



Preliminary Site Plan Application City of Portland, Maine

for

**Hotel Redevelopment
1210 Brighton Avenue
Portland Maine**

November 14, 2014

Applicant

Portland Hotels, Inc.
1200 Brighton Ave
Portland, Maine 04102

Prepared By

Walsh Engineering Associates, Inc.
1 Karen Drive, Suite 2A
Westbrook, Maine 04092



November 14, 2014

Ms. Barbara Barhydt
Development Review Manager
City of Portland Planning Division
389 Congress Street
Portland, Maine 04101

**RE: Preliminary Level III Site Plan Application
Hotel Redevelopment
1210 Brighton Avenue
Portland, Maine 04102**

Dear Ms. Barhydt,

Walsh Engineering Associates, Inc. (WEA) is pleased to submit this Preliminary Level III Site Plan Application on behalf of Portland Hotels, Inc. (Applicant) for the Hotel Redevelopment located at 1210 Brighton Avenue, in Portland. The proposed project includes the demolition of the existing Travelodge motel and the construction of a four-story 86-room hotel. The Applicant currently owns the subject property, which lies in the City's B-4 Commercial Corridor Zoning District. The proposed project complies with permitted uses of the B-4 zone.

On behalf of Portland Hotels, Inc., we look forward to working with you to make this project a success. We request that the project be placed on the next available Planning Board agenda. Please find enclosed the required Preliminary Level III Site Plan application materials, full and reduced plan sets, and a CD with the electronic submission. Please contact us at your earliest convenience if you require any additional information.

Respectfully,

A handwritten signature in black ink that reads "William R. Walsh, III".

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

cc: Kam Patel, Portland Hotels, Inc.
Robert Foster, Architect

enc: Letter of Agent Authorization
Letter to Fire Department
Site Plan Application
Site Plans (1 full size, 1 reduced)
CD with electronic submission

Date: September 4, 2014

To Whom It May Concern,

By this letter, the undersigned authorizes Walsh Engineering Associates, Inc. to act as the agent for the undersigned in the preparation and submission of all Federal, State, and Local City permit applications and relevant documents and correspondence for all necessary permits for the construction of a hotel at 1200 Brighton Ave., Portland, ME; to attend meetings and site visits; to appear before all boards, commissions, and committees, and to provide such other services as are necessary and appropriate in furtherance of the aforementioned project.

Sincerely,



Kamlesh Patel, Portland Hotels, Inc.
1150 Brighton Ave.
Portland, ME 04102



Jeff Levine, AICP, Director
Planning & Urban Development Department



Electronic Signature and Fee Payment Confirmation

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

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

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

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

		(Agent)	<u>11/14/14</u>
Applicant Signature:			Date:
		(Agent)	<u>11/14/14</u>
I have provided digital			Date:

NOTE: All electronic paperwork must be delivered to buildinginspections@portlandmaine.gov or by physical means i.e. a thumb drive or CD to the Inspections Office, City Hall, 3rd Floor, Room 315.



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

Planning and Urban Development Department
Planning Division

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

Level III: Site Plan Development includes:

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

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

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

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

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

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

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

PROJECT NAME: Hotel Redevelopment

PROPOSED DEVELOPMENT ADDRESS:

1210 Brighton Avenue, Portland, Maine 04102

PROJECT DESCRIPTION:

Demolition of existing 135 room motel and site amenities. Construction of new 86 room hotel, parking lot, and utilities.

CHART/BLOCK/LOT: 265/A/1

PRELIMINARY PLAN _____ (date)

FINAL PLAN _____ (date)

CONTACT INFORMATION:

Applicant – must be owner, Lessee or Buyer Name: Kamlesh Patel Business Name, if applicable: Portland Hotels, Inc. Address: 1150 Brighton Ave City/State : Portland, ME Zip Code: 04102	Applicant Contact Information Work # 207-807-1127 Home# Cell # Fax# e-mail: kopatel@me.com
Owner – (if different from Applicant) Name: Same as Applicant Address: City/State : Zip Code:	Owner Contact Information Work # Home# Cell # Fax# e-mail:
Agent/ Representative Name: William R. Walsh, III, PE Walsh Engineering Associates, Inc. Address: 1 Karen Drive, Suite 2A City/State : Westbrook, ME Zip Code: 04092	Agent/Representative Contact information Work # 207-553-9898 Cell # 207-650-8833 e-mail: bill @walsh-eng.com
Billing Information Name: Kamlesh Patel Address: 1150 Brighton Ave City/State : Portland, ME Zip Code: 04102	Billing Information Work # 207-807-1127 Cell # Fax# e-mail: kopatel@me.com

Engineer Name: William R. Walsh, III, PE Walsh Engineering Associates, Inc. Address: 1 Karen Drive, Suite 2A City/State : Westbrook, ME Zip Code: 04092	Engineer Contact Information Work # 207-553-9898 Cell # 207-650-8833 Fax# e-mail: bill @walsh-eng.com
Surveyor Name: Owen Haskell, Inc. Address: 390 US Route 1, Unit 10 City/State : Falmouth, ME Zip Code: 04105	Surveyor Contact Information Work # 207-774-0424 Cell # Fax# e-mail:
Architect Name: Robert J. Foster Address: 36 Groveside Road City/State : Portland, ME Zip Code: 04102	Architect Contact Information Work # 207-761-3822 Cell # Fax# e-mail: rfosterme@earthlink.net
Attorney Name: Address: City/State : Zip Code:	Attorney Contact Information Work # Cell # Fax# e-mail:

APPLICATION FEES:

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

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

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

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


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

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

APPLICANT SIGNATURE:

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

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

Signature of Applicant:  (Agent)	Date: 11/14/14
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PROJECT DATA

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

Total Area of Site	125,888.4	sq. ft.
Proposed Total Disturbed Area of the Site	120,700±	sq. ft.
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.		
Impervious Surface Area		
Impervious Area (Total Existing)	93,655	sq. ft.
Impervious Area (Total Proposed)	78,503	sq. ft.
Building Ground Floor Area and Total Floor Area		
Building Footprint (Total Existing)	22,160	sq. ft.
Building Footprint (Total Proposed)	16,202	sq. ft.
Building Floor Area (Total Existing)	44,320±	sq. ft.
Building Floor Area (Total Proposed)	56,232±	sq. ft.
Zoning		
Existing	B-4	
Proposed, if applicable	B-4	
Land Use		
Existing	Motel	
Proposed	Hotel	
Residential, If applicable		
Not Applicable		
# of Residential Units (Total Existing)		
# of Residential Units (Total Proposed)		
# of Lots (Total Proposed)		
# of Affordable Housing Units (Total Proposed)		
Proposed Bedroom Mix		
# of Efficiency Units (Total Proposed)		
# of One-Bedroom Units (Total Proposed)		
# of Two-Bedroom Units (Total Proposed)		
# of Three-Bedroom Units (Total Proposed)		
Parking Spaces		
# of Parking Spaces (Total Existing)	114	
# of Parking Spaces (Total Proposed)	113	
# of Handicapped Spaces (Total Proposed)	6	
Bicycle Parking Spaces		
# of Bicycle Spaces (Total Existing)	0	
# of Bicycle Spaces (Total Proposed)	6	
Estimated Cost of Project	\$5,300,000±	

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



**PORTLAND FIRE DEPARTMENT
SITE REVIEW
FIRE DEPARTMENT CHECKLIST**



A separate drawing[s] shall be provided as part of the site plan application for the Portland Fire Department's review.

1. Name, address, telephone number of applicant
- 2.
3. Name address, telephone number of architect
4. Proposed uses of any structures [NFPA and IBC classification]
- 5.
6. Square footage of all structures [total and per story]
7. Elevation of all structures
8. Proposed fire protection of all structures
 - **As of September 16, 2010 all new construction of one and two family homes are required to be sprinkled in compliance with NFPA 13D. This is required by City Code. (NFPA 101 2009 ed.)**
9. Hydrant locations
10. Water main[s] size and location
11. Access to all structures [min. 2 sides]
12. A code summary shall be included referencing NFPA 1 and all fire department. Technical standards.

Some structures may require Fire flows using annex H of NFPA 1



November 14, 2014

Captain Chris Pirone
City of Portland Fire Department
380 Congress Street
Portland, ME 04101

**RE: Preliminary Level III Site Plan Application
Fire Department Site Plan Review
Hotel Redevelopment
1210 Brighton Avenue
Portland, Maine 04102**

Dear Captain Pirone,

In accordance with the requirements of the City's Site Plan review application, we have provided the enclosed drawing necessary for your review of the Hotel Redevelopment project located at 1210 Brighton Avenue in Portland. We have also provided the necessary information in the narrative below.

1. Name, address and telephone number of applicant
*Kamlesh Patel
Portland Hotels, Inc.
1150 Brighton Ave
Portland, Maine 04102
207-807-1127*
2. Name address and telephone number of architect.
*Robert Foster, Architect
36 Groveside Road
Portland, Maine 04102
207-761-3822*
3. Proposed use of any structures.
One hotel building will be constructed as part of the project. There will be no other structures on the property.
4. Square footage of all structures
*The footprint of the structure will be approximately 16,200 square feet.
The total floor area of the four-story structure will be 56,232 square feet*
5. Elevations of all structures
The peak height of the building will be 54'-2" above ground level.

6. Proposed fire protection of all structures.
The building will be sprinkled. Additional information will be provided with the final Level III Site Plan Application.
7. Hydrant locations
One fire hydrant will be located on the northern side of the parking lot, approximately 150 feet from the building.
8. Water mains and sizes
An existing 6-inch fire service will be extended to the building from the northern side of the site. A 2-inch domestic service will be installed to the building from the 12-inch water main in Brighton Ave.
9. Access to structures (min. 2 sides)
Access is provided to three sides of the building from the parking lot. Access and circulation is shown on the attached site plan.
10. Code summary shall be included referencing NFPA and all fire department technical standards.
A code summary will be provided with the Final Level III Site Plan Application.

We trust that we have provided sufficient information for your review. Please contact us if you have any comments or questions.

Respectfully,

A handwritten signature in cursive script, reading "William R. Walsh, III".

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

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Attachment F: Easement Deeds

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Attachment G: Letter of Financial Capacity

1 Development Description

1.1 Project Overview

Portland Hotels, Inc. (Applicant) currently owns the subject property located at 1210 Brighton Ave identified by the City Tax Assessor as Map 265 Block A Lot 1. The lot currently contains a 135-room Travelodge Motel. The Applicant intends to demolish the existing motel and reconstruct a new 86-room hotel. The hotel brand shall be determined following Preliminary Site Plan approval. The project requires Level III Site Plan approval from the City of Portland Planning Department.

1.2 Existing Conditions

The site is comprised of one 2.89 acre parcel identified on the City of Portland Assessor's Map as Tax Map 265, Block A, Lot 1 and lies within the B-4 Commercial Corridor Zone. The parcel is located on the southern side of the intersection of Brighton Avenue and Riverside Street and has 44.8 feet of frontage along Brighton Avenue. The parcel is bordered to the north by a vacant lot and an automobile sales and repair facility; to the east by a strip of land land owned by the City of Portland, beyond which is Interstate I-95; to the south by a quarry; and to the west by a Denny's Restaurant.

The majority of the site is developed with two motel buildings, a pool, paved parking areas, and landscaping amenities. The site is primarily impervious, with the exception of a landscaped yard area on the south side of the parcel which includes six mature silver maple trees. The existing impervious area onsite is approximately 93,620 square feet. The two existing motel buildings have a combined footprint of approximately 22,160 square feet and are both two stories high.

