



DeLUCA-HOFFMAN ASSOCIATES, INC.
CONSULTING ENGINEERS

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- SITE PLANNING AND DESIGN
- ROADWAY DESIGN
- ENVIRONMENTAL ENGINEERING
- PERMITTING
- AIRPORT ENGINEERING
- CONSTRUCTION ADMINISTRATION

April 23, 2013

Ms. Jean Fraser, Planner
Planning and Urban Development Department
City of Portland, Maine
389 Congress Street
Portland, Maine 04101-3509

**Subject: Convenience Store and Fuel Station Development
2282 Congress Street
Final Site Plan Application
Response to Preliminary Review Comments Dated April 10, 2013**

Dear Jean:

On behalf of CJ Developers, Inc. and Portland Property Holdings, LLC, we have reviewed your emails dated April 10, 2013 and April 18, 2013 and offer the following responses to staff and peer review comments. For ease of reference, we have included your comments (*italics*) and our response follows.

PRELIMINARY REVIEW COMMENTS – EMAIL APRIL 10, 2013

Comment 1:

The most fundamental issue is Right, Title and Interest: We have a 10.25.2013 e-mail from the MTA Right of Way Manager that was submitted in support of the zoning amendment. It stated:

“David Latulippe and CJ Developers have submitted an application to the Maine Turnpike Authority to obtain an easement across MTA land to access Congress Street in conjunction with a proposed gas station and convenience store. A preliminary review by MTA staff concluded that the proposal was complete enough to present to the Board of the Maine Turnpike Authority as soon as a mutually acceptable offer of compensation is reached.”

I don't believe any further documentation has been submitted, and we need updated and more definite evidence of the applicant's right, title and interest over the MTA land before this can go for PB Hearing.

Response:

The MTA is currently considering the easement request and it will be at a committee review within the next two weeks. We anticipate that a written agreement will be in hand prior to the May 14, 2013 Planning Board meeting. In addition to this agreement, we have attached

Ms. Jean Fraser
April 23, 2013
Page 2

documents related to the assignment of rights from CJ Developers, Inc. to Portland Property Holdings, LLC, who will become the applicant for the proposed development.

Comment 2:

The area of pavement: The area seems excessive, especially in light of the reduced program (bank has been omitted); we would like to see a justification for the following:

- *The number of parking spaces: there appear to be about twice the zoning requirement – this triggers the need for a parking analysis (Ordinance requirement Section 14-526 (a) (4) a. 3.) which should be submitted asap (also please confirm the proposed number of spaces – the plan states 33 while the application data sheet says 32);*
- *Bicycle Parking: if you are not proposing to provide the required number of bicycle spaces you need to request a waiver with evidence of why the development is expected to generate reduced demand (see 14-526 (a) (4) b) – bicycle parking would be for both employees and customers;*
- *The aisle widths: some substantially exceed the City's technical standards and we would like to see turning templates and other information that explains the need for such wide aisles. Please clarify if one-way or two-way traffic movement especially on west side.*

Response:

The number of parking spaces proposed exceeds the number of spaces required by the City of Portland Land Use Code as referenced above because of the anticipated peak hour parking demand for this type of use. The applicant feels this is the proper amount of spaces to create a convenient and successful development. The parking demand can be supported by projecting the number of spaces required during the peak hour. The following table uses the 4th Edition ITE Parking Generation Manual to compute parking demand (excerpt attached).

TABLE 1 – PARKING DEMAND – ITE PARKING GENERATION					
Proposed GLA (SF)	Proposed GLA (1,000 SF)	Average Peak Period Demand Per 1,000 SF GLA (Weekday)	# of Spaces Required at 2282 Congress Street Based on Peak Demand (Weekday)	Average Parking Supply Ratio Per 1,000 SF GLA of Study Sites	# of Spaces Required Based on Comparison to Study Sites
3,850	3.85	8.38	32.26	13.1	50.4

As demonstrated in the table above, the parking demand is anticipated to require approximately 32 to 50 spaces. Although the site plan exceeds the City requirements for proposed parking spaces, our office feels the applicant has minimized the parking to the extent practicable.

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- The proposed site plan incorporates the City of Portland's Standard Dero Bike Hitch Bicycle Parking Posts throughout the site. The enclosed site plan has been amended to add 2 more spaces for a total of 8 bike spaces on the site. This exceeds the site's requirement for 6.4 bike spaces (32 spaces/10 spaces x 2 bike spaces = 6.4).
- The expanded aisle widths are required to provide clear movement of tractor trailer trucks around the site. The enclosed AutoTurn simulation figures show the need for the aisle widths provided.

Comment 3:

Location of dumpster: The dumpster should be located in a less prominent location and away from Congress Street and from public circulation and activity (e.g. not next to picnic area as proposed); please clarify the anticipated truck access for its removal/emptying.

Response:

The dumpster pad location has been relocated to the southwest corner of the development as shown on the enclosed Site Layout Plan C-2.0.

Comment 4:

Fire Department issues: You have outlined in a letter dated April 1 to Captain Chris Pirone how the project addresses Fire Department issues and I suggest you contact him asap to further clarify the proposals so he can determine whether the site plan is satisfactory.

Response:

Our office has prepared the enclosed figure which shows a fire truck maneuvering around the site. Captain Pirone has verbally outlined the following related to the Fire Department review:

1. State Fire Marshall approval is required.
2. Access routes shall be a minimum of 20' wide.
3. The fuel canopy overhang clearance shall be at least 13'-1". We are providing a clearance of 14'-6".
4. There shall be a fire hydrant in close proximity to the site. The nearest hydrant is on Congress Street and is located directly opposite the site's northwest corner. The hydrant is located approximately 270' from the building.
5. The building does not require a sprinkler system nor is one proposed.

