



February 17, 2015

Ms. Helen Donaldson  
City of Portland Planning Division  
389 Congress Street  
Portland, Maine 04101

**RE: Response to City Staff Review Comments  
Preliminary Site Plan Application  
Hotel Redevelopment  
1210 Brighton Avenue  
Portland, Maine**

Dear Nell,

We have reviewed the City staff comments provided for the Preliminary Site Plan Application. Please find our responses to the comments below in *italics*.

**Planning Comments Provided by City of Portland:**

General Comment/Questions

1. Please confirm the total site acreage including the Denny's portion of the lot.

*The plan has been revised to indicate the total area of the lot (3.56 acres) including the portion of the lot that is currently leased to Denny's Inc. The Project Data sheet has been revised with columns for the separate lots within the parcel and a lot total column.*

2. Please confirm that the facility will not include meeting space.

*The facility will include a 530± square foot meeting room. The meeting room space has been added to the building notation on sheets C2.0 and C3.0.*

3. The revised site plan should include distances to property lines.

*Dimensions indicating the shortest distances from the building to each property line have been added to sheet C2.0.*

4. Please update all plans to depict current owner of the Denny's portion of the site.

*The plan has been revised to show both lots A-1 and A-9 are owned by Portland Hotels, Inc. and are both included within the project parcel. The plan has been revised to indicate that lot A-9 is currently leased by Denny's Inc.*

### Transportation

5. Please note capacity of bike parking on plan.

*Sheet C2.0 has been revised to indicate a minimum of 6 bicycle parking spaces shall be provided.*

### Environmental Quality

6. Please consider preserving more of the mature maples, as well as the existing evergreen trees at the front of the site.

*We have made efforts to preserve the existing trees to the extent practical including two maples on the south side of the property and the two existing evergreen trees on the north side of the property.*

7. Please confirm that the landscaping plan meets the understory planting requirement of 6 shrubs/45 LF of frontage (14-526(b)2b(i)(b)).

*The site has approximately 171.3 LF of frontage along Brighton Avenue. This equates to a City requirement of  $171.3/45=3.8 \times 6=22.8$  or 23 shrubs, which have been located on the project site in addition to the required parking area planting. This calculation has been added to the landscape plan.*

8. The drainage plan shows corrugated metal pipes on city property to east which will take runoff from the parking area on the eastern side of the site. Please verify that these pipes are in sound condition.

*The plan has been revised to show that the corrugated metal pipe troughs will be removed and replaced with riprap swales. The applicant will pursue a construction easement from the City of Portland for the offsite work. All work within the Portland Pipeline easement will be performed in accordance with the City of Portland and Portland Pipeline Company construction standards.*

### Public Infrastructure

9. The existing utility easement, as described in the deed for the gas station site, refers only to 'sewer purposes.' Please confirm that other utilities are permitted within the easement area.

*The easement allows both installation and maintenance of sewer and underground utilities. We have provided a copy of the easement description with the applicable text highlighted.*

10. Please forward capacity letters upon receipt.

*Ability to serve letters from Central Maine Power and the Portland Water District are attached. The ability to serve letter from Unitil was provided with the original application. WEA has contacted the City of Westbrook multiple times to request the*

*ability to serve letter for sewer service. We expect to receive the letter soon and will forward to the City of Portland upon receipt.*

### Site Design Standards

11. Please provide lighting specifications and a photometric plan in the revised submittal.

*Light pole locations and pole heights have been added to the Landscape and Lighting Plan. As we are still in the preliminary design phase specific light poles and fixtures have not been selected yet; however, all light fixtures will be LED and full cutoff. We will provide a photometric plan with the Final Plan submission.*

### **Traffic Comments Provided by Tom Errico:**

1. A crosswalk shall be provided on the driveway at Brighton Avenue and the traffic signal shall be upgraded to include pedestrian crossing signal equipment and be fully ADA compliant.

*An 8' wide crosswalk, curb ramps with detectable warnings, and notation indicating installation of pedestrian crossing signals have been added to the plan. More detail will be provided with the Final Plan submission.*

2. I do not find the location of the Denny's Restaurant parking spaces along the access driveway to be a safe condition and suggest that design options be considered that eliminated the direct backing maneuver conflicts that will occur under the proposed design.

*The location of the parking spaces at the Denny's restaurant relative to the access drive will not change from the current condition. As the access road acts only as an entrance to the site and is not a through street, we consider this condition similar to a parking lot aisle with perpendicular parking spaces. In addition, the narrow site entrance condition does not allow for shifting the road to prevent the backing motion from the Denny's parking spaces. As the Denny's portion of the site is subject to an extended ground lease, significant reconfiguration of the existing parking for Denny's is not possible at this time.*

3. The applicant shall coordinate with METRO on the provision of a bus shelter at the site driveway bus stop area.

*The closest transit shelter is located 1,519 feet (0.29 miles) from the building entrance along the sidewalk path. The applicant respectfully requests a waiver from Section 14-526(a)3 in accordance with Section 14-526(a)3.d.(i) because there is only 45'± of road frontage associated with the project parcel, all of which is utilized for the site entrance. Therefore, site constraints do not allow for the installation of a transit shelter or transit pullout bay within the Brighton Avenue right-of-way.*

4. I have reviewed the traffic analysis conducted by Bill Bray, PE and concur that the project will reduce traffic generation from the site and that the Brighton Avenue/Riverside Drive intersection does not exhibit safety concerns. A Traffic Movement Permit is not required.

