALL ELECTRICAL WORK SHALL BE INSTALLED IN ACCORDANCE WITH THE NATIONAL ELECTRICAL CODE AND SHALL ALSO COMPLY WITH ALL APPLICABLE RULES AND REGULATIONS OF LOCAL AND STATE LAWS AND ORDINANCES.

24. ALL BRANCH CIRCUIT CONDUCTORS NOT NOTED SHALL BE NO. 12 AWG COPPER.

25. UNLESS OTHERWISE NOTED, ALL RACEWAYS SHALL BE RIGID STEEL CONDUIT ABOVE GRADE AND RIBBON OR PVC FOR BELOW GRADE BUNS, AS INDICATED.

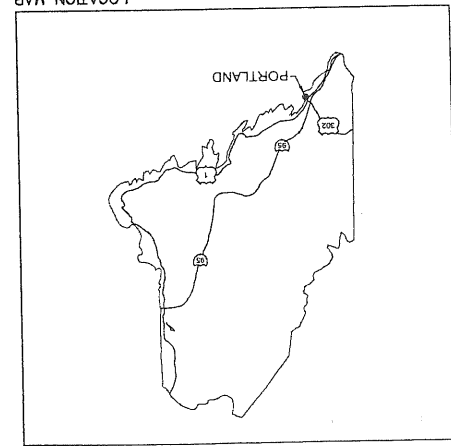
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**PHASE I PARKING GARAGE**  
**TO INCLUDE:**  
**CONTRACT 1 - TEMPORARY PARKING LOT**

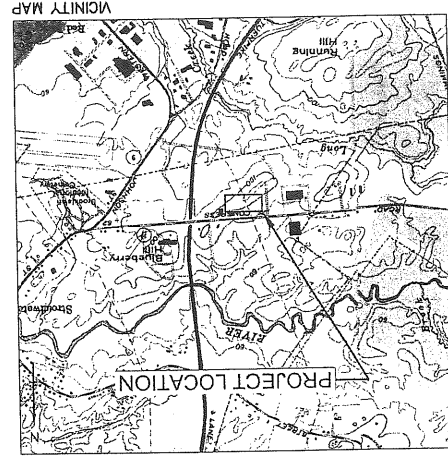
**PORTLAND INTERNATIONAL JETPORT**  
**PORTLAND, MAINE**

**BID NO. 9401**

**MAY 2001**



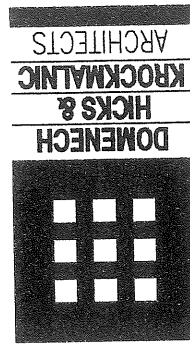
LOCATION MAP



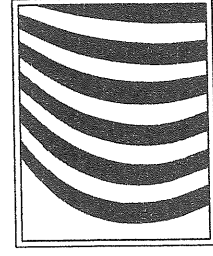
VICINITY MAP

SHEET	TITLE
CIVL SITE:	
C1-1	LOCATION PLAN & GENERAL NOTES
C1-2	EXISTING CONDITIONS PLAN
C1-3	LAYOUT & LANDSCAPING PLAN
C1-4	SITE GRADING & DRAINAGE PLAN
C1-5	EROSION & SEDIMENTATION CONTROL PLAN
C1-6	EROSION & SEDIMENTATION CONTROL NOTES & DETAILS
C1-7	STORMWATER DETAILS
C1-8	MISCELLANEOUS DETAILS & SIGNS
ELECTRICAL DRAWINGS:	
E1-1	ELECTRICAL PLAN & NOTES
E1-2	MISCELLANEOUS ELECTRICAL DETAILS

INDEX OF SHEETS

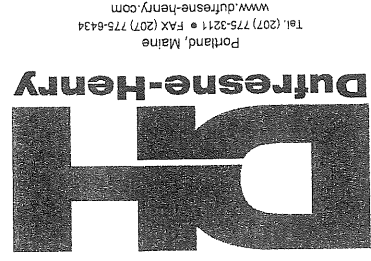


155 Massachusetts Ave.  
 Boston, MA 02115  
 617-267-6408  
 Fax 617-267-1990



Parking Consultants  
 Architects Engineers  
 Planners  
 21800 W. Ten Mile, Suite 209  
 Southfield, Michigan 48075  
 (248) 353-5080  
 Fax (248) 353-3830  
 Tampa, Florida  
 (813) 879-0987  
 Maitland, Florida  
 (407) 667-8990  
 E-MAIL: parking@richassoc.com

**EXISTING AS-BUILT CONDITIONS FOR  
 PORTLAND INTERNATIONAL JETPORT  
 REMOTE PARK & RIDE LOT GIVEN  
 TEMPORARY SITE PLAN APPROVAL ON  
 MARCH 13, 2001.**



Portland, Maine  
 Tel. (207) 775-3211 • Fax (207) 775-6434  
 www.dufresne-henry.com

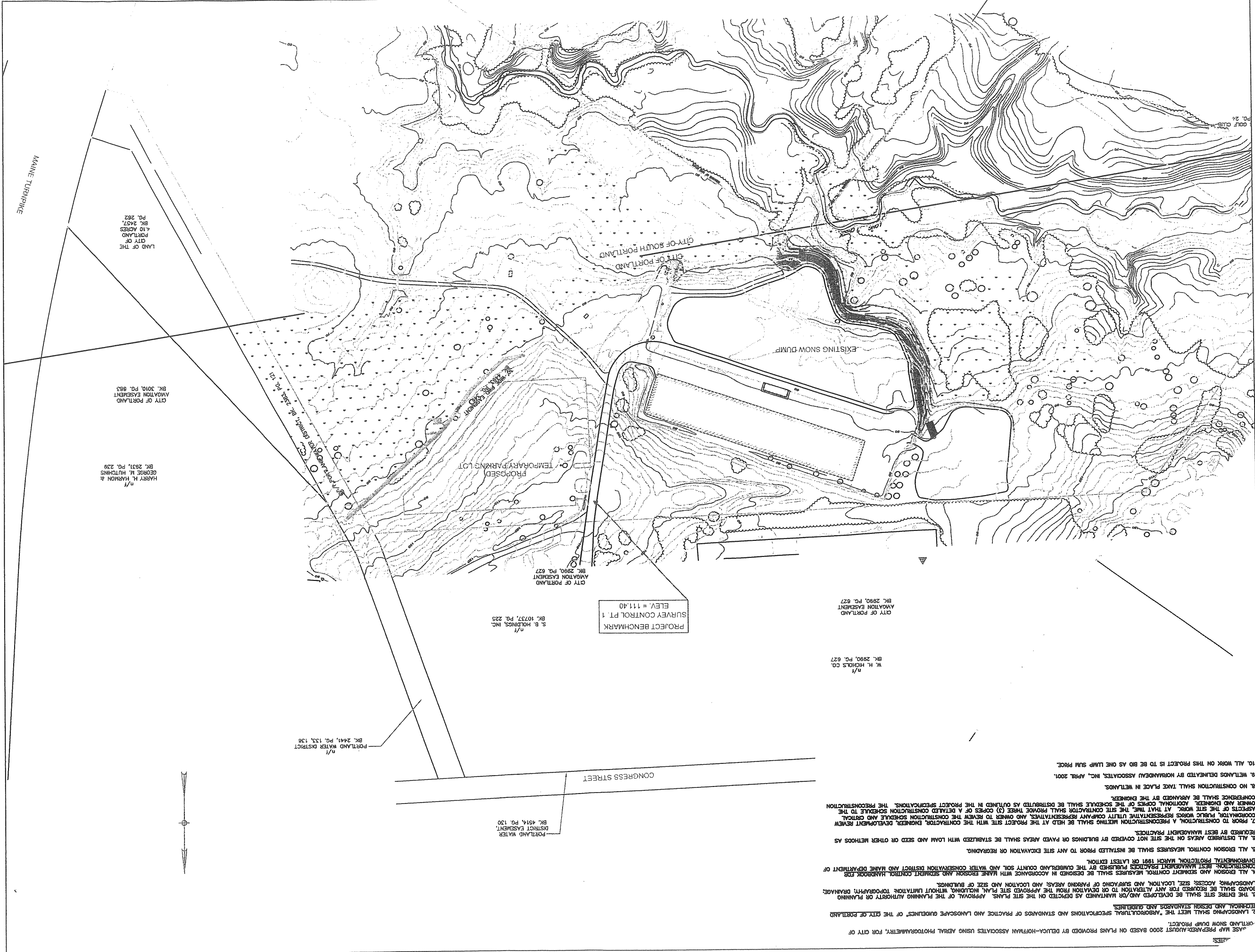
05-04-01  
 01-1  
 CITY OF PORTLAND  
 PLANNING DEPARTMENT  
 22 FREE STREET  
 PORTLAND, ME 04101  
 TEL 207-775-3211  
 FAX 207-775-6434

TEMPORARY PARKING LOT  
 LOCATION PLAN AND  
 GENERAL NOTES

CITY OF PORTLAND  
 DEPARTMENT OF  
 WATERBOND AND  
 TRANSPORTATION  
 PARKING GARAGE  
 PORTLAND  
 INTERNATIONAL  
 AIRPORT  
 PORTLAND, MAINE

22 FREE STREET  
 PORTLAND, ME 04101  
 207-775-3211  
 207-775-6434  
**DM**

155 Massachusetts Ave.  
 Boston, MA 02115  
 617-267-6408  
 Fax 617-267-1990  
**DOMENECH  
 HICKS &  
 KROCKMANN  
 ARCHITECTS**



- BASE MAP PREPARED AUGUST 2000 BASED ON PLANS PROVIDED BY DELUCA-HOFFMAN ASSOCIATES USING AERIAL PHOTOGRAMMETRY, FOR CITY OF PORTLAND SNOW DUMP PROJECT.
- TECHNICAL AND DESIGN STANDARDS AND GUIDELINES
2. LANDSCAPE SHALL MEET THE "AGRICULTURAL SPECIFICATIONS AND STANDARDS OF PRACTICE AND LANDSCAPE GUIDELINES" OF THE CITY OF PORTLAND
3. THE ENTIRE SITE SHALL BE MAINTAINED AS DEPICTED ON THE SITE PLANS. APPROVAL OF THE PLANNING AUTHORITY OR PLANNING BOARD SHALL BE REQUIRED FOR ANY ALTERATION TO OR DEVIATION FROM THE APPROVED SITE PLAN, INCLUDING WITHOUT LIMITATION TOPOGRAPHY, DRAINAGE, LANDSCAPING, ACCESS, SIZE, LOCATION, AND SURROUNDING OF PARKING AREAS AND LOCATION AND SIZE OF BUILDINGS.
4. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE DESIGNED IN ACCORDANCE WITH MAINE EROSION AND SEDIMENT CONTROL HANDBOOK FOR ENVIRONMENTAL PROTECTION, BEST MANAGEMENT PRACTICES PUBLISHED BY THE GUNBROOK COUNTY SOIL AND WATER CONSERVATION DISTRICT AND MAINE DEPARTMENT OF CONSTRUCTION, BEST MANAGEMENT PRACTICES PUBLISHED BY THE GUNBROOK COUNTY SOIL AND WATER CONSERVATION DISTRICT OR LATEST EDITION.
5. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO ANY SITE EXCAVATION OR REGRADING.
6. ALL DISTURBED AREAS ON THE SITE NOT COVERED BY BUILDINGS OR PAVED AREAS SHALL BE STABILIZED WITH LOAM AND SEED OR OTHER METHODS AS REQUIRED BY BEST MANAGEMENT PRACTICES.
7. PRIOR TO CONSTRUCTION, A RECONSTRUCTION MEETING SHALL BE HELD AT THE PROJECT SITE WITH THE CONTRACTOR, ENGINEER, DEVELOPMENT REVIEW CORPORATION, PUBLIC WORKS REPRESENTATIVE, UTILITY COMPANY REPRESENTATIVES, AND OWNER TO REVIEW THE CONSTRUCTION SCHEDULE AND CRITICAL ASPECTS OF THE SITE WORK. AT THAT TIME, THE SITE CONTRACTOR SHALL PROVIDE THREE (3) COPIES OF A DETAILED CONSTRUCTION SCHEDULE TO THE OWNER AND ENGINEER. ADDITIONAL COPIES OF THE SCHEDULE SHALL BE DISTRIBUTED AS OUTLINED IN THE PROJECT SPECIFICATIONS. THE RECONSTRUCTION CONFERENCE SHALL BE ATTENDED BY THE ENGINEER.
8. NO CONSTRUCTION SHALL TAKE PLACE IN WETLANDS.
9. WETLANDS DELINEATED BY NORMANDEAU ASSOCIATES, INC., APRIL 2001.
10. ALL WORK ON THIS PROJECT IS TO BE BID AS ONE LUMP SUM PRICE.



C1-3

DATE	05-04-01
PROJECT	PORTLAND
CLIENT	PORTLAND
SCALE	AS SHOWN
DRAWN BY	...
CHECKED BY	...
DATE	...

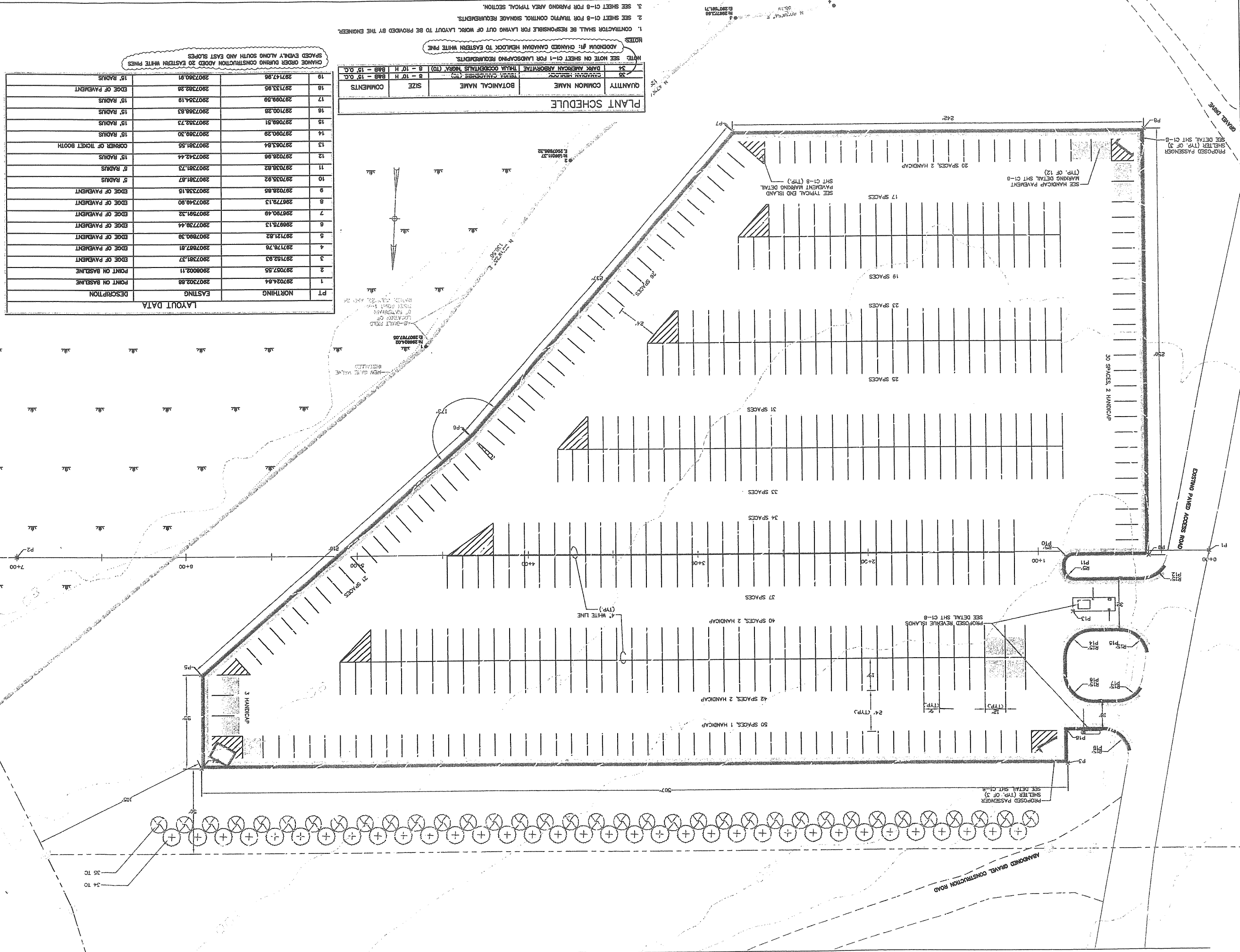
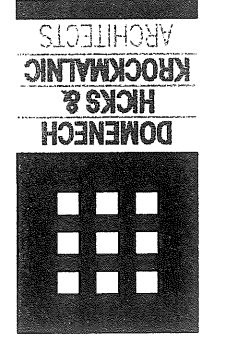
TEMPORARY PARKING LOT  
LAYOUT/LANDSCAPING PLAN

CITY OF PORTLAND  
DEPARTMENT OF  
TRANSPORTATION AND  
MAINTENANCE  
PORTLAND, MAINE  
INTERNATIONAL  
AIRPORT  
PORTLAND, MAINE

22 FREE STREET  
PORTLAND, ME 04101  
207-775-3211  
207-775-6434  
FAX 207-775-6434



155 Massachusetts Ave.  
Boston, MA 02115  
617-267-6408  
Fax 617-267-1990



LAYOUT DATA

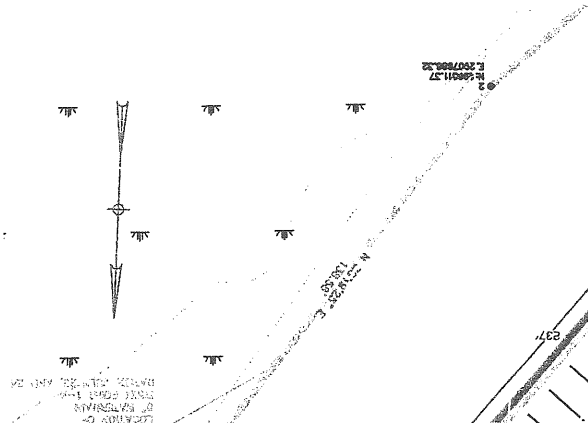
PT	NORTHING	EASTING	DESCRIPTION
1	29702.64	29702.88	POINT ON BASELINE
2	29707.55	29702.11	POINT ON BASELINE
3	29712.93	29707.37	EDGE OF PAVEMENT
4	29717.78	29707.81	EDGE OF PAVEMENT
5	29721.82	29708.29	EDGE OF PAVEMENT
6	29725.13	29707.39	EDGE OF PAVEMENT
7	29728.49	29707.32	EDGE OF PAVEMENT
8	29731.13	29707.49	EDGE OF PAVEMENT
9	29733.15	29707.15	EDGE OF PAVEMENT
10	29735.82	29707.87	5' RADIUS
11	29738.82	29707.73	5' RADIUS
12	29742.44	29707.44	15' RADIUS
13	29743.84	29707.55	CORNER OF TICKET BOOTH
14	29749.29	29707.99	15' RADIUS
15	29752.73	29707.32	15' RADIUS
16	29758.83	29707.99	15' RADIUS
17	29764.19	29707.34	15' RADIUS
18	29768.95	29707.33	EDGE OF PAVEMENT
19	29774.98	29707.91	15' RADIUS

CHANGE ORDER DURING CONSTRUCTION ADDED 20 EASTERN WHITE PINES SPACED EVENLY ALONG SOUTH AND EAST SLOPES

PLANT SCHEDULE

QUANTITY	COMMON NAME	BOTANICAL NAME	SIZE	COMMENTS
34	DAIRY AMERICAN ARBOVITAE	TRIALA OCCIDENTALIS INFR. (T)	8 - 10" H B&B - 15" O.C.	
35	CANTONIA SP. (TYP)			

NOTES: SEE NOTE ON SHEET C1-1 FOR LANDSCAPING REQUIREMENTS.  
ADDITION #1: CHANGED CANADIAN HEALOCK TO EASTERN WHITE PINE.  
1. CONTRACTOR SHALL BE RESPONSIBLE FOR LAYING OUT OF WORK. LAYOUT TO BE PROVIDED BY THE ENGINEER.  
2. SEE SHEET C1-8 FOR TRAFFIC CONTROL, SIGNAGE REQUIREMENTS.  
3. SEE SHEET C1-8 FOR PARKING AREA TYPICAL SECTION.