Ms. Jean Fraser
April 23, 2013
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Comment 5:

Landscape and Lighting: The scale of paved areas, the limited planting, and the proposed "Prolific" light fixture are not consistent with the Conditional Zoning Agreement requirement that "CJD shall include Landscape, Architectural and Lighting Plans that achieve a campus like character for the project". Also the application narrative refers to proposed (landscape) buffering along Congress Street and Skyway Drive, but this is not expressed on the Landscape Plan. Please also note that the lighting proposals need to meet the standards set out in the Technical Standards (copy attached- see specific standards in 12.5 and 12.6) and at present do not meet those standards (waivers are unlikely to be recommended). The photometric plan calculations need to show the average, maximum and uniformity ratio for the specified areas.

Response:

- Our office has met with Jeff Tarling of the City of Portland to review the Landscape Plan. The enclosed Plan Sheet C-5.0 has been revised to add a greener feel to the picnic area by relocating the dumpsters and adding plantings, widening internal islands, and the addition of plantings per Mr. Tarling's request.
- The lighting plan presented was prepared by Philip Infurna of Visible Light, Inc. to meet the IESNA standard as provisioned by the City of Portland Ordinance and described in an excerpt of an April 18, 2013 email from Philip Infurna below:

"The key elements in the City of Portland outdoor lighting standards are:

- Max pole height 20 ft. – except in industrial / commercial use areas where the maximum is 30 ft.
- Min 0.2 foot candles
- Max 5.0 foot candles
- Average 1.25 foot candles
- Max / Min ration of uniformity 20:1
- Max illumination at property line 0.1 foot candles except where abutting areas of non-sensitive uses

These standards regarding light levels are not appropriate, common or safe for our project retail operations and in particular self-service gas stations, drive through restaurants and convenience stores that are open very late. We used the IESNA recommended practice as our guide in the design we proposed.

Please note that the City of Portland Technical Manual also state in the regulations (ref. 12.2.1):

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“Proposed uses that demonstrate a need to exceed the specific site lighting limits for safety and reasonable exercise of the proposed use must provide a professionally produced lighting plan which adheres to the current Illuminating Engineering Society of North America (IESNA) recommendations for the proposed use.”

This is the broader scope path for exceeding the limits that I mentioned above.

We have indeed already provided a professionally produced lighting plan.

Having an illuminated gas station canopy, it is physically impossible to meet the standards as set forth by the City of Portland. IESNA recommendations call for much higher light levels. I believe this application would clearly fall under the category of “need to exceed”.

The plan we provided does indeed satisfy the IESNA recommendations for this application.

We know that this portion of Congress Street is a non-residential area which is commercial & industrial in nature and adjacent to the Maine Turnpike. The abutters here are commonly abutters which are non-sensitive as described in the City of Portland standard. Therefore, I believe our max. foot candle level at the property lines (0.5 fc) and proposed 22 ft. pole height are within the broader scope of the City of Portland standards.”

REVIEW COMMENTS – EMAIL APRIL 18, 2013

Landscape

Comment 1:

The project needs to include a greater number of trees around the parking lot to meet the parking lot landscape standard (in site plan ordinance) and the CZA objectives re campus like character. The City Arborist (Jeff Tarling at JST@portlandmaine.gov - 874 8820) has noted several areas where trees may be able to be planted, but before making suggestions he would like to discuss with the applicant.

Response:

The Landscape Plan has been modified to include additional plantings per our discussion with Mr. Tarling. We also note the addition of a small (12’x18’) wood framed accessory building that is planned for use as a seasonal farm stand. The applicant is seeking to encourage local farmers to use the stand for the display and sale of farm products and related products.

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Traffic

The following are Tom Errico's initial preliminary comments on the site plan and may not be representative of all issues. Per the Planner's request these are being provided quickly given the project schedule.

Comment 1:

It is suggested that the pedestrian facility between Congress Street and the proposed convenience store building be as direct as possible. This may require the loss of some of the 9 parking spaces located along the front of the property.

Response:

The sidewalk access is limited to within the easement granted by the MTA. Additionally, the pedestrian sidewalk needs to avoid the area designated for utility pole relocation on MTA's property. The proposed sidewalk is in the most appropriate location to meet these two criteria.

Comment 2:

Parking supply seems excessive for the type and scale of the proposed land use. Supporting documentation on the parking needs shall be provided.

Response:

Refer to the applicant's response to Comment 2 of the April 10, 2013 email.

Comment 3:

Auto-turn analyses shall be provided that supports on-site circulation aisle widths and the width of the driveway entrance on Congress Street. The applicant should also provide information on the number of large trucks anticipated to enter and exit the site.

Response:

The AutoTurn analyses for large vehicles (WB-67 tractor trailers and fire trucks) are enclosed with this letter. Based on the site's location, large semi-trailers are expected to commonly visit the site thus warranting a good circulation layout.

Comment 4:

It is unclear whether there are vehicle circulation restrictions on site (e.g. one-way vs. two-way). Signage and pavements markings shall clearly support proposed circulation restrictions.

Ms. Jean Fraser
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Page 7

Response:

Pavement marking arrows, stop bars and stop signs have been added to the enclosed amended Site Layout Plan C-2.0 to clarify vehicle circulation.

Comment 5:

Many aisle widths exceed City standards and waivers from our technical standards may be necessary. As noted above, supporting information will be required before I render any decision on waivers.

Response:

The enclosed figures of the AutoTurn simulation for large vehicles supports the need for the proposed pavement aisle widths.