The topography for the developed area consists of very mild slopes to accommodate stormwater drainage. The south side of the property is bordered with steep slopes that drop into the quarry. The east side of the property slopes at approximately 6% slopes from the edge of the curbed parking area to the property line and then drops steeply onto the City of Portland property. The north and west sides of the property have similar topography to the developed area on the site with mild slopes. Stormwater runoff from the northern and western portions of the site is collected in catch basin systems with offsite discharge locations. Stormwater runoff from the eastern side of the motel flows overland to three discharge location on the eastern side of the parking lot. Stormwater runoff from the southern portion of the site is collected in a shallow catch basin system and discharged at the southern end of the site.

The site is currently connected to public sewer, public water, electrical, and communication services from Brighton Avenue. Sewer currently discharges to the Town of Westbrook Sewer, which is managed by Portland Water District. Natural gas is available in Brighton Avenue, but the site does not currently have a natural gas service.

1.3 Proposed Development

The Applicant intends to demolish the existing buildings, remove the pool, parking lot, and other existing site amenities, and remove portions of the existing utility services. Following

demolition, the Applicant will construct a new four-story, 86-room hotel with associated parking, landscaping, and utilities. The new building will have a footprint of approximately 16,200 square feet and will be located in the southeast portion of the site. The new parking lot will be located primarily on the north and east sides of the building. The parking lot will provide a total of 113 parking spaces, including six ADA accessible parking spaces. The total impervious area at the site will be reduced by approximately 15,117 square feet to a total of 78,503 square feet.

Stormwater drainage patterns will remain generally the same as predevelopment conditions. The eastern portion of the site will flow overland to the eastern side of the parking lot and the western portion of the site will be collected in a catch basin system discharging to the southern side of the site. The entrance road will drain back toward the catch basin system in Brighton Avenue. The stormwater discharge points will be located in the same location as the existing stormwater discharge points. The total impervious area draining to each discharge point will be reduced from the existing condition, thereby reducing the peak flow rate at each point. Preliminary HydroCAD stormwater drainage calculations comparing the pre and post development conditions for each subcatchment for the 2, 10, and 25-year storms are included with this submission. The pre and post development peak flow rates for each subcatchment are summarized below.

Peak Flow Rate Comparison Table			
Subcatchment 1	Storm Event		
	2 Year	10 Year	25 Year
Pre Development	1.3	2.1	2.5
Post Development	0.9	1.7	2.1
Subcatchment 2	Storm Event		
	2 Year	10 Year	25 Year
Pre Development	2.8	5.0	6.1
Post Development	2.7	5.0	6.1
Subcatchment 3	Storm Event		
	2 Year	10 Year	25 Year
Pre Development	1.7	2.8	3.4
Post Development	1.1	2.1	2.6
Subcatchment 4	Storm Event		
	2 Year	10 Year	25 Year
Pre Development	0.5	0.8	1.0
Post Development	0.5	0.8	1.0
Subcatchment 5	Storm Event		
	2 Year	10 Year	25 Year
Pre Development	0.5	0.8	1.0
Post Development	0.5	0.8	1.0
All units are in cubic feet per second (csf)			

New underground electrical, communication, natural gas, and water services will be installed to the new building. Two water services will be installed; one for domestic use and one for fire protection.

The site entrance from Brighton Avenue will be improved with a center island, larger curb radii, and a sidewalk into the site. The sidewalk system will extend to and around the new hotel building. According to a traffic analysis by William Bray of Traffic Solutions, the proposed project will reduce the amount of trips generated by the site by approximately 60% from the existing condition. The existing intersection is not considered a high crash location by the Maine Department of Transportation. Therefore, the proposed project will not have an adverse effect on the existing level of service of the intersection.



2 Evidence of Right, Title, and Interest

The applicant currently owns the subject property. The applicable deed is attached.

Attachment A
Quitclaim Deed

QUITCLAIM DEED

KNOW ALL MEN BY THESE PRESENTS, THAT HIM PORTLAND LLC, a Massachusetts limited liability company ("Grantor") for valuable consideration paid by PORTLAND HOTELS, INC., a Maine corporation ("Grantee"), whose mailing address is 738 Main Street, South Portland, Maine 04106, the receipt of which Grantor hereby acknowledges, does hereby grant unto said Grantee, its successors and assigns forever, with quitclaim covenants, all that real property situated in the County of Cumberland, State of Maine, and more particularly described on Exhibit A attached hereto and made a part hereof, and together with all improvements now or hereafter situated thereon.

TO HAVE AND TO HOLD the same, together with all and singular the rights and appurtenances belonging in any way thereto, unto the said Grantee, his heirs and assigns forever.

(Signature page follows.)

MAINE REAL ESTATE TAX PAID

Quitclaim Deed
Signature Page

IN WITNESS WHEREOF, Grantor has executed this Deed, to be effective as of this
29th day of January, 2004.

GRANTOR:

HIM Portland LLC,
a Massachusetts limited liability company

By: [Signature]
Name: W. Thomas Fleming, III
Title: President

Subscribed and sworn to before me, in my presence, this 20 day of Dec 2003.
Stephen H. Seltzer, Notary Public in and for the
County of Montgomery, State of Maryland.

[Signature]
My Commission Expires July 1, 2006

EXHIBIT A

LEGAL DESCRIPTION OF LAND

Portland (Brighton Ave), Maine

A certain lot or parcel of land situated on the southwesterly side of Brighton Avenue in Portland, Cumberland County, Maine, bounded and described as follows:

Beginning at an iron pipe set on the southerly side line of said Brighton Avenue, where it intersects with the boundary line running between the City of Portland and Westbrook, said point of beginning also lying on a course of South 14 degrees 04 minutes 10 seconds West, 5.41 feet from a drill hole in an 8"x 8" granite monument on said boundary;

Thence, in an easterly direction on a curve to the right along the southerly sideline of Brighton Avenue, having a radius of 1,382.07 feet and an arc length of 171.32 feet, to a P.K. nail set on the north westerly corner of land now or formerly Mobil Oil Corporation as described in Book 8750, Page 165;

Thence, South 15 degrees 42 minutes 00 seconds West, along said Mobil Corp., 125.00 feet to an iron pipe set;

Thence, South 68 degrees 40 minutes 10 seconds East, along said Mobil Corp., 147.00 feet to a P.K. nail set;

Thence, North 18 degrees 00 minutes 10 seconds East, along said Mobil Corp., 32.17 feet to a point;

Thence, South 66 degrees 37 minutes 20 seconds East, along land now or formerly Paul S. and Joyce A. dePalmer as described in Book 8523, Page 38, 221.38 feet to a point on the westerly sideline of the Portland Pipe Line;

Thence, South 18 degrees 18 minutes 13 seconds West, along said pipe line, 400.11 feet to an iron pipe set;

Thence, North 71 degrees 41 minutes 47 seconds West, along land now or formerly Blue Rock Industries as described in Book 3162, Page 881, 111.74 feet to an iron pipe set;

Thence, North 22 degrees 28 minutes 17 seconds West, along said Blue Rock, 252.50 feet to an iron pipe set;

Thence, North 48 degrees 19 minutes 47 seconds West, along land now or formerly Blue Rock Industries as described in Book 3162, Page 899, 273.80 feet to a point on the boundary line of said Portland and Westbrook;

Thence, North 14 degrees 04 minutes 10 seconds East, along said line, 216.26 feet the point on the southerly sideline of said Brighton Avenue and of beginning.

The above described parcel contains 155,074 square feet, 3.56 acres, more or less.

From the above described premises, contains a lease conveyed by Chalet Susse International to Harold Butler Enterprises #728, Inc. dated July 13, 1972, and recorded in Book 3281, Page 1 of the Cumberland County Registry of Deeds bounded and described as follows:

Commencing at the same point of beginning as the above described premises;

Thence, in an easterly direction on a curve to the right along the southerly sideline of said Brighton Avenue, having a radius of 1382.07 feet and an arc length of 125.00 feet to a point;

Thence, South 17 degrees 03 minutes 37 seconds West, through land of the Grantor, 270.81 feet to an iron pipe set;

Thence, North 48 degrees 19 minutes 47 seconds West, along land of the Grantor and Blue Rock Industries, 125.00 feet to a point on the boundary line of said Portland and Westbrook;

Thence, North 14 degrees 04 minutes 10 seconds East, along said boundary line, 216.26 feet to the point of beginning;

The above described lease contains 29,011 square feet/0.67 acres.

The above described bearings are referenced to Maine State Grid Coordinate System (West Zone).

Together with those easements reserved in deed dated January 7, 1972 and recorded with the Cumberland County Registry of Deeds in Book 3208, Page 467.

Received
Recorded Register of Deeds
Jan 30, 2004 02:13:31P
Cumberland County
John B. O'Brien



3 Evidence of State and/or Federal Approvals

No state or federal approvals are required for this project.

4 Assessment of Compliance with Zoning Requirements

The following narrative demonstrates that the project conforms with all of the applicable design standards of Section 14-526 of the City of Portland Zoning Ordinance.

a) Transportation Standards

1. Impact on surrounding Street Systems

The project has been designed to provide adequate vehicular access. A traffic analysis by Traffic Solutions indicates that the total number of trips generated by the site redevelopment will be approximately 60% fewer than the existing use during peak hours as a result of reducing the number of guest rooms from the existing condition. The analysis also indicated that the existing intersection is not considered a high crash location by the Maine Department of Transportation. A copy of the Traffic Analysis is included at the end of this section.

2. Access and Circulation

a. Site Access and Circulation

- i. The site access and internal circulation has been designed based on the City Technical Manual and standard engineering practice.*
- ii. Site access and egress are located at an existing access/egress location for the existing motel and will not conflict with existing turning movements and traffic flows.*
- iii. No drive up features are proposed.*

b. Loading and Servicing

- i. It is anticipated that delivery and service vehicles will be primarily box trucks and garbage trucks. Adequate geometric design for site access, turning, and backing of delivery and services vehicles is provided.*

c. Sidewalks

- i. The proposed curb radii at the site entrance will take up the entire subject parcel frontage.*
- ii. Not Applicable (see above).*
- iii. A proposed sidewalk into and throughout the site will be provided on the easterly side of the site entrance.*

3. Public Transit Access

- a. The development is located along an existing public transit route. An existing bus stop is located on the westerly side of the site entrance in front of the Denny's Restaurant.*

4. Parking

- a. Location and required number of parking spaces
 - i. *The site currently contains 114 parking spaces. 113 parking spaces will be provided in the proposed reconfigured parking lot for this project which exceeds the minimum of 22 spaces for a hotel with 86 rooms (1 space/4 rooms).*
 - ii. *It is not anticipated that a TDM is required for this project as the use of the site will not change from its current use other than the reduction in guest rooms.*
 - iii. *The proposed number of parking spaces will be reduced by 1 space from the existing condition and meets the proposed hotel brands standard parking requirements or guest rooms and meeting space.*
 - iv. *Proposed parking spaces are 9'x18' and aisles are 24' wide.*
 - v. *The parking lot surface will be bituminous concrete pavement.*
- b. Location and required number of bicycle parking spaces
 - i. The site plan shall provide secure bicycle parking in conformance with Section 1 of the Technical Manual and shall meet the following Requirements:
 - a. *Not Applicable*
 - b. *A bicycle rack with room for at least six bicycles will be provided which exceeds the requirement of bicycle parking spaces for a project requiring 22 parking spaces.*
 - c. *Not Applicable*
 - ii. *No waivers are requested for bicycle parking.*
- c. Motorcycle and scooter parking
 - i. *113 standard 9' x18' parking spaces will be provided, which will provide sufficient parking spaces for motorcycles and scooters.*
- d. Snow Storage
 - i. *Snow storage will be provided in the landscaped portions of the site and at the ends of the parking lot areas.*
 - ii. *Sufficient parking spaces are available to maintain the minimum required parking spaces with snow storage.*

5. Transportation demand management (TDM)

- a. *It is not anticipated that a TMD is required for this redevelopment project as the use of the property will be the same as the existing condition and the number of hotel guest rooms will be reduced.*

b) Environmental Quality Standards

1. Preservation of Significant Natural Features:

- a. *No significant natural features are located on the site.*
- b. *Not applicable*
- c. *No waivers are being requested for the project.*