*Agreed.*

5. The applicant should provide a study that supports the need for the parking supply provided.

*The proposed hotel brand requirements state that there shall be one parking space for each guest room (86 rooms = 86 spaces). An additional 21 spaces are provided for the 21-person meeting room within the proposed hotel.*

6. The pedestrian routing for pedestrians between the proposed hotel building and destinations to Portland is indirect and the applicant should review a more direct connection.

*The pedestrian circulation from the Brighton Ave intersection has been revised by keeping the sidewalk on the north side of the access road all the way to the northernmost parking area, where a crosswalk will be provided. Pedestrians will then continue to the canopy drop-off area to enter the building. This revised plan reduces the number of pedestrian crossings.*

7. The parking and circulation layout seems to be inefficiently designed from an excess pavement perspective and I would suggest the applicant consider revising the plan. One suggestion would be to combine the access road to the hotel and the 20 space parking area. This change could also help to reduce the number of pedestrian crossings.

*We have studied many parking and circulation layouts for the project based on existing and proposed uses of the site and abutting properties. It is our opinion that the proposed layout is the most efficient design for the project. The access drive as currently designed is the most direct route to the hotel for patrons and service vehicles without having to travel through the canopied drop-off area. Shifting the access road south to combine with the 20-space parking area will create an awkward jog in the access road to maintain thru-traffic around the drop-off area. Also, the 20-space parking area west of the hotel building was purposefully separated from the access drive to discourage users of adjacent sites from utilizing these parking spaces. The hotel brand prefers to separate their parking so that parking spaces will always be available for their patrons.*

*The number of pedestrian crossings has been reduced. See response to item 6 above.*

## Department of Public Services Comments Provided by Dave Margolis-Pineo

1. All proposed catch basins shall have a three foot sump per City of Portland Technical Manual standards.

*The detail has been revised to indicate 3-foot sumps on all catch basins.*

2. There are several locations where site drainage is proposed to discharge on to abutting property. I am aware that the applicant is proposing to direct drainage where it already exists. Where drainage is directed towards City of Portland land the Maine Turnpike I find acceptable unless David Senus takes exception. As for the discharge onto Pike's property, I have a concern. Pike is in the process of reclaiming their pit. Once filled the intent is to redevelop this parcel. With that in mind, the applicant is requested to consider redirecting the discharge to Brighton Ave or obtain a drainage easement from Pike Industries.

*Analysis of offsite topography based on publicly available Lidar survey data indicates that stormwater runoff discharging from the site at analysis point AP#2 (towards Pike property) is maintained in an existing swale on the northern side of the CMP easement running parallel to the project property line. The swale then turns to the northeast where it flows onto the Maine Turnpike Authority property. Therefore, runoff from the project site does not flow into the portion of the Pike property that may be developed in the future. As such, we respectfully request that the current stormwater management design be reconsidered for approval by the Department of Public Services without a drainage easement as the design meets the requirements of Section 14-526(b)3 of the City Ordinance by maintaining existing drainage patterns and not increasing the volume or rate of stormwater draining onto an adjacent lot.*

*The existing swale and flow path are shown on sheets D1.0 and D2.0.*

3. No sidewalk ramp or crosswalk marking are currently detailed across the drive entrance on the site plan. Please provide detail.

*The crosswalk has been added to the plan and a detail for the curb ramps and detectable warnings has been added to sheet C4.3.*

4. Survey comments will be forwarded in the form of a scanned pdf drawing.

*The survey has been revised per the survey markup provided by the Department of Public Services dated December 1, 2014.*

5. Please add note that all proposed work within the Brighton Ave right of way shall meet City of Portland Technical Manual standards.

*The note has been added to the General Notes on sheets C1.0, C2.0, and C3.0.*

**Peer Review Comments Provided by David Senus (Woodard & Curran):**

1. In accordance with Section 5 of the City of Portland Technical Manual, a Level III development project is required to submit a stormwater management plan pursuant to the regulations of MaineDEP Chapter 500 Stormwater Management Rules, including conformance with the Basic, General, Flooding and Urban Impaired Stream (UIS) Standards. We offer the following comments:

- a. Basic Standards: A site plan 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; however, a written erosion and sediment control plan and/or detailed erosion and sediment control notes should be included with the Final Site Plan submittal for review.