**WATER QUALITY/STORMWATER MANAGEMENT, ETC. REVIEW COMMENTS –
WOODARD & CURRAN DATED APRIL 18, 2013**

Comment 1:

MaineDEP Chapter 500 Basic, General and Flooding Standards:

- a. Basic Standards: Plans, notes, and details have been provided to address erosion and sediment control requirements, inspection and maintenance requirements, and good housekeeping practices in general accordance with Appendix A, B, & C of MaineDEP Chapter 500. In addition, the Applicant has included inspection and reporting requirements in reference to Chapter 32 of the City of Portland Code of Ordinances.*
- b. General Standards: The proposed StormTreat Systems will provide adequate stormwater quality control in compliance with the General Standards.*
- c. Flooding Standard: The Applicant has sufficiently demonstrated compliance with the Flooding Standard for the 2, 10 & 25-year storm events.*

Response:

Our office concurs with the reviewer's assessment.

Comment 2:

Because the project site falls within the Long Creek Watershed, the Applicant has noted that they are required to obtain a Waste Discharge Permit issued by the MaineDEP. We understand that the Applicant is working with MaineDEP and the Long Creek Watershed Management District (LCWMD) regarding the details of review and oversight for issuing this permit. We request that the Applicant provide an update to this process, and ultimately a copy of the permit for the

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project record. Because the Applicant will be an individual permit holder within the Long Creek Watershed, they will be subject to Stream Restoration and Monitoring Fees collected and managed by the LCWMD.

Response:

The Applicant provided a copy of the MeDEP Waste Discharge Permit Application to the City Planning Office on April 12, 2013. A copy of the executed permit will be provided upon receipt.

Comment 3:

The Applicant has presented an acceptable means of managing the flow and quality of stormwater runoff generated from the new impervious surfaces; however, we encourage the Applicant to review the drive lane widths and parking spaces against the functions and needs of the facility, and reduce impervious surface wherever determined to be practical.

Response:

The enclosed AutoTurn figures demonstrate the need for oversized aisle widths. The parking demand analysis detailed in Comment 2 of the April 10, 2013 email demonstrates the need for the number of proposed parking spaces. The applicant feels they have prepared a plan which will serve the functions and needs of the development while limiting the proposed impervious surfaces to the extent practicable.

Comment 4:

The plans should include proposed pipe invert elevations, pipe materials & sizes, and manhole/catch basin structure rim elevations.

Response:

The enclosed Grading and Drainage Plan C-3.0 includes a storm drain appurtenance schedule with details such as size, rim and invert elevations.

Comment 5:

Please provide clarification, potentially additional plan view notes/details, for the pipe configuration and weir system located within structure A3 and the header/discharge pipes associated with the StormTreat system.

Response:

The Applicant has added detail regarding these design elements. They are shown on Sheets C-9.0 and C-9.1.

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Comment 6:

The Applicant should verify that the following requirements for the proposed Underground Storage Tank (UST) are being coordinated with the appropriate agencies:

- *Registration of the new UST system with the MaineDEP, per Section 4 of Chapter 691 Rules for Underground Oil Storage Facilities.*

Response:

The Applicant will file the registration of the new UST system with the MeDEP upon construction.

Comment 7:

The Applicant has noted that gas and electric utilities are currently being coordinated and therefore are not specified on the plans. Any updates to the site plan to accommodate these utilities should be submitted to the City for review and approval. Furthermore, the Applicant is currently awaiting confirmation of capacity to serve from all utilities; confirmation should be forwarded to the City upon receipt.

Response:

We have attached copies of the Ability to Service letters from Unitil, Portland Water District and CMP. The approval from the Sanitary Department will be provided under a separate cover upon receipt.

Comment 8:

The following details should be provided:

- Rip Rap Slope Protection*
- Level Lip Spreader*
- Bituminous Driveway Apron*

Response:

An additional Sheet (C-8.8 Erosion Control Details) provides details for rip rap slope protection and the level lip spreader. A detail of the bituminous driveway apron and pavement sawcut has been added to Sheet C-8.3 (Site Details).

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Comment 9:

The Plans should identify snow storage locations.

Response:

Snow storage locations are shown on the enclosed Site Layout Plan C-2.0.

If you have any questions regarding these materials please contact this office.

Sincerely,

DeLUCA-HOFFMAN ASSOCIATES, INC.



Stephen R. Bushey, P.E.
Senior Engineer

SRB/smk

Attachments: Attachment A – Certificate of Good Standing and Option Agreement
Attachment B – Excerpt of 4th Edition ITE Parking Generation Manual
Attachment C – AutoTurn Simulation Figures
Attachment D – Utility Ability to Serve Letters
Revised Plan Sheets

c: David Latulippe, CJ Developers, Inc.
Wes Thames, Priority Group

ATTACHMENT A

State of Maine Certificate of Good Standing and Assignment of Option Agreement



MAINE

Department of the Secretary of State
Bureau of Corporations, Elections and Commissions

Corporate Name Search

Information Summary

Subscriber activity report

This record contains information from the CEC database and is accurate as of: Thu Apr 11 2013 14:32:54. Please print or save for your records.

Legal Name	Charter Number	Filing Type	Status
PORTLAND PROPERTY HOLDINGS, LLC	20133429DC	LIMITED LIABILITY COMPANY (DOMESTIC)	GOOD STANDING

Filing Date	Expiration Date	Jurisdiction
04/11/2013	N/A	MAINE

Other Names (A=Assumed ; F=Former)
NONE

Clerk/Registered Agent

JOHN MONCURE
9 BOWDOIN MILL ISLAND

TOPSHAM, ME 04086

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amendments
\(\\$30.00\)](#)

ASSIGNMENT OF OPTION AGREEMENT

FOR VALUE RECEIVED, the receipt of which is hereby acknowledged, CJ Developers, Inc., a Maine Corporation of Freeport, Maine ("Assignor"), being the Optionee under a certain Option Agreement, effective dated March 19, 2012 with Hutchcourt, LLC of Portsmouth, New Hampshire as Optioner, regarding certain real property located at 2282 Congress St, Portland, Maine (the "Agreement") hereby assigns all of its rights and obligations under the Agreement to PORTLAND PROPERTY HOLDINGS, LLC a Maine limited liability corporation of Topsham, Maine ("Assignee"), and Assignee hereby accepts and assumes said rights and obligations under the Agreement.