2. Landscaping and Landscaping Preservation

a. Landscaping preservation

- i. *There are six mature silver maple trees located on the site. Removal of three of these trees is required for installation of necessary site features.*
- ii. *Two of the existing maple trees (33%) will be maintained. The landscaping plan provides a total of 15 major shade trees. The overall impervious area on the site will be reduced by approximately 15,117 square feet as a result of the site improvements.*
- iii. *The existing trees to remain will be protected during construction.*
- iv. *No waivers are being requested.*
- v. *Not applicable. The site is not located within the Shoreland Zone.*

b. Site Landscaping

i. Landscaped Buffers

- a. *The dumpster area will be screened with a wooden dumpster enclosure.*
- b. *173 shrubs are provided on the landscape plan.*
- c. *Not Applicable. The project does not abut a residential zone.*
- d. *Not Applicable. The project is not a residential development.*

ii. Parking lot landscaping

- a. *57 trees and 173 shrubs are provided on the landscape plan which exceeds the requirement of this section.*
- b. *Landscaped islands are provided in accordance with this section.*
- c. *The minimum width of landscaped islands (not including curb) is 8 feet.*
- d. *There are no vehicle display lots proposed.*
- e. *No waivers are being requested.*

iii. Street Trees

- a. *Street trees are provided along the site entrance in accordance with section 4 of the Technical Manual.*
- b. *No waivers are being requested.*

3. Water Quality, Stormwater Management, and Erosion Control

- a. *Stormwater runoff draining onto and/or across the subject property will not be impeded or redirected to cause flooding on adjacent lots.*
- b. *The overall impervious area on the site will be reduced by approximately 15,117 square feet and general existing drainage patterns will be maintained. Therefore, the volume and rate of stormwater runoff will not increase.*
- c. *The overall impervious area draining to the City's separated stormwater sewer will be reduced from the existing condition. Therefore, the volume and rate of stormwater runoff will not increase.*
- d. *Basic erosion and sedimentation control standards will be met by the installation of temporary and permanent BMPs such as a stabilized construction entrance, silt fence, catch basin protection, temporary and permanent seeding, and pavement. The total impervious area at the site will decrease from the existing condition, and the total developed area will remain the same. Therefore, the project does not trigger the general or flooding standards of Chapter 500.*
- e. *The subject property falls within the Urban Impaired Watersheds of both Capisic Brook and Nasons Brook. However, the overall total developed area will remain the same as existing and the overall impervious area at will be reduced from the existing condition by approximately 15,117 square feet. Therefore, the chapter 500 standards for urban impaired streams are inherently met.*
- f. *The existing 135-room motel currently discharges to the City of Westbrook sewer collection system, which is managed by the Portland Water District. As the number of guest rooms will be reduced to 86, the current sanitary service will be adequate for the site. The Portland Water District has been informed of the proposed project.*

c) Public Infrastructure and Community Safety Standards

1. Consistency with Master Plans

- a. *The development has been designed in accordance with the City Zoning Ordinance, Technical Manual, Master Plan, and off-premises infrastructure.*
- b. *An existing off-site utility corridor easement through the parcel identified as Map 265 Block A Lot 8, will be maintained for upgrades to offsite water, sewer, electric, and communication services.*

2. Public Safety and Fire Prevention

- a. *The site has been designed to promote safe and comfortable access by the public.*
- b. *Adequate emergency vehicle access to the site has been provided.*
- c. *The entire building will be sprinkled. An existing fire hydrant connected to the Portland Water District system will be relocated on the northerly side of the proposed parking lot, approximately 150 feet from the building.*

3. Availability and Adequate Capacity of Public Utilities

- a. *The applicable utility companies have been notified of the project and 'Ability to Serve' letters have been requested. The proposed utility services have been designed to provide adequate capacity for the proposed project.*
- b. *Electrical and communication services will be installed underground from a utility pole on Brighton Avenue.*
- c. *Utility installations within the Brighton Avenue right-of-way meet the requirements of Sections 2 and 9 of the Technical Manual.*
- d. *The project will maintain the current connection to the public sanitary sewer collection system.*
- e. *The sanitary sewer and stormwater utilities have been designed to meet the standards in Sections 2 and 4 of the Technical Manual.*
- f. *Trash and recycling dumpsters will be provided on the southern side of the site. A wooden dumpster enclosure will be provided for screening.*

d) Site Design Standards

1. Massing, Ventilation, and Wind Impact:

- a. *The design of the building's bulk, location, and height will not have an adverse effect on the ventilation or wind climate of the site or abutting properties.*
- b. *The design of the building's bulk, location, and height will not have an adverse effect on the value of the abutting structures.*
- c. *The HVAC system will be installed on the roof and will be vented away from public spaces.*

2. Shadows

- a. *The peak height of the building will be 54 feet. Based on Section 11.3 of the Technical Manual, the maximum shadow length will be 230 feet from the building. Based on analysis, there are no significant public resources located within 230 feet of the proposed building. Therefore, there will be no adverse shadow impacts to significant public resources from the proposed building. A shadow analysis plan is included at the end of this section of the application.*

3. Snow and Ice Loading
 - a. *The site has been designed such that significant amounts of snow and ice will not fall onto adjacent properties or public ways.*
4. View Corridors
 - a. *The proposed project is not located within the public view corridors identified in the City Design Manual.*
5. Historic Resources
 - a. *The development is not located within a historic district, historic landscape district, or City designated landmark.*
 - b. *The development is not located within 100 feet of a historic district, historic landscape district, or designated landmark.*
 - c. *There are no known archaeological resources on the site.*
6. Exterior Lighting
 - a. Site Lighting
 - i. *All site lighting will be full cutoff. Lighting will be sufficient for the safety, comfort, and convenience of occupants, but not excessive. A photometric plan will be submitted with the final plan.*
 - ii. *Not applicable. The project does not abut a residential zone.*
 - b. Architectural and Specialty Lighting
 - i. *No architectural or specialty lighting is proposed*
 - ii. *No up-lighting is proposed*
 - c. Street Lighting
 - i. *No street lighting is proposed.*
7. Noise and Vibration
 - a. *All HVAC and mechanical equipment will be located and designed to such that noise levels are within acceptable ranges.*
8. Signage and Wayfinding
 - a. *All street and wayfinding signage will meet the requirements of the MUTCD and the City Ordinance.*
 - i. *The project is not located within a historic district.*
 - ii. *Internal signage will be designed in accordance with the City Ordinance and Technical Manual.*
9. Zoning Related Design Standards
 - a. *The subject project is not subject to any of the additional zoning related design standards.*

Attachment B
Traffic Impact Analysis



Traffic Solutions
William J. Bray, P.E.
235 Bancroft Street
Portland, ME 04102
(207) 774-3603
(207) 400-6890 mobile
trafficsolutions@maine.rr.com

October, 1, 2014

William R. Walsh, III, P.E.
Walsh Engineering Associates, Inc.
One Karen Drive, Suite 2A
Westbrook, Maine 04092

RE: 1210 Brighton Avenue Motel

Dear Bill:

It is my understanding that the proposed 1210 Brighton Avenue motel project razes the existing 135 room motel presently occupying the property and constructs an 85 room motel. Access to the property continues through a reconstructed entrance that forms the fourth approach to the Brighton Avenue/Riverside Street signalized intersection.

Pursuant to your request, peak hour trip generation has been determined for both the existing and proposed property lodging uses and the most recent three-year traffic accident records have been obtained from MaineDOT's Accident Records Section for the Brighton Avenue/Riverside Street intersection.

Trip generation was determined for both the existing and proposed motel sites based upon trip tables presented in the eighth edition of the Institute of Transportation Engineers (ITE) "TRIP GENERATION" handbook. The following chart compares trip generation for both the existing and proposed conditions for varying traffic time periods:

Vehicle Trip Generation Summary
Existing and Proposed Motel Sites

<u>Traffic Time Period</u>	<u>Trip Rate</u>	<u>Total Trips</u> <u>Existing 135</u> <u>Room Motel</u>	<u>Total Trips</u> <u>Proposed 85</u> <u>Room Motel</u>	<u>Trip</u> <u>Difference</u>
Weekday	5.63 trips/room	760	479	281
Weekday AM Street Peak Hour	0.45 trips/room	61	38	23
Weekday PM Street Peak Hour	0.47 trips/room	63	40	23
Weekday AM Peak of Generator	0.44 trips/room	59	37	22
Weekday PM Peak of Generator	0.56 trips/room	76	48	28

The Maine Department of Transportation's (MaineDOT) Accident Records Section provided the latest three-year (2011 through 2013) crash data for the signalized Brighton Avenue/Riverside Street intersection. Their report (copy attached) identifies a total of thirteen vehicle crashes have been reported for the intersection and MaineDOT has computed a Critical Rate Factor for the intersection of 0.62. The MaineDOT considers any roadway intersection or segment a high crash location if both of the following criteria are met:

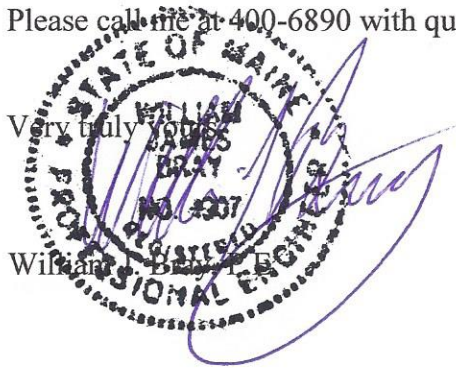
- **8 or more accidents**
- **A Critical Rate Factor greater than 1.00**

In summary, the proposed 85 room motel can be expected to generate approximately 60% fewer vehicle trips during all peak travel periods. The Brighton Avenue/Riverside Street intersection presently does not meet MaineDOT's high crash location criteria; in fact, the frequency of reported traffic crashes is somewhat low considering the high volume of traffic that circulates through the intersection on a daily basis.

Please call me at 400-6890 with questions or clarification of the content of the letter.

Very truly

William



Maine Department Of Transportation - Traffic Engineering, Crash Records Section
Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

- Crash Summary I - Single Node
- Section Detail
- Crash Summary II
- 1320 Public
- 1320 Private
- 1320 Summary