*A written erosion and sedimentation control plan will be provided with the Final Plan submission.*

- b. General Standards: The project will result in a net decrease in impervious area of approximately 15,152 square feet. As such, the project is not required to include any specific stormwater management features for stormwater quality control. As with all redevelopment projects, the City of Portland encourages the integration of stormwater quality treatment systems and low impact development design concepts into the design. Also, it should be noted that the City of Portland is considering adopting a stormwater user fee which is likely to be assessed based on square footage of impervious area on a commercial site. It is anticipated that annual credits may be offered to reduce the fee for properties that incorporate certain acceptable forms of stormwater quality treatment and/or quantity detention. Please consult the Portland Department of Public Services for more information regarding this potential future stormwater fee.

*The Applicant is aware of the impending stormwater fees and credit system.*

- c. Flooding Standard: The project will result in a net decrease in impervious area of approximately 15,152 square feet. Based on the reduction of impervious area, and the Pre- and Post-Development stormwater analysis provided in the Applicant's submittal, the project is not required to include any specific stormwater management features to control the rate of stormwater runoff from the site.

*Agreed.*

- d. UIS Standard: The project is located within the Capisic Brook Watershed, an UIS. The project will result in a net decrease in impervious area, and no new developed area. Based on the reduction of impervious area, the project is not required to mitigate or compensate to meet the UIS standard.

*Agreed.*

2. The Applicant has designed the proposed stormwater discharge locations to approximately align with the existing stormwater discharge locations. This is confirmed in the Application text, where the Applicant notes that “The stormwater discharge points will be located in the same location as the existing stormwater discharge points”. The Applicant has performed an analysis for each discharge point to understand the changes in peak flow rate from the pre-development condition to the post development condition. In all cases, the area contributing flow to a discharge location is roughly similar in size, pre- to post-development. In all cases, the Applicant’s design and stormwater model would indicate that the peak flow rate will be the same or slightly reduced in the Post-Development condition. Overall we agree with this approach; however, we request that the Applicant describe and document the existing ground conditions at each discharge location, both on the Applicant’s property and on the adjacent, abutting property. If any of these areas are not properly stabilized or if there are any observable areas of erosion, the Applicant will be required to stabilize the area as part of this project.

*Due to snow cover, existing ground at the stormwater discharge locations cannot be observed at this time. As such, we have conceptually incorporated riprap swales to convey the stormwater down the slope and riprap plunge pools at the toe of the slope for the three discharge locations on the east side of the property. Assuming this approach is acceptable to the City, the Applicant will pursue a construction easement from the City of Portland. Construction within the Portland Pipeline easement will conform to the Portland Pipeline Company construction standards.*

*The pipe outlet on the southern portion of the site (AP#2) discharges to an existing swale within the CMP easement. A riprap apron will be provided at the pipe outlet. WEA will review the condition of the existing pipe outlet and swale when the snow has melted to determine if additional stabilization will be required.*

3. The Applicant has reached out to the applicable utility companies requesting ability to serve the proposed development, and awaits documentation from the City of Westbrook, CMP, and the Portland Water District. Letters from each utility should be forwarded to the City Planning Office upon receipt.

*Ability to serve letters from Central Maine Power and the Portland Water District are attached. The ability to serve letter from Unitil was provided with the original application. WEA has contacted the City of Westbrook multiple times to request the ability to serve letter for sewer service. We expect to receive the letter soon and will forward to the City of Portland upon receipt.*

4. The project will disturb over one acre of land and will therefore require filing a notice of intent to comply with the Maine Construction General Permit with the MaineDEP; a copy of the notice should be forwarded to the City when filed with MaineDEP for the project records.

*Agreed. A copy of the notice will be provided to the City when filed with the Maine DEP.*

5. A detail should be provided for a Detectable Warning Panel for Sidewalk Ramps within the City Right-of-Way in accordance with Figure I-7 of the City of Portland Technical Manual.

*The detail has been provided.*

6. The Sidewalk Reconstruction Detail provided for the work on Brighton Avenue should comply with Figure I-12 of the City of Portland Technical Manual.

*The detail has been revised accordingly; however, the esplanade has been removed from the detail as there is not enough room within the ROW to install an esplanade.*

7. The Applicant should provide a detail for trench work within the City Right-of-Way in accordance with Figure II-12 of the City of Portland Technical Manual.

*The detail has been provided.*

8. The Applicant should provide details for the proposed retaining walls and riprap aprons.

*The details have been provided.*

### **Landscaping Comments Provided by Jeff Tarling:**

1. Parking lot area tree / landscape should meet city standards in regards to planting volume per parking space count per note. Portions of the parking lot on the Brighton Avenue side and the small lot towards Denny's appears to be low or could be better served. Shade tree density should be closer to 35' - 40' on center.

