

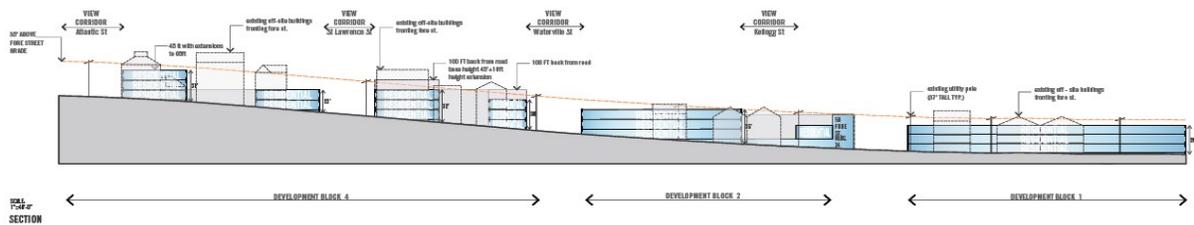
**Following please find frequently asked questions (FAQ's) regarding the redevelopment of the former Portland Company Site:**

**Q: When is the project going to start?**

**A:** After completion of a rezoning of the property from marine & industrial uses to Mixed-Use and Marine related along the waterfront portions only in 2015, the Owners, CPB2 have now applied for a Master Development Plan and traffic movement permit. It is anticipated that the Plan will be approved in late 2016 or early 2017. In addition, the development would need to apply for an obtain Site Plan approval for the first phase of the project, which is anticipated to be in 2017, prior to any construction activities.

**Q: Regarding the Fore Street frontage of the future development, could additional renderings be created to provide a better understanding of what the view corridors will look like? Could you show us what the views down Atlantic, St. Lawrence and Waterville Streets would look like?**

**A:** The design team presented this updated section (see below) of the Fore Street frontage showing the proposed residential buildings under the current Master Development Plan submission. This section shows that the Fore Street frontage will not only preserve the required 50' view corridors, but the proposed 50' public access easement. The proposed residential buildings are shown in blue, with the grey structures representing the existing homes on the opposite side (upland side) of Fore Street.





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Additionally, the CPB2 team is currently working on delivering additional renderings that will provide perspectives from Fore Street as well as, Atlantic, St. Lawrence, and Waterville Streets. We anticipate having those renderings available for the coming Planning Board workshop.

**Q: Will the future development at 58 Fore Street contribute to the development of affordable housing in Portland?**

**A:** Yes, the residential component of the 58 Fore Street development will be in full compliance with the City of Portland’s Inclusionary Zoning Ordinance which requires that either 10% of the residences build on site meet the parameters of “workforce” housing, or that \$100,000 be contributed to the Portland Housing Trust Fund for each unit to further subsidize workforce housing in the City.

Importantly, the CPB2 team desires to create a new waterfront neighborhood for the City of Portland which will incorporate a diverse mix of uses to promote urban vitality 12 months of the year. The future residential component will be composed of a wide diversity of housing units, both for sale and for rent, from smaller affordable units, to larger luxury units.

To be developed in phases, the plan call for over 600 new housing units.

**Q: Could the 50 foot wide strip of land owned by the MDOT that currently accommodates the Maine Narrow Gauge Railroad and the Eastern Promenade Trail be used in the future for light rail if the Maine Department of Transportation (MDOT) decides that is desirable?**

**A:** Currently this MDOT land is home to the very popular Eastern Prom trail and the Maine Narrow Gauge Railroad and CPB2 believes both of these elements are very positive contributors to the Portland community. It’s important to understand that this 50 foot strip of land is fully owned by the Maine Department of Transportation, not CPB2, so CPB2 ultimately does not dictate the MDOT’s usage of this land. In short, any discussion of the future use of the 50 foot MDOT land would begin with MDOT, Portland Trails, MNGRR and the City of Portland. That being said, the MDOT has been open to the concept of shifting the 50 foot strip of land closer to the water’s edge, and the designs incorporated into the plans have fully complied with the MDOT’s turning radius requirements to maintain the opportunity for future light rail on that land.

**Q: Does your Master Development Plan consider sea level rise and sustainability?**

**A:** The CPB2 design team includes local civil engineering experts, Woodard & Curran, as well as the main office of Thornton Tomasetti's sustainability practice. Managing potential sea level rise as well as sustainability have been contemplated at every level of the Master Development Plan design to date, and will continue to be a critical component of the design as we work towards Level III Site Plan. Close consultation regarding the FEMA flood levels and how those are changing is a critical component to the design elements for the project.

**Q: Does the Master Development Plan comply with the City of Portland's standard measurement of building height.**

**A:** The CPB2 design team has spent a tremendous amount of time and effort ensuring that the Master Development Plan submission adheres to the City's ordinances with regards to measurement of height based upon a future building's average grade. This is the method used for measuring height within the City and is further defined in the City's Land Use Ordinances.

**Q: The parking garage in B4, B5 and B6 looks large – is that one structure with one traffic pattern? Why has that been designed as one building? Is there any subsurface parking in B4, B5, B6?**

**A:** The Eastern Waterfront Master Plan focused on the desire of the community to ensure that structured parking is hidden from view as much as possible with all new development on the Eastern Waterfront. With potential for sea level rise, as well as the reliance on close proximity to parking in the Portland real estate market, it is both good design, as well as more economically viable to build a pedestal of parking on the eastern portion of the site. This parking structure will accommodate the predominantly residential development above as residential units often require direct access to parking. The B4 block is also designed to build additional levels of parking into the grade of the hill, taking advantage of the grade change on the eastern portion of the site to visually bury the parking..

**Q: Does the Master Development Plan address traffic concerns of the Munjoy Hill neighborhood?**

**A:** Yes, the primary access and egress of the 58 Fore Street development will be via the extension of Thames Street which will act to mitigate increased traffic on Munjoy Hill as much as possible. CPB2 engaged Gorrill Palmer traffic engineers to work through the submission of the traffic movement permit application to the City



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of Portland and the data and results are available in the Master Development Plan and Traffic Movement permit submission on the City of Portland's Website.

**Q: Why have you excluded a Level III Site Plan level of detail at this point and only discussing the Master Development Plan details?**

**A:** The CPB2 team has been working for 6 months with an extensive, world class, design team to create a 415 page Master Development Plan and Traffic Movement Permit submission which focused on defining the future building blocks and building massing, historic rehabilitation and 50 foot public easement location, infrastructure needs and layout of the site, marina design and accessibility, access and egress, and parking plan. When CPB2 reaches the point of having the Master Development Plan acceptable to Portland's Planning Board, we will likely engage in another intense design process such that we can deliver a Level III Site Plan to the City for review and approval. In simple terms, the Master Development Plan has a high level of detail and Level III Site Plan will take that detail to a more granular level of architecture and building materials, but we are not at that part of the process yet.

**Q: What does a view corridor mean and how many of them are there?**

**A:** The building height overlay map requires 50 foot wide view corridors at Atlantic, St. Lawrence, Waterville and the extension of Kellogg Streets.

Additionally, there will be a 50 foot wide public access easement that CPB2 is granting to the City of Portland, which will be located just west of the Building 24, the Portland Company Vault. A view corridor requires that no building be built above the grade of Fore Street, adjacent to Fore Street. The 50 foot width is equivalent to the width of a common residential street..

**Q: What will be done to mitigate construction noise over the next 10 years?**

**A:** At each stage or phase of development there will be a construction management plan which meets the city of Portland's ordinances. The site has existing tenants and will continue to have tenants, so it is in our best interest to manage any disturbances emanating from construction activities as well. It is not likely that there would be a decade of