PROPOSED PASSENGER SHELTER (TYP. OF 3) SEE DETAIL SHIT C1-8

50 SPACES, 2 HANDICAP

DISTING PAVED ACCESS ROAD

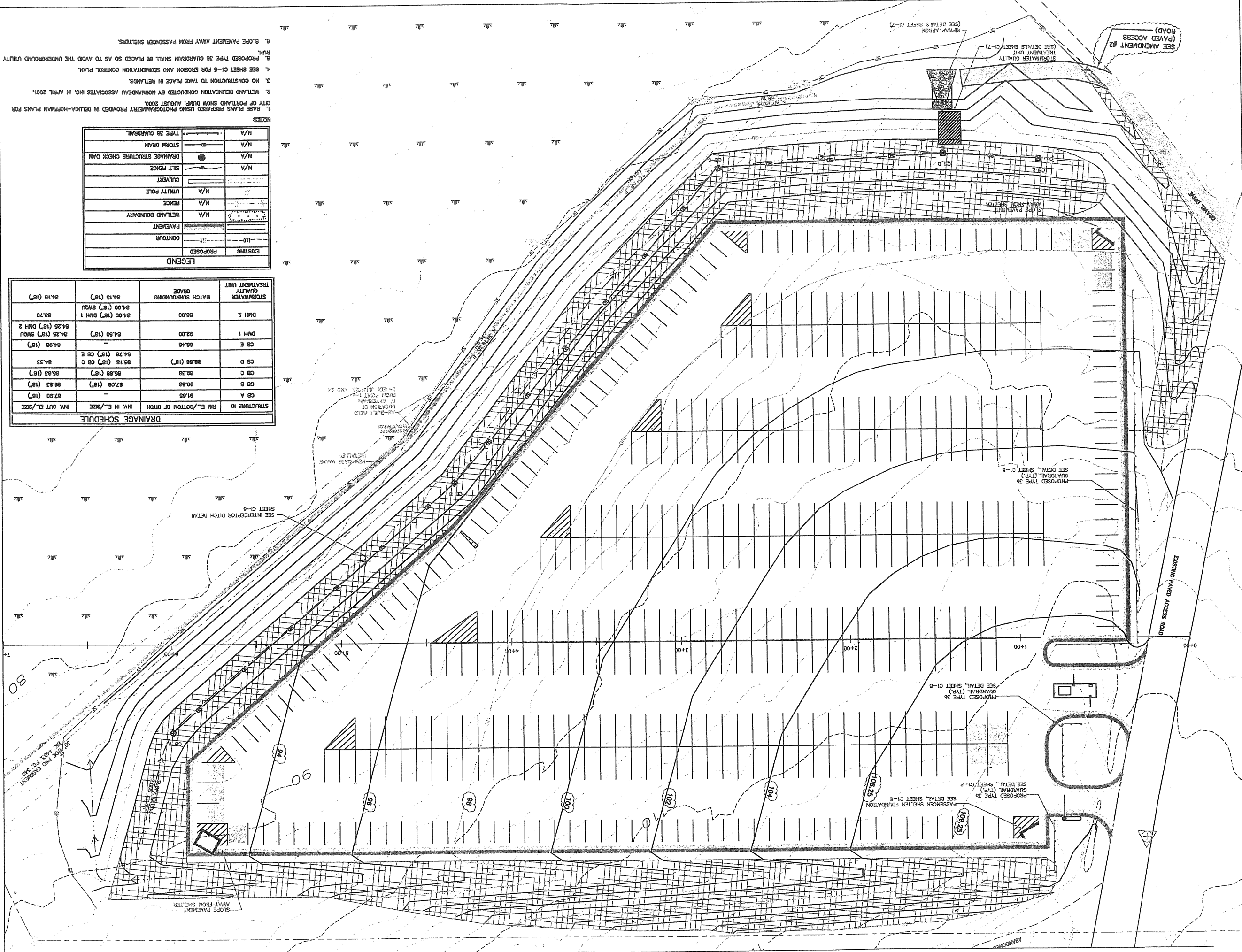
PROPOSED PASSENGER SHELTER (TYP. OF 3) SEE DETAIL SHIT C1-8

PROPOSED REVENUE ISLANDS SEE DETAIL SHIT C1-8

PROPOSED PASSENGER SHELTER (TYP. OF 3) SEE DETAIL SHIT C1-8

LANDSCAPED GRAVEL CONSTRUCTION ROAD





**LEGEND**

EXISTING PROPOSED		
CONTOUR	-110-	
PAVEMENT		
WETLAND BOUNDARY	N/A	
FENCE	N/A	
UTILITY POLE	N/A	
CULVERT		
SILT FENCE		
DRAINAGE STRUCTURE CHECK DAM		
STORM DRAIN		
TYPE 3B GUARDRAIL		N/A

**DRAINAGE SCHEDULE**

STRUCTURE ID	R/R EL./BOTTOM OF DITCH	INV. IN EL./SIZE	INV. OUT EL./SIZE
CB A	91.65	87.90 (18")	
CB B	90.58	87.08 (18")	85.83 (18")
CB C	89.38	85.88 (18")	85.63 (18")
CB D	88.88 (18")	85.18 (18") CB C	84.53
CB E	85.48	84.78 (18") CB E	84.58 (18")
DNH 1	92.00	84.50 (18")	84.25 (18") DNH 2
DNH 2	85.00	84.00 (18") DNH 1	83.70
STORMWATER QUALITY TREATMENT UNIT			84.15 (18")

- NOTES**
- BASE PLANS PREPARED USING PHOTOGRAMMETRY PROVIDED IN DELUCA-HOFFMAN PLANS FOR CITY OF PORTLAND SNOW BUMP, AUGUST 2000.
  - WETLAND DETERMINATION CONDUCTED BY NORMANDEAU ASSOCIATES INC. IN APRIL 2001.
  - NO CONSTRUCTION TO TAKE PLACE IN WETLANDS.
  - SEE SHEET C1-5 FOR EROSION AND SEDIMENTATION CONTROL PLAN.
  - PROPOSED TYPE 3B GUARDRAIL SHALL BE PLACED SO AS TO AVOID THE UNDERGROUND UTILITY RUN.
  - SLOPE PAVEMENT AWAY FROM PASSANGER SHELTERS.

C1-4

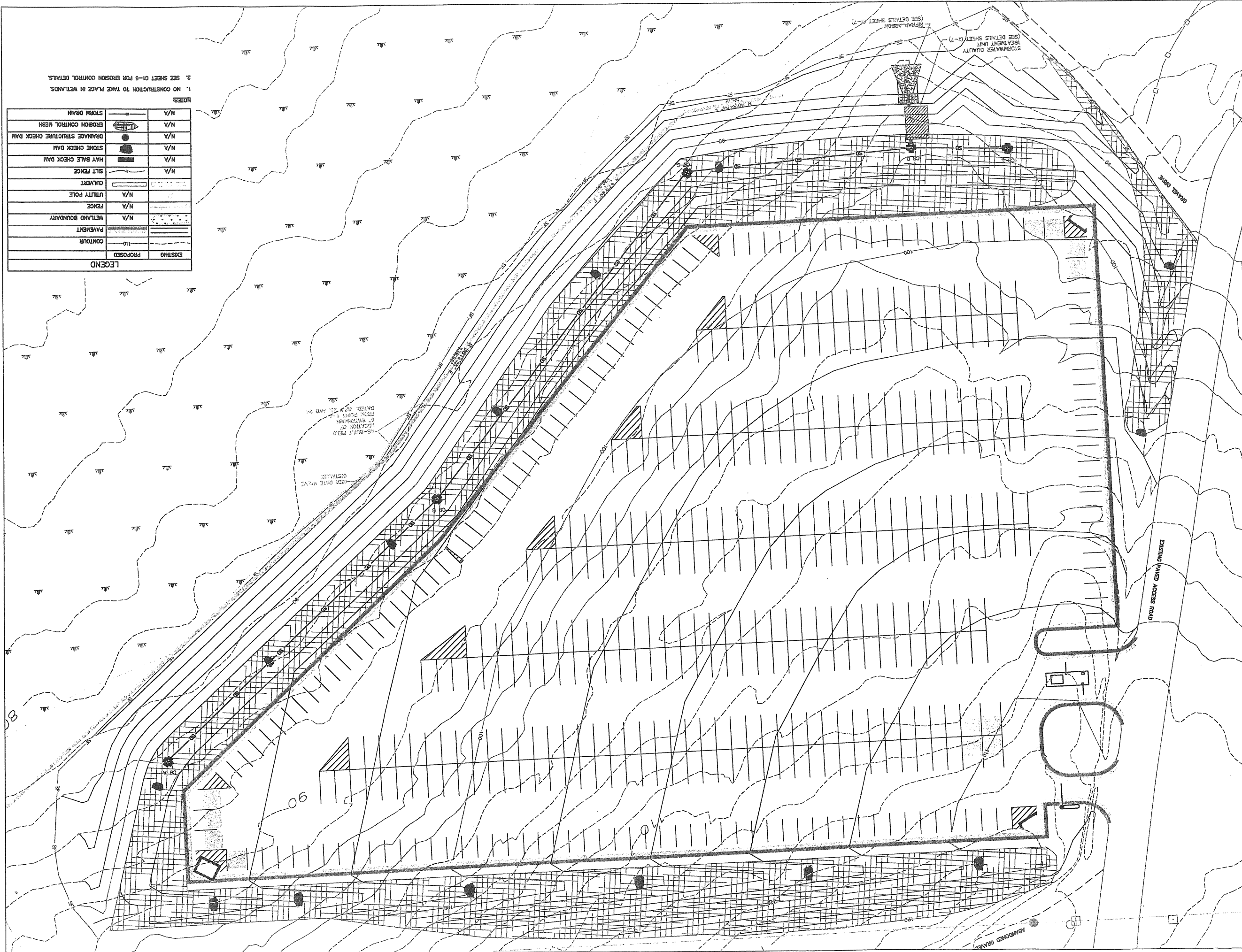
TEMPORARY PARKING LOT  
SITE GRADING &  
DRAINAGE PLAN

PORTLAND, MAINE  
JANUARY 2007  
INTERNATIONAL  
PORTLAND  
PARKING GARAGE  
PHASE 1  
TRANSPORTATION  
DEPARTMENT OF  
WATERFRONT AND  
TRANSPORTATION  
CITY OF PORTLAND  
PORTLAND, MAINE

22 FREE STREET  
PORTLAND, ME 04101  
207-775-3211  
FAX 207-775-6434

155 Massachusetts Ave.  
Boston, MA 02115  
617-267-6408  
Fax 617-267-1990

DOMENECH  
&  
HICKS  
ARCHITECTS  
KROCKMANNIC  
ARCHITECTS



LEGEND

EXISTING	PROPOSED		
---	---	CONTOUR	
---	---	PAVEMENT	
---	---	WETLAND BOUNDARY	
---	---	FENCE	
---	---	UTILITY POLE	
---	---	CULVERT	
---	---	SILT FENCE	
---	---	HAY BALE CHECK DAM	
---	---	STONE CHECK DAM	
---	---	DRAINAGE STRUCTURE CHECK DAM	
---	---	EROSION CONTROL MESH	
---	---	STORM DRAIN	

NOTES  
 1. NO CONSTRUCTION TO TAKE PLACE IN WETLANDS.  
 2. SEE SHEET C1-6 FOR EROSION CONTROL DETAILS.

C1-5

DATE: 03-04-01  
 DRAWN BY: [blank]  
 CHECKED BY: [blank]  
 DESIGNED BY: [blank]  
 PROJECT NO.: [blank]

TEMPORARY PARKING LOT  
 EROSION & SEDIMENTATION  
 CONTROL PLAN

PORTLAND  
 INTERNATIONAL  
 AIRPORT  
 MAINE'S GROWING  
 REGION  
 TRANSPORTATION  
 DEPARTMENT OF  
 PORTLAND, MAINE

22 FREE STREET  
 PORTLAND, ME 04101  
 207-775-3211  
 FAX 207-775-6434

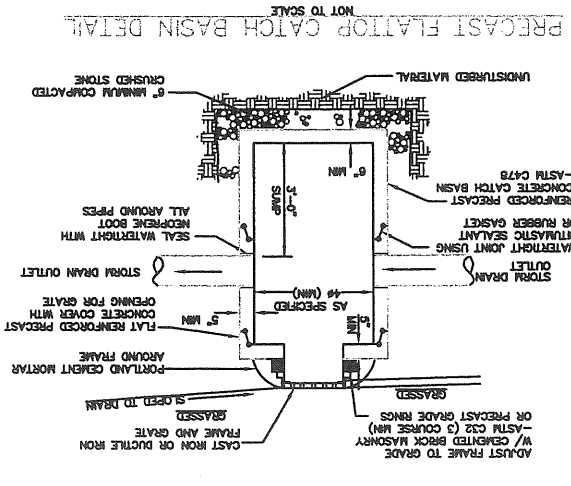
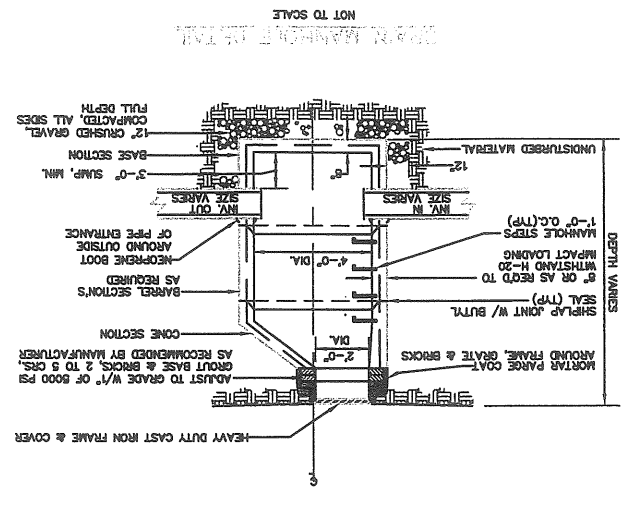
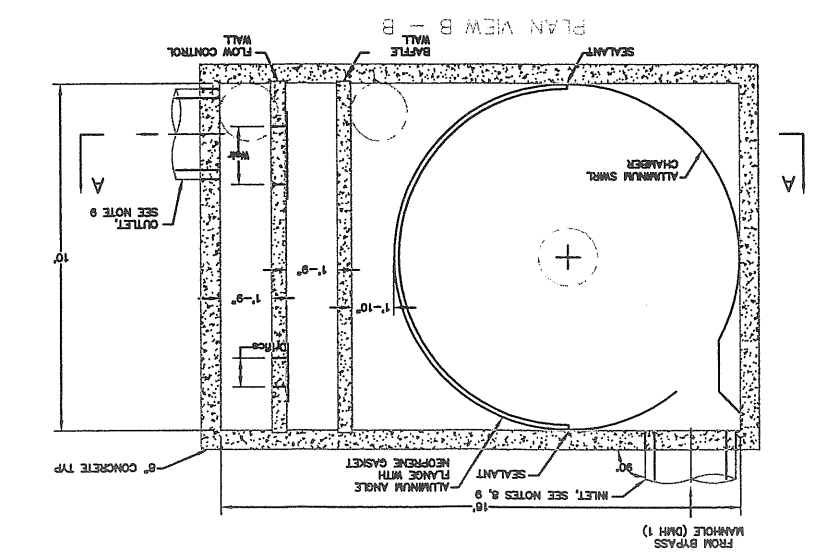
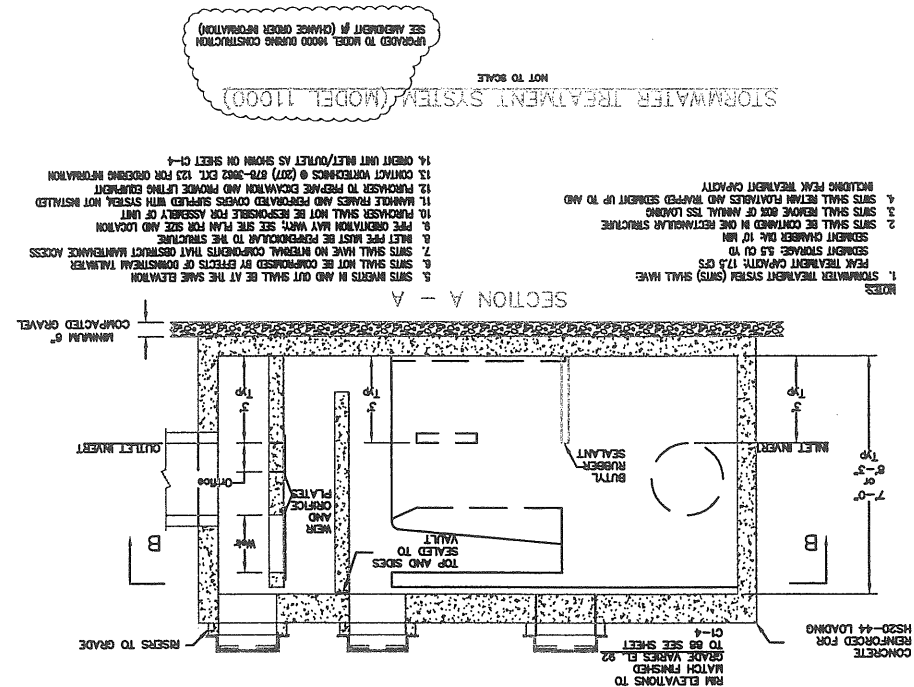
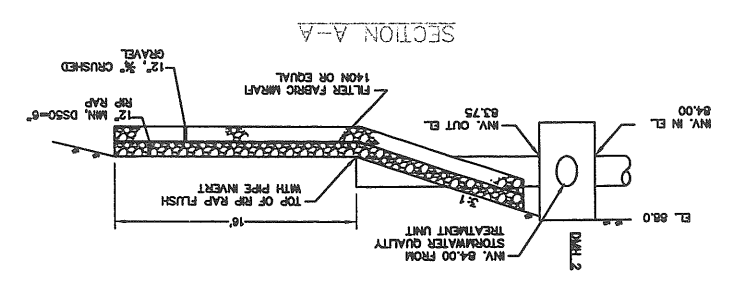
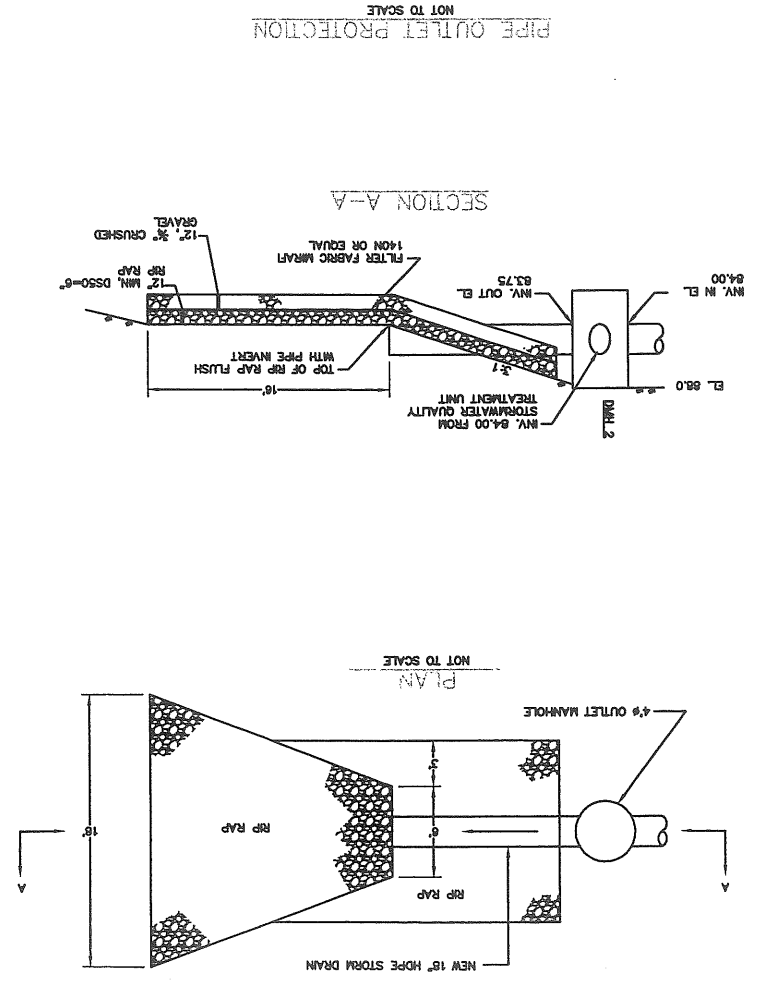
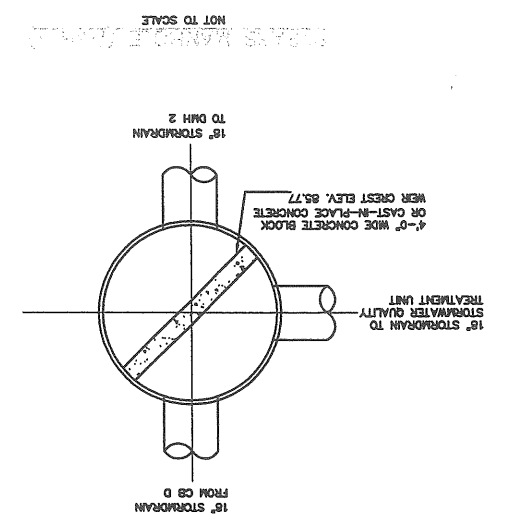
**DM**

155 Massachusetts Ave.  
 Boston, MA 02115  
 617-267-6408  
 Fax 617-267-1990

**DOMENECH  
 HICKS &  
 KROCKMANN  
 ARCHITECTS**







DATE	05-04-01
BY	01000101
CHKD BY	01
ISSUED BY	01-7
NO. OF SHEETS	01-7
TOTAL NO. OF SHEETS	01-7
AS NOTED	

NO.	DATE	DESCRIPTION

PORTLAND, MAINE  
 DEPARTMENT OF  
 WATERFRONT AND  
 TRANSPORTATION  
 PHASE I  
 PARKING GARAGE  
 PORTLAND  
 INTERNATIONAL  
 AIRPORT  
 STORMWATER DETAILS  
 TEMPORARY PARKING LOT

CITY OF PORTLAND  
 PORTLAND, MAINE  
 DEPARTMENT OF  
 WATERFRONT AND  
 TRANSPORTATION  
 PHASE I  
 PARKING GARAGE  
 PORTLAND  
 INTERNATIONAL  
 AIRPORT  
 STORMWATER DETAILS  
 TEMPORARY PARKING LOT