REPORT DESCRIPTION

Int of Riverside St and Brighton Ave in Portland

REPORT PARAMETERS

Year 2011, Start Month 1 through Year 2013 End Month: 12

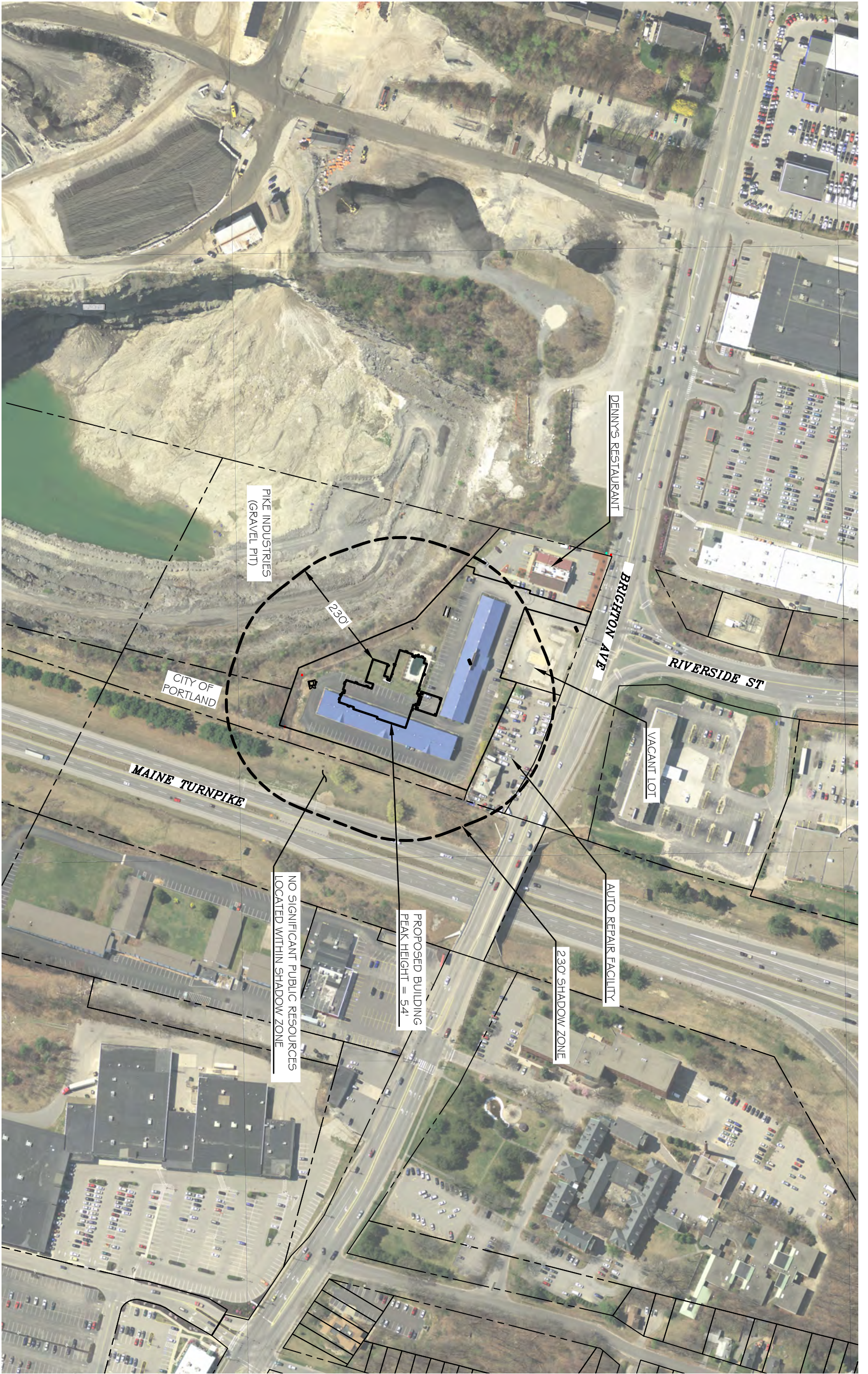
- Route: **0025B**
- Start Node: **15889**
- End Node: **15889**
- Start Offset: **0**
- End Offset: **0**
- Exclude First Node
- Exclude Last Node

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary I

Node	Route - MP	Node Description	Nodes		U/R	Total Crashes	K	A	B	C	PD	Injury	Percent Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
			Crashes	Injury												
15889	0025B - 0.44	Int of BRIGHTON AV ENTRANCE TO DENNYS Z RD RIVER	9	13	0	0	0	2	2	9	9	30.8	6.329	0.68	1.10	0.00
													Statewide Crash Rate: 0.65			
NODE TOTALS:			13	0	0	2	2	9	9	30.8	6.329	0.68	1.10	0.62		
Study Years: 3.00																

Attachment C
Preliminary Shadow Analysis



NOTES
 1. 230' SHADOW ZONE BASED ON MAXIMUM SHADOW LENGTH OF
 4.23 TIMES HEIGHT OF BUILDING PER SECTION 11.3 OF THE CITY
 OF PORTLAND TECHNICAL MANUAL.

MAXIMUM BUILDING HEIGHT = 54' => 54' x 4.23 = 230'

PIKE INDUSTRIES
(GRAVEL PIT)

DENNY'S RESTAURANT

BRIGHTON AVE

RIVERSIDE ST

VACANT LOT

CITY OF PORTLAND

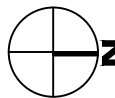
MAINE TURNPIKE

AUTO REPAIR FACILITY

230' SHADOW ZONE

PROPOSED BUILDING
PEAK HEIGHT = 54'

NO SIGNIFICANT PUBLIC RESOURCES
LOCATED WITHIN SHADOW ZONE



WALSH
ENGINEERING ASSOCIATES, INC.

One Karen Dr., Suite 2A | Westbrook, Maine 04092
 ph: 207.553.9898 | www.walsh-eng.com

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HOTEL

1210 Brighton Avenue
Portland, Maine

Sheet Title: Preliminary Shadow Analysis Plan	
Job No.:	257
Date:	Sep. 29, 2014
Scale:	1" = 100'
Drawn:	SWC
Checked:	WRW

Sheet Number:
1 of 1

Attachment D
Requests for Utility Ability to Serve Letters



September 25, 2014

Jeanette Chappell
Walsh Engineering Associates
One Karen Dr., Suite 2 A
Westbrook, ME 04092

Re: 1210 Brighton Ave., Portland, ME

Dear Jeanett Chappell,

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

Unitil has natural gas in the vicinity of this project to provide service. I have submitted and received approval from gas engineering as shown below:

“Gas Engineering has approved a new , not to exceed 425 foot 2” HDPE CTS commercial service with an estimated load of 8000 scfh supplied by the 6” PL IP main on Brighton Avenue in Portland ME. As with other commercial customers with this load profile, Gas Engineering is requiring that a curb valve/box included on the new commercial service”

In order to complete our design, determine the costs to service and to determine if any customer contribution will be needed prior to being able to move to contract we will need the following:

1. BTU's of the gas load
2. The pressure required from our meter
3. A site plan showing the gas service coming to the building.

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
Business Development Representative
Unitil Corporation
(o) 207-541-2543 (f) 207-541-2593

ME GAS CUSTOMER ENERGY SOLUTIONS
1075 Forest Avenue
Portland, ME 04103-3586



September 25, 2014

City of Westbrook
Eric Dudley
City Engineer
2 York Street
Westbrook, Maine 04092

**RE: Ability to Serve
Tax Map 265 Block A, Lot 1
1210 Brighton Avenue
Portland, Maine**

Dear Mr. Dudley,

Walsh Engineering Associates, Inc. (WEA) is requesting an "Ability to Serve" letter from the City of Westbrook Wastewater Division for a 95-room hotel located at 1210 Brighton Avenue in Portland, Maine. Currently, two hotel buildings make up 135 guest rooms. These will be demolished and one 4-story, 85-room hotel will be built.

With the assumption that each guest room uses approximately 102 gallons/day, the current flow for the two existing buildings is approximately 13,770 gallons/day. It is proposed that the reconstructed building will produce less than existing flow levels.

According to the existing survey information, the sewer line runs south up the entrance and turns east towards the existing buildings. A series of manholes are located on the property. We are proposing to interrupt the sanitary line adjacent to the proposed building, install a structure and turn into the building as shown. The structures and pipes down flow from this point will remain as is.

A site plan is attached showing the site layout along with the proposed sanitary sewer. A copy of the City of Portland Tax Map printed from the City GIS website is also attached.

Please contact us if you require any additional information.

Thank you,

Jeanette Chappell, EI
Walsh Engineering Associates, Inc.



September 16, 2014

Central Maine Power
162 Canco Road
Portland, ME 04103

**RE: Ability to Serve
Tax Map 265 Block A, Lot 1
1210 Brighton Avenue
Portland, Maine**

To Whom It May Concern,

Walsh Engineering Associates, Inc. (WEA) is requesting an "Ability to Serve" letter from Central Maine Power for a 95-room hotel located at 1210 Brighton Avenue in Portland, Maine. Currently, two hotel buildings make up a 135 guest room hotel. Each building is serviced by underground electric. Electricity is carried to the property by way of an overhead line running over a 15' Utility and Sewer Easement on an adjacent property along Brighton Avenue.

The proposed project will consist of the demolition of the two existing structures and one new 4-story, 95 guest room hotel will be built. The building will be serviced by all underground utilities.

Currently a transformer is located on the northeast side of the property. The location of the proposed building will be in the southern corner of the parcel. A new transformer will be located closer to the proposed building.

A site plan is attached showing the conceptual location of the proposed building and water, sewer natural gas and electrical connections. A copy of the City of Portland Tax Map printed from the City GIS website is also attached.

Please contact us if you require any additional information.

Thank you,

Jeanette Chappell, EI
Walsh Engineering Associates, Inc.



September 16, 2014

Portland Water District
225 Douglass Circle
Portland, ME 04102

**RE: Ability to Serve
Tax Map 265 Block A, Lot 1
1210 Brighton Avenue
Portland, Maine**

To Whom It May Concern,

Walsh Engineering Associates, Inc. (WEA) is requesting an "Ability to Serve" letter from the Portland Water District for a 95-room hotel located at 1210 Brighton Avenue in Portland, Maine. Currently, two hotel buildings make up a 135 guest room hotel with parking and outdoor pool. The buildings are serviced by a 6" dia. CI water line via a 15' Utility and Sewer easement on the adjacent property along Brighton Avenue.

The proposed project consists of demolition of the two existing structures and reconstruction of only one 4-story hotel building with approximately 95 guest rooms and an indoor pool.

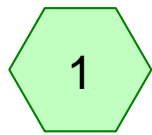
A site plan is attached showing the proposed building. A copy of the City of Portland Tax Map printed from the City GIS website is also attached.

Please contact us if you require any additional information.

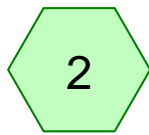
Thank you,

Jeanette Chappell, EI
Walsh Engineering Associates, Inc.

Attachment E
HydroCAD Stormwater Calculations



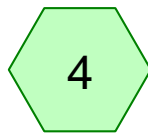
Pre



Pre



Pre



Pre



Pre



Post



Post



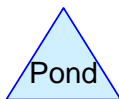
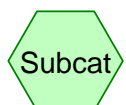
Post



Post



Post



Preliminary HydroCAD Calculations

Prepared by Walsh Engineering Associates, Inc.

HydroCAD® 9.10 s/n 01350 © 2010 HydroCAD Software Solutions LLC

Area Listing (all nodes)

Area (acres)	CN	Description (subcatchment-numbers)
0.368	39	>75% Grass cover, Good, HSG A (2, 2.0, 3, 3.0, 4, 4.0, 5, 5.0)
1.470	74	>75% Grass cover, Good, HSG C (1, 1.0, 2, 2.0, 3, 3.0, 5.0)
3.951	98	Paved parking, HSG A (1, 1.0, 2, 2.0, 3, 3.0, 4, 4.0, 5, 5.0)
5.790		TOTAL AREA

Preliminary HydroCAD Calculations

Prepared by Walsh Engineering Associates, Inc.

HydroCAD® 9.10 s/n 01350 © 2010 HydroCAD Software Solutions LLC

Type III 24-hr 2-year Rainfall=3.00"

Printed 11/14/2014

Page 3

Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points
 Runoff by SCS TR-20 method, UH=SCS
 Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment 1: Pre	Runoff Area=20,553 sf 90.14% Impervious Runoff Depth>2.41" Tc=5.0 min CN=96 Runoff=1.33 cfs 0.095 af
Subcatchment 1.0: Post	Runoff Area=19,793 sf 56.01% Impervious Runoff Depth>1.63" Tc=5.0 min CN=87 Runoff=0.93 cfs 0.062 af
Subcatchment 2: Pre	Runoff Area=58,672 sf 60.98% Impervious Runoff Depth>1.63" Tc=5.0 min CN=87 Runoff=2.75 cfs 0.182 af
Subcatchment 2.0: Post	Runoff Area=59,964 sf 58.65% Impervious Runoff Depth>1.55" Tc=5.0 min CN=86 Runoff=2.69 cfs 0.178 af
Subcatchment 3: Pre	Runoff Area=29,333 sf 80.25% Impervious Runoff Depth>2.04" Tc=5.0 min CN=92 Runoff=1.68 cfs 0.114 af
Subcatchment 3.0: Post	Runoff Area=26,738 sf 62.27% Impervious Runoff Depth>1.41" Tc=5.0 min CN=84 Runoff=1.09 cfs 0.072 af
Subcatchment 4: Pre	Runoff Area=8,526 sf 91.51% Impervious Runoff Depth>2.13" Tc=5.0 min CN=93 Runoff=0.51 cfs 0.035 af
Subcatchment 4.0: Post	Runoff Area=9,193 sf 84.54% Impervious Runoff Depth>1.78" Tc=5.0 min CN=89 Runoff=0.47 cfs 0.031 af
Subcatchment 5: Pre	Runoff Area=9,016 sf 88.41% Impervious Runoff Depth>1.95" Tc=5.0 min CN=91 Runoff=0.50 cfs 0.034 af
Subcatchment 5.0: Post	Runoff Area=10,408 sf 75.19% Impervious Runoff Depth>1.48" Tc=5.0 min CN=85 Runoff=0.45 cfs 0.029 af

Total Runoff Area = 5.790 ac Runoff Volume = 0.832 af Average Runoff Depth = 1.72"
31.75% Pervious = 1.838 ac 68.25% Impervious = 3.951 ac

Preliminary HydroCAD Calculations

Prepared by Walsh Engineering Associates, Inc.