Dated as of this 11th day of April, 2013.

ASSIGNOR:

CJ Developers, Inc

By: David Latulippe
David Latulippe:
Its: President

ASSIGNEE:

PORTLAND PROPERTY HOLDINGS, LLC

By: James Howard
James Howard
Its:
President

ATTACHMENT B

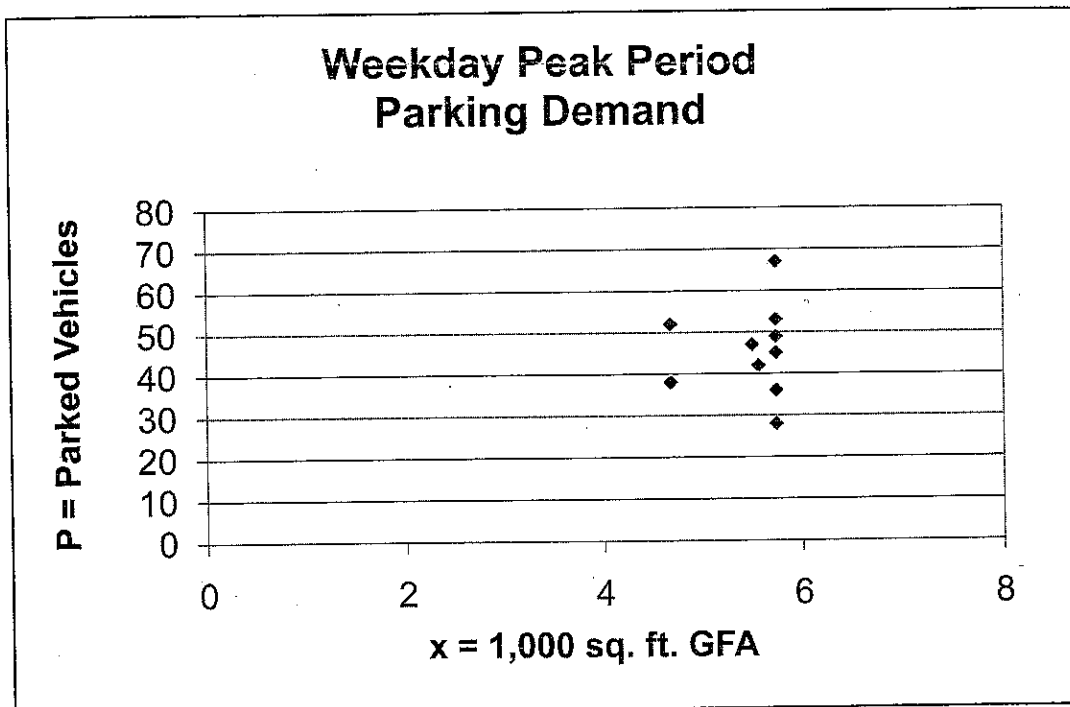
Excerpt from 4th Edition ITE Parking Generation Manual

Land Use: 853

Convenience Market with Gasoline Pumps

Average Peak Period Parking Demand vs. 1,000 sq. ft. GFA
On a: Weekday

Statistic	Peak Period Demand
Peak Period	12:00–1:00 p.m.
Number of Study Sites	10
Average Size of Study Sites	5,500 sq. ft. GFA
Average Peak Period Parking Demand	8.38 vehicles per 1,000 sq. ft. GFA
Standard Deviation	2.02
Coefficient of Variation	24%
Range	4.88–11.67 vehicles per 1,000 sq. ft. GFA
85th Percentile	10.50 vehicles per 1,000 sq. ft. GFA
33rd Percentile	7.83 vehicles per 1,000 sq. ft. GFA



Land Use: 853

Convenience Market with Gasoline Pumps

Description

The convenience markets surveyed sell gasoline, convenience foods, newspapers, magazines and often beer and wine. This land use includes convenience markets with gasoline pumps where the primary business is the selling of convenience items, not the fueling of motor vehicles. Convenience market (open 24 hours) (Land Use 851), gasoline/service station with convenience market (Land Use 945) and gasoline station with fast-food and convenience market (Land Use 949) are related uses.

Database Description

The database contained a mix of suburban and rural study sites. Parking demand ratios at the suburban sites were similar to those at the rural sites and, therefore, the data were combined and analyzed together.

- Average parking supply ratio: 13.1 spaces per 1,000 square feet (sq. ft.) gross floor area (GFA) (10 study sites).

Study Sites/Years

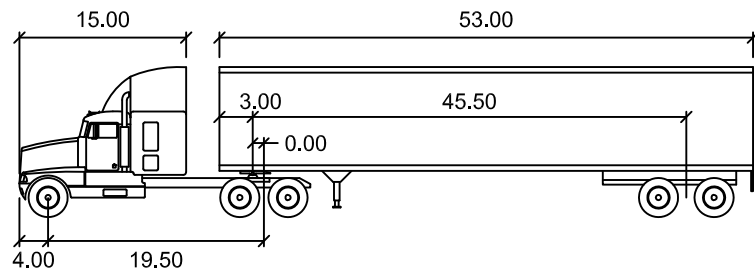
Maurice River, NJ (1999); Medford, NJ (1999); Berlin, NJ (2006); Logan Twp, NJ (2006); Medford, NJ (2006); Pennsauken, NJ (2006); Absecon, NJ (2007); Cream Ridge, NJ (2007); Egg Harbor Twp, NJ (2007); Millville, NJ (2007); Pennsauken, NJ (2007); Rio Grande, NJ (2007); Vineland, NJ (2007)