155 Massachusetts Ave.  
 Boston, MA 02115  
 617-267-6408  
 Fax 617-267-1990

**DOMENECH**  
**HICKS &**  
**KROCKMANN**  
**ARCHITECTS**

22 FREE STREET  
 PORTLAND, ME 04101  
 207-775-3211  
 FAX 207-775-6434

Dutresne-Henry

**DOMENECH  
HICKS &  
KROCKMALNIC  
ARCHITECTS**

155 Massachusetts Ave.  
Boston, MA 02115  
617-267-6408  
Fax 617-267-1990

22 FREE STREET  
PORTLAND, ME 04101  
207-775-3211  
FAX 207-775-6434

DEPARTMENT OF  
TRANSPORTATION AND  
HAZARDOUS WASTE  
CITY OF PORTLAND  
PORTLAND, MAINE

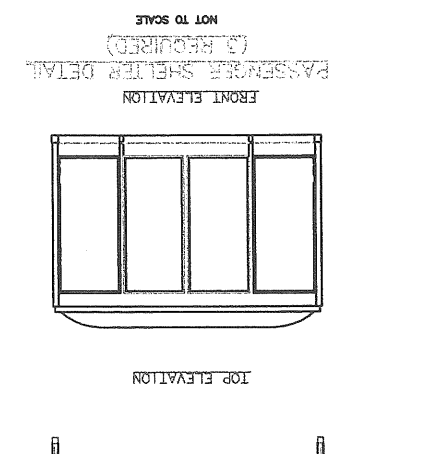
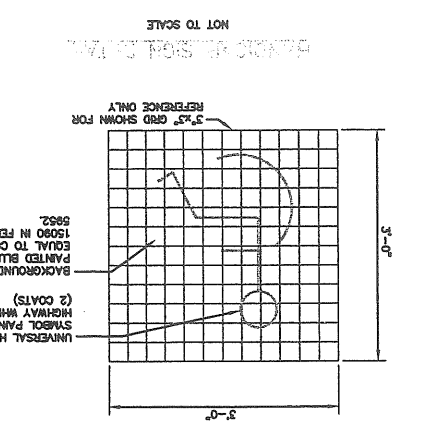
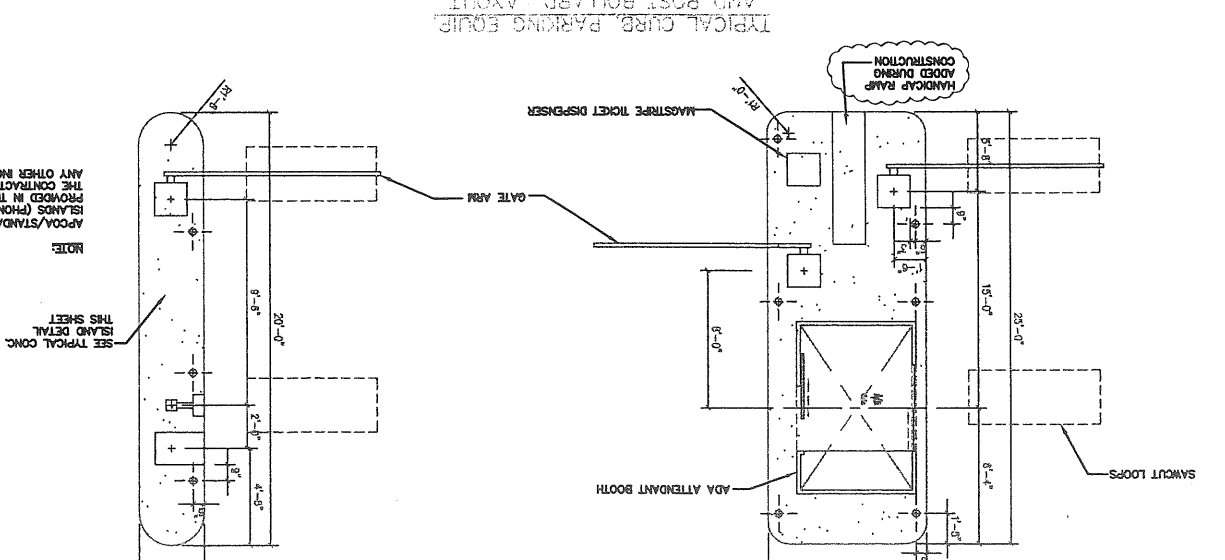
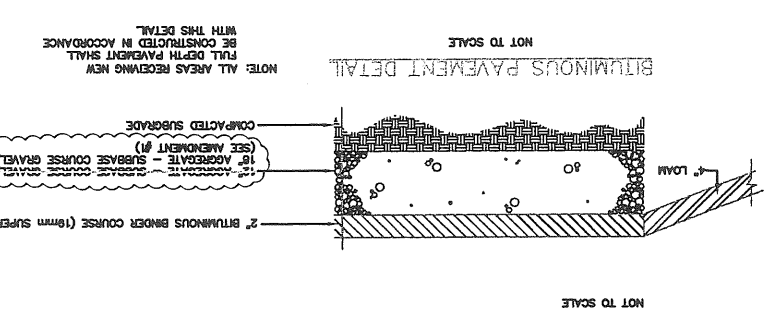
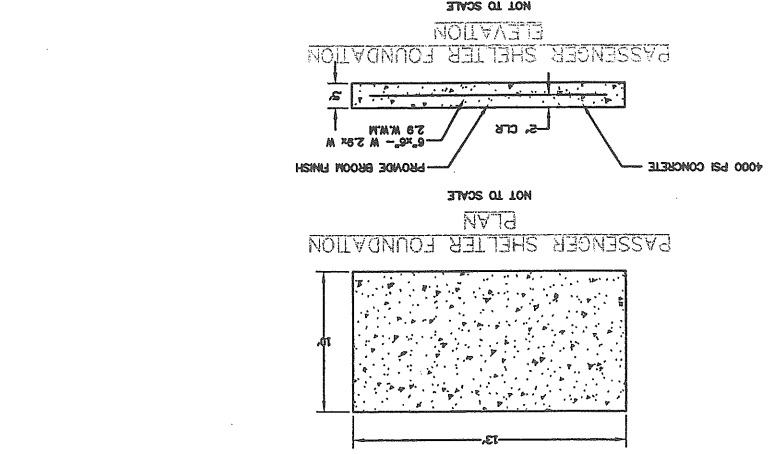
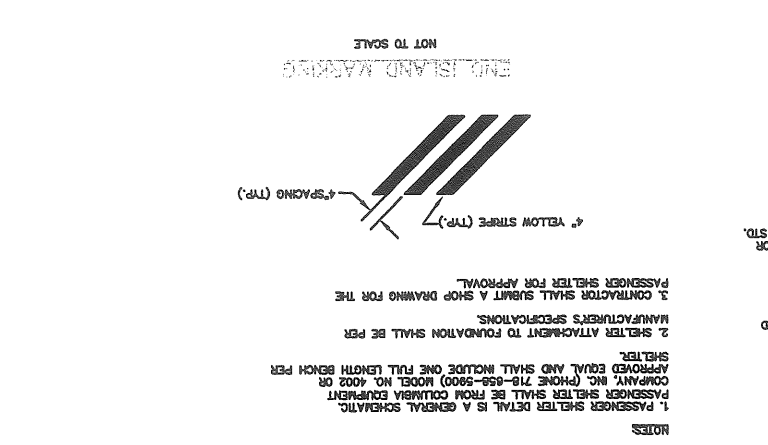
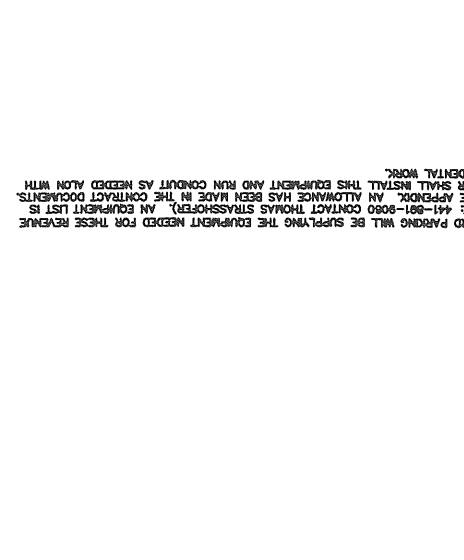
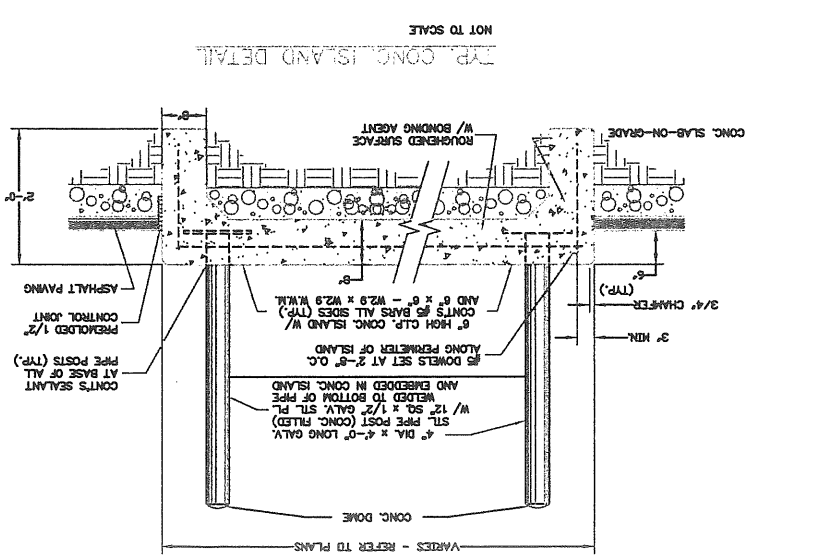
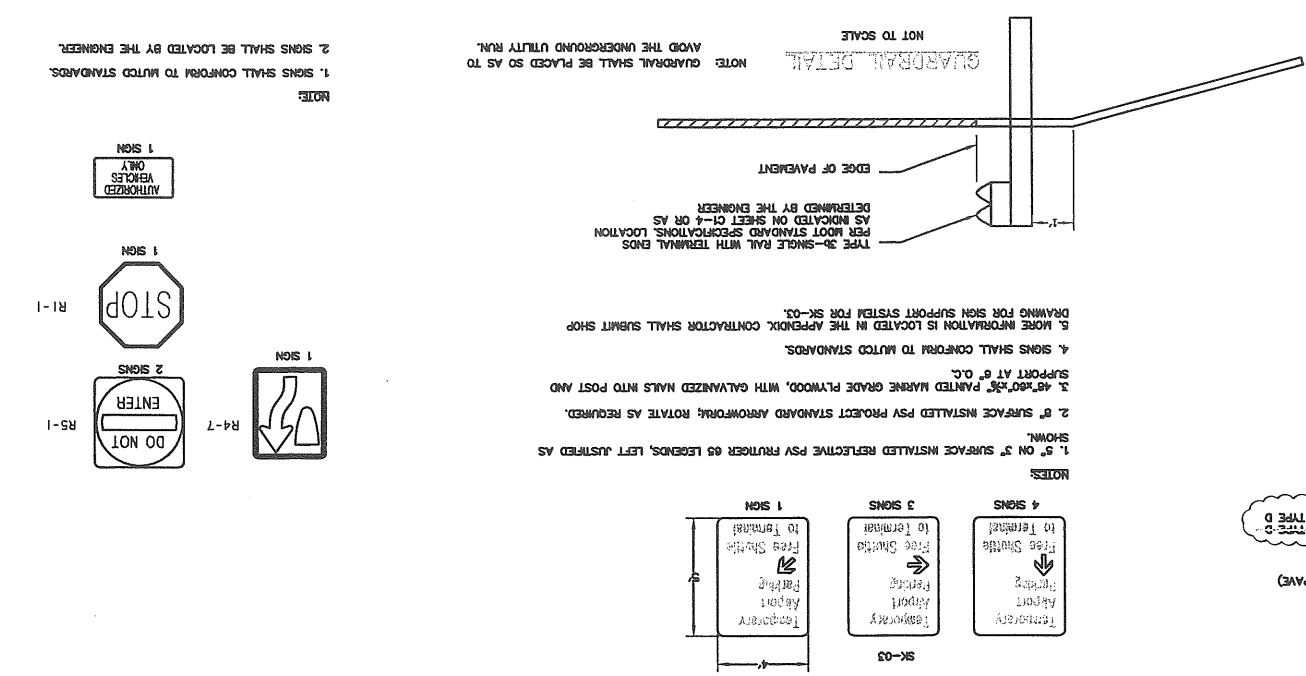
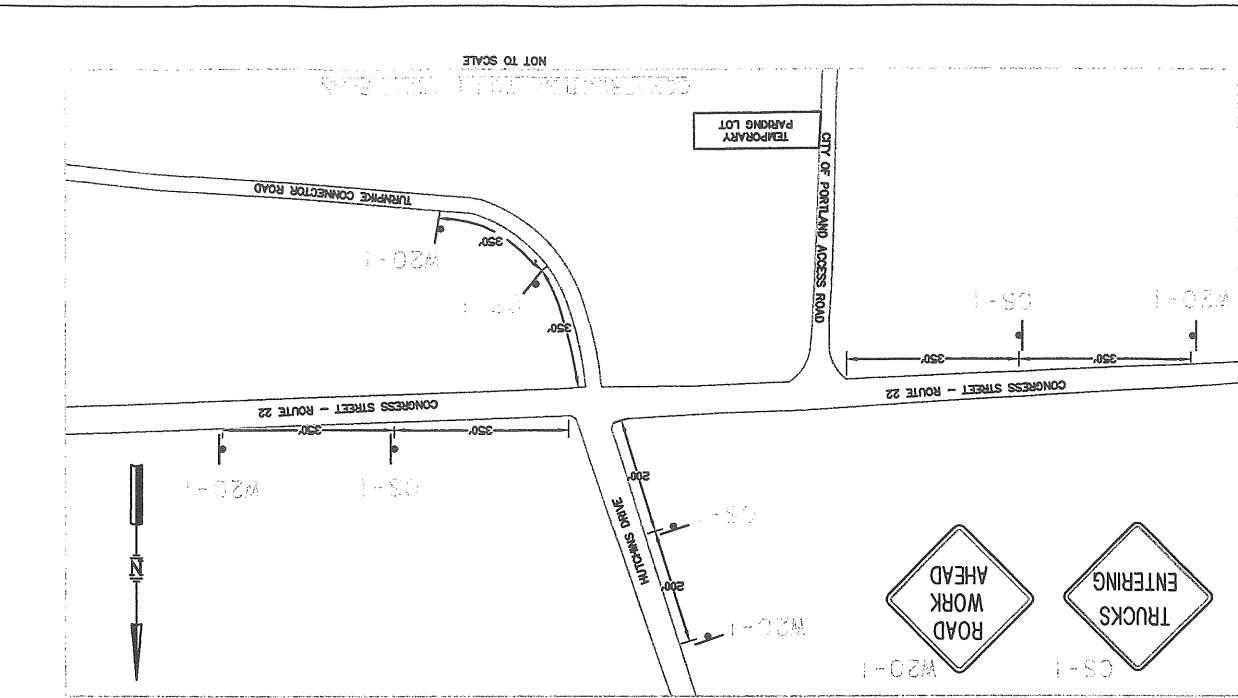
PHASE I  
PARKING GARAGE  
PORTLAND  
INTERNATIONAL  
AIRPORT  
PORTLAND, MAINE

PLANNING BOARD SUBMISSION  
DATE: 01/11/92  
PROJECT: 22 FREE ST.

DATE: 05-04-91

C1-8

TEMPORARY PARKING LOT  
MISC. DETAILS & SIGNS



09-04-01

**SEAL**  
 ELECTRICAL CONTRACTORS  
 100 MARKET STREET  
 PORTLAND, MAINE 04101

DATE: 11/29/90  
 DRAWN BY: [Signature]  
 CHECKED BY: [Signature]

TEMPERARY PARKING LOT

ELECTRICAL PLAN & NOTES

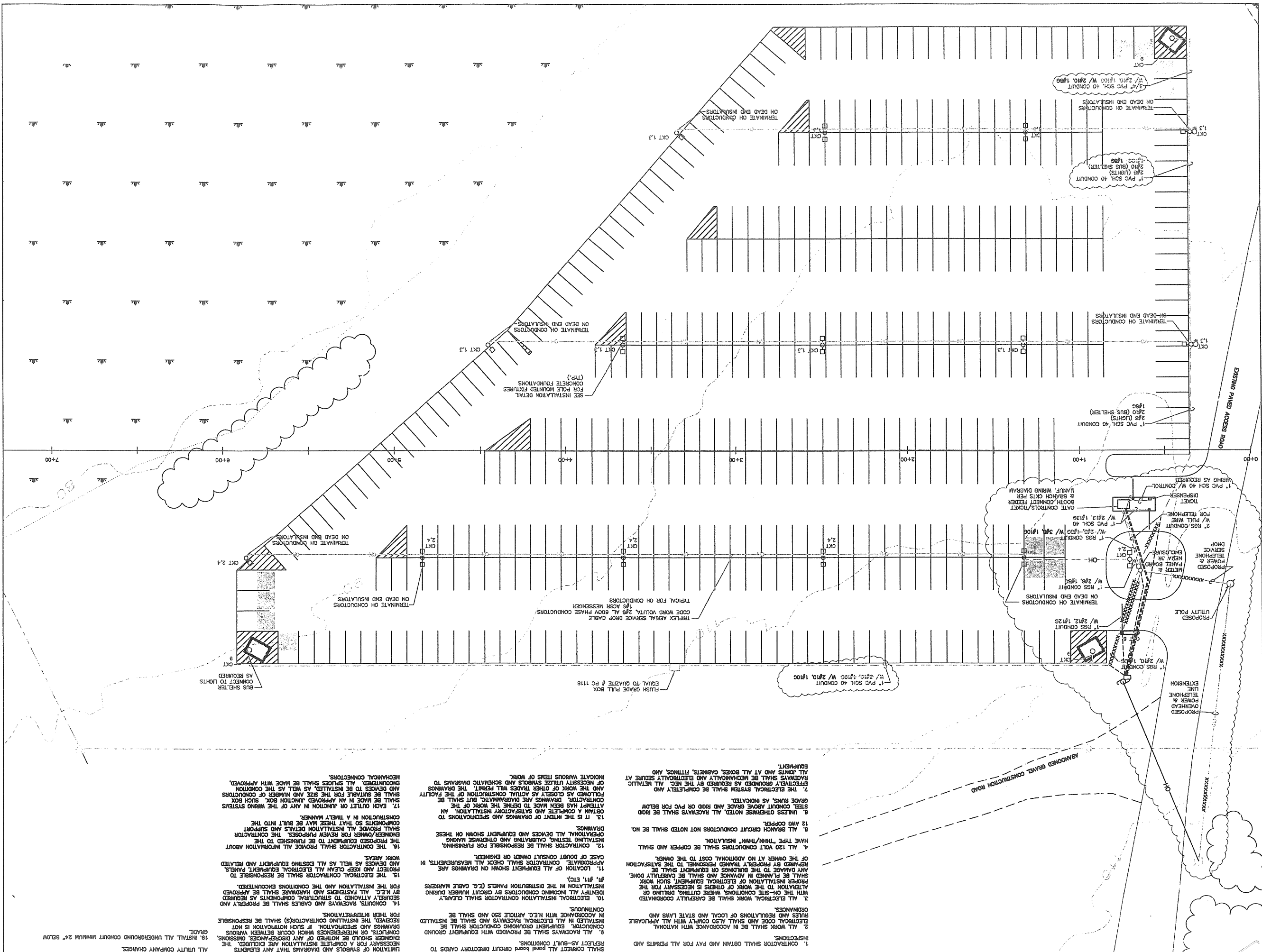
NO.	REVISION

PORTLAND, MAINE  
 REPORT  
 PORTLAND  
 PHASE I  
 PARKING GARAGE  
 DEPARTMENT OF  
 WATERFRONT AND  
 TRANSPORTATION  
 CITY OF PORTLAND



155 Massachusetts Ave.  
 Boston, MA 02115  
 617-267-6408  
 Fax 617-267-1990

**DOMENECH  
 HICKS &  
 KROCKMANN**  
 ARCHITECTS



**GENERAL NOTES**

1. CONTRACTOR SHALL OBTAIN AND PAY FOR ALL PERMITS AND INSPECTIONS.
2. ALL WORK SHALL BE IN ACCORDANCE WITH NATIONAL ELECTRICAL CODE AND SHALL ALSO COMPLY WITH ALL APPLICABLE ORDINANCES AND REGULATIONS OF LOCAL AND STATE LAWS.
3. ALL ELECTRICAL WORK SHALL BE CAREFULLY COORDINATED WITH THE ON-SITE CONTRACTOR, WHERE CUTTING OR ALTERATION TO THE WORK OF OTHERS IS NECESSARY FOR THE PROPER INSTALLATION OF ELECTRICAL EQUIPMENT, SUCH WORK SHALL BE PLANNED IN ADVANCE AND SHALL BE CAREFULLY DONE. ANY DAMAGE TO THE BUILDING OR EQUIPMENT SHALL BE REPAIRED BY PROPERLY TRAINED PERSONNEL TO THE SATISFACTION OF THE OWNER AT NO ADDITIONAL COST TO THE OWNER.
4. ALL 120 VOLT CONDUCTORS SHALL BE COPPER AND SHALL HAVE TYPE "THHN/THWN" INSULATION.
5. ALL BRANCH CIRCUIT CONDUCTORS NOT NOTED SHALL BE NO. 12 AWG COPPER.
6. UNLESS OTHERWISE NOTED, ALL RACEWAYS SHALL BE RIGID STEEL CONDUIT ABOVE GRADE AND RIGID PVC FOR BELOW GRADE RUNS, AS INDICATED.
7. THE ELECTRICAL SYSTEM SHALL BE COMPLETELY AND EFFICIENTLY GROUNDING AS REQUIRED BY THE NEC. ALL METALLIC RACEWAYS SHALL BE MECHANICALLY AND ELECTRICALLY SECURE AT ALL POINTS AND AT ALL BOXES, CABINETS, FITTINGS, AND EQUIPMENT.

INDICATE VARIOUS ITEMS OF WORK.

8. UPON COMPLETION OF WORK THE INSTALLING CONTRACTOR SHALL CORRECT ALL DEFECTS AND REPORT TO THE CITY ENGINEER AS-BUILT CONDITIONS.
9. ALL RACEWAYS SHALL BE PROVIDED WITH EQUIPMENT GROUNDING CONDUCTOR. EQUIPMENT GROUNDING CONDUCTORS SHALL BE INSTALLED IN ALL ELECTRICAL RACEWAYS AND SHALL BE INSTALLED IN ACCORDANCE WITH N.E.C. ARTICLE 250 AND SHALL BE PROVIDED WITH IDENTIFICATION AND MARKING. ALL IDENTIFY ALL IN-BUILDING CONDUCTORS BY CIRCUIT NUMBER DURING INSTALLATION IN THE DISTRIBUTION PANELS (E.G. CABLE MARKERS #1, #11, ETC).
10. ELECTRICAL INSTALLATION CONTRACTOR SHALL CLEARLY IDENTIFY ALL IN-BUILDING CONDUCTORS BY CIRCUIT NUMBER DURING INSTALLATION IN THE DISTRIBUTION PANELS (E.G. CABLE MARKERS #1, #11, ETC).
11. LOCATION OF ALL EQUIPMENT SHOWN ON DRAWINGS ARE APPROXIMATE. CONTRACTOR SHALL CHECK ALL MEASUREMENTS, IN CASE OF DOUBT CONSULT OWNER OR ENGINEER.
12. CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING, INSTALLING, TESTING, CALIBRATING AND OTHER MARKING OPERATIONAL ALL DEVICES AND EQUIPMENT SHOWN ON THESE DRAWINGS.
13. IT IS THE INTENT OF DRAWINGS AND SPECIFICATIONS TO OBTAIN A COMPLETE AND SATISFACTORY INSTALLATION. AN ATTEMPT HAS BEEN MADE TO DEFINE THE WORK OF THE CONTRACTOR. DRAWINGS ARE DIAGNOSTIC, BUT SHALL BE FOLLOWED AS CLOSELY AS ACTUAL CONSTRUCTION OF THE FACILITY AND THE WORK OF OTHER TRADES WILL PERTAIN TO THE DRAWINGS OF NECESSITY. UTILIZE SYMBOLS AND SCHEDULING DIAGRAMS TO INDICATE VARIOUS ITEMS OF WORK.

14. ELECTRICAL RACEWAYS AND CABLES SHALL BE PROTECTED AND IDENTIFIED TO STRUCTURAL COMPONENTS AS REQUIRED BY N.E.C. ALL FASTENERS AND HANGERS SHALL BE APPROVED FOR THE INSTALLATION AND THE CONDITIONS ENCOUNTERED.

15. THE ELECTRICAL CONTRACTOR SHALL BE RESPONSIBLE TO PROTECT AND KEEP CLEAN ALL ELECTRICAL EQUIPMENT, PANELS AND DEVICES AS WELL AS ALL EXISTING EQUIPMENT AND RELATED COMPONENTS SO THAT THESE MAY BE BUILT INTO THE CONSTRUCTION IN A TIMELY MANNER.

16. THE CONTRACTOR SHALL PROVIDE ALL INFORMATION ABOUT THE PROPOSED EQUIPMENT FOR REVIEW PURPOSES. THE CONTRACTOR SHALL PROVIDE ALL INSTALLATION DETAILS AND SPECIFICATIONS TO THE ARCHITECT/ENGINEER/OWNER FOR REVIEW PURPOSES.