*Per city of Portland standards the shade tree spacing has been adjusted to 40' on center. The site contains 113 parking spaces requiring 46 shade trees or 23 shade trees and 69 shrubs. We are proposing 28 shade trees and 95 shrubs.*

2. Tree species should not include: Canadian Hemlock due to Hemlock Woolly Adelgid outbreak in Portland, Colorado Blue Spruce due to insect & disease issues, Linden due to issues with sap dripping on cars, and no Callery Pears due to storm damage frequency. Shrubs on the not recommended list includes invasive types such as Euonymus/Burning Bush. We can supply list of recommended plant types or help refine the proposed list.

*Trees species contained in the plant list have been revised not to include the species mentioned above.*

3. Tree sizes for shade trees should be 2.5" caliper minimum per city standards. Evergreen trees should be 5-6' minimum height.



*Tree size shown on the plant list for major shade trees has been revised per City standards to 2.5" caliper, and evergreen tree height has been revised to 5'-8'.*

4. Project view from Brighton Avenue should be improved screening with increased tree / landscape buffer between proposed hotel and existing lots fronting on Brighton Avenue. This should include a low solid wood fencing or black vinyl chain link 5' minimum height. The proposed entrance drive and the shared space with Denny's should be defined and approved with landscape treatment to the extent possible to better define entrance.

*The project's Brighton Avenue side has been improved with a section of large deciduous shade trees planted 40' o.c., the preservation of two evergreen trees and a section of fence. Shrub plantings have been added to the east side of the entrance drive. The west side of the entrance drive (Denny's) is existing parking leaving no space for plantings.*

5. Existing tree save - existing trees along the project edge including Maine Turnpike & Pike Industries should be saved & protected during project construction. Tree-save measures should be included in final plan.

*No trees will be removed on the side of the property adjacent to the Maine Turnpike. Only brush will be removed for the installation of riprap swales and plunge pools on the slope. We have saved as many trees as possible on the Pike Industries side of the property. Two additional mature evergreen trees will be saved on the front of the property.*

6. Pedestrian circulation - from Hotel project to nearby sites, Denny's & shopping areas nearby should be well defined and winter accessible. (see Traffic review comments)

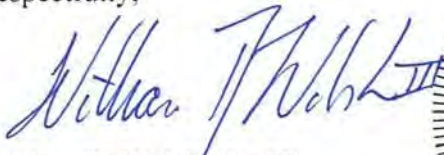
*The pedestrian circulation from the Brighton Ave intersection has been revised by keeping the sidewalk on the north side of the access road all the way to the northernmost parking area, where a crosswalk will be provided. Pedestrians will then continue to the canopy drop-off area to enter the building. This revised plan reduces the number of pedestrian crossings.*

A neighborhood meeting was held on February 4, 2015 at the Travel Lodge Motel (project site) at 5:00 pm to discuss the project. One resident attended the meeting. The neighborhood meeting certification and minutes are enclosed.

A revised plan set and supporting information is enclosed. We trust we have provided the necessary information to complete your review and respectfully request that the project be placed on the next available Planning Board agenda.

Please call me at 207-553-9898 should you require any additional information.

Respectfully,



William R. Walsh, III, PE  
Walsh Engineering Associates, Inc.



- cc. Kam Patel, Portland Hotels, Inc. (Applicant)
- enc. Revised Plan Set, Rev. 3 (1 full size, 1 reduced size)  
Revised Project Data sheet  
Utility Easement Description  
Neighborhood Meeting Certification  
Portland Water District – Ability to Serve Letter  
Central Maine Power – Ability to Serve Letter

## PROJECT DATA

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

	Lot A-1 (Hotel)	Lot A-9 (Denny's)	Total
<b>Total Area of Site</b>	126,105± s.f.	28,909± s.f.	155,014 s.f.
<b>Proposed Total Disturbed Area of the Site</b>	120,700± s.f.	218± s.f.	120,918 s.f.
If the proposed disturbance is greater than one acre, then the applicant shall apply for a Maine Construction General Permit (MCGP) with DEP and a Stormwater Management Permit, Chapter 500, with the City of Portland.			
<b>Impervious Surface Area</b>			
Impervious Area (Total Existing)	93,655± s.f.	24,298± s.f.	117,953± s.f.
Impervious Area (Total Proposed)	78,503± s.f.	24,288± s.f.	102,791± s.f.
<b>Building Ground Floor Area and Total Floor Area</b>			
Building Footprint (Total Existing)	22,160± s.f.	3,665± s.f.	25,825± s.f.
Building Footprint (Total Proposed)	16,202± s.f.	3,665± s.f.	19,867± s.f.
Building Floor Area (Total Existing)	44,320± s.f.	3,500± s.f.	47,820± s.f.
Building Floor Area (Total Proposed)	56,232± s.f.	3,500± s.f.	59,732± s.f.
<b>Zoning</b>			
Existing	B-4		
Proposed, if applicable	No Change		
<b>Land Use</b>			
Existing	Motel	Restaurant	
Proposed	Hotel	No Change	
<b>Residential, If applicable</b>			
Not Applicable			
# of Residential Units (Total Existing)			
# of Residential Units (Total Proposed)			
# of Lots (Total Proposed)			
# of Affordable Housing Units (Total Proposed)			
<b>Proposed Bedroom Mix</b>			
Not Applicable			
# of Efficiency Units (Total Proposed)			
# of One-Bedroom Units (Total Proposed)			
# of Two-Bedroom Units (Total Proposed)			
# of Three-Bedroom Units (Total Proposed)			
<b>Parking Spaces</b>			
# of Parking Spaces (Total Existing)	114	43	157
# of Parking Spaces (Total Proposed)	113	43	156
# of Handicapped Spaces (Total Proposed)	6	4	10
<b>Bicycle Parking Spaces</b>			
# of Bicycle Spaces (Total Existing)	0	0	0
# of Bicycle Spaces (Total Proposed)	6	0	6
<b>Estimated Cost of Project</b>			
\$5,300,000±			