HydroCAD® 9.10 s/n 01350 © 2010 HydroCAD Software Solutions LLC

Summary for Subcatchment 1: Pre

Runoff = 1.33 cfs @ 12.07 hrs, Volume= 0.095 af, Depth> 2.41"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 2-year Rainfall=3.00"

Area (sf)	CN	Description
18,527	98	Paved parking, HSG A
2,026	74	>75% Grass cover, Good, HSG C
20,553	96	Weighted Average
2,026		9.86% Pervious Area
18,527		90.14% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry,

Summary for Subcatchment 1.0: Post

Runoff = 0.93 cfs @ 12.08 hrs, Volume= 0.062 af, Depth> 1.63"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 2-year Rainfall=3.00"

Area (sf)	CN	Description
11,087	98	Paved parking, HSG A
8,706	74	>75% Grass cover, Good, HSG C
19,793	87	Weighted Average
8,706		43.99% Pervious Area
11,087		56.01% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry,

Summary for Subcatchment 2: Pre

Runoff = 2.75 cfs @ 12.08 hrs, Volume= 0.182 af, Depth> 1.63"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 2-year Rainfall=3.00"

Area (sf)	CN	Description
35,779	98	Paved parking, HSG A
20,252	74	>75% Grass cover, Good, HSG C
2,641	39	>75% Grass cover, Good, HSG A
58,672	87	Weighted Average
22,893		39.02% Pervious Area
35,779		60.98% Impervious Area

Preliminary HydroCAD Calculations

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Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
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5.0 **Direct Entry,**

Summary for Subcatchment 2.0: Post

Runoff = 2.69 cfs @ 12.08 hrs, Volume= 0.178 af, Depth> 1.55"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 2-year Rainfall=3.00"

Area (sf)	CN	Description
35,168	98	Paved parking, HSG A
21,783	74	>75% Grass cover, Good, HSG C
3,013	39	>75% Grass cover, Good, HSG A
59,964	86	Weighted Average
24,796		41.35% Pervious Area
35,168		58.65% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
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5.0 **Direct Entry,**

Summary for Subcatchment 3: Pre

Runoff = 1.68 cfs @ 12.07 hrs, Volume= 0.114 af, Depth> 2.04"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 2-year Rainfall=3.00"

Area (sf)	CN	Description
23,541	98	Paved parking, HSG A
4,661	74	>75% Grass cover, Good, HSG C
1,131	39	>75% Grass cover, Good, HSG A
29,333	92	Weighted Average
5,792		19.75% Pervious Area
23,541		80.25% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
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5.0 **Direct Entry,**

Summary for Subcatchment 3.0: Post

Runoff = 1.09 cfs @ 12.08 hrs, Volume= 0.072 af, Depth> 1.41"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 2-year Rainfall=3.00"

Preliminary HydroCAD Calculations

Area (sf)	CN	Description
16,650	98	Paved parking, HSG A
6,263	74	>75% Grass cover, Good, HSG C
3,825	39	>75% Grass cover, Good, HSG A
26,738	84	Weighted Average
10,088		37.73% Pervious Area
16,650		62.27% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry,

Summary for Subcatchment 4: Pre

Runoff = 0.51 cfs @ 12.07 hrs, Volume= 0.035 af, Depth> 2.13"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 2-year Rainfall=3.00"

Area (sf)	CN	Description
7,802	98	Paved parking, HSG A
724	39	>75% Grass cover, Good, HSG A
8,526	93	Weighted Average
724		8.49% Pervious Area
7,802		91.51% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry,

Summary for Subcatchment 4.0: Post

Runoff = 0.47 cfs @ 12.08 hrs, Volume= 0.031 af, Depth> 1.78"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 2-year Rainfall=3.00"

Area (sf)	CN	Description
7,772	98	Paved parking, HSG A
1,421	39	>75% Grass cover, Good, HSG A
9,193	89	Weighted Average
1,421		15.46% Pervious Area
7,772		84.54% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry,

Preliminary HydroCAD Calculations

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Summary for Subcatchment 5: Pre

Runoff = 0.50 cfs @ 12.07 hrs, Volume= 0.034 af, Depth> 1.95"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 2-year Rainfall=3.00"

Area (sf)	CN	Description
7,971	98	Paved parking, HSG A
1,045	39	>75% Grass cover, Good, HSG A
9,016	91	Weighted Average
1,045		11.59% Pervious Area
7,971		88.41% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry,

Summary for Subcatchment 5.0: Post

Runoff = 0.45 cfs @ 12.08 hrs, Volume= 0.029 af, Depth> 1.48"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 2-year Rainfall=3.00"

Area (sf)	CN	Description
7,826	98	Paved parking, HSG A
341	74	>75% Grass cover, Good, HSG C
2,241	39	>75% Grass cover, Good, HSG A
10,408	85	Weighted Average
2,582		24.81% Pervious Area
7,826		75.19% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry,

Preliminary HydroCAD Calculations

Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points
 Runoff by SCS TR-20 method, UH=SCS
 Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment 1: Pre	Runoff Area=20,553 sf 90.14% Impervious Runoff Depth>3.89" Tc=5.0 min CN=96 Runoff=2.09 cfs 0.153 af
Subcatchment 1.0: Post	Runoff Area=19,793 sf 56.01% Impervious Runoff Depth>3.01" Tc=5.0 min CN=87 Runoff=1.69 cfs 0.114 af
Subcatchment 2: Pre	Runoff Area=58,672 sf 60.98% Impervious Runoff Depth>3.01" Tc=5.0 min CN=87 Runoff=5.00 cfs 0.337 af
Subcatchment 2.0: Post	Runoff Area=59,964 sf 58.65% Impervious Runoff Depth>2.91" Tc=5.0 min CN=86 Runoff=4.97 cfs 0.334 af
Subcatchment 3: Pre	Runoff Area=29,333 sf 80.25% Impervious Runoff Depth>3.50" Tc=5.0 min CN=92 Runoff=2.80 cfs 0.196 af
Subcatchment 3.0: Post	Runoff Area=26,738 sf 62.27% Impervious Runoff Depth>2.73" Tc=5.0 min CN=84 Runoff=2.08 cfs 0.139 af
Subcatchment 4: Pre	Runoff Area=8,526 sf 91.51% Impervious Runoff Depth>3.60" Tc=5.0 min CN=93 Runoff=0.83 cfs 0.059 af
Subcatchment 4.0: Post	Runoff Area=9,193 sf 84.54% Impervious Runoff Depth>3.20" Tc=5.0 min CN=89 Runoff=0.82 cfs 0.056 af
Subcatchment 5: Pre	Runoff Area=9,016 sf 88.41% Impervious Runoff Depth>3.40" Tc=5.0 min CN=91 Runoff=0.84 cfs 0.059 af
Subcatchment 5.0: Post	Runoff Area=10,408 sf 75.19% Impervious Runoff Depth>2.82" Tc=5.0 min CN=85 Runoff=0.84 cfs 0.056 af

Total Runoff Area = 5.790 ac Runoff Volume = 1.503 af Average Runoff Depth = 3.12"
31.75% Pervious = 1.838 ac 68.25% Impervious = 3.951 ac

Preliminary HydroCAD Calculations

Summary for Subcatchment 1: Pre

Runoff = 2.09 cfs @ 12.07 hrs, Volume= 0.153 af, Depth> 3.89"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 10-year Rainfall=4.60"

Area (sf)	CN	Description
18,527	98	Paved parking, HSG A
2,026	74	>75% Grass cover, Good, HSG C
20,553	96	Weighted Average
2,026		9.86% Pervious Area
18,527		90.14% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry,

Summary for Subcatchment 1.0: Post

Runoff = 1.69 cfs @ 12.07 hrs, Volume= 0.114 af, Depth> 3.01"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 10-year Rainfall=4.60"

Area (sf)	CN	Description
11,087	98	Paved parking, HSG A
8,706	74	>75% Grass cover, Good, HSG C
19,793	87	Weighted Average
8,706		43.99% Pervious Area
11,087		56.01% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry,

Summary for Subcatchment 2: Pre

Runoff = 5.00 cfs @ 12.07 hrs, Volume= 0.337 af, Depth> 3.01"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 10-year Rainfall=4.60"

Area (sf)	CN	Description
35,779	98	Paved parking, HSG A
20,252	74	>75% Grass cover, Good, HSG C
2,641	39	>75% Grass cover, Good, HSG A
58,672	87	Weighted Average
22,893		39.02% Pervious Area
35,779		60.98% Impervious Area

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Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
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5.0 **Direct Entry,**

Summary for Subcatchment 2.0: Post

Runoff = 4.97 cfs @ 12.07 hrs, Volume= 0.334 af, Depth> 2.91"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 10-year Rainfall=4.60"

Area (sf)	CN	Description
35,168	98	Paved parking, HSG A
21,783	74	>75% Grass cover, Good, HSG C
3,013	39	>75% Grass cover, Good, HSG A
59,964	86	Weighted Average
24,796		41.35% Pervious Area
35,168		58.65% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
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5.0 **Direct Entry,**

Summary for Subcatchment 3: Pre

Runoff = 2.80 cfs @ 12.07 hrs, Volume= 0.196 af, Depth> 3.50"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 10-year Rainfall=4.60"

Area (sf)	CN	Description
23,541	98	Paved parking, HSG A
4,661	74	>75% Grass cover, Good, HSG C
1,131	39	>75% Grass cover, Good, HSG A
29,333	92	Weighted Average
5,792		19.75% Pervious Area
23,541		80.25% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
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5.0 **Direct Entry,**

Summary for Subcatchment 3.0: Post

Runoff = 2.08 cfs @ 12.08 hrs, Volume= 0.139 af, Depth> 2.73"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 10-year Rainfall=4.60"

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Area (sf)	CN	Description
16,650	98	Paved parking, HSG A
6,263	74	>75% Grass cover, Good, HSG C
3,825	39	>75% Grass cover, Good, HSG A
26,738	84	Weighted Average
10,088		37.73% Pervious Area
16,650		62.27% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry,

Summary for Subcatchment 4: Pre

Runoff = 0.83 cfs @ 12.07 hrs, Volume= 0.059 af, Depth> 3.60"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
 Type III 24-hr 10-year Rainfall=4.60"

Area (sf)	CN	Description
7,802	98	Paved parking, HSG A
724	39	>75% Grass cover, Good, HSG A
8,526	93	Weighted Average
724		8.49% Pervious Area
7,802		91.51% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry,

Summary for Subcatchment 4.0: Post

Runoff = 0.82 cfs @ 12.07 hrs, Volume= 0.056 af, Depth> 3.20"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
 Type III 24-hr 10-year Rainfall=4.60"