17. EACH OUTLET OR JUNCTION IN ANY OF THE WIRING SYSTEMS SHALL BE MADE IN AN APPROVED JUNCTION BOX. SUCH BOX SHALL BE SUITABLE FOR THE SIZE AND NUMBER OF CONDUCTORS ENCOUNTERED. ALL SPICES SHALL BE MADE WITH APPROVED MECHANICAL CONNECTORS.

18. COORDINATE WITH UTILITY FOR SERVICE INSTALLATION AND PAY ALL UTILITY COMPANY CHARGES.

19. INSTALL ALL UNDERGROUND CONDUIT MINIMUM 24" BELOW GRADE.

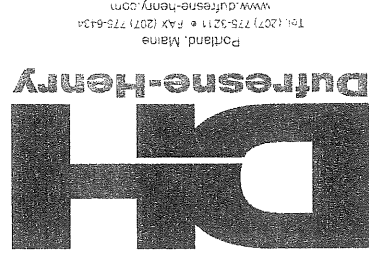


**PHASE I PARKING GARAGE**  
**TO INCLUDE:**  
**PROPOSED REVISIONS TO THE PORTLAND**  
**INTERNATIONAL JETPORT PARK & RIDE LOT**  
**FOR PERMANENT SITE PLAN APPROVAL**

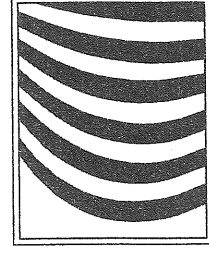
**PORTLAND INTERNATIONAL JETPORT**  
**PORTLAND, MAINE**

BID NO. 9401

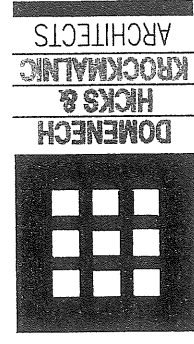
AUGUST '04



Parking Consultants  
 Architects Engineers  
 Planners  
 21800 W. Ten Mile, Suite 209  
 Southfield, Michigan 48075  
 (248) 353-5080  
 Fax (248) 353-3830  
 Tampa, Florida  
 (813) 879-0987  
 Maifland, Florida  
 (407) 667-8990  
 E-MAIL: parking@RichAssoc.com

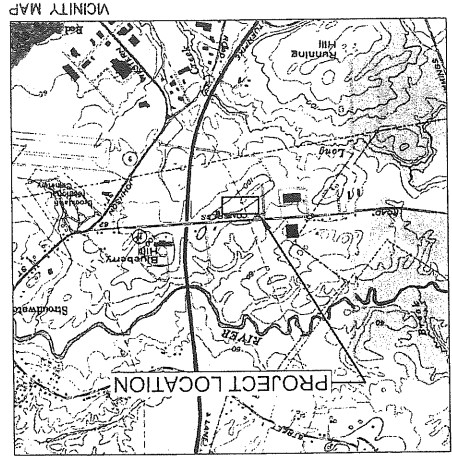
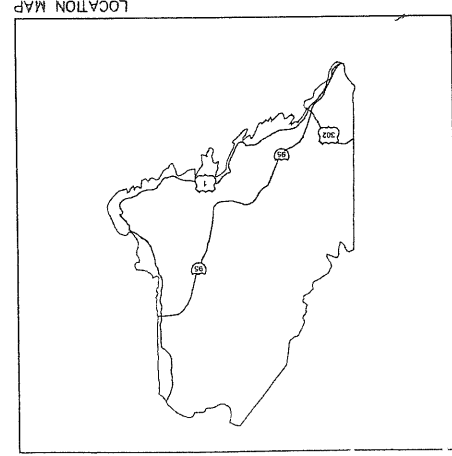


155 Massachusetts Ave.  
 Boston, MA 02115  
 617-267-6408  
 Fax 617-267-1990

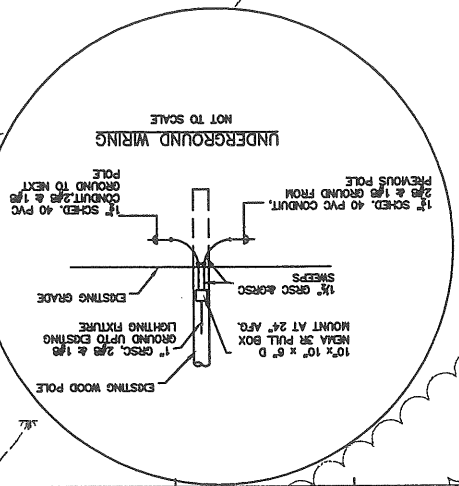
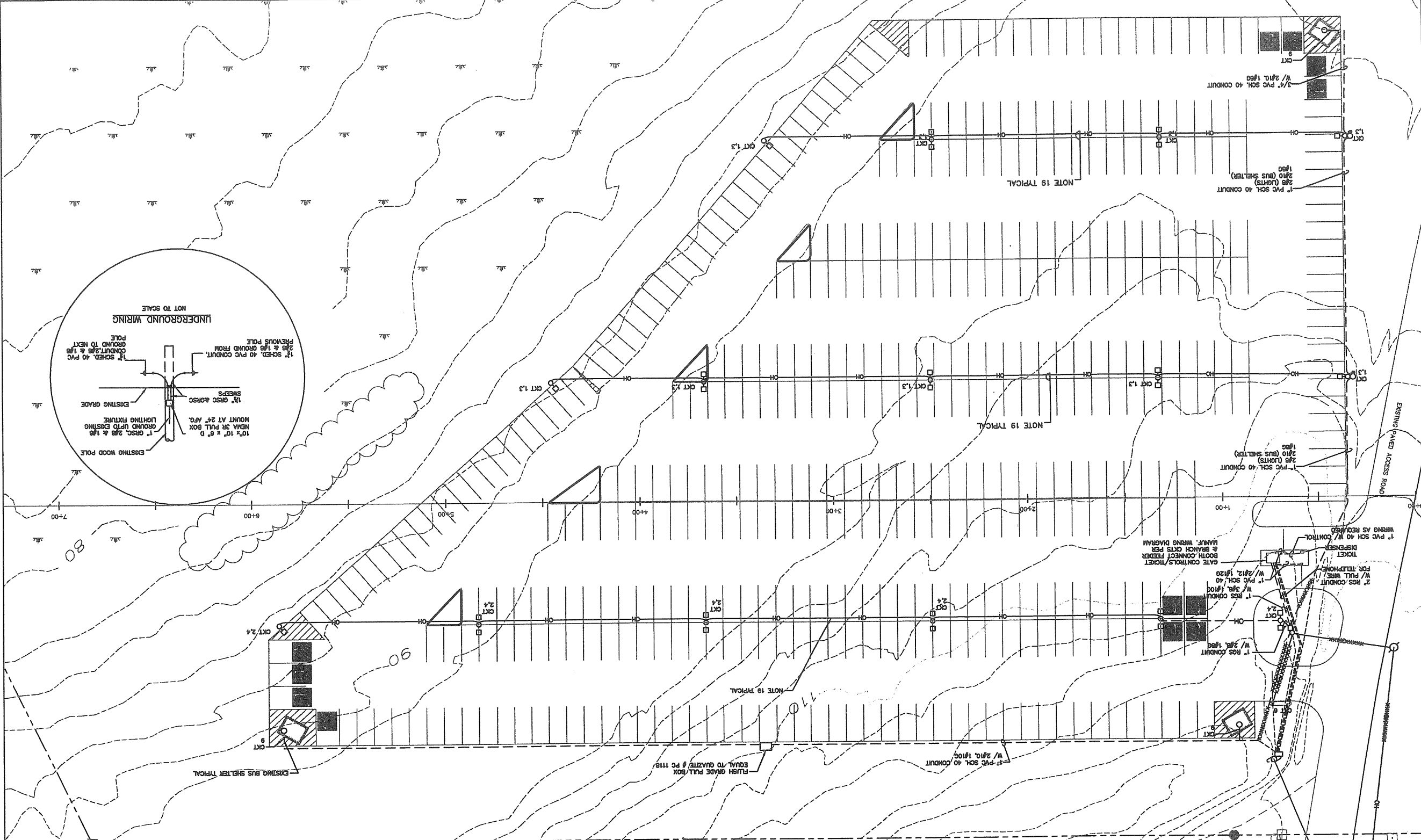


SHEET	TITLE
C1-3	LAYOUT & LANDSCAPING PLAN
<u>ELECTRICAL DRAWINGS:</u>	
E1-1	REMOVAL OF OVERHEAD WIRING

INDEX OF SHEETS



NO.	DATE	DESCRIPTION
1	08/19/04	ISSUED FOR CONSTRUCTION
2	09/17/04	REVISION OF OVERHEAD WIRING
3	09/17/04	REVISION OF OVERHEAD WIRING
4	09/17/04	REVISION OF OVERHEAD WIRING
5	09/17/04	REVISION OF OVERHEAD WIRING
6	09/17/04	REVISION OF OVERHEAD WIRING
7	09/17/04	REVISION OF OVERHEAD WIRING
8	09/17/04	REVISION OF OVERHEAD WIRING
9	09/17/04	REVISION OF OVERHEAD WIRING
10	09/17/04	REVISION OF OVERHEAD WIRING
11	09/17/04	REVISION OF OVERHEAD WIRING
12	09/17/04	REVISION OF OVERHEAD WIRING
13	09/17/04	REVISION OF OVERHEAD WIRING
14	09/17/04	REVISION OF OVERHEAD WIRING
15	09/17/04	REVISION OF OVERHEAD WIRING
16	09/17/04	REVISION OF OVERHEAD WIRING
17	09/17/04	REVISION OF OVERHEAD WIRING
18	09/17/04	REVISION OF OVERHEAD WIRING
19	09/17/04	REVISION OF OVERHEAD WIRING
20	09/17/04	REVISION OF OVERHEAD WIRING



**GENERAL NOTES:**  
 1. CONTRACTOR SHALL OBTAIN AND PAY FOR ALL PERMITS AND REFLECT AS-BUILT CONDITIONS.  
 2. ALL WORK SHALL BE IN ACCORDANCE WITH NATIONAL ELECTRICAL CODE AND SHALL ALSO COMPLY WITH ALL APPLICABLE RULES AND REGULATIONS OF LOCAL AND STATE LAWS AND ORDINANCES.  
 3. ALL ELECTRICAL WORK SHALL BE CAREFULLY COORDINATED WITH THE ON-SITE CONDITIONS, WHERE CUTTING, DRILLING OR ALTERATION TO THE WORK OF OTHERS IS NECESSARY FOR THE PROPER INSTALLATION OF ELECTRICAL EQUIPMENT. SUCH WORK SHALL BE PLANNED IN ADVANCE AND SHALL BE CAREFULLY DONE. ANY DAMAGE TO THE BUILDING OR EQUIPMENT SHALL BE REPAIRED BY PROPERLY TRAINED PERSONNEL TO THE SATISFACTION OF THE OWNER AT NO ADDITIONAL COST TO THE OWNER.  
 4. ALL 120 VOLT CONDUCTORS SHALL BE COPPER AND SHALL HAVE TYPE "THHN/THWN" INSULATION.  
 5. ALL BRANCH CIRCUIT CONDUCTORS NOT NOTED SHALL BE NO. 12 AWG COPPER.  
 6. UNLESS OTHERWISE NOTED, ALL RACEWAYS SHALL BE RIGID STEEL CONDUIT ABOVE GRADE AND RIGID OR PVC FOR BELOW GRADE RUNS, AS INDICATED.  
 7. THE ELECTRICAL SYSTEM SHALL BE COMPLETELY AND EFFECTIVELY GROUND AS REQUIRED BY THE NEC. ALL METALLIC RACEWAYS SHALL BE MECHANICALLY AND ELECTRICALLY SECURE AT ALL JOINTS, CABINETS, FITTINGS, AND EQUIPMENT.  
 8. UPON COMPLETION OF WORK THE INSTALLING CONTRACTOR SHALL CORRECT ALL panel board CIRCUIT DIRECTORY CARDS TO REFLECT AS-BUILT CONDITIONS.  
 9. ALL RACEWAYS SHALL BE PROVIDED WITH EQUIPMENT GROUNDING CONDUCTOR. EQUIPMENT GROUNDING CONDUCTOR SHALL BE INSTALLED IN ALL ELECTRICAL RACEWAYS AND SHALL BE INSTALLED IN ACCORDANCE WITH N.E.C. ARTICLE 250 AND SHALL BE CONTINUOUS.  
 10. ELECTRICAL INSTALLATION CONTRACTOR SHALL CAREFULLY IDENTIFY ALL RACEWAYS AND CONDUITS BY CIRCUIT NUMBER DURING INSTALLATION. ALL RACEWAYS AND CONDUITS SHALL BE PROPERLY AND SECURELY ATTACHED TO STRUCTURAL COMPONENTS AS REQUIRED BY N.E.C. ALL FASTENERS AND HARDWARE SHALL BE APPROVED FOR THE INSTALLATION AND THE CONDITIONS ENCOUNTERED.  
 11. THE ELECTRICAL CONTRACTOR SHALL BE RESPONSIBLE TO PROTECT AND KEEP CLEAN ALL ELECTRICAL EQUIPMENT AND RELATED WORK AREAS.  
 12. CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING, INSTALLING TESTING, CALIBRATING AND OTHERS WORKING DRAWINGS. CONTRACTOR SHALL CHECK ALL MEASUREMENTS, IN CASE OF DOUBT CONSULT OWNER OR ENGINEER.  
 13. CONTRACTOR SHALL PROVIDE ALL INFORMATION ABOUT THE PROPOSED EQUIPMENT TO BE FURNISHED TO THE ENGINEER/OWNER FOR REVIEW PURPOSES. THE CONTRACTOR SHALL PROVIDE ALL INSTALLATION DETAILS AND SUPPORT COMPONENTS SO THAT THESE MAY BE BUILT INTO THE CONSTRUCTION IN A TIGHT MANNER.  
 14. EACH OUTLET OR JUNCTION IN ANY OF THE WIRING SYSTEMS SHALL BE MADE IN APPROVED JUNCTION BOX, SWITCH BOX OR CONTROL BOX.  
 15. CONTRACTOR SHALL BE RESPONSIBLE FOR THE WORK OF THE CONTRACTOR. DRAWINGS ARE DIAGRAMMATIC, BUT SHALL BE FOLLOWS AS EXACTLY AS ACTUAL CONSTRUCTION OF THE FACILITY ATTEMPT HAS BEEN MADE TO DEFINE THE WORK OF THE CONTRACTOR. DRAWINGS AND SCHEDULES SHALL BE OBTAIN A COMPLETE AND SATISFACTORY INSTALLATION. AN ATTEMPT HAS BEEN MADE TO DEFINE THE WORK OF THE CONTRACTOR.  
 16. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING, INSTALLING TESTING, CALIBRATING AND OTHERS WORKING DRAWINGS. CONTRACTOR SHALL CHECK ALL MEASUREMENTS, IN CASE OF DOUBT CONSULT OWNER OR ENGINEER.  
 17. THE CONTRACTOR SHALL PROVIDE ALL INFORMATION ABOUT THE PROPOSED EQUIPMENT TO BE FURNISHED TO THE ENGINEER/OWNER FOR REVIEW PURPOSES. THE CONTRACTOR SHALL PROVIDE ALL INSTALLATION DETAILS AND SUPPORT COMPONENTS SO THAT THESE MAY BE BUILT INTO THE CONSTRUCTION IN A TIGHT MANNER.  
 18. INDICATE VARIOUS TYPES OF WORK.  
 19. REMOVE ALL EXISTING TRIPLEX AERIAL SERVICE DROP CABLE BETWEEN POLES. REPLACE WITH UNDERGROUND WIRING CONSISTING OF 1\"/>

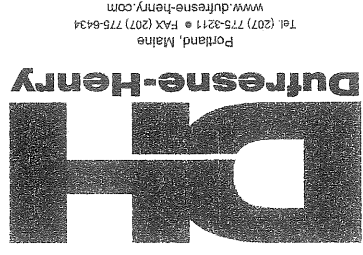


**PHASE I PARKING GARAGE  
TO INCLUDE:  
CONTRACT 1 - TEMPORARY PARKING LOT**

**PORTLAND INTERNATIONAL JETPORT  
PORTLAND, MAINE**

BID NO. 9401

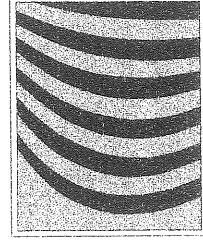
MAY 2001



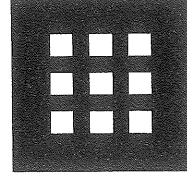
Portland, Maine  
Tel (207) 775-3211 • Fax (207) 775-6134  
www.dufresne-henry.com

**EXISTING AS-BUILT CONDITIONS FOR  
THE PORTLAND INTERNATIONAL  
JETPORT REMOTE PARK & RIDE LOT  
GIVEN TEMPORARY SITE PLAN  
APPROVAL ON MARCH 13, 2001.**

Parking Consultants  
Architects Engineers  
Planners  
21800 W. Ten Mile, Suite 209  
Southfield, Michigan 48075  
(248) 353-5080  
Fax (248) 353-3830  
Tampa, Florida  
(813) 879-0987  
Maitland, Florida  
(407) 667-8990  
E-MAIL: parking@richassoc.com

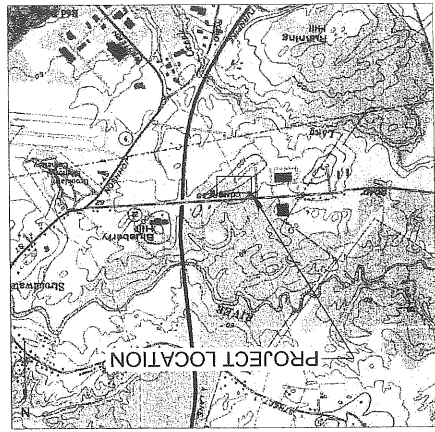
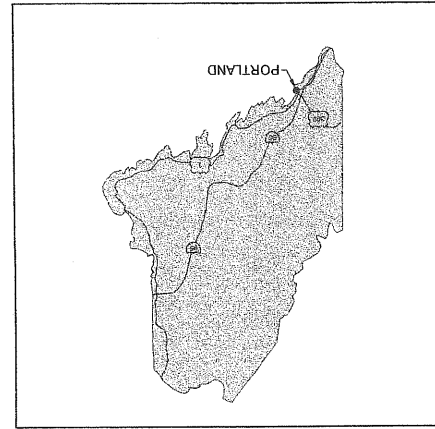


**RICH**  
AND ASSOCIATES



**DOMENECH  
HICKS &  
KROCKMALNIC**  
ARCHITECTS

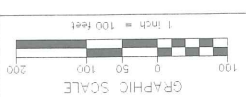
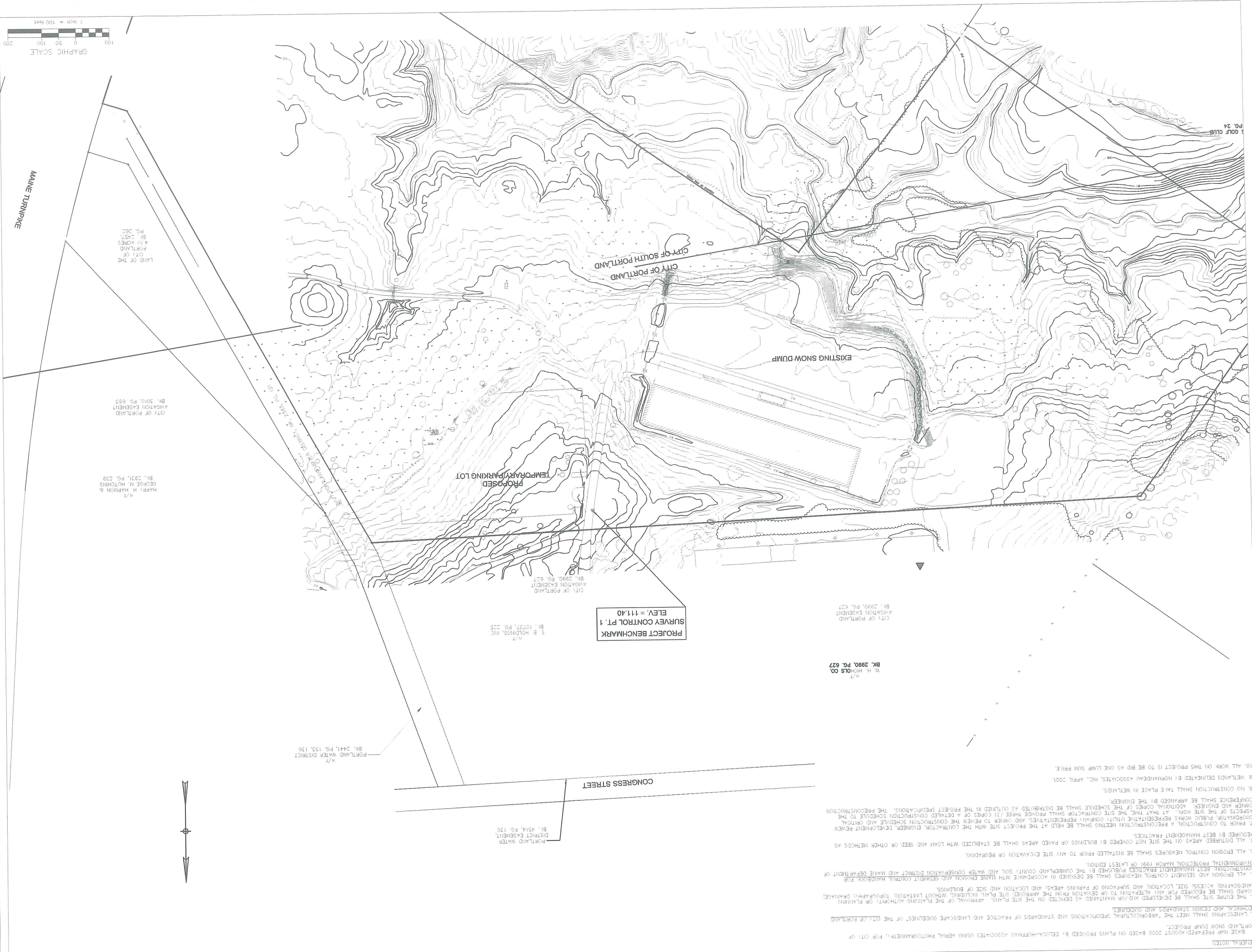
155 Massachusetts Ave.  
Boston, MA 02115  
617-267-6408  
Fax 617-267-1990



SHEET	TITLE
C1-1	LOCATION PLAN & GENERAL NOTES
C1-2	EXISTING CONDITIONS PLAN
C1-3	LAYOUT & LANDSCAPING PLAN
C1-4	SITE GRADING & DRAINAGE PLAN
C1-5	EROSION & SEDIMENTATION CONTROL PLAN
C1-6	EROSION & SEDIMENTATION CONTROL NOTES & DETAILS
C1-7	STORMWATER DETAILS
C1-8	MISCELLANEOUS DETAILS & SIGNS
E1-1	ELECTRICAL PLAN & NOTES
E1-A	PHOTOMETRIC PLAN
E1-2	MISCELLANEOUS ELECTRICAL DETAILS

INDEX OF SHEETS

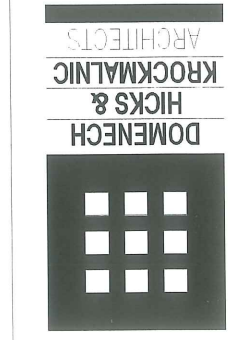
- GENERAL NOTES
1. BASE MAP PREPARED AUGUST 2000 BASED ON PLANS PROVIDED BY DELUCA-HOFFMAN ASSOCIATES USING AERIAL PHOTOGRAMMETRY FOR CITY OF PORTLAND SNOW DUMP PROJECT.
  2. LANDSCAPING SHALL MEET THE "ARBOREOUS SPECIFICATIONS AND STANDARDS OF PRACTICE AND LANDSCAPE GUIDELINES" OF THE CITY OF PORTLAND AND DESIGN STANDARDS AND GUIDELINES.
  3. THE ENTIRE SITE SHALL BE DEVELOPED AND/OR MAINTAINED AS DEPICTED ON THE SITE PLANS. APPROVAL OF THE PLANNING AUTHORITY OR PLANNING BOARD SHALL BE REQUIRED FOR ANY ALTERATION TO OR DEVIATION FROM THE APPROVED SITE LOCATION AND SIZE OF BUILDINGS.
  4. LANDSCAPING, ACCESS, SIZE, LOCATION, AND SURFACING OF PARKING AREAS AND LOCATION AND SIZE OF BUILDINGS.
  5. ENVIRONMENTAL PROTECTION PROTECTION MARCH 1991 OR LATEST EDITION.
  6. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO ANY SITE EXCAVATION OR GRADING.
  7. ALL DISTURBED AREAS ON THE SITE NOT COVERED BY BUILDINGS OR PAVED AREAS SHALL BE STABILIZED WITH LOAM AND SEED OR OTHER METHODS AS REQUIRED BY BEST MANAGEMENT PRACTICES.
  8. PRIOR TO CONSTRUCTION, A RECONSTRUCTION MEETING SHALL BE HELD AT THE PROJECT SITE WITH THE CONTRACTOR, ENGINEER, DEVELOPER, ENVIRONMENTAL COORDINATOR, PUBLIC WORKS REPRESENTATIVE, UTILITY COMPANIES REPRESENTATIVES, AND OWNER TO REVIEW THE CONSTRUCTION SCHEDULE AND CRITICAL ASPECTS OF THE WORK. AT THAT TIME, THE SITE CONTRACTOR SHALL PROVIDE THREE (3) COPIES OF A DETAILED CONSTRUCTION SCHEDULE TO THE OWNER AND ENGINEER. ADDITIONAL COPIES OF THE SCHEDULE SHALL BE DISTRIBUTED AS OUTLINED IN THE PROJECT SPECIFICATIONS. THE RECONSTRUCTION CONFERENCE SHALL BE ATTENDED BY THE ENGINEER.
  9. NO CONSTRUCTION SHALL TAKE PLACE IN WETLANDS.
  10. ALL WORK ON THIS PROJECT IS TO BE BID AS ONE LUMP SUM PRICE.