4th Edition Source Numbers

1117, 1133

ATTACHMENT C

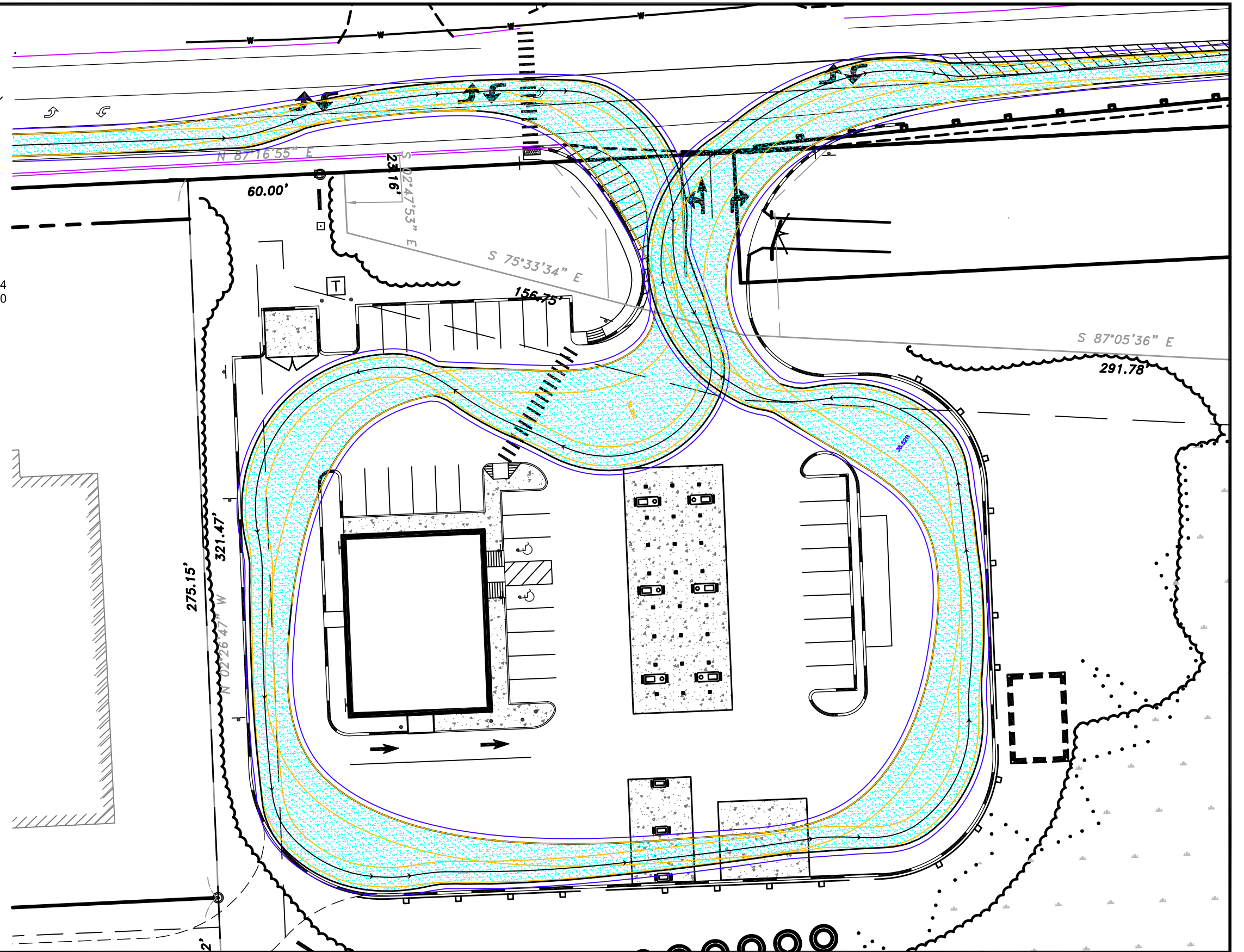
AutoTurn Simulation Figures



WB-67

feet

Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 75.0
Trailer Track	: 8.50		



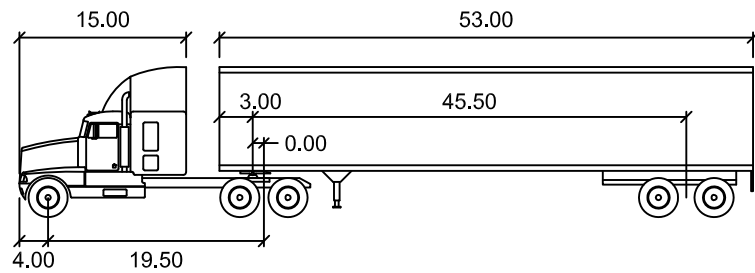
DH DeLuca-Hoffman Associates, Inc.
 778 MAIN STREET, SUITE 8
 SOUTH PORTLAND, ME 04106
 207.775.1121
 WWW.DELUCAHOFFMAN.COM