KNOW ALL MEN BY THESE PRESENTS, That SUSSE CHALET MOTOR LODGE OF PORTLAND, a corporation organized and existing under the laws of the State of Maine and having a place of business in Portland in the County of Cumberland and State of Maine, in consideration of one dollar and other valuable considerations paid by HUMBLE OIL & REFINING COMPANY, a corporation organized and existing under the laws of the State of Delaware, also having a place of business in said Portland, the receipt whereof it does hereby acknowledge, does hereby give, grant, bargain, sell and convey, unto the said HUMBLE OIL & REFINING COMPANY, its successors and assigns.

A certain lot or parcel of land with any improvements thereon, located in the City of Portland, County of Cumberland and State of Maine and being bounded and described as follows:

Beginning at an iron located on the southerly sideline of Brighton Avenue, as relocated by the Maine Turnpike Authority, which iron is located at the northwesterly corner of land leased by the City of Portland to the American Oil Company by lease dated September 26, 1961 and recorded in Cumberland County Registry of Deeds in Book 2640, Page 23; thence South 18° 6' West by said land leased to said American Oil Company and by other land of the Grantor herein a total distance of one hundred twenty-five (125) feet to an iron; thence North 68° 34' 30" West by other land of the Grantor herein one hundred forty-seven (147) feet to an iron; thence North 15° 48' 15" East by other land of the Grantor herein one hundred twenty-five (125) feet to the southerly sideline of said Brighton Avenue; thence southeasterly by said Brighton Avenue one hundred fifty-two (152) feet to the point of beginning, together with all rights, privileges, easements and appurtenances thereto belonging, driveways and improvements thereon or connected therewith, and together with any right, title and interest of Grantor in and to any land lying in any such road, street, alley or way.

Grantor, its successors and assigns, excepts and reserves an easement, for the placement of lighting and appurtenant fixtures, shrubbery and snow resulting from snow removal operations on adjoining land of Grantor, over and on a strip of land five (5) feet in width running along the entire westerly boundary of the granted premises, the west bounds of said strip being the westerly boundary of the granted premises and the east bounds of said strip being a line one hundred twenty-five (125) feet, more or less, in length located parallel to and five (5) feet easterly of said western boundary of the granted premises.

The use of said easement by Grantor shall not interfere with reasonable access and egress to and from the granted premises, by means of at least two thirty (30) foot curb cuts or ramps.

Grantor, its successors and assigns, also excepts and reserves an easement, for the placement of a sign directing access to the business of Grantor over and on that portion of the granted premises at the northwesterly corner thereof that is bounded on the southeast by a line formed by an arc having a radius of twenty (20) feet; on the north by Brighton Avenue (twenty-one (21) feet more or less); on the west by other land of the Grantor (twenty-one (21) feet, more or less) and on the south by the above-mentioned five (5) foot strip of land, said sign not to exceed twelve (12) feet in height.

Grantor, its successors and assigns, excepts and reserves an easement, for the placement and maintenance of a sewer line in accordance with requirements of the City of Portland, and underground utilities over and on a strip of land fifteen (15) feet in width running along the entire easterly boundary of the granted premises, the east bounds of said strip being the easterly boundary of the granted premises and the west bounds of said strip being a line one hundred twenty-five (125) feet, more or less, in length located parallel to and fifteen (15) feet westerly of said eastern boundary of the granted premises. Grantee, its successors and assigns reserve the right to pave over said easement, provided that said paving shall not take place prior to the placement and testing of said sewer line and underground utilities or June 15, 1972, whichever is first. It is provided further that the exercise of said reserved right shall not interfere with the use or maintenance of said sewer line and underground utilities.

The premises shall be conveyed subject to the restriction that Grantee, its successors, assigns and lessees shall use the granted premises only for the sale of gasoline, oil products, automobile accessories and for the service of automobiles and for no other use. This conveyance is also subject to the restrictions, insofar as they affect the granted premises, contained in the deed covering the granted premises from the City of Portland to Grantor, dated December 14, 1971 and recorded in Cumberland County Registry of Deeds, Book 3204, Page 805.