CITY OF PORTLAND  
 DEPARTMENT OF  
 WATERFRONT AND  
 TRANSPORTATION  
 PHASE I  
 PARKING GARAGE  
 PORTLAND INTERNATIONAL  
 AIRPORT  
 PORTLAND, MAINE

**Dufresne-Henry**  
 22 FREE STREET  
 PORTLAND, ME 04101  
 207-775-3211  
 FAX 207-775-6434

155 Massachusetts Ave.  
 Boston, MA 02115  
 617-267-6408  
 Fax 617-267-1990



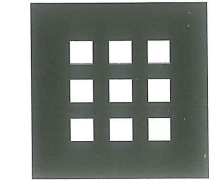
05-04-01  
 Date: 8/17/04  
 Drawing No.: C1-1  
 Project No.: 05-04-01  
 Title: TEMPORARY PARKING LOT LOCATION PLAN AND GENERAL NOTES

Scale: 1" = 100'

City of Portland  
 Department of Waterfront and Transportation  
 22 Free Street  
 Portland, ME 04101  
 207-775-3211  
 Fax 207-775-6434







**DOMENECH  
& HICKS  
KROCKMALNIC  
ARCHITECTS**

155 Massachusetts Ave.  
Boston, MA 02115  
617-267-6408  
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**Dufresne-Henry**  
22 FREE STREET  
PORTLAND, ME 04101  
207-775-3211  
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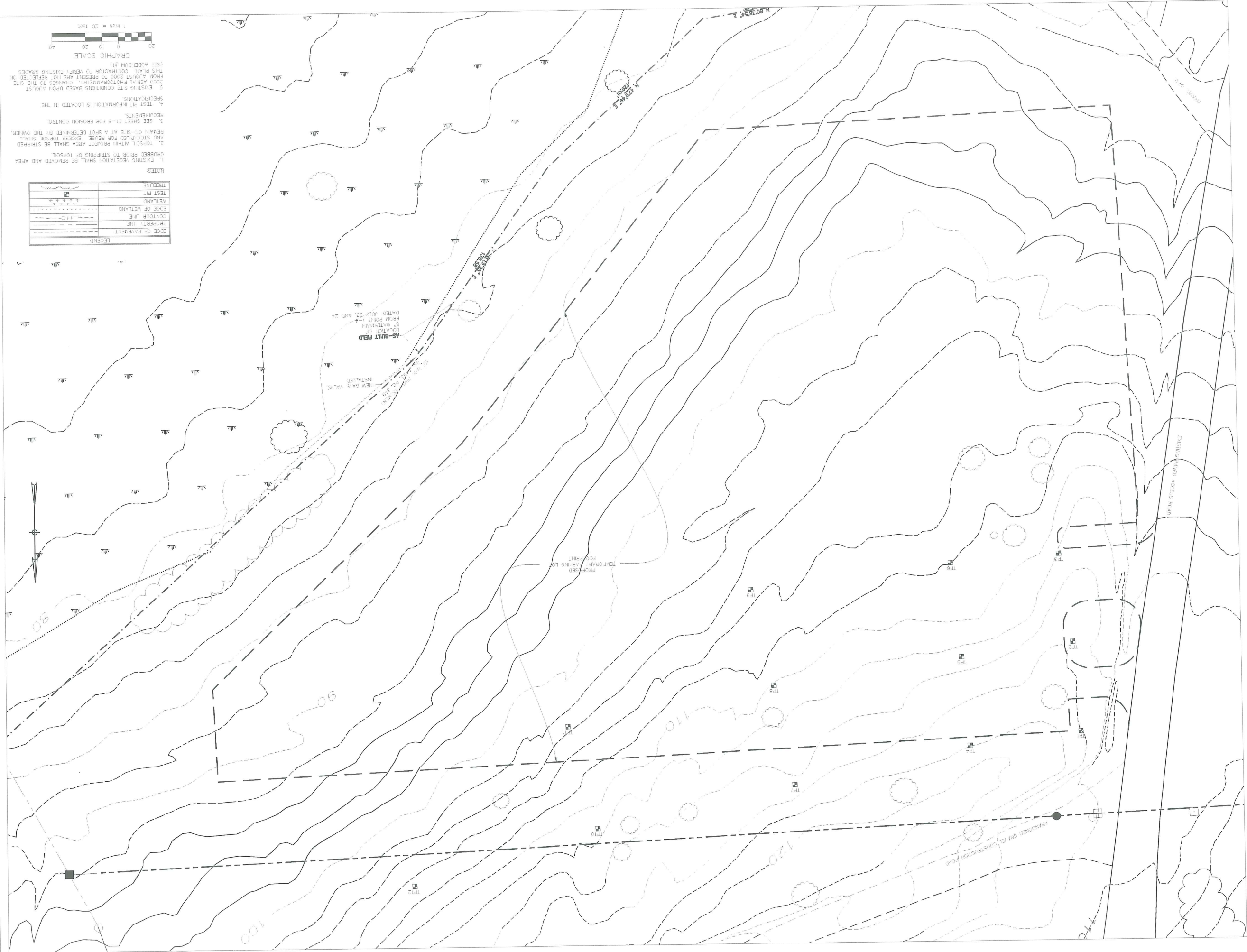
CITY OF PORTLAND  
DEPARTMENT OF  
WATERFRONT AND  
TRANSPORTATION

PHASE I  
PARKING GARAGE  
PORTLAND  
INTERNATIONAL  
JETPORT  
PORTLAND, MAINE

TEMPORARY PARKING LOT  
EXISTING CONDITIONS PLAN



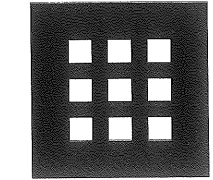
C1-2



LEGEND

---	EDGE OF PAVEMENT
- - - -	PROPERTY LINE
.....	CONTOUR LINE
- - - - -	EDGE OF WETLAND
	WETLAND
□	TEST PIT
---	PERMINE

NOTES:  
1. EXISTING VEGETATION SHALL BE REMOVED AND AREA GRUBBED PRIOR TO STRIPPING OF TOPSOIL.  
2. TOPSOIL WITHIN PROJECT AREA SHALL BE STRIPPED AND STOCKPILED FOR REUSE. EXCESS TOPSOIL SHALL REMAIN ON-SITE AT A SPOT DETERMINED BY THE OWNER.  
3. SEE SHEET C1-5 FOR EROSION CONTROL REQUIREMENTS.  
4. TEST PIT INFORMATION IS LOCATED IN THE SPECIFICATIONS.  
5. EXISTING SITE CONDITIONS BASED UPON AUGUST 2000 AERIAL PHOTOGRAMMETRY. CHANGES TO THE SITE THIS PLAN. CONTRACTOR TO VERIFY EXISTING GRADES (SEE ADDENDUM #1).  
GRAPHIC SCALE  
1 inch = 20 feet  
0 10 20 30 40



**DOMENECH  
HICKS &  
ROCKMALNIC  
ARCHITECTS**

151 Massachusetts Ave.  
Boston, MA 02115  
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201 FREE STREET  
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FA: 207-775-6434

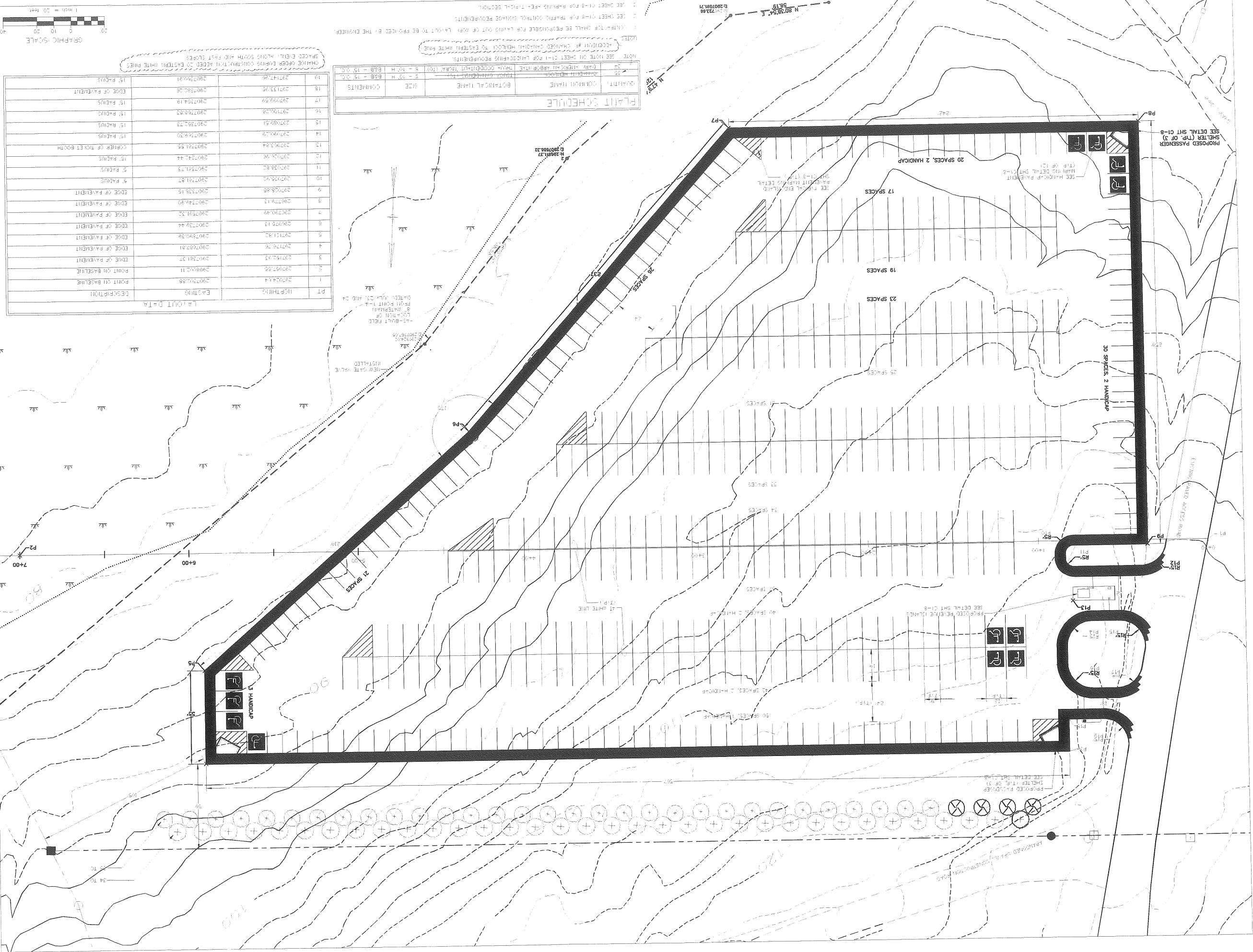
CITY OF PORTLAND  
DEPARTMENT OF  
WATERFRONT AND  
TRANSPORTATION

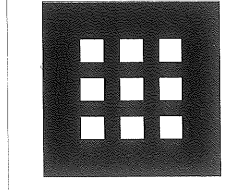
PHASE I  
PARKING GARAGE  
PORTLAND  
INTERNATIONAL  
AIRPORT  
PORTLAND, MAINE

TEMPORARY PARKING LOT  
LAYOUT/LANDSCAPING PLAN



Scale	1" = 20'
Sheet No.	1-3
Project No.	
Revision No.	
Drawn By	
Checked By	
Engineer	





**DOMENECH  
HICKS &  
KROCKMALNIC  
ARCHITECTS**

155 Massachusetts Ave.  
Boston, MA 02115  
617-267-6408  
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**Dufresne-Henry**  
22 FREE STREET  
PORTLAND, ME 04101  
207-775-3211  
207-775-6434  
Fax: 207-775-6434

**CITY OF PORTLAND  
DEPARTMENT OF  
WATERFRONT AND  
TRANSPORTATION**

**PHASE I  
PARKING GARAGE**

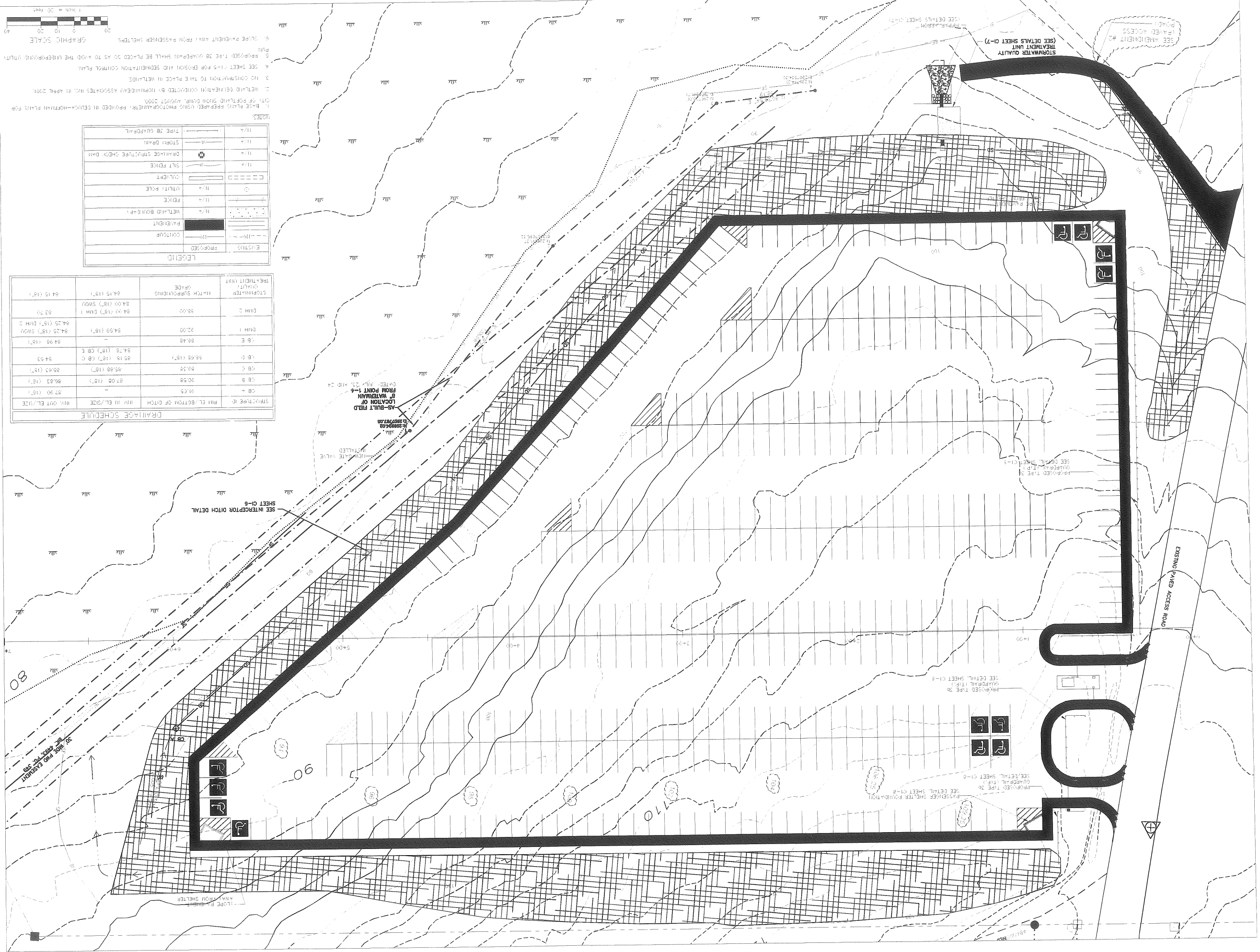
**PORTLAND  
INTERNATIONAL  
AIRPORT**

PORTLAND, MAINE

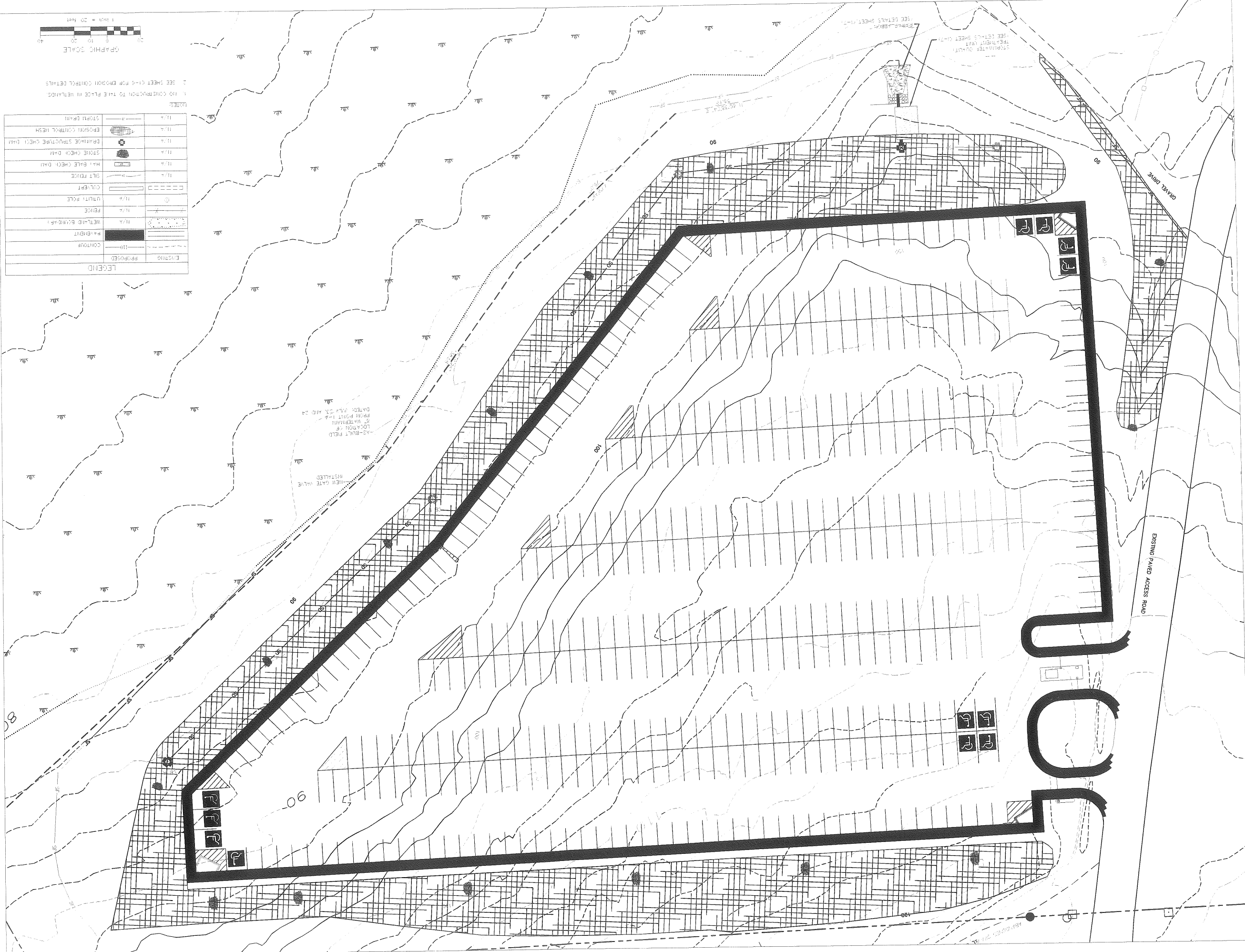
TEMPORARY PARKING LOT  
SITE GRADING &  
DRAINAGE PLAN



1-4

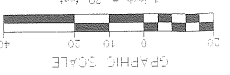






LEGEND

EXISTING PROPOSED	CONTOUR	110
PAVEMENT	RETAINING WALL	11/2
POST	FENCE	11/2
UTILITY POLE	CULVERT	11/2
SILT FENCE	H&I GATE CHECK DAM	11/2
STONE CHECK DAM	STONE CHECK DAM	11/2
DRAINAGE STRUCTURE CHECK DAM	EROSION CONTROL MESH	11/2
STOP SIGN		



NOTES:  
 1. NO CONSTRUCTION TO TAKE PLACE IN WETLANDS.  
 2. SEE SHEET C1-5 FOR EROSION CONTROL DETAILS.