DRAWN:	BEK	DATE:	04.18.13
DESIGNED:	BEK	SCALE:	1" = 40'
CHECKED:	SRB	JOB NO.:	3118
FILE NAME:	3118-AUTOTURN.DWG		

MULTI-USE DEVELOPMENT
 PORTLAND, ME

AUTOTURN TURNING MOVEMENT
 ANALYSIS
 AASHTO 2011(US) WB-67 AT 5MPH

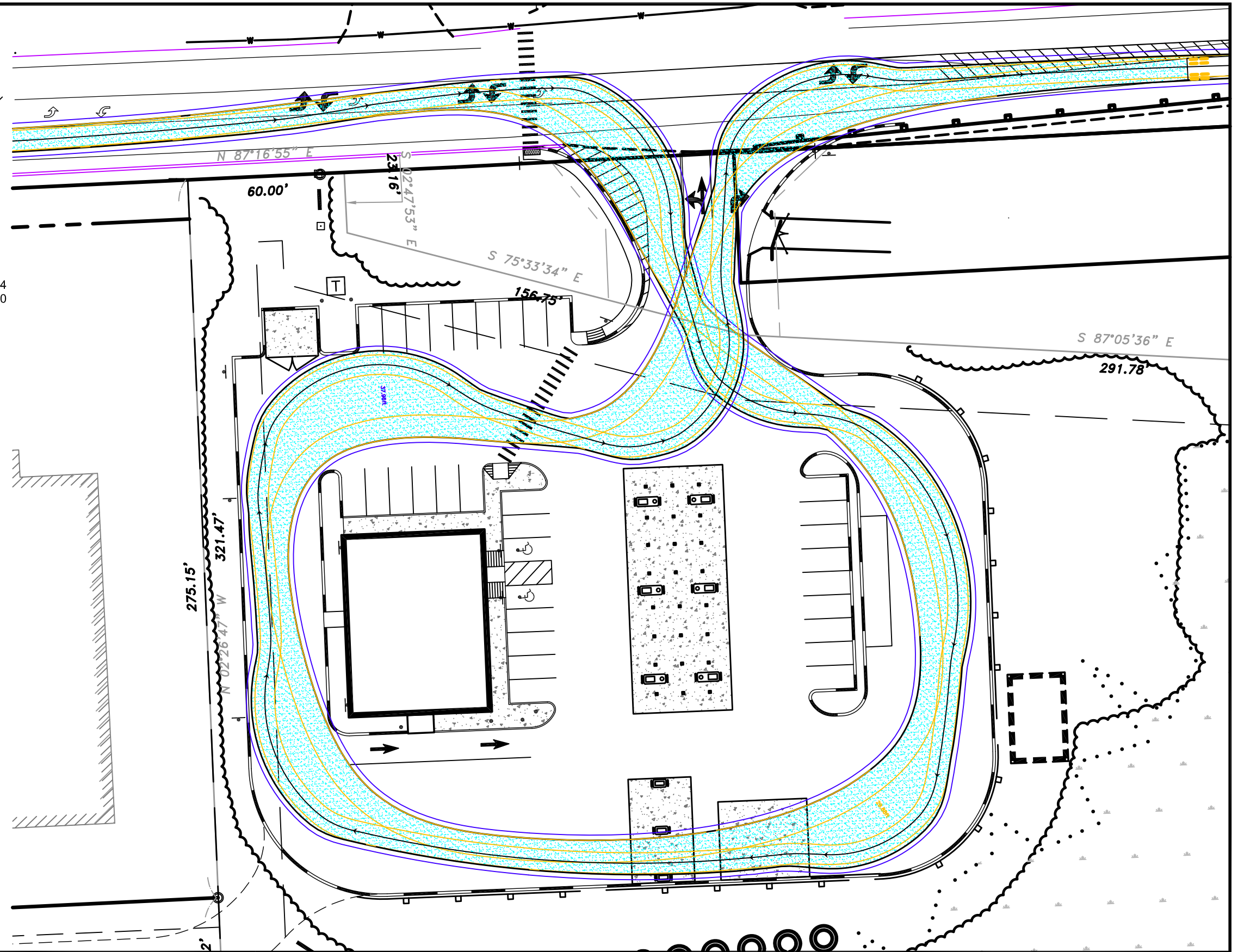
FIGURE
 AT-1



WB-67

feet

Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 75.0
Trailer Track	: 8.50		



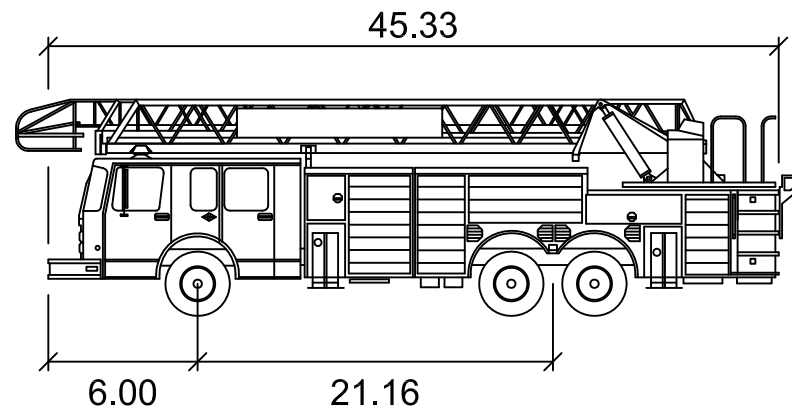
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DRAWN:	BEK	DATE:	04.18.13
DESIGNED:	BEK	SCALE:	1" = 40'
CHECKED:	SRB	JOB NO.:	3118
FILE NAME:	3118-AUTOTURN.DWG		