In the event that Grantee, its successors and assigns, shall desire to convey the granted premises or any portion thereof to a bona fide purchaser, Grantee or its successors and assigns shall give to Grantors, its successors and assigns notice in writing of all the terms and conditions of the proposed conveyance. Grantor, its successors and assigns shall have the right of first refusal to receive a conveyance on the same terms and conditions and shall have thirty (30) days after receipt of said notice to indicate to Grantee or its successors and assigns in writing its acceptance of said terms and conditions and its desire to receive a conveyance of the premises involved upon said terms and conditions. In the event of such acceptance by Grantor, its successors and assigns, closing shall take place within thirty (30) days of the date of such acceptance upon such terms and conditions.

TO HAVE AND TO HOLD the aforegranted and bargained premises with all the privileges and appurtenances thereof to the said HUMBLE OIL & REFINING COMPANY, its successors and assigns, to it and their use and behoof forever.

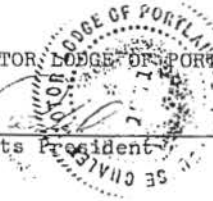
And it does covenant with the said Grantee, its successors and assigns that it will warrant and defend the same to the said Grantee, its successors and assigns forever, against the lawful claims and demands of all persons claiming by, through or under it.

IN WITNESS WHEREOF, the said SUSSE CHALET MOTOR LODGE OF PORTLAND has caused this instrument to be executed in its corporate name and under its corporate seal by Fred B. Roedel, its President, thereunto duly authorized this 7<sup>th</sup> day of January, in the year of our Lord one thousand nine hundred and seventy-two.

Signed, Sealed and Delivered  
in Presence of

*Fred B. Roedel*

SUSSE CHALET MOTOR LODGE OF PORTLAND  
By *Fred B. Roedel*  
Its President



STATE OF MAINE  
CUMBERLAND, SS.

January 7, 1972

Personally appeared the above named Fred B. Roedel,  
President of said SUSSE CHALET MOTOR LODGE OF PORTLAND and


### Neighborhood Meeting Certification

I, William R. Walsh, Walsh Engineering Associates, Inc., authorized agent for Portland Hotels, Inc., hereby certify that a neighborhood meeting was held on Feb 4, 2015 at the Travel Lodge Main Office, 1210 Brighton Ave, Portland, Maine at 5 pm.

I also certify that on Jan 21, 2015, invitations were mailed to the following

1. All address on the mailing list as provided by the Planning Division of the City of Portland including property owners within 500 feet of the proposed development;
2. Residents on the "interested parties" list;
3. A digital copy of the notice was provided to the Planning Division ([jmy@portlandmaine.gov](mailto:jmy@portlandmaine.gov) and [ldobson@portlandmaine.gov](mailto:ldobson@portlandmaine.gov) and to the Assigned Planner [hcd@portlandmaine.gov](mailto:hcd@portlandmaine.gov)).

Signed

  
\_\_\_\_\_

2/4/15 (date)

Attached to this certification are:

1. Copy of Invitation Sent
2. Sign-In Sheet
3. Meeting Minutes

January 21, 2015

Dear Neighbor,

On behalf of Portland Hotels, Inc., I invite you to a neighborhood meeting to discuss their plans for the construction of a new hotel located at 1210 Brighton Avenue, Portland, Maine 04102.

**Meeting Location:** Travel Lodge Main Office, 1210 Brighton Avenue, Portland, Maine 04102

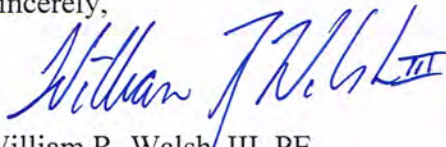
**Meeting Date:** Wednesday, February 4, 2015

**Meeting Time:** 5 pm

Under Section 14-32(C ) and 14-524(a)d The City Code of Ordinances, an applicant for Level III development, subdivision of over five lots/units, or zone change is required to hold a neighborhood meeting within 30 days of submitting a preliminary application or 21 days of submitting a final site plan application, if a preliminary plan was not submitted. The neighborhood meeting must be held at least seven days prior to the Planning Board public hearing on the proposal. Should you wish to offer additional comments on this proposed development, you may contact the Planning Division at 874-8721 or send written correspondence to the Planning and Urban Development Department, Planning Division, 4<sup>th</sup> floor, 389 Congress Street, Portland, ME 04101 or by email to: [bab@portlandmaine.gov](mailto:bab@portlandmaine.gov).

If you have any questions, please call William Walsh at Walsh Engineering Associates, Inc. at 207-553-9898 or [bill@walsh-eng.com](mailto:bill@walsh-eng.com).

Sincerely,



William R. Walsh, III, PE  
Walsh Engineering Associates, Inc.  
(Agent for Portland Hotels, Inc.)

cc: Kamlesh Patel, Portland Hotels, Inc.