DATE	DESCRIPTION
05/27/82	ISSUED FOR PERMITS
05/14/82	REVISION
05/14/82	REVISION

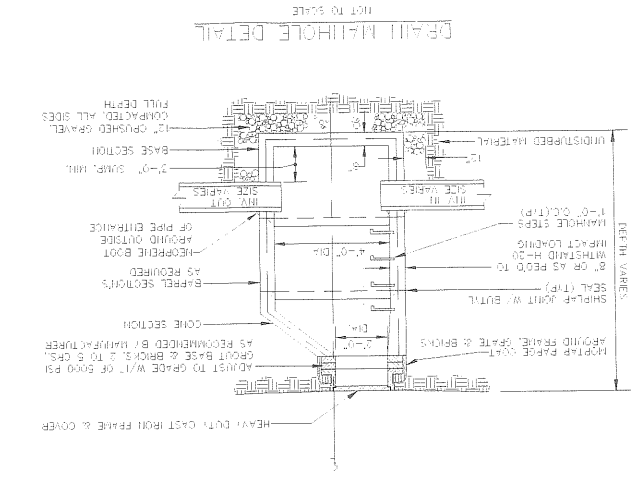
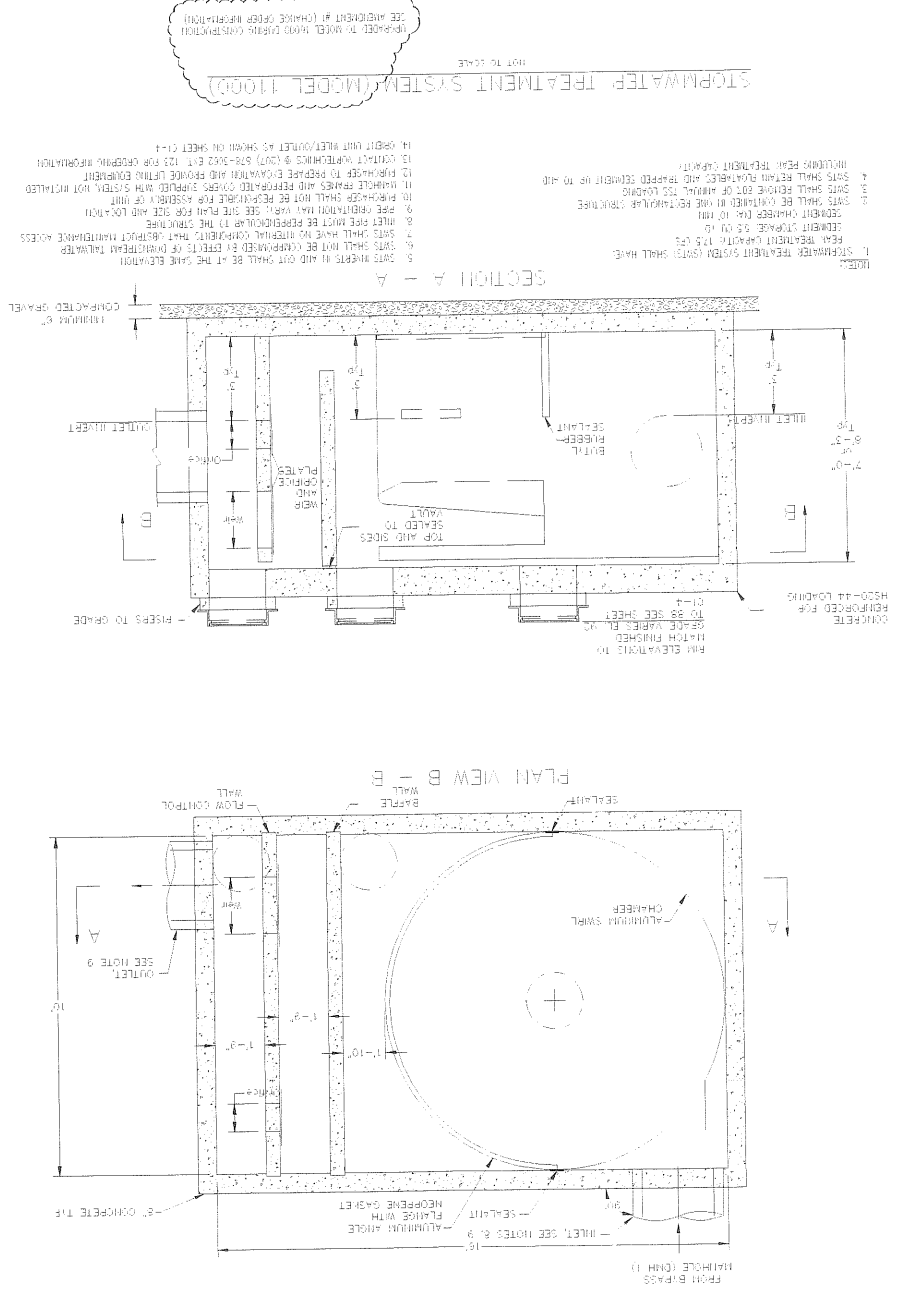
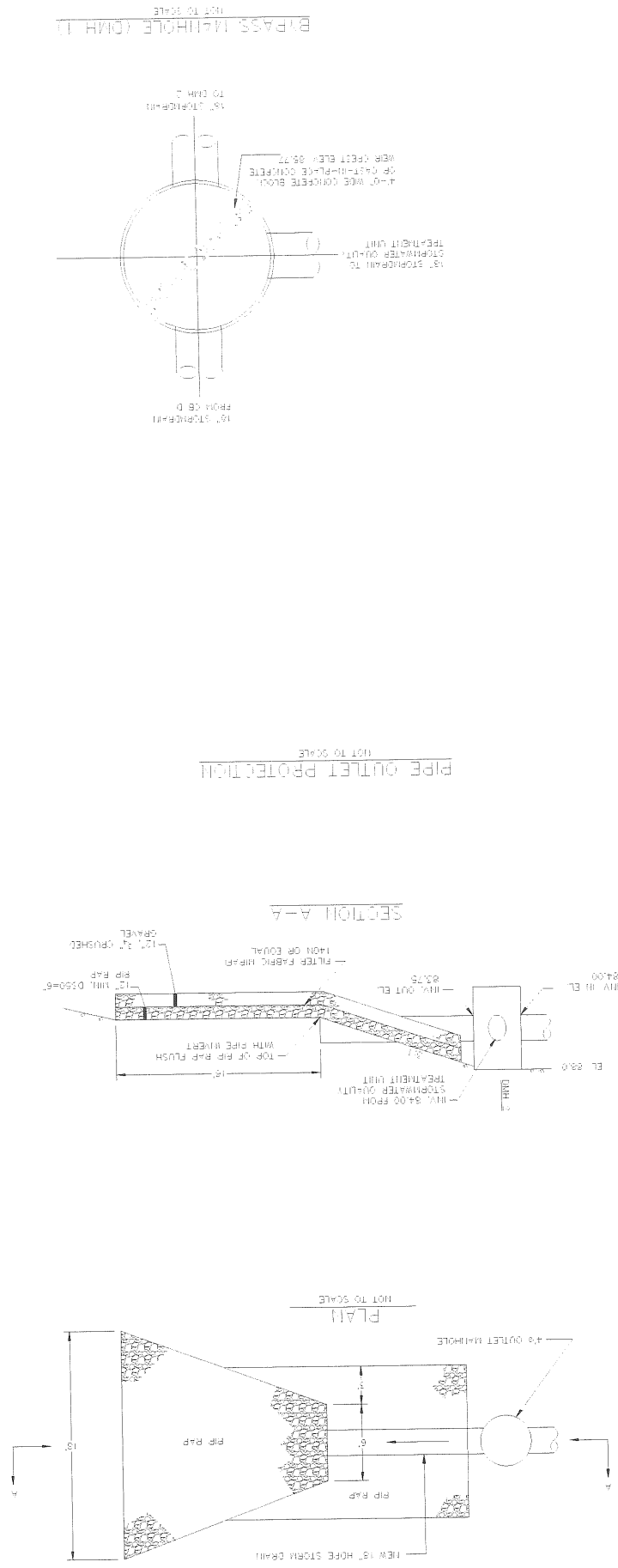
CITY OF PORTLAND  
 DEPARTMENT OF WATERFRONT AND TRANSPORTATION  
 PHASE I  
 PARKING GARAGE  
 PORTLAND INTERNATIONAL AIRPORT  
 PORTLAND, MAINE

**DH**  
 Dufresne-Henry  
 22 FREE STREET  
 PORTLAND, ME 04101  
 TEL: 775-3211  
 FAX: 775-6434

**DOMENECH HICKS & KROCKMALNIC ARCHITECTS**  
 155 Massachusetts Ave.  
 Boston, MA 02115  
 TEL: 267-5408  
 FAX: 267-1990

C1-5





**DOMENECH  
HICKS &  
KROCKMALNIC**  
ARCHITECTS

150 Massachusetts Ave.  
Boston, MA 02115  
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Fax 617-267-1990



22 FEE STREET  
PORTLAND, ME 04101  
507-775-3211  
FAX 207-775-6434

CITY OF PORTLAND

DEPARTMENT OF  
WATERFRONT AND  
TRANSPORTATION

PHASE I  
PARKING GARAGE

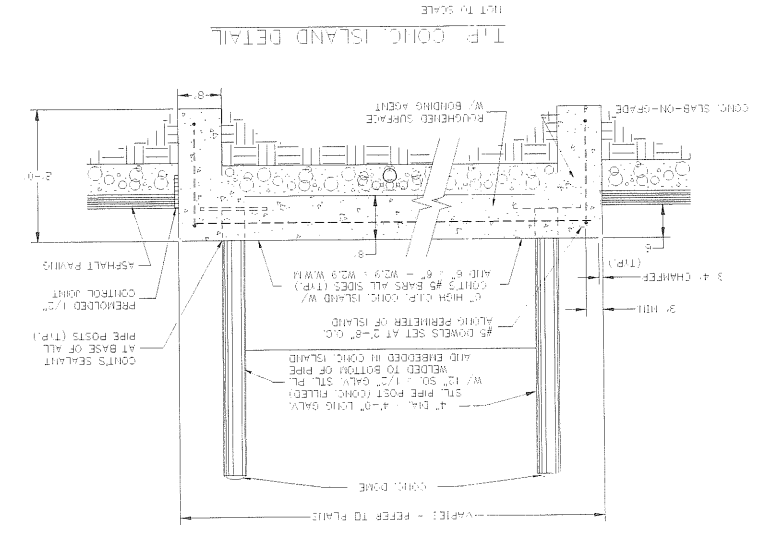
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INTERNATIONAL  
JETPORT

PORTLAND, MAINE

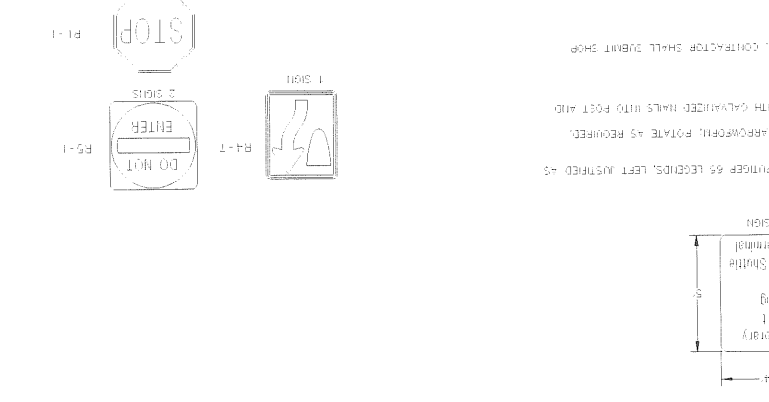
TEMPORARY PARKING LOT  
STOPWATER DETAILS



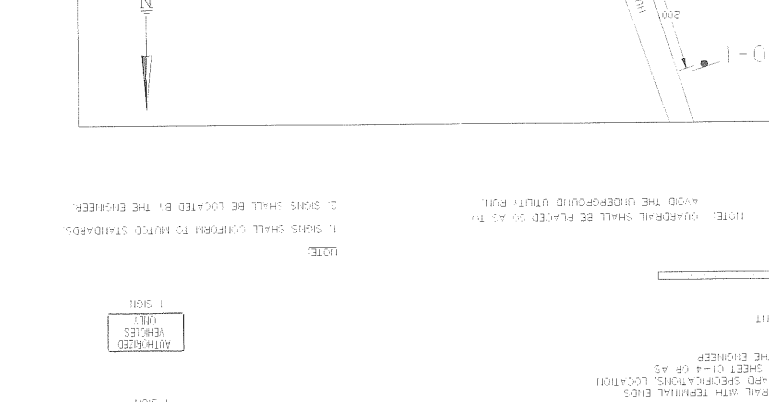
01-7



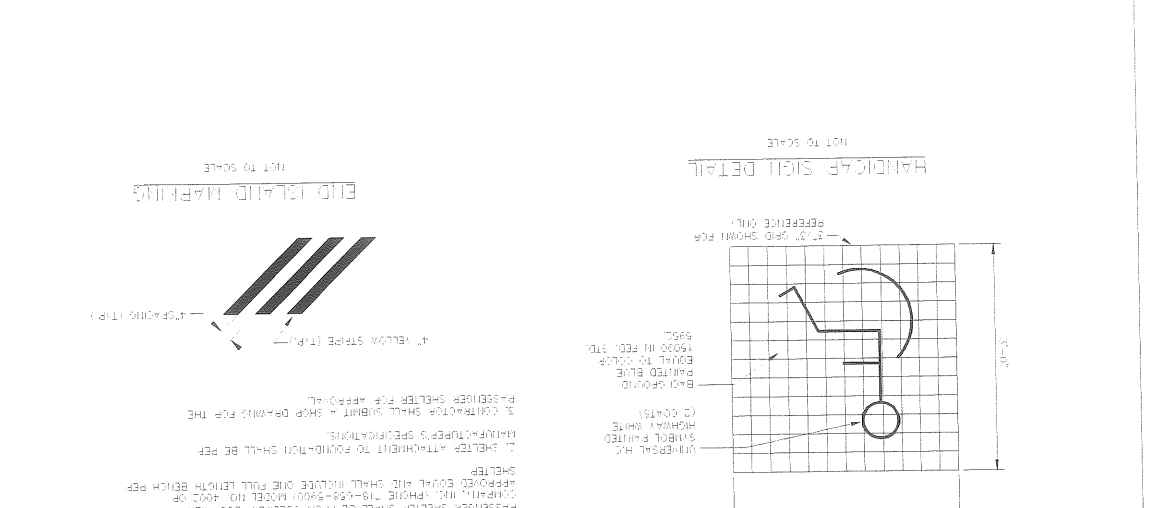
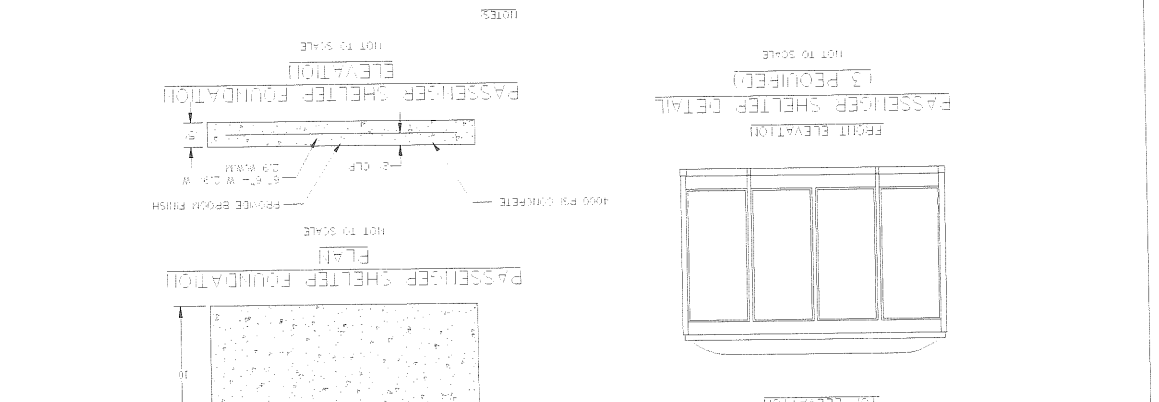
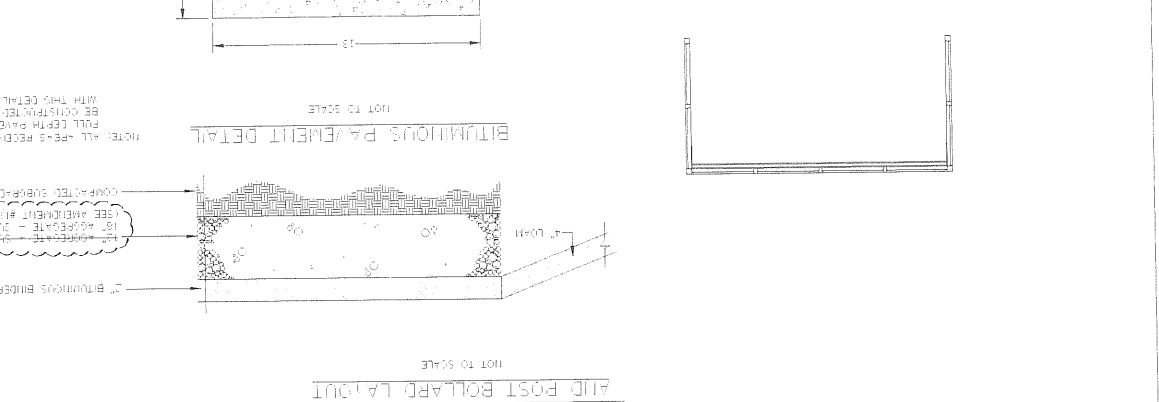
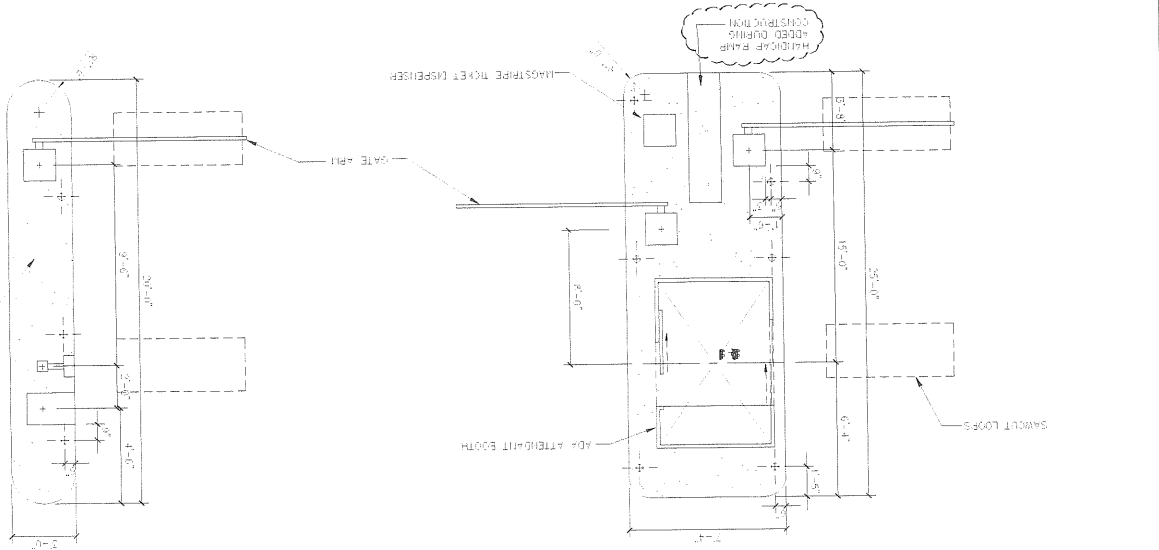
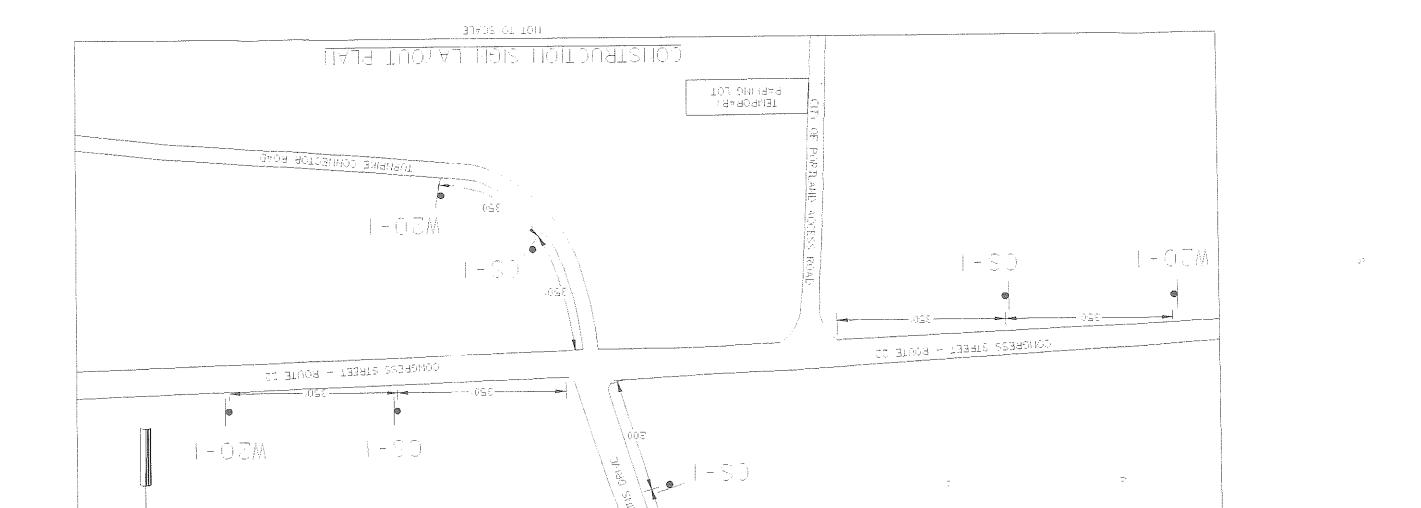
NOTES:  
 1. SEE TYPICAL CONC. ISLAND DETAIL THIS SHEET.  
 2. ALL OTHER INCIDENTAL WORK.  
 3. CONTRACTOR SHALL INSTALL THIS EQUIPMENT AND PUT IN CONTACT WITH THE CONTRACTOR.  
 4. ALLOWANCE HAS BEEN MADE IN THE CONTRACT DOCUMENTS FOR THE ISLAND (PHONE 241-8300) CONTACT THOSE DEPARTMENTS. ALL EQUIPMENT USE IS TO BE PROVIDED IN THE SHEET.  
 5. CONTRACTOR SHALL INSTALL THIS EQUIPMENT AND PUT IN CONTACT WITH THE CONTRACTOR.  
 6. ALLOWANCE HAS BEEN MADE IN THE CONTRACT DOCUMENTS FOR THE ISLAND (PHONE 241-8300) CONTACT THOSE DEPARTMENTS. ALL EQUIPMENT USE IS TO BE PROVIDED IN THE SHEET.  
 7. CONTRACTOR SHALL INSTALL THIS EQUIPMENT AND PUT IN CONTACT WITH THE CONTRACTOR.  
 8. ALLOWANCE HAS BEEN MADE IN THE CONTRACT DOCUMENTS FOR THE ISLAND (PHONE 241-8300) CONTACT THOSE DEPARTMENTS. ALL EQUIPMENT USE IS TO BE PROVIDED IN THE SHEET.