Area (sf)	CN	Description
7,772	98	Paved parking, HSG A
1,421	39	>75% Grass cover, Good, HSG A
9,193	89	Weighted Average
1,421		15.46% Pervious Area
7,772		84.54% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry,

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Summary for Subcatchment 5: Pre

Runoff = 0.84 cfs @ 12.07 hrs, Volume= 0.059 af, Depth> 3.40"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
 Type III 24-hr 10-year Rainfall=4.60"

Area (sf)	CN	Description
7,971	98	Paved parking, HSG A
1,045	39	>75% Grass cover, Good, HSG A
9,016	91	Weighted Average
1,045		11.59% Pervious Area
7,971		88.41% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry,

Summary for Subcatchment 5.0: Post

Runoff = 0.84 cfs @ 12.07 hrs, Volume= 0.056 af, Depth> 2.82"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
 Type III 24-hr 10-year Rainfall=4.60"

Area (sf)	CN	Description
7,826	98	Paved parking, HSG A
341	74	>75% Grass cover, Good, HSG C
2,241	39	>75% Grass cover, Good, HSG A
10,408	85	Weighted Average
2,582		24.81% Pervious Area
7,826		75.19% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry,

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Type III 24-hr 25-year Rainfall=5.40"

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Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points

Runoff by SCS TR-20 method, UH=SCS

Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment 1: Pre	Runoff Area=20,553 sf 90.14% Impervious Runoff Depth>4.62" Tc=5.0 min CN=96 Runoff=2.48 cfs 0.182 af
Subcatchment 1.0: Post	Runoff Area=19,793 sf 56.01% Impervious Runoff Depth>3.72" Tc=5.0 min CN=87 Runoff=2.07 cfs 0.141 af
Subcatchment 2: Pre	Runoff Area=58,672 sf 60.98% Impervious Runoff Depth>3.72" Tc=5.0 min CN=87 Runoff=6.13 cfs 0.418 af
Subcatchment 2.0: Post	Runoff Area=59,964 sf 58.65% Impervious Runoff Depth>3.62" Tc=5.0 min CN=86 Runoff=6.13 cfs 0.415 af
Subcatchment 3: Pre	Runoff Area=29,333 sf 80.25% Impervious Runoff Depth>4.23" Tc=5.0 min CN=92 Runoff=3.36 cfs 0.238 af
Subcatchment 3.0: Post	Runoff Area=26,738 sf 62.27% Impervious Runoff Depth>3.42" Tc=5.0 min CN=84 Runoff=2.61 cfs 0.175 af
Subcatchment 4: Pre	Runoff Area=8,526 sf 91.51% Impervious Runoff Depth>4.33" Tc=5.0 min CN=93 Runoff=0.99 cfs 0.071 af
Subcatchment 4.0: Post	Runoff Area=9,193 sf 84.54% Impervious Runoff Depth>3.93" Tc=5.0 min CN=89 Runoff=1.00 cfs 0.069 af
Subcatchment 5: Pre	Runoff Area=9,016 sf 88.41% Impervious Runoff Depth>4.13" Tc=5.0 min CN=91 Runoff=1.02 cfs 0.071 af
Subcatchment 5.0: Post	Runoff Area=10,408 sf 75.19% Impervious Runoff Depth>3.52" Tc=5.0 min CN=85 Runoff=1.04 cfs 0.070 af

Total Runoff Area = 5.790 ac Runoff Volume = 1.850 af Average Runoff Depth = 3.83"
31.75% Pervious = 1.838 ac 68.25% Impervious = 3.951 ac

Preliminary HydroCAD Calculations

Summary for Subcatchment 1: Pre

Runoff = 2.48 cfs @ 12.07 hrs, Volume= 0.182 af, Depth> 4.62"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 25-year Rainfall=5.40"

Area (sf)	CN	Description
18,527	98	Paved parking, HSG A
2,026	74	>75% Grass cover, Good, HSG C
20,553	96	Weighted Average
2,026		9.86% Pervious Area
18,527		90.14% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry,

Summary for Subcatchment 1.0: Post

Runoff = 2.07 cfs @ 12.07 hrs, Volume= 0.141 af, Depth> 3.72"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 25-year Rainfall=5.40"

Area (sf)	CN	Description
11,087	98	Paved parking, HSG A
8,706	74	>75% Grass cover, Good, HSG C
19,793	87	Weighted Average
8,706		43.99% Pervious Area
11,087		56.01% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry,

Summary for Subcatchment 2: Pre

Runoff = 6.13 cfs @ 12.07 hrs, Volume= 0.418 af, Depth> 3.72"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 25-year Rainfall=5.40"

Area (sf)	CN	Description
35,779	98	Paved parking, HSG A
20,252	74	>75% Grass cover, Good, HSG C
2,641	39	>75% Grass cover, Good, HSG A
58,672	87	Weighted Average
22,893		39.02% Pervious Area
35,779		60.98% Impervious Area

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Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
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5.0 **Direct Entry,**

Summary for Subcatchment 2.0: Post

Runoff = 6.13 cfs @ 12.07 hrs, Volume= 0.415 af, Depth> 3.62"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 25-year Rainfall=5.40"

Area (sf)	CN	Description
35,168	98	Paved parking, HSG A
21,783	74	>75% Grass cover, Good, HSG C
3,013	39	>75% Grass cover, Good, HSG A
59,964	86	Weighted Average
24,796		41.35% Pervious Area
35,168		58.65% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
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5.0 **Direct Entry,**

Summary for Subcatchment 3: Pre

Runoff = 3.36 cfs @ 12.07 hrs, Volume= 0.238 af, Depth> 4.23"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 25-year Rainfall=5.40"

Area (sf)	CN	Description
23,541	98	Paved parking, HSG A
4,661	74	>75% Grass cover, Good, HSG C
1,131	39	>75% Grass cover, Good, HSG A
29,333	92	Weighted Average
5,792		19.75% Pervious Area
23,541		80.25% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
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5.0 **Direct Entry,**

Summary for Subcatchment 3.0: Post

Runoff = 2.61 cfs @ 12.07 hrs, Volume= 0.175 af, Depth> 3.42"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 25-year Rainfall=5.40"

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Area (sf)	CN	Description
16,650	98	Paved parking, HSG A
6,263	74	>75% Grass cover, Good, HSG C
3,825	39	>75% Grass cover, Good, HSG A
26,738	84	Weighted Average
10,088		37.73% Pervious Area
16,650		62.27% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry,

Summary for Subcatchment 4: Pre

Runoff = 0.99 cfs @ 12.07 hrs, Volume= 0.071 af, Depth> 4.33"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 25-year Rainfall=5.40"

Area (sf)	CN	Description
7,802	98	Paved parking, HSG A
724	39	>75% Grass cover, Good, HSG A
8,526	93	Weighted Average
724		8.49% Pervious Area
7,802		91.51% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry,

Summary for Subcatchment 4.0: Post

Runoff = 1.00 cfs @ 12.07 hrs, Volume= 0.069 af, Depth> 3.93"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 25-year Rainfall=5.40"

Area (sf)	CN	Description
7,772	98	Paved parking, HSG A
1,421	39	>75% Grass cover, Good, HSG A
9,193	89	Weighted Average
1,421		15.46% Pervious Area
7,772		84.54% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry,

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Summary for Subcatchment 5: Pre

Runoff = 1.02 cfs @ 12.07 hrs, Volume= 0.071 af, Depth> 4.13"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
 Type III 24-hr 25-year Rainfall=5.40"

Area (sf)	CN	Description
7,971	98	Paved parking, HSG A
1,045	39	>75% Grass cover, Good, HSG A
9,016	91	Weighted Average
1,045		11.59% Pervious Area
7,971		88.41% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry,

Summary for Subcatchment 5.0: Post

Runoff = 1.04 cfs @ 12.07 hrs, Volume= 0.070 af, Depth> 3.52"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
 Type III 24-hr 25-year Rainfall=5.40"

Area (sf)	CN	Description
7,826	98	Paved parking, HSG A
341	74	>75% Grass cover, Good, HSG C
2,241	39	>75% Grass cover, Good, HSG A
10,408	85	Weighted Average
2,582		24.81% Pervious Area
7,826		75.19% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry,

5 Summary of Existing and/or Proposed Easements, Covenants, Right-of-Way, or other Burdens on the Site

Owen Haskell, Inc. identified multiple easements within the property boundaries. These easements are shown on the Boundary Survey by Owen Haskell included in Section 8 of this Application and are briefly summarized below:

5.1 Access Easement

An access easement is provided on a portion of the site entrance for the benefit of the vacant lot (Map 265, Block A, Lot 8) east of the site entrance. The deed for the easement is recorded in Cumberland County Registry of Deeds Book 8750, Page 165 and is included with this submission.

5.2 Access Easement/Lighting Easement

An access and lighting easement is provided from the site entrance to approximately 245 feet into the site parallel to the Denny's Restaurant lot (Map 365, Block A, Lot 6). The easement provides access to the Denny's Restaurant through the subject property and allows for installation of signage and lighting. The deed for the easement is recorded in Cumberland County Registry of Deeds Book 3281, Page 1 and is included with this submission.

5.3 Access Easement

A blanket access easement is provided for the benefit of the Portland Pipe Line Corporation for access to the 30-foot strip of land adjacent to the east side of the subject property for ongoing maintenance. The deed for the easement is recorded in Cumberland County Registry of Deeds Book 3348, Page 257 and is included with this submission.

5.4 Central Maine Power Company Easement

An easement for the benefit of the Central Maine Power Company extends partially onto the southwestern portion of the subject property. A 10-foot wide strip of land within the easement was retained by the grantor and its successors and assigns, provided that no structure of any kind except paving may be constructed in said strip and provided further that use of said strip in no way interferes with CMP's use of said strip. The deed for the easement is recorded in Cumberland County Registry of Deeds Book 3204, Page 770 and is included with this submission.

**Attachment F
Easement Deeds**

12
con

020470

MAINE QUITCLAIM DEED WITH COVENANT (CORPORATE GRANTOR)

KNOW ALL MEN BY THESE PRESENTS, that Sohio Oil Company (formerly BP Oil Inc.), a corporation organized and existing under the laws of the State of Ohio and having its principal place of business at 200 Public Square in the City of Cleveland in the County of Cuyahoga and State of Ohio ("Grantor") in consideration of One Dollar (\$1.00) and other good and valuable consideration paid by Mobil Oil Corporation, a New York Corporation, with an office at 3225 Gallows Road, Fairfax, Virginia 22037 ("Grantee"), the receipt whereof it does hereby acknowledge, does hereby grant, unto the said Grantee, its successors and assigns forever, with Quitclaim Covenants, the land and all improvements located thereon described in Exhibit A attached hereto and made a part hereof, together with any and all servitudes, easements, rights-of-way, licenses and other rights in real property appurtenant thereto.

TO HAVE AND TO HOLD the same, together with all the privileges and appurtenances thereunto belonging, to the said Grantee, its successors and assigns forever, subject however to liens for taxes assessed but not yet due and payable, rights reserved to the public, and all matters of record affecting title.

Sohio Oil Company became the successor to BP Oil Inc. by Agreement of Merger dated July 25, 1986 and qualified to transact business in the State of Maine on July 17, 1986.

IN WITNESS WHEREOF, the said Grantor corporation has caused this instrument to be sealed with its corporate seal and signed in its corporate name by B. T. Werner, its Manager of Real Estate, and M. J. Wright, its Assistant Corporate Secretary, thereunto duly authorized this 13th day of the month of December A.D. 1988.

MAINE REAL ESTATE TRANSFER TAX

Signed, sealed and delivered
in presence of:

[Signature]
[Signature]

Sohio Oil Company

SEAL

By: *[Signature]*
B. T. Werner, Manager of Real Estate

Attest: *[Signature]*
M. J. Wright,
Assistant Corporate Secretary

BK8750PG0166

STATE OF OHIO)
) SS
COUNTY OF CUYAHOGA)

Then personally appeared the above named B. T. Werner and M. J. Wright, the Manager of Real Estate and Assistant Corporate Secretary, respectively, of said Grantor Corporation as aforesaid, and acknowledged the foregoing instrument to be their free act and deed in said capacity, and the free act and deed of said corporation.