SAI PRASAD LLC  
1150 Brighton Ave.  
Portland, ME 04102

264 A001001

Paul S Depalmer  
1784 Washington Ave  
Portland, ME 04103

265 A007001

Portland Inn Inc  
1150 Brighton Ave  
Portland, ME 04102

265 B005001

Central Maine Power Co  
Land Management Dept  
70 Farm View Dr  
New Gloucester, ME 04260  
266 C002001 - C004001 - C010001

Pike Industries Inc  
95 Western Ave  
Fairfield, ME 04937

264 A002001 - 264 A004001

Portland Hotels Realty Inc  
1200 Brighton Ave  
Portland, ME 04102

265 A008001

G6 Hospitality Property LLC  
PO Box 117508  
Carrollton, Texas 75011

266 A001001

City Hospital Housing Assoc  
C/O Woodcock Mgt  
707 Sable Oaks Dr  
South Portland, ME 04106  
B001002

Portland Hotels, Inc  
1200 Brighton Ave  
Portland, ME 04102

265 A001001-265 A009001- A009002

1140 Brighton Ave Assoc Inc  
1140 Brighton Ave  
Portland, ME 04102

265 B004001

35 Riverside LLC  
PO Box 266  
Cape Elizabeth, ME 04107

266 A004001

Anne Weigel  
92 Hamblet Avenue  
Portland, ME 04103

Anthony Donovan  
27 Riverview Street  
Portland, ME 04102

Barb Wood  
125 Emery Street  
Portland, ME 04102

Chris Castelsky  
Fairpoint Communications  
521 East Morehead Street  
Charlotte, NC 28202

David Nowlin  
215 Oxford Street  
Portland, ME 04102

Deb Keenan  
28 Dorothy Street  
Portland, ME 04103

Devon and Pamela Platte  
26 North Street, #3  
Portland, ME 04101

Edward Suslovic  
District 3  
46 Kenwood St.  
Portland, Me 04103

Ethan Strimling  
211 Spring Street  
Portland, ME 04102

Greater Portland Council of Governments  
970 Baxter Blvd., 2nd Floor  
Portland, ME 04103

Henry Leclair  
209 Range Road  
Windham, ME 03087

Janice Carpenter  
9 West Commonwealth Drive  
Portland, ME 04103

Jennifer Yeaton  
City of Portland  
389 Congress Street  
Portland, ME 04101

Jesse Thompson, RA, LEED AP  
Kaplan Thompson Architects  
424 Fore Street  
Portland, ME 04101

John Leavitt  
NE Regional Council of Carpenters  
68 Bishop Street, Unit 1  
Portland, ME 04103

Kerry Anderson  
5 Frederick Thompson Drive  
Scarborough, ME 04074

Len Anderson  
543 Allen Avenue  
Portland, ME 04103

Lynn Clarkson  
145 Marlborough Road  
Portland, ME 04103

Mary Griffith  
6 E. Promenade, Unit #2  
Portland, ME 04101

Nancy Bartlett  
PO Box 7965  
Portland, ME 04112

Pam Burnside  
64 Lester Drive  
Portland, ME 04103

Paul Dubois  
Kimberly Dubois  
1915 Congress Street  
Portland, Me 04102

Paul Leblond  
55 Stevens Avenue  
Portland, ME 04102

Peggy Morin  
66 Farnham Street  
Portland, ME 04101

Philip Haughey  
1660 Soldiers Field Road  
Boston, MA 02135

Portland Society of Architects  
c/o James Sterling, AIA  
PO Box 7305  
Portland, ME 04112

Priscilla D. LaVallee  
28 Greenway Drive, Unit #2  
Falmouth, ME 04105-2150

Rebecca Halla  
Waste Management  
2000 Forest Avenue  
Portland, ME 04103

REP Benjamin Dudley III  
District 30  
9 Ponce Street  
Portland, ME 04101

REP Glenn Cummings  
District 37  
24 Nevens Street  
Portland, ME 04103

12/23/2014

Citizen's Mailing List

1:59 PM

REP Herb Adams  
District 33  
231 State Street  
Portland, ME 04101-2361

REP Joseph Brannigan  
District 35  
168 Concord Street  
Portland, ME 04103

Robert Hains  
250 Holm Avenue  
Portland, ME 04102

William Meridian  
105 Stonecrest Drive  
Portland, ME 04103

**Neighborhood Meeting Sign-In Sheet**

**RE:** Construction of new hotel at 1210 Brighton Ave, Portland, ME 04102

**Meeting Time:** Wednesday, February 4, 2015, 5:00 pm

**Location:** Travel Lodge Maine Office, 1210 Brighton Ave, Portland, ME 04102


Name	Company	Address	Phone/email
Bill Walsh	Walsh Eng. Assoc	One Karen Dr. Westbrook	553-9898
Robert C. Haines	Self	250 Holm Ave. Portland	207-771-2512
Patel, Kamlesh	Portland Hotels Inc	1210 Brighton Ave.	207-807-1127
Name	Company	Address	Phone/email

## Neighborhood Meeting Minutes

Hotel Redevelopment  
1210 Brighton Ave, Portland, ME 04102

**Meeting Time:** Wednesday, February 4, 2015, 5:00 pm

**Location:** Travel Lodge Main Office, 1210 Brighton Ave, Portland, ME 04102

Attending: Kamlesh Patel, Portland Hotels, Inc. (Owner)  
Bill Walsh, Walsh Engineering Associates, Inc. (Authorized Agent for Owner)   
Robert C. Hains, Interested Party

### Introduction

- As part of the site plan application, we are required to hold a neighborhood meeting.