NOTES:  
 1. ON 3\"/>



NOTES:  
 1. SIGNS SHALL CONFORM TO MUTCD STANDARDS.  
 2. SIGNAGE SHALL BE PLACED AS TO AVOID THE UNDERGROUND UTILITY BURIAL.  
 3. SIGNAGE SHALL BE PLACED AS TO AVOID THE UNDERGROUND UTILITY BURIAL.  
 4. SIGNAGE SHALL BE PLACED AS TO AVOID THE UNDERGROUND UTILITY BURIAL.  
 5. SIGNAGE SHALL BE PLACED AS TO AVOID THE UNDERGROUND UTILITY BURIAL.











# PARK AND RIDE LOT

TO INCLUDE:  
 PROPOSED REVISIONS TO THE PORTLAND  
 INTERNATIONAL JETPORT PARK & RIDE LOT  
 FOR PERMANENT SITE PLAN APPROVAL  
 9/16/04

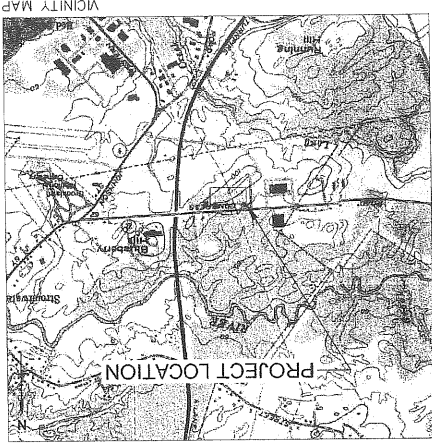
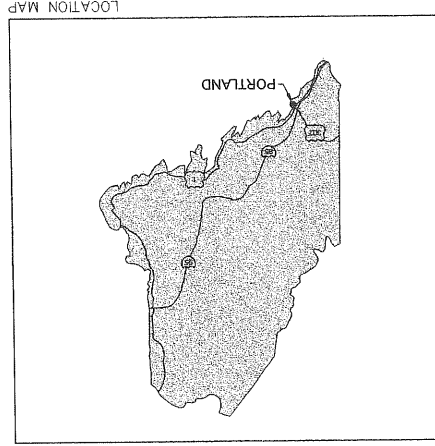
# PORTLAND INTERNATIONAL JETPORT PORTLAND, MAINE



SEPTEMBER '04

## INDEX OF SHEETS

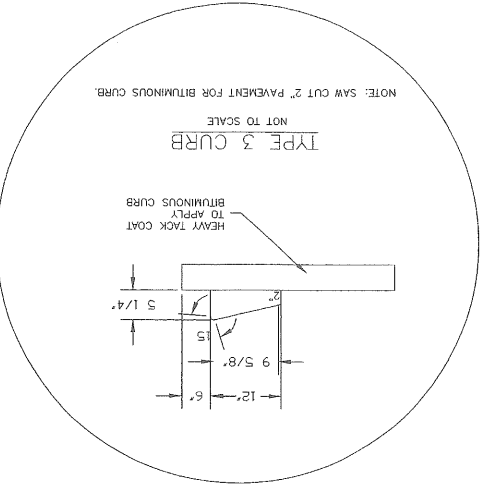
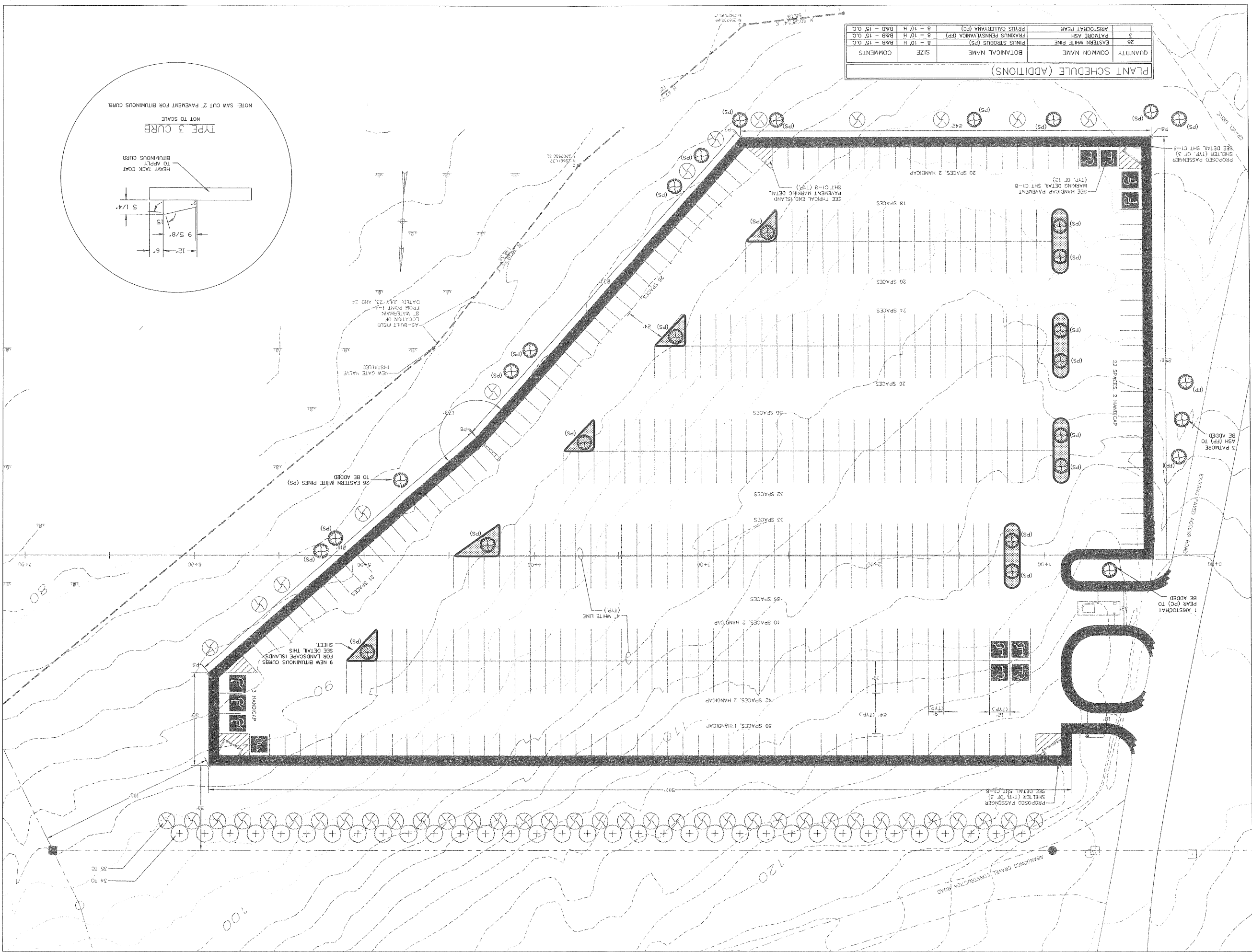
SHEET	TITLE
	STANDARD BOUNDARY SURVEY FOR THE CITY OF PORTLAND
LANDSCAPING DRAWINGS:	
L1-1	LAYOUT & LANDSCAPING
ELECTRICAL DRAWINGS:	
E1-1	REMOVAL OF OVERHEAD WIRING





QUANTITY	COMMON NAME	BOTANICAL NAME	SIZE	COMMENTS
1	ARISTOCRAT PEAR	PRUNUS CALLERIANA (P)	8 - 10' H	B&B - 15' O.C.
3	PALMORE ASH	FRAXINUS PENNSYLVANICA (FP)	8 - 10' H	B&B - 15' O.C.
26	EASTERN WHITE PINE	PINUS STROBUS (PS)	8 - 10' H	B&B - 15' O.C.

PLANT SCHEDULE (ADDITIONS)



**PORTLAND INTERNATIONAL JETPORT**

CITY OF PORTLAND  
DEPARTMENT OF WATERFRONT AND TRANSPORTATION

PORTLAND INTERNATIONAL JETPORT  
PARK & RIDE LOT

PROPOSED REVISIONS TO THE  
PORTLAND INTERNATIONAL JETPORT  
PARK & RIDE LOT


PORTLAND INTERNATIONAL JETPORT  
TEMPORARY PARKING LOT  
LAYOUT/LANDSCAPING PLAN

Scale: 1"=20'

DATE	09/10/14
REV	NONE
DESIGNED BY	FRS
CHECKED BY	FRS
DATE	01-3
SCALE	1"=20'

**PRM**  
Portland Regional Municipality

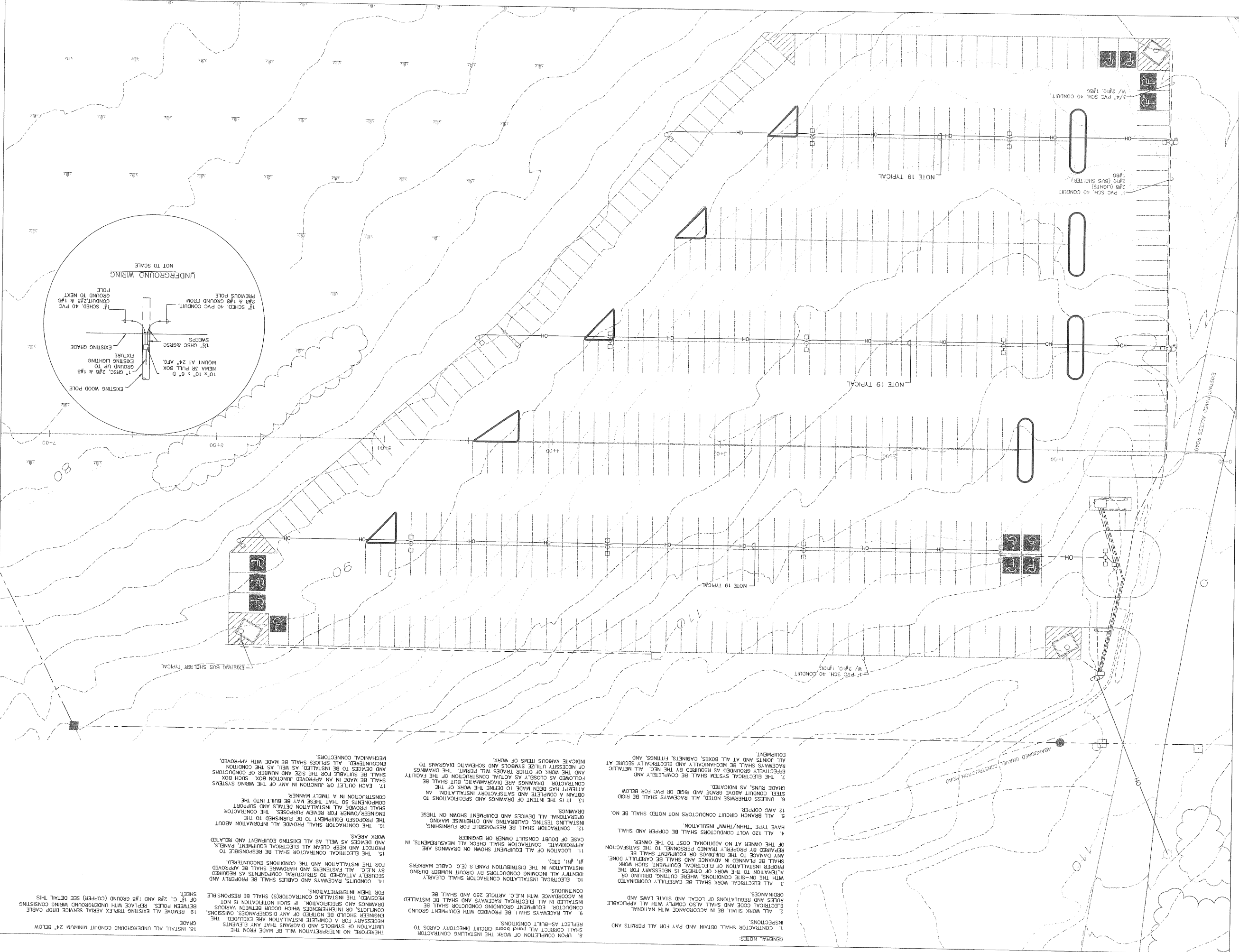
DATE: 05/10/04  
 DRAWN BY: [Signature]  
 CHECKED BY: [Signature]  
 PROJECT NO.: [Number]  
 SHEET NO.: 1-1



No.	Date	Description
1	05/19/04	REVISION OF OVERHEAD WIRING

CITY OF PORTLAND  
 DEPARTMENT OF  
 WATERFRONT AND  
 TRANSPORTATION  
 PORTLAND INTERNATIONAL  
 JETPORT  
 PORTLAND, MAINE

PROPOSED REVISIONS TO THE  
 PORTLAND INTERNATIONAL  
 JETPORT  
 PARK & RIDE LOT

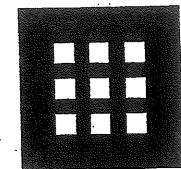
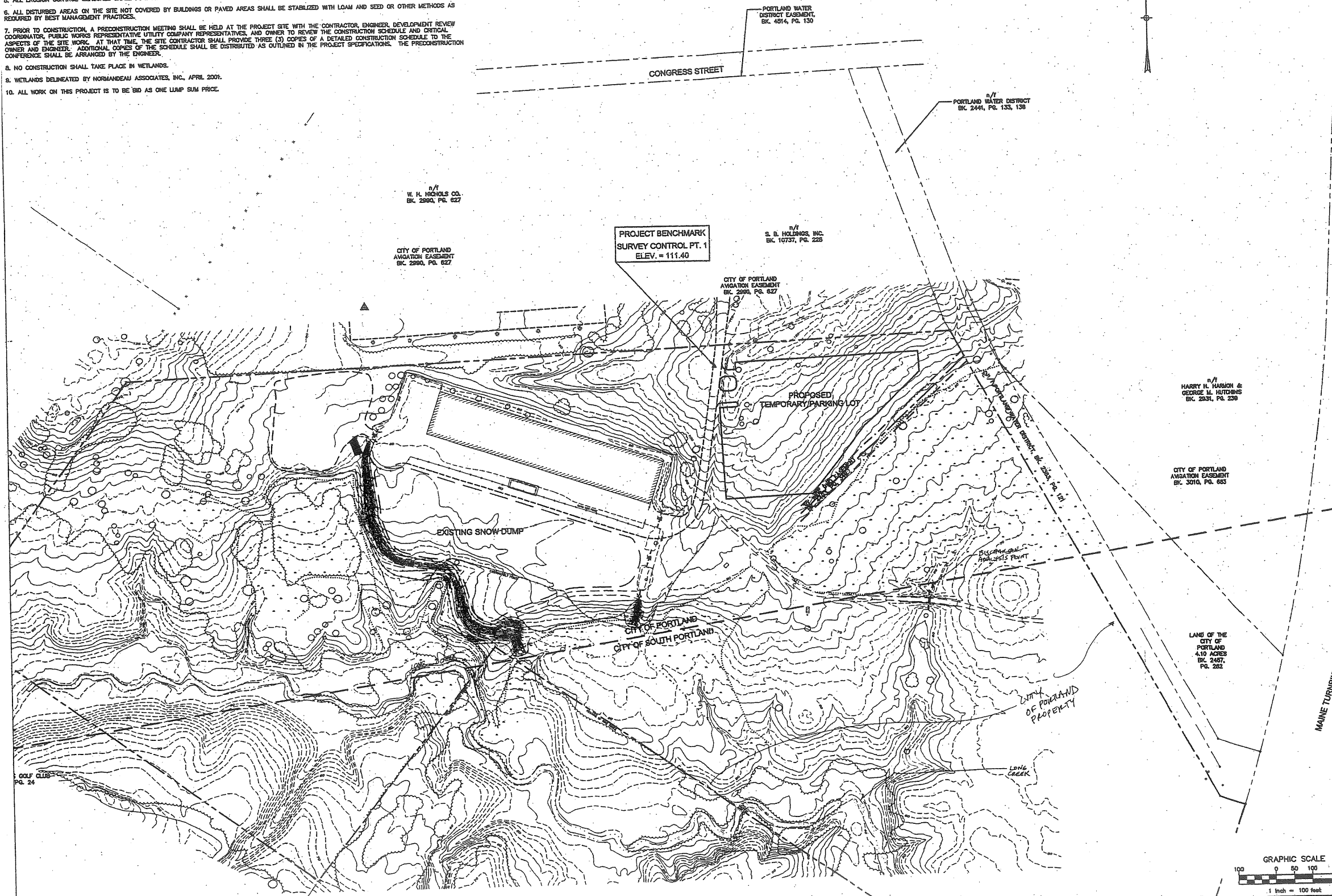


- GENERAL NOTES:**
1. CONTRACTOR SHALL OBTAIN AND PAY FOR ALL PERMITS AND INSPECTIONS.
  2. ALL WORK SHALL BE IN ACCORDANCE WITH NATIONAL ELECTRICAL CODE AND SHALL ALSO COMPLY WITH ALL APPLICABLE RULES AND REGULATIONS OF LOCAL AND STATE LAWS AND ORDINANCES.
  3. ALL ELECTRICAL WORK SHALL BE CAREFULLY COORDINATED WITH THE ON-SITE CONDITIONS, WHERE CUTTING, DRILLING OR OTHER ALTERATION TO THE WORK OF OTHERS IS NECESSARY FOR THE PROPER INSTALLATION OF ELECTRICAL EQUIPMENT, SUCH WORK SHALL BE PLANNED IN ADVANCE AND SHALL BE CAREFULLY DONE. ANY DAMAGE TO THE BUILDING OR EQUIPMENT SHALL BE REPAIRED BY PROPERLY TRAINED PERSONNEL TO THE SATISFACTION OF THE OWNER AT NO ADDITIONAL COST TO THE OWNER.
  4. ALL 120 VOLT CONDUCTORS SHALL BE COPPER AND SHALL HAVE TYPE THHN/THWN INSULATION.
  5. ALL BRANCH CIRCUIT CONDUCTORS NOT NOTED SHALL BE NO. 12 AWG COPPER.
  6. UNLESS OTHERWISE NOTED, ALL RACEWAYS SHALL BE RIGID STEEL CONDUIT ABOVE GRADE AND RIGID OR PVC FOR BELOW GRADE RUNS, AS INDICATED.
  7. THE ELECTRICAL SYSTEM SHALL BE COMPLETELY AND EFFECTUALLY GROUNDED AS REQUIRED BY THE NEC. ALL METALLIC RACEWAYS SHALL BE MECHANICALLY AND ELECTRICALLY SECURE AT ALL JOINTS AND AT ALL BOXES, CABINETS, FITTINGS, AND EQUIPMENT.
  8. UPON COMPLETION OF WORK THE INSTALLING CONTRACTOR SHALL CORRECT ALL panel board circuit directory CARDS TO REFLECT AS-BUILT CONDITIONS.
  9. ALL RACEWAYS SHALL BE PROVIDED WITH EQUIPMENT GROUNDING CONDUCTORS BY CIRCUIT NUMBER DURING INSTALLATION IN ALL ELECTRICAL RACEWAYS AND SHALL BE INSTALLED IN ACCORDANCE WITH N.E.C. ARTICLE 250 AND SHALL BE CONTINUOUS.
  10. ELECTRICAL INSTALLATION CONTRACTOR SHALL CLEARLY IDENTIFY ALL INCOMING CONDUCTORS BY CIRCUIT NUMBER DURING INSTALLATION IN THE DISTRIBUTION PANELS (E.G. CABLE MARKERS #1, #11, ETC).
  11. LOCATION OF ALL EQUIPMENT SHOWN ON DRAWINGS ARE APPROXIMATE. CONTRACTOR SHALL CHECK ALL MEASUREMENTS, IN CASE OF DOUBT CONSULT OWNER OR ENGINEER.
  12. CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING, INSTALLING, TESTING, CALIBRATING AND OTHER WORK AS NOTED ON OPERATIONAL ALL DEVICES AND EQUIPMENT SHOWN ON THESE DRAWINGS.
  13. IT IS THE INTENT OF DRAWINGS AND SPECIFICATIONS TO OBTAIN A COMPLETE AND SATISFACTORY INSTALLATION. AN ATTEMPT HAS BEEN MADE TO DEFINE THE WORK OF THE CONTRACTOR. DRAWINGS ARE DIAGNOSTIC, BUT SHALL BE FOLLOWED AS CLOSELY AS ACTUAL CONSTRUCTION OF THE FACILITY AND THE WORK OF OTHER TRADES WILL PERMIT. THE DRAWINGS OF NECESSITY UTILIZE SYMBOLS AND SCHEMATIC DIAGRAMS TO INDICATE VARIOUS ITEMS OF WORK.
  14. CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING, INSTALLING, TESTING, CALIBRATING AND OTHER WORK AS NOTED ON OPERATIONAL ALL DEVICES AND EQUIPMENT SHOWN ON THESE DRAWINGS.
  15. THE CONTRACTOR SHALL PROVIDE ALL INFORMATION ABOUT THE PROPOSED EQUIPMENT TO BE FURNISHED TO THE ENGINEER/OWNER FOR REVIEW PURPOSES. THE CONTRACTOR SHALL PROVIDE ALL INSTALLATION DETAILS AND SUPPORT COMPONENTS SO THAT THESE MAY BE BUILT INTO THE CONSTRUCTION IN A TIMELY MANNER.
  17. EACH OUTLET OR JUNCTION IN ANY OF THE WIRING SYSTEMS SHALL BE MADE IN AN APPROVED JUNCTION BOX. SUCH BOX SHALL BE SIZED FOR THE SIZE AND NUMBER OF CONDUCTORS AND DEVICES TO BE INSTALLED, AS WELL AS THE CONDUIT ENCOUNTERED. ALL SPICES SHALL BE MADE WITH APPROVED, MECHANICAL CONNECTORS.
  18. INSTALL ALL UNDERGROUND CONDUIT MINIMUM 24" BELOW GRADE.
  19. REMOVE ALL EXISTING TRIPLEX AERIAL SERVICE DROP CABLE BETWEEN POLES. REPLACE WITH UNDERGROUND WIRING CONSISTING OF 1" C. 2#8 AND 1#8 GROUND (COPPER) SEE DETAIL THIS SHEET.
  14. CONDUITS, RACEWAYS AND CABLES SHALL BE PROPERLY AND SECURELY ATTACHED TO STRUCTURAL COMPONENTS AS REQUIRED FOR THE INSTALLATION AND THE CONDITIONS ENCOUNTERED.
  15. THE ELECTRICAL CONTRACTOR SHALL BE RESPONSIBLE TO PROTECT AND KEEP CLEAN ALL ELECTRICAL EQUIPMENT PANELS AND DEVICES AS WELL AS ALL EXISTING EQUIPMENT AND RELATED WORK AREAS.
  16. THE CONTRACTOR SHALL PROVIDE ALL INFORMATION ABOUT THE PROPOSED EQUIPMENT TO BE FURNISHED TO THE ENGINEER/OWNER FOR REVIEW PURPOSES. THE CONTRACTOR SHALL PROVIDE ALL INSTALLATION DETAILS AND SUPPORT COMPONENTS SO THAT THESE MAY BE BUILT INTO THE CONSTRUCTION IN A TIMELY MANNER.
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GENERAL NOTES