Before me,

Marilyn J. Lewis
Marilyn J. Lewis, Notary Public

SEAL

MARILYN J. LEWIS
Notary Public, State of Ohio - Cuya. Cty.
My Commission Expires April 14, 1992

When Recorded Return to:
Mobil Oil Corporation
Marketing Real Estate
3225 Gallows Road
Fairfax, VA 22037-0001

Mail Tax Statement To:
Mobil Oil Corporation
D. A. C. Property Tax Department
P.O. Box 290
Dallas, TX 73225

A464



Project 6128
April 25 1989

EXHIBIT A

Description of Parcel of Land at
1200 Brighton Avenue, Portland, Maine
for Mobil Oil Corp., E. Boston, Mass.

A certain lot of parcel of land with improvements thereon situated on the southerly side of Brighton Avenue, City of Portland, County of Cumberland, State of Maine, bounded and described as follows:

Beginning at an iron pipe situated in the southerly right-of-way line of Brighton Avenue and at the northwesterly corner of the parcel of land described in the conveyance to Central Atlantic Produce LTD, recorded Book 7091 Page 224 Cumberland County Registry of Deeds;

Thence, south eighteen degrees zero minutes ten seconds west (S18° 00' 10"W) one hundred twenty-five and zero hundredths (125.00) feet along the westerly line of the parcel of land described in conveyance to Central Atlantic Produce LTD and the westerly line of the parcel of land described in the conveyance to Swiss Chalet Motor Lodge Portland, recorded Book 3204 Page 805 Cumberland County Registry of Deeds, to the southeasterly corner of the parcel of land described herein;

Thence north sixty-eight degrees forty minutes ten seconds west (N68°40'10"W) one hundred forty-seven and zero hundredths (147.00) feet along the northerly line of the parcel of land described in the conveyance to Swiss Chalet Motor Lodge Portland to the southwesterly corner of the parcel of land described herein;

Thence north fifteen degrees forty-two minutes zero seconds east (N15°42'00"E) one hundred twenty-five and zero hundredths (125.00) feet along the easterly line of the parcel of land described in the conveyance to Swiss Chalet Motor Lodge Portland to the southerly right-of-way line of Brighton Avenue at a non-tangent curve concave to the south and having a radius of one thousand three hundred eighty-two and two hundredths (1382.02) feet;

Thence southeasterly seventy-six and forty-six hundredths (76.46) feet along the arc of said curve in the southerly right-of-way of Brighton Avenue through a central angle of three degrees ten minutes eleven seconds (3°10'11") to the point of tangency of said curve;

Thence south sixty-nine degrees thirty-one minutes fifty seconds east (S69°31'50"E) by a non-tangent line to said curve seventy-five and fifty-four hundredths (75.54) feet along the southerly right-of-way line of Brighton Avenue to the point of beginning.

Said described parcel of land contains eighteen thousand five hundred eighty-five (18,585) square feet and is that parcel of land described in the conveyance to Humble Oil and Refining Corporation recorded Book 3208 Page 467 Cumberland County Registry of Deeds.



BK8750PG0168

Project 6128
April 25 1989

Said described parcel of land includes the rights of an easement area in common with others bounded and described as follows: Beginning at the northwesterly corner of the above described parcel in the southerly right-of-way line of Brighton Avenue one hundred and fifty-two (152) feet measured in the southerly right-of-way line of Brighton Avenue from the northwesterly corner of the parcel of land described in the conveyance to Central Atlantic Produce LTD Book 7091 Page 224 Cumberland County Registry of Deeds;

Thence south fifteen degrees forty-two minutes zero seconds west (S15°42'00"W) one hundred and twenty-five and zero hundredths (125.00) feet along the westerly line of the parcel of land described above to a southwesterly corner of said described parcel;

Thence north zero degrees twenty-two minutes ten seconds east (N00°22'10"E) one hundred thirty-two and six hundredths (132.06) feet to the southerly right-of-way line of Brighton Avenue at a non-tangent curve concave to the south and having a radius of one thousand three hundred eighty-two and two hundredths (1382.02) feet;

Thence southeasterly thirty-five and zero hundredths (35.00) feet along the arc of said curve and southerly right-of-way line of Brighton Avenue through a central angle of one degree twenty-seven minutes four seconds (1°27'04") to the point of beginning of said described easement area.

The above described parcel is subject to an easement for lighting and appurtenant fixtures, shrubbery and snow removal, being five feet in width and parallel with the westerly line of described parcel, extending from the southerly right-of-way line of Brighton Avenue to the southerly line of the described parcel.

The parcel is also subject to an easement for sewer purposes being fifteen feet in width and parallel with the easterly line of the described parcel and extending from the southerly right-of-way line of Brighton Avenue to the southerly line of the parcel described.

The parcel is further subject to an easement area for placement of signs for the purpose of Swiss Chalet Motor Lodge of Portland. Said easement area is situated at the northwesterly corner of the described parcel and is particularly bounded as follows: Bounded northerly by the southerly right-of-way line of Brighton Avenue, bounded westerly by the westerly line of the parcel described herein and bounded easterly and southerly by the arc of a curve concave to the northwest and having a radius of twenty feet, the radius point of which is situated at the northwesterly corner of the parcel of land described herein.

Bearings referenced herein are oriented to grid north Maine State Plan Coordinate System, West Zone and are based upon a survey by Wright-Pierce Architects/Engineers, October 1986.

Being all the same premises conveyed to SOHIO Oil Company from Exxon Corporation by deed dated February 18, 1987, and recorded Book 7672 Page 148 Cumberland County Registry of Deeds.

6128/MISC4

2 of 2

RECEIVED
RECORDED REGISTRY OF DEEDS
1989 MAY 11 PM 12:47
CUMBERLAND COUNTY

THIS SHORT FORM LEASE is made this 28 day of October, 1970, at La Mirada, California, between CHALET SUSSE INTERNATIONAL Lessor, and HAROLD BUTLER ENTERPRISES # 728, INC., a Delaware corporation, as Lessee, hereinafter called Lessee.

THAT the Lessor, in consideration of the rent to be paid and the covenants to be performed by the Lessee as set forth in that certain agreement between the Lessor and the Lessee dated October 28, 1970, hereinafter called "the agreement", and incorporated herein by reference, Lessor hereby leases to Lessee and Lessee hereby hires from Lessor, according to the terms of that agreement and covered by the terms, covenants, conditions, limitations and restrictions therein contained, that real property described on EXHIBIT "A", attached hereto, together with that certain restaurant building and other improvements constructed, or to be constructed thereon.

The term of this lease shall commence on the earlier of: (1) the date said restaurant is open for business, (2) the date any architect engaged by Lessee executes his certificate of completion of said improvements and their readiness for occupancy, or (3) 45 days following the final inspection and approval of improvements by any applicable governmental agency, whichever first occurs, and shall end on the TWENTIETH anniversary of said date.

The agreement, among other things, contains the following:

1. If Lessee is not in default in the performance of any of its obligations hereunder, it shall have the option to extend the term hereof for an additional term of TEN YEAR upon the terms and provisions set forth in the agreement.

2. All signs, furniture, fixtures and equipment located in the improvements on said real property shall be and remain personal property, no matter how affixed, and shall at all times remain the property of Lessee.

The sole purpose of this instrument is to give notice of the aforesaid Lease Agreement and all its terms, covenants and conditions to the same extent as if said Lease Agreement were fully set forth herein.

LESSOR:

LESSEE:

CHALET SUSSE INTERNATIONAL

HAROLD BUTLER ENTERPRISES # 728, INC.

[Signature]

By: *[Signature]*
F. Wayne Withers, President

STATE OF New Hampshire)
COUNTY OF Hillsborough) SS

[Signature]
Jacques T. L. Hunter, Vice President

On 10/28/70, before me, the undersigned, a Notary Public in and for said State, personally appeared Fred B. Roedel, known to me to be the person whose name is subscribed to the within instrument and acknowledged that she/he executed the same.

WITNESS my hand and official seal.

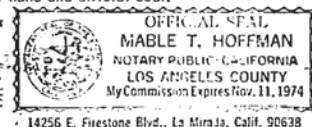
[Signature]
Notary Public in and for said State
Justice of the Peace

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) SS

On December 17, 1970, before me, the undersigned, a Notary Public in and for said State, personally appeared F. Wayne Withers, known to me to be the President, and Jacques T.L. Hunter, known to me to be the Vice President of

HAROLD BUTLER ENTERPRISES # 728, INC., the corporation that executed the within instrument, known to me to be the person who executed the within instrument on behalf of said corporation therein named, and acknowledged to me that such corporation executed the within instrument pursuant to its by-laws or a resolution of its Board of Directors.

WITNESS my hand and official seal.



[Signature]
Notary Public in and for said State

1028-02981-20

THE STATE OF NEW HAMPSHIRE } ss.
COUNTY OF HILLSBOROUGH }

I, **CARL O. RANDALL**, Clerk of the Superior Court of the State of New Hampshire for the County of Hillsborough, the same being a Court of Record, having by law a seal, do hereby certify that
Shirley J. Biron



before whom the foregoing acknowledgment, proof or affidavit was taken and whose name is subscribed thereto, was at the time of taking the same a **Justice of the Peace** residing in said County, duly commissioned and sworn and authorized by the laws of said State to take the acknowledgment and proof of deeds and other instruments in writing to be recorded in said State and to administer oaths or affirmations in said County; and that I am well acquainted with her handwriting and verily believe that the signature of the foregoing acknowledgment, proof or affidavit is genuine.

IN WITNESS WHEREOF I have hereunto set my hand and affixed the seal of said Court this 13th day of July, 19 72

Carl O. Randall CLERK.

(614)

EXHIBIT A

DENNY'S - Portland

Beginning at the northwesterly corner of the granted premises, which point is the intersection of the southerly sideline of Brighton Avenue, with the Portland-Westbrook boundary line; thence running S 32°31' W on the said Portland-Westbrook boundary line by land now or formerly of Blue Rock Industries, two hundred sixteen and thirty-two hundredths (216.32) feet, more or less to a point, which point is also the northerly corner of a lot labeled Property 'A' shown on a plan entitled City of Portland, Maine-City Property Brighton at Riverside, (Scale-one inch equals thirty feet); thence running S 29°34' E by said property 'A' and making an included angle of 117° 55' through the East with the Northerly direction of the last described course, a distance of one hundred twenty-five (125) feet, more or less, to a point; thence running N 35°34' E two hundred twenty-one (271) feet, more or less, to a point on the southerly sideline of said Brighton Avenue; thence running westerly along the southerly sideline of said Brighton Avenue on a curve to the left having a radius of 1382.07 feet a distance, measured on the arc, of one hundred twenty-five (125) feet, more or less, to the point of the beginning.

Said premises are subject to any and all easements of record, including without limitation the relocated Central Maine Power Co. easement delineated on the above mentioned plan entitled City of Portland, Maine-City Property Brighton at Riverside.

Together with an easement, in common with others, over and across the following described parcel of land adjoining the premises on the east:

[Handwritten signature]

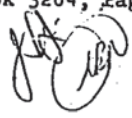
Beginning at a point which is the northeasterly corner of the granted premises; thence southerly along the easterly boundary of the granted premises two hundred forty-four (244) feet, more or less, to a point; thence easterly and at right angles to said easterly boundary twenty-five (25) feet to a point; thence northerly parallel to and twenty-five (25) feet from said easterly boundary one hundred nineteen (119) feet, more or less, to a point; thence easterly and at right angles to said easterly boundary ten (10) feet to a point; thence northerly parallel to and thirty-five (35) feet from said easterly boundary one hundred twenty-five (125) feet, more or less, to a point on the southerly sideline of said Brighton Avenue; thence westerly along the southerly sideline of Brighton Avenue on a curve to the left having a radius of 1382.07 feet a distance, measured on the arc, of thirty-five (35) feet, to the point of beginning.