MULTI-USE DEVELOPMENT
 PORTLAND, ME

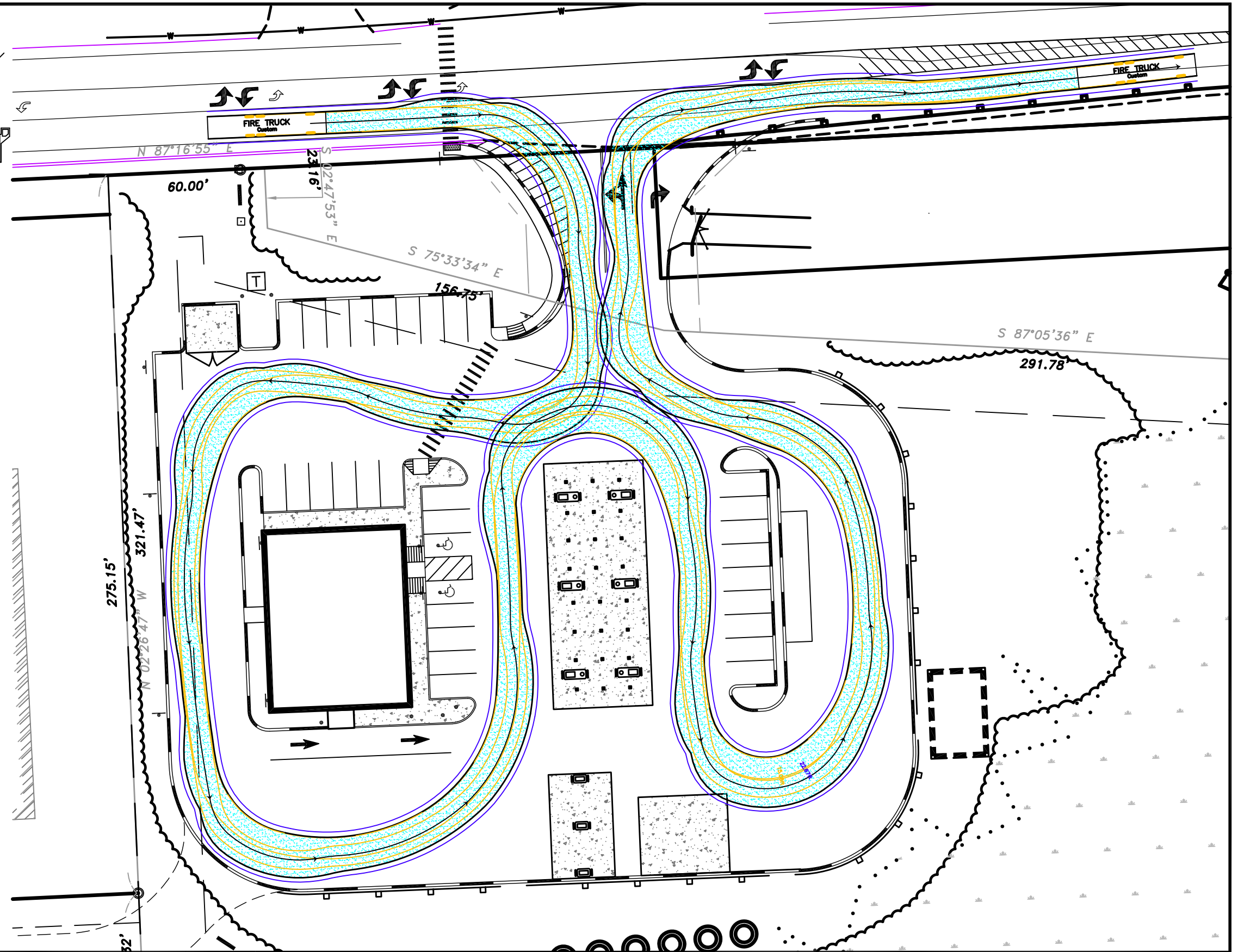
AUTOTURN TURNING MOVEMENT
 ANALYSIS
 AASHTO 2011(US) WB-67 AT 5MPH

FIGURE
 AT-2



FIRE TRUCK

	feet
Width	: 8.50
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 40.0



DH DeLuca-Hoffman Associates, Inc.
 778 MAIN STREET, SUITE 8
 SOUTH PORTLAND, ME 04106
 207.775.1121
 WWW.DELUCAHOFFMAN.COM

DRAWN:	BEK	DATE:	04.18.13
DESIGNED:	BEK	SCALE:	1" = 40'
CHECKED:	SRB	JOB NO.:	3118
FILE NAME:	3118-AUTOTURN.DWG		

**MULTI-USE DEVELOPMENT
 PORTLAND, ME**

**AUTOTURN TURNING MOVEMENT
 ANALYSIS
 FIRE TRUCK AT 5MPH**

FIGURE
AT-3

ATTACHMENT D

Utility Ability to Serve Letters:

**Unitil
Portland Water District
Central Maine Power**



March 28, 2013

Bo Kennedy, P.E.
Deluca-Hoffman
778 Main Street, Suite 8
South Portland, ME 04106

Dear Mr. Kennedy:

Re: Proposed Multi-Use Development, 2282 Congress St, Portland

Thank you for your interest in using natural gas for the above referenced project.

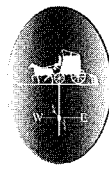
Unitil does have natural gas in the vicinity of this project and has determined that it can provide service to serve the gas needs of the proposed building. Unitil welcomes the opportunity for further discussions regarding this project. We would expect the cost to service the building would minimal but would need additional information in order to accurately determine the cost. As discussed, we cannot provide an ability to service letter for the proposed CNG facility without additional information. However I can say that the location for the proposed CNG facility is optimal given the proximity to our high pressure station adjacent to the proposed new facility.

If you have any further questions or require additional information, please contact me directly at (207) 541-2543 or at carpenters@unitil.com.

Sincerely,

Scott Carpenter

Scott Carpenter
Business Development Representative



Portland Water District

FROM SEBAGO LAKE TO CASCO BAY

April 16, 2013

DeLuca-Hoffman Associates, Inc.
779 Main Street, Suite 8
South Portland, ME 04106

Attn: Bo Kennedy, P.E.
Re: 2282 Congress Street, Portland
Ability to Serve with PWD Water

Dear Mr. Kennedy:

The Portland Water District has received your request for an Ability to Serve determination for the noted site submitted on March 21, 2012. Based on the information provided, we can confirm that the District will be able to serve the proposed project as further described in this letter.

Please note that this letter does not constitute approval of this project from the District. Please review this letter for any special conditions specified by the District and to determine the appropriate next steps to take to move your project through the submittal and approval process.