1. BASE MAP PREPARED AUGUST 2000 BASED ON PLANS PROVIDED BY DELUCA-HOFFMAN ASSOCIATES USING AERIAL PHOTOGRAMMETRY, FOR CITY OF PORTLAND SNOW DUMP PROJECT.
2. LANDSCAPING SHALL MEET THE "AGRICULTURAL SPECIFICATIONS AND STANDARDS OF PRACTICE AND LANDSCAPE GUIDELINES" OF THE CITY OF PORTLAND TECHNICAL AND DESIGN STANDARDS AND GUIDELINES.
3. THE ENTIRE SITE SHALL BE DEVELOPED AND/OR MAINTAINED AS DEPICTED ON THE SITE PLANS. APPROVAL OF THE PLANNING AUTHORITY OR PLANNING BOARD SHALL BE REQUIRED FOR ANY ALTERATION TO OR DEVIATION FROM THE APPROVED SITE PLAN, INCLUDING, WITHOUT LIMITATION: TOPOGRAPHY, DRAINAGE, LANDSCAPING, ACCESS, SIZE, LOCATION, AND SURFACING OF PARKING AREAS, AND LOCATION AND SIZE OF BUILDINGS.
4. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE DESIGNED IN ACCORDANCE WITH MAINE EROSION AND SEDIMENT CONTROL HANDBOOK FOR CONSTRUCTION BEST MANAGEMENT PRACTICES PUBLISHED BY THE CUMBERLAND COUNTY SOIL AND WATER CONSERVATION DISTRICT AND MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, MARCH 1991 OR LATEST EDITION.
5. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO ANY SITE EXCAVATION OR REGRADING.
6. ALL DISTURBED AREAS ON THE SITE NOT COVERED BY BUILDINGS OR PAVED AREAS SHALL BE STABILIZED WITH LOAM AND SEED OR OTHER METHODS AS REQUIRED BY BEST MANAGEMENT PRACTICES.
7. PRIOR TO CONSTRUCTION, A PRECONSTRUCTION MEETING SHALL BE HELD AT THE PROJECT SITE WITH THE CONTRACTOR, ENGINEER, DEVELOPMENT REVIEW COORDINATOR, PUBLIC WORKS REPRESENTATIVE, UTILITY COMPANY REPRESENTATIVES, AND OWNER TO REVIEW THE CONSTRUCTION SCHEDULE AND CRITICAL ASPECTS OF THE SITE WORK. AT THAT TIME, THE SITE CONTRACTOR SHALL PROVIDE THREE (3) COPIES OF A DETAILED CONSTRUCTION SCHEDULE TO THE OWNER AND ENGINEER. ADDITIONAL COPIES OF THE SCHEDULE SHALL BE DISTRIBUTED AS OUTLINED IN THE PROJECT SPECIFICATIONS. THE PRECONSTRUCTION CONFERENCE SHALL BE ARRANGED BY THE ENGINEER.
8. NO CONSTRUCTION SHALL TAKE PLACE IN WETLANDS.
9. WETLANDS DELINEATED BY NORMANDEAU ASSOCIATES, INC., APRIL 2001.
10. ALL WORK ON THIS PROJECT IS TO BE BID AS ONE LUMP SUM PRICE.



**DOMENECH  
HICKS &  
KROCKMALNIC  
ARCHITECTS**

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22 FREE STREET  
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207-775-3211  
FAX 207-775-6434

**CITY OF PORTLAND  
PORTLAND, MAINE**

**DEPARTMENT OF  
WATERFRONT AND  
TRANSPORTATION**


**PHASE I  
PARKING GARAGE**

**PORTLAND  
INTERNATIONAL  
JETPORT**

**PORTLAND, MAINE**

**TEMPORARY PARKING LOT  
LOCATION PLAN AND  
GENERAL NOTES**

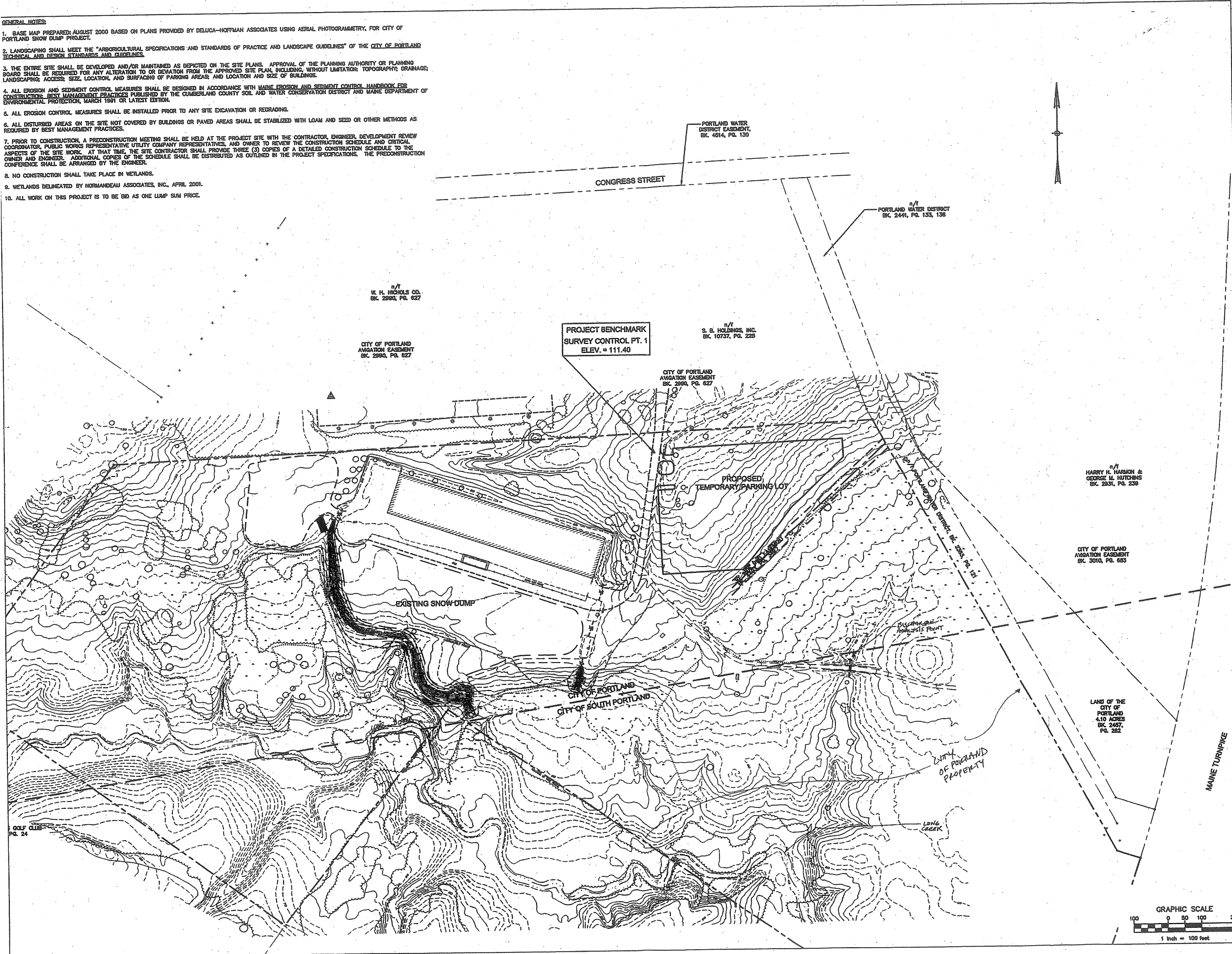
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By	MS
Checked by	SP
Date	09/08/01
Scale	05-01-01



C1-1

**GENERAL NOTES:**

1. BASE MAP PREPARED: AUGUST 2000 BASED ON PLANS PROVIDED BY DELUCA-HOFFMAN ASSOCIATES USING AERIAL PHOTOGRAMMETRY, FOR CITY OF PORTLAND SNOW DUMP PROJECT.
2. LANDSCAPING SHALL MEET THE "ARBORCULTURAL SPECIFICATIONS AND STANDARDS OF PRACTICE AND LANDSCAPE GUIDELINES" OF THE CITY OF PORTLAND TECHNICAL AND DESIGN STANDARDS AND GUIDELINES.
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4. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE DESIGNED IN ACCORDANCE WITH MAINE EROSION AND SEDIMENT CONTROL HANDBOOK FOR CONSTRUCTION BEST MANAGEMENT PRACTICES PUBLISHED BY THE CUMBERLAND COUNTY SOIL AND WATER CONSERVATION DISTRICT AND MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, MARCH 1991 OR LATEST EDITION.
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6. ALL DISTURBED AREAS ON THE SITE NOT COVERED BY BUILDINGS OR PAVED AREAS SHALL BE STABILIZED WITH LOAM AND SEED OR OTHER METHODS AS REQUIRED BY BEST MANAGEMENT PRACTICES.
7. PRIOR TO CONSTRUCTION A PRECONSTRUCTION MEETING SHALL BE HELD AT THE PROJECT SITE WITH THE CONTRACTOR, ENGINEER, DEVELOPMENT REVIEW COORDINATOR, PUBLIC WORKS REPRESENTATIVE UTILITY COMPANY REPRESENTATIVES, AND OWNER TO REVIEW THE CONSTRUCTION SCHEDULE AND CRITICAL ASPECTS OF THE SITE WORK. AT THAT TIME, THE SITE CONTRACTOR SHALL PROVIDE THREE (3) COPIES OF A DETAILED CONSTRUCTION SCHEDULE TO THE OWNER AND ENGINEER. ADDITIONAL COPIES OF THE SCHEDULE SHALL BE DISTRIBUTED AS OUTLINED IN THE PROJECT SPECIFICATIONS. THE PRECONSTRUCTION CONFERENCE SHALL BE ARRANGED BY THE ENGINEER.
8. NO CONSTRUCTION SHALL TAKE PLACE IN WETLANDS.
9. WETLANDS DELINEATED BY NORMANDEAU ASSOCIATES, INC., APRIL 2001.
10. ALL WORK ON THIS PROJECT IS TO BE BID AS ONE LUMP SUM PRICE.



**DOMENECH  
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KROCKMALNIC  
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FAX 207-775-6434

**CITY OF PORTLAND  
PORTLAND, MAINE**  
  
**DEPARTMENT OF  
WATERFRONT AND  
TRANSPORTATION**

**PHASE I  
PARKING GARAGE**  
  
**PORTLAND  
INTERNATIONAL  
JETPORT**  
  
**PORTLAND, MAINE**

No.	Date	Revisions

**TEMPORARY PARKING LOT  
LOCATION PLAN AND  
GENERAL NOTES**

Scale: 1" = 100'

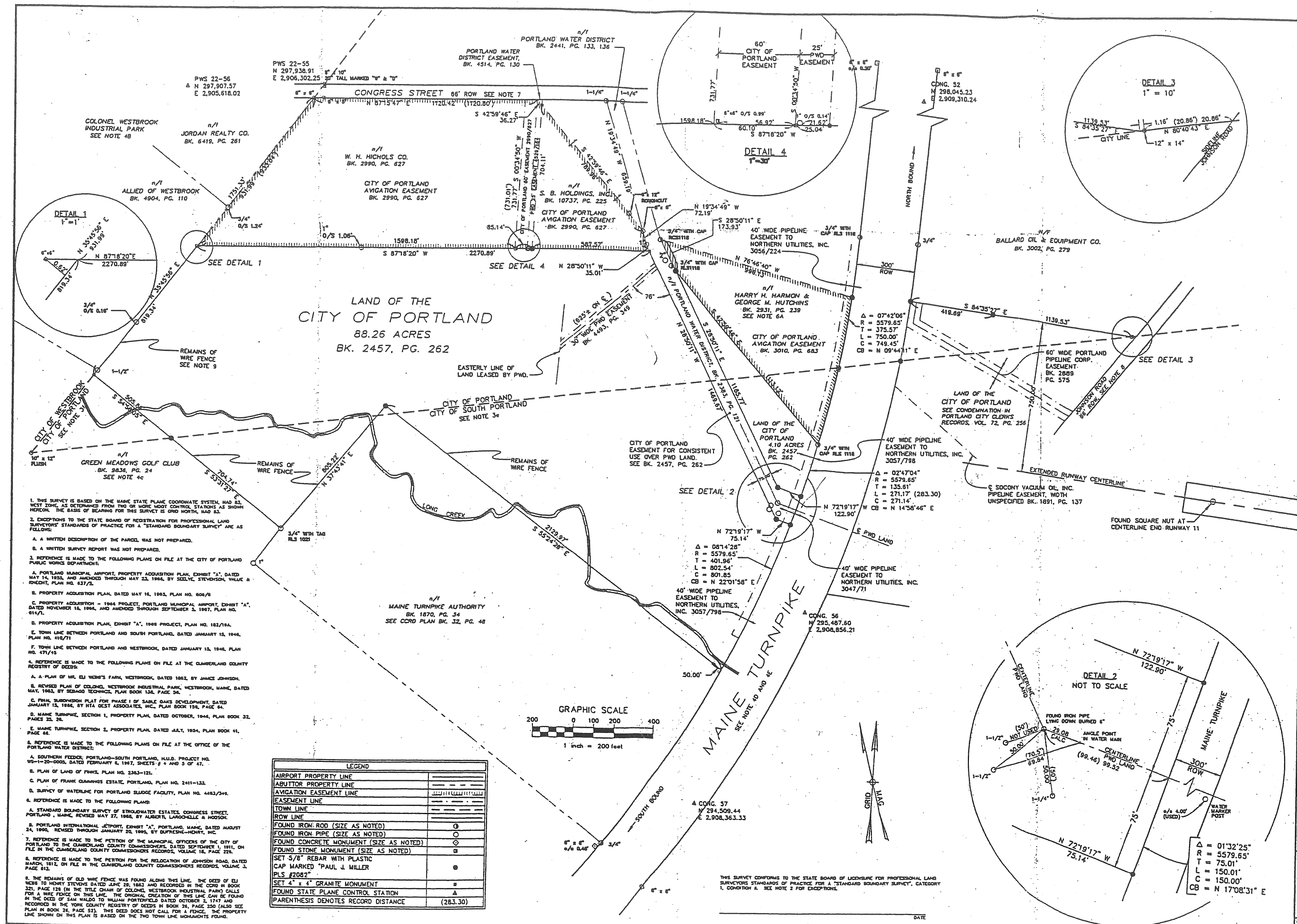
C1-1



No.	By	Date	Description

PORTLAND INTERNATIONAL AIRPORT  
 STANDARD BOUNDARY SURVEY  
 FOR THE  
 CITY OF PORTLAND  
 PORTLAND, SOUTH PORTLAND

Client No.	815008
Proj. Manager	DCD
Proj. Designer	PJM
Drawn By	RRB/ARS
Checked By	PJM
Scale	1" = 200'
Approved	PJM
Date	10/20/97



1. THIS SURVEY IS BASED ON THE MAINE STATE PLANE COORDINATE SYSTEM, MAD 83, WEST ZONE, AS DETERMINED FROM TWO OR MORE MOUNT CONTROL STATIONS AS SHOWN HEREON. THE BASIS OF BEARING FOR THIS SURVEY IS GRID NORTH, MAD 83.

2. EXCEPTIONS TO THE STATE BOARD OF REGISTRATION FOR PROFESSIONAL LAND SURVEYORS' STANDARDS OF PRACTICE FOR A "STANDARD BOUNDARY SURVEY" ARE AS FOLLOWS:

A. A WRITTEN DESCRIPTION OF THE PARCEL WAS NOT PREPARED.

B. A WRITTEN SURVEY REPORT WAS NOT PREPARED.

3. REFERENCE IS MADE TO THE FOLLOWING PLANS ON FILE AT THE CITY OF PORTLAND PUBLIC WORKS DEPARTMENT:

A. PORTLAND MUNICIPAL AIRPORT, PROPERTY ACQUISITION PLAN, EXHIBIT "A", DATED MAY 14, 1988, AND AMENDED THROUGH MAY 23, 1988, BY SEELEY, STEVENSON, WALKER & ROBERTS, PLAN NO. 637/3.

B. PROPERTY ACQUISITION PLAN, DATED MAY 16, 1988, PLAN NO. 606/8.

C. PROPERTY ACQUISITION - 1968 PROJECT, PORTLAND MUNICIPAL AIRPORT, EXHIBIT "A", DATED NOVEMBER 16, 1964, AND AMENDED THROUGH SEPTEMBER 3, 1967, PLAN NO. 614/1.

D. PROPERTY ACQUISITION PLAN, EXHIBIT "A", 1948 PROJECT, PLAN NO. 182/10A.

E. TOWN LINE BETWEEN PORTLAND AND SOUTH PORTLAND, DATED JANUARY 13, 1946, PLAN NO. 410/71.

F. TOWN LINE BETWEEN PORTLAND AND WESTBROOK, DATED JANUARY 13, 1946, PLAN NO. 471/43.

4. REFERENCE IS MADE TO THE FOLLOWING PLANS ON FILE AT THE CUMBERLAND COUNTY REGISTRY OF DEEDS:

A. A PLAN OF MR. EU WERE'S FARM, WESTBROOK, DATED 1862, BY JAMES JOHNSON.

B. REVISED PLAN OF COLONEL WESTBROOK INDUSTRIAL PARK, WESTBROOK, MAINE, DATED MAY, 1963, BY SEBAGO TECHNICAL, PLAN BOOK 136, PAGE 34.

C. FINAL SUBDIVISION PLAN FOR PHASE I OF SABLE OAKS DEVELOPMENT, DATED JANUARY 13, 1986, BY HTA OEST ASSOCIATES, INC., PLAN BOOK 156, PAGE 64.

D. MAINE TURNPIKE, SECTION 1, PROPERTY PLAN, DATED OCTOBER, 1944, PLAN BOOK 32, PAGES 23, 28.

E. MAINE TURNPIKE, SECTION 2, PROPERTY PLAN, DATED JULY, 1954, PLAN BOOK 41, PAGE 68.

5. REFERENCE IS MADE TO THE FOLLOWING PLANS ON FILE AT THE OFFICE OF THE PORTLAND WATER DISTRICT:

A. SOUTHERN FEEDER, PORTLAND-SOUTH PORTLAND, M.I.D. PROJECT NO. W5-1-20-0003, DATED FEBRUARY 6, 1947, SHEETS 0, 4 AND 5 OF 47.

B. PLAN OF LAND OF FRANKS, PLAN NO. 2363-121.

C. PLAN OF FRANK CLARINGS ESTATE, PORTLAND, PLAN NO. 2411-132.

D. SURVEY OF WATERLINE FOR PORTLAND SLUDGE FACILITY, PLAN NO. 4483/245.

6. REFERENCE IS MADE TO THE FOLLOWING PLANS:

A. STANDARD BOUNDARY SURVEY OF STROUDWATER ESTATES, CONGRESS STREET, PORTLAND, MAINE, REVISED MAY 27, 1988, BY ALBERT LAROUCHE & HOODSON.

B. PORTLAND INTERNATIONAL AIRPORT, EXHIBIT "A", PORTLAND, MAINE, DATED AUGUST 24, 1988, REVISED THROUGH JANUARY 20, 1989, BY DUPRESNE-HENRY, INC.

7. REFERENCE IS MADE TO THE PETITION OF THE MUNICIPAL OFFICERS OF THE CITY OF PORTLAND TO THE CUMBERLAND COUNTY COMMISSIONERS, DATED SEPTEMBER 1, 1911, ON FILE IN THE CUMBERLAND COUNTY COMMISSIONERS' RECORDS, VOLUME 18, PAGE 228.

8. REFERENCE IS MADE TO THE PETITION FOR THE RELOCATION OF JOHNSON ROAD, DATED MARCH, 1912, ON FILE IN THE CUMBERLAND COUNTY COMMISSIONERS' RECORDS, VOLUME 3, PAGE 612.

9. THE REMAINS OF OLD WIRE FENCE WAS FOUND ALONG THIS LINE. THE DEED OF EU WERE TO HENRY STEVENS DATED JUNE 28, 1862 AND RECORDED IN THE CDD IN BOOK 321, PAGE 128 (IN THE TITLE CHAIN OF COLONEL WESTBROOK INDUSTRIAL PARK) CALLS FOR A WIRE FENCE ON THIS LINE. THE ORIGINAL CREATION OF THIS LINE CAN BE FOUND IN THE DEED OF SAM WALDO TO WILLIAM PORTERFIELD DATED OCTOBER 3, 1747 AND RECORDED IN THE YORK COUNTY REGISTRY OF DEEDS IN BOOK 26, PAGE 250 (ALSO SEE PLAN IN BOOK 26, PAGE 53). THIS DEED DOES NOT CALL FOR A FENCE. THE PROPERTY LINE SHOWN ON THIS PLAN IS BASED ON THE TOWN LINE MONUMENTS FOUND.

LEGEND	
AIRPORT PROPERTY LINE	---
ADJUTANT PROPERTY LINE	---
AVIGATION EASEMENT LINE	---
EASEMENT LINE	---
TOWN LINE	---
ROW LINE	---
FOUND IRON ROD (SIZE AS NOTED)	○
FOUND IRON PIPE (SIZE AS NOTED)	○
FOUND CONCRETE MONUMENT (SIZE AS NOTED)	○
FOUND STONE MONUMENT (SIZE AS NOTED)	○
SET 5/8" REBAR WITH PLASTIC CAP MARKED "PAUL J. MILLER PLS #2082"	○
SET 4" x 4" GRANITE MONUMENT	■
FOUND STATE PLANE CONTROL STATION	▲
PARENTHESES DENOTES RECORD DISTANCE	(283.30)

**NOTE: REDUCED PLAN**