### Existing Conditions

- Existing hotel: 135 rooms, 2.89 acres

### Proposed Project

- 86-room, four-story hotel, 16,200 sq ft footprint.
- Project located in the B-4 commercial corridor.
- New hotel to be located in the central/southwestern portion of the site.
- Entrance drive will come from the existing intersection of Brighton Ave and Riverside St.
- Entrance drive will be improved going into the site and will allow for drop off and parking.
- Impervious area to be reduced by 15,000 sq ft.
- Site to be serviced by new utilities from Brighton Ave:
  - Water
  - Underground utilities: electrical and communications
  - Natural gas

### Schedule

- Presently under review by the City of Portland Planning Department.
- Public hearing to be held with the Planning Board within the next month to month-and-a-half.



## Portland Water District

FROM SEBAGO LAKE TO CASCO BAY

October 2, 2014

Walsh Engineering Associates, Inc.  
One Karen Drive, Suite 2A  
Westbrook, ME 04092

Attn: Jeanette Chappell, EI  
Re: 1210 Bridgton Avenue, Portland  
Ability to Serve with PWD Water

Dear Ms. Chappell:

The Portland Water District has received your request for an Ability to Serve determination for the noted site submitted on September 16, 2014. 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 currently have existing water service. A 6-inch diameter cast iron water service line, located as shown on the attached water service card, provides water service to this site. Please refer to the "Conditions of Service" section of this letter for requirements related to the use of this service.

### Water System Characteristics

According to District records, there is a 12-inch diameter cast iron and a 6-inch cast iron water main on the north side of Brighton Avenue and a public fire hydrant located 170-feet from the site.

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

Hydrant Location: Main Street at Riverside Street  
Hydrant Number: WED-HYD000293  
Last Tested: 7/27/1995  
Static Pressure: 75 psi  
Residual Pressure: Not Measured  
Flow: 1,331 GPM

### Public Fire Protection

It is not anticipated that this project will 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 data noted above indicates there should be adequate pressure and volume of water to serve the domestic water needs of your proposed 95-room hotel.

#### Private Fire Protection Water Needs

You have indicated that 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. 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

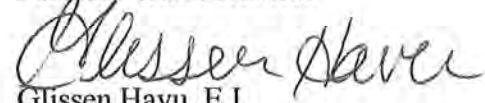
The existing 6-inch diameter cast iron water service provides both fire and domestic water for the existing hotel. A 1.5-inch domestic water service is currently tapped off the 6-inch service; this 1.5-inch service formerly fed the gas station at 1200 Brighton Avenue. This configuration does not meet current District standards. Since the gas station has been demolished, and the service has not been active since 1997, the connection on private property should be severed.

The Layout and Utility plan shows the existing 6-inch cast iron service to be used as fire protection and a new 6-inch service installation to be used for domestic water. Please adjust the new service location to allow a minimum separation of 6-feet face to face from the underground electric and telephone.

There is currently a 4-inch compound water meter on this service which is capable of handling up to 1100 gallons per minute. An appropriate meter size will need to be determined prior to activation of the new domestic service. Since the length of the service exceeds 300-feet, the existing meter is located within a meter pit. If the length of the new domestic service can be reduced to less than 300-feet from the public ROW, then a new meter pit would not be required.

Once a contractor has been selected and the project is ready to go to construction, please contact MEANS to arrange for an appointment to fill out a service application. 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



## CENTRAL MAINE POWER

September 29, 2014

Walch Engineering Associates  
C/O Ms. Jeanette Chapell  
1 Karen Drive Suite 2A  
Westbrook, Maine 04092

RE: Three Phase Service, 1200 Brighton Avenue, Portland, Maine

Dear Ms. Chapell,

This letter is to advise you Central Maine Power has three phase electrical service in the area to serve the subject project.

Once the project is accepted by the City of Portland, the owner will need to call our Customer Service Center at 1-800-565-3181 to sign up for a New Account and a Work Request Order so we may provide an actual cost.

I will need to know what size service and voltage the Customer will be requesting.

If you have any questions please feel free to call me at 828-2882.

Sincerely,

Paul DuPerre  
Energy Service Specialist

162 Canco Road, Portland, ME 04103  
Telephone 1-800-750-4000