Existing Site Service

According to District records, the project site does not currently have existing water service.

Water System Characteristics

According to District records, there is a 12-inch diameter ductile iron water main on the north side of Congress Street and a public fire hydrant located across the street from the site.

The current data from the nearest hydrant with flow test information is as follows:

Hydrant Location: Congress Street 100' west of Blueberry Road
Hydrant Number: POD-HYD01624
Last Tested: 6/29/2010
Static Pressure: 70 psi
Residual Pressure: 68 psi
Flow: 1,363 GPM



Public Fire Protection

It is anticipated that this project will not include the installation of new public hydrants to be accepted into the District water system. The decision to require new hydrants and to determine their locations is solely that of the local fire department. It is your responsibility to contact the Portland Fire Department to ensure that this project is adequately served by existing and/or proposed hydrants.

Domestic Water Needs

The ability to serve request indicated that the anticipated water usage required is 460 gallons per day. The data noted above indicates there should be adequate pressure and volume of water to serve the domestic water needs of the proposed convenience store/fuel station.

Private Fire Protection Water Needs

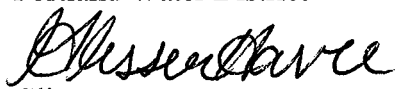
You have not indicated whether this project will require water service to provide private fire protection to the site. Please note that the District does not guarantee any quantity of water or pressure through a fire protection service. Should private fire protection be required, please share these results with your sprinkler system designer so that they can design the fire protection system to best fit the noted conditions. If the data is out of date or insufficient for their needs, please contact the MEANS Division to request a hydrant flow test and we will work with you to get more complete data.

Conditions of Service

The ability to serve request indicated that a new convenience store/fuel station is proposed at this site. The District can confirm that the water main in Congress Street has sufficient capacity to support this proposed use. New services may be installed to serve this site through the properties own frontage along Congress Street or through the proposed access/utility easement from the Maine Turnpike Authority. The services should enter the property at least 10-feet from any side property lines.

We advise that you submit any preliminary design plans to MEANS for review of the water service line configuration. We will work with you to ensure that the design meets our current standards. If the District can be of further assistance in this matter, please let us know.

Sincerely,
Portland Water District


Glissen Havu, E.I.
Design Engineer

From: [Cough, Jamie](#)
To: [Sandi Keef](#)
Cc: [Bo Kennedy](#)
Subject: RE: Proposed Multi-Use Development, 2282 Congress St, Portland - Ability to Serve Request
Date: Thursday, April 04, 2013 6:32:36 AM
Attachments: [3118 2013.03.21-CMP-Cough.pdf](#)
[EDET March 2013.xls](#)
[Easement Information Worksheet 5 1 07.doc](#)
[Ability to Serve Letter three phase service0001.tif](#)

4/4/2013

Bo Kennedy, P.E.

DeLuca-Hoffman Associates, Inc.
778 Main Street, Suite 8
South Portland, ME 04106
Sent via email to: bkennedy@DelucaHoffman.com

RE: Ability to Serve Letter for 2282 Congress Street, Portland, ME.

Dear Mr. Kennedy:

CMP has the ability to serve your proposed project located at 2282 Congress Street in Portland, Maine, in accordance with our CMP Handbook (web link below). We can provide you the desired pad or pole mounted transformers per your request and city approval, in accordance with our CMP Standards Handbook. If you have any questions on the process, or need help in completion of the documents, please feel free to contact me.

New Service Milestones

- Call 1-800-565-3181 to establish a new account and an SAP work order.
- Submit any electronic drawings (PDF (preferred) or DWG files) of the site layout and proposed electrical connections if you have them.
- Submit Load information. Please complete this CMP spreadsheet using load information
- Submit the easement information worksheet. Please complete this CMP form and either email or fax back to us.
- Preliminary meetings with CMP to determine the details of job
- Field planner design appointment to cost out job and develop CMP Invoice.
- Submit invoice for payment.
- Easements signed and payment received.
- Job scheduled for completion after the electrical inspection has been received.

This process can take several months, depending upon several factors including transformer delivery, potential substation upgrades, return of completed paperwork, and other jobs in the system that may be ahead of yours. In addition, contact with the other utilities, including telephone and cable, should be commenced as soon as practical. They may have additional work or charges in addition to the CMP work required to bring your project on line.

For your convenience, here is a link to the CMP Website which contains our Handbook with details on most service requirements:

[CMP Handbook of Standard Requirements](#)

(<http://www.cmpco.com/MediaLibrary/3/6/Content%20Management/YourAccount/PDFs%20and%20Docs/handbook.pdf>)

If you have any questions, please contact me at 842-2367.

Regards,

Jamie

Jamie Cough
Energy Services Advisor
Central Maine Power Company
162 Canco Road
Portland, ME 04103
207-842-2367 office
207-458-0382 cell
207-626-4082 fax

From: Sandi Keef [mailto:skeef@DelucaHoffman.com]
Sent: Thursday, March 21, 2013 10:29 AM
To: Cough, Jamie
Cc: Bo Kennedy
Subject: Proposed Multi-Use Development, 2282 Congress St, Portland - Ability to Serve Request

Jamie,

Attached please find our request for an Ability to Serve letter for our proposed multi-use development at 2282 Congress Street in Portland, ME. Please contact our office with any questions.

Thank you,

Sandi Keef
Administrative Assistant
For
Bo Kennedy, P.E.

DeLuca-Hoffman Associates, Inc.
778 Main Street, Suite 8
South Portland, ME 04106
207.775.1121
207.879.0896 fax
skeef@delucahoffman.com

This message and any attachments are intended for the individual or entity named above and may contain privileged or confidential information. If you are not the intended recipient, please do not forward, copy, print,