Lessor, its successors and assigns, excepts and reserves an easement, for the placement of lighting and appurtenant fixtures, ~~shrubby and snow resulting from snow removal operations on adjoining land of Lessor,~~ over and on a strip of land five (5) 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 two hundred sixty-nine (269) feet, more or less, in length located parallel to and five (5) feet westerly of said eastern boundary of the granted premises. The use of said easement by Lessor shall not interfere with reasonable access and egress to and from the granted premises.

The above described premises are demised subject to the restriction that the restaurant to be constructed thereon shall be set back at least thirty-five (35) feet from Brighton Avenue.

4

This lease is also subject to the restrictions and easements, insofar as they affect the leased premises, contained in the deed covering the leased premises from the City of Portland to Lessor dated December 14, 1971 and recorded in Cumberland County Registry of Deeds, Book 3204, Page 805.



AUG 10 1972
REGISTRY OF DEEDS, CUMBERLAND COUNTY, MAINE
Received at 9 HOO AM, and recorded in
BOOK 3281 PAGE 1 *W. Keith Deegan* Register.

KNOW ALL MEN BY THESE PRESENTS, That SUSSE CHALET MOTOR LODGE OF PORTLAND, a Maine corporation having a place of business in Portland, Maine, in consideration of One Dollar paid by Portland Pipe Line Corporation, a Maine corporation having an office at Portland, Maine, the receipt whereof is hereby acknowledged, does hereby give, grant, bargain, sell, convey and confirm unto the said Portland Pipe Line Corporation, its successors and assigns, the right of ingress and egress, for the purpose hereinafter set forth, over the driveways, parking areas and embankments on land of Grantor in said Portland adjoining the strip of land 30 feet wide owned by the City of Portland over which the Grantee has a pipe line easement which was granted to it by the City of Portland by deed dated April 20, 1965, recorded in Cumberland County Registry of Deeds, Book 2889, Page 571. The purpose for which such right is hereby granted is to carry on pipe line maintenance and/or construction work on said strip of land 30 feet wide. Said right of ingress and egress shall be used so as not to unreasonably interfere with the business operations of Grantor.

TO HAVE AND TO HOLD the said right of ingress and egress with all the privileges and appurtenances thereof unto the said Portland Pipe Line Corporation, its successors and assigns, so long as a pipe line is maintained on any part of said strip of land 30 feet wide.

IN WITNESS WHEREOF, the said Susse Chalet Motor Lodge of Portland has caused this instrument to be sealed with its corporate seal and signed in its corporate name by Fred B. Roedel, its President, thereto duly authorized, this 19th day of December, in the year one thousand nine hundred and seventy-two.

Signed, Sealed and Delivered
in presence of

Rosemary A. Parker

SUSSE CHALET MOTOR LODGE OF PORTLAND

By *F. B. Roedel*
its President



STATE OF NEW HAMPSHIRE

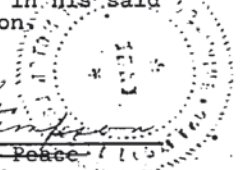
Hillsboro, SS.

December 19, 1972

Personally appeared the above-named Fred B. Roedel, President of said Grantor corporation as aforesaid, and acknowledged the foregoing instrument to be his free act and deed in his said capacity and the free act and deed of said corporation.

Before me,

Ann J. Stimpson
Justice of the Peace
Notary Public



JAN 11 1973

REGISTRY OF DEEDS, CUMBERLAND COUNTY, MAINE

Received at 6 56 PM, and recorded in
BOOK 3348 PAGE 257 *W. Curtis*

Register

KNOW ALL MEN BY THESE PRESENTS

That, CITY OF PORTLAND, a public municipal corporation located at Portland, in the County of Cumberland and State of Maine

in consideration of one dollar and other valuable consideration paid by CENTRAL MAINE POWER COMPANY, a corporation duly organized and existing under and by virtue of the laws of the State of Maine and having an office and place of business at Augusta, County of Kennebec, said State of Maine, the receipt whereof is hereby acknowledged, do hereby give, grant, bargain, sell and convey unto the said Central Maine Power Company, its successors and assigns, forever, the perpetual right and easement to erect, construct, maintain, repair, rebuild, respace, replace, operate, patrol and remove electric transmission, distribution and communication lines consisting of suitable and sufficient poles and towers with sufficient foundations together with wires strung upon and extending between the same for the transmission of electric energy and intelligence, together with all necessary fixtures, anchors, guys, crossarms, and other electrical equipment and appurtenances, over and across its land located in the Parish/City of Portland, County of Cumberland, State of Maine. The location of said easement is more particularly bounded and described as follows:

So much of the Grantor's land as lies thirty-five (35) feet easterly of the Central Maine Power Company's survey base line and its projection at either end as now staked across land of Blue Rock Industries adjoining land of the Grantor. The survey base line is more particularly described as follows: Beginning at a point being marked by Central Maine Power Company's pole number 58 on its Section 188, said point being One Thousand One Hundred Fifty-Nine (1,159) feet on a true course of North 18° 06' East from land of the Portland Terminal Company and the point of beginning of the above mentioned Central Maine easement; thence from said point of beginning North 21° 46' West, Four Hundred Thirty-Seven (437) feet to a point; thence North 45° 23' West, Two Hundred Ninety-One (291) feet to a point; thence North 13° 50' East One Hundred Thirty (130) feet, more or less, to land conveyed by the Grantor to Portland Gas Light Company by deed dated November 9, 1910 and recorded in Cumberland County Registry of Deeds in Book 867, Page 325.

The above bearings refer to the true meridian.

Reserving, however, to the Grantor, its Successors and Assigns the use of the most easterly ten (10) feet of the above-described strip provided that no structure of any kind, except paving, may be constructed on said ten (10) foot strip, and provided further that the Grantor's use of said ten (10) foot strip in no way interferes with Central Maine Power Company's use of said strip in connection with its operations as a public utility.

~~Also conveying to the Grantee, its successors and assigns, the right and easement at any and all times to clear and keep clear said strip of all trees, timber and bushes growing on said strip by such means as the Grantee, its successors and assigns, may select; provided, however, that the Grantee (or its successors and assigns) shall be entitled for a period of one (1) year from the date said strip is first cleared to any salvage of wood and timber cut by the Grantee, its successors and assigns.~~ 778

Also conveying to the Grantee, its successors and assigns, the right and easement at any and all times to enter on adjacent land of the Grantor(s), its heirs and assigns, for the purpose of cutting or trimming and removing such tall tree or trees growing outside the limits of said strip as in falling would in the judgment of the Grantee, its successors and assigns, interfere with or endanger the operation and maintenance of any lines constructed along said strip.

The Grantor(s) for it self and its heirs, executors, administrators, successors and assigns, covenants and agrees to and with the Grantee, its successors and assigns, that they will not erect or maintain any building or other structure, or permit the erection or maintenance of any building or other structure, of any kind or nature upon the above described strip, and will not place, permit or allow any material of any kind or nature to accumulate on or be removed from said strip any or all of which, in the opinion of the Grantee, its successors and assigns, would endanger or interfere with the operation or maintenance of said line or lines constructed along and across said strip.

TO HAVE AND TO HOLD the aforegranted rights and easements, with all the privileges and appurtenances thereof to the said Central Maine Power Company, its successors and assigns, to its and their use and behoof forever. And it is covenanted with the said Grantee, its successors and assigns, that it is lawfully seized in fee of the premises; that they are free of all incumbrances; that it has ~~has~~ good right to sell and convey said easement to the said Grantee to hold as aforesaid; and that it and its heirs, shall and 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 CITY OF PORTLAND has caused this instrument to be sealed with its corporate seal and signed in its corporate name by John G. DePalma, its Director of Finance, this 3rd day of December in the year one thousand nine hundred seventy-one.

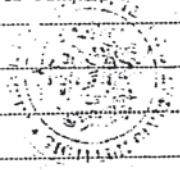
~~xxxx~~ of the ~~xxxx~~

~~Joining in this deed as Grantor and relinquishing and conveying all other rights by descent and all other rights in the above described easements have hereunto set their hands and seals this 3rd day of December in the year of our Lord one thousand nine hundred and~~

Signed, Sealed and Delivered in presence of

Patricia S. Nealey

THE CITY OF PORTLAND
By *John G. DePalma*
Its Director of Finance





6 Written Requests for Waivers

No waivers are being requested for the project.

7 Evidence of Financial and Technical Capacity

7.1 Financial Capacity

The applicant has the capacity to obtain the necessary financing for the project. A letter of financial capacity from County Bank is attached. The estimated construction cost for the project is approximately \$5,300,000.

7.2 Technical Capacity

The Applicant has assembled a team of qualified professionals for the design and permitting of the project. Each team member has extensive experience in the design and permitting of project in Portland and throughout the State of Maine. The consultant team consists of the following members:

Civil Engineer: William R. Walsh, III, PE
Walsh Engineering Associates, Inc.
1 Karen Drive, Suite 2A
Westbrook, Maine 04092
207-553-9898
bill@walsh-eng.com

Architect: Robert J. Foster, Architect
36 Groveside Road
Portland, Maine 04102
207-761-3822
rfosterme@earthlink.net

Landscape Architect: Peter Biegel
Land Design Solutions
PO Box 316
Longwoods Road
Cumberland, Maine 04081
207-939-1717
pbiegel@landdesignsolutions.com

Surveyor: Randy Loubier, PLS
Owen Haskell, Inc.
390 US Route 1
Falmouth, Maine 04105
207-774-0424

Attachment G
Letter of Financial Capacity



September 25, 2014

Kamlesh Patel
Rohit Patel
Dinesh Patel
357 Burnett Road
Chicopee, MA 01020

To Whom It May Concern:

This letter is being issued at the request of Kamlesh, Rohit, and Dinesh Patel and shall confirm that Kamlesh, Rohit and Dinesh are regarded as a valuable customer's of Country Bank (the "Bank").

In addition, this letter shall confirm that Kamlesh, Rohit, and Dinesh Patel currently have seven loan obligations with the Bank. In aggregate, the loans have an outstanding balance in the high mid-seven figure range. All loan obligations have been handled as agreed, as of this date.

Furthermore, the Bank would be delighted to consider any future loan request presented to the Bank by Kamlesh, Rohit, and Dinesh Patel and would be inclined to consider any such loan request on an expedited basis.

Lastly, this letter shall confirm that Kamlesh, Rohit, and Dinesh Patel also maintains several deposit accounts that currently have an aggregate balance in the high six figure range.

Nothing herein shall constitute a commitment to extend financing nor shall this letter impose any responsibility or legal liability upon the Bank of any nature or kind. Any commitment to extend financing is subject to and contingent upon approval of the Bank's Board of Trustees and the issuance of a Commitment Letter which has been executed by an authorized officer of the Bank.

Please feel free to contact to me if you need any additional information.

Very truly yours,



Phil B Goncalves
First Vice President
Country Bank

PBG/clr



8 Boundary Survey

A Boundary and Topographical survey performed by Owen Haskell, Inc. is enclosed with the Plan Set in Section 9.

9 Site Plans

The following plans are included with this submission.

- C0.0 Cover Sheet
- S1.0 Boundary Survey
- C1.0 Existing Conditions and Removals Plan
- C2.0 Site Layout and Utilities Plan
- C3.0 Grading and Drainage Plan
- L1.1 Landscape and Lighting Plan
- A20.1 Elevations
- A20.2 Elevations
- R1.0 Rendering
- C4.0 Site Details
- C4.1 Site Details
- C4.2 Site Details
- C4.3 Site Details
- C4.4 Site Details
- D1.0 Pre Development Drainage Plan
- D2.0 Post Development Drainage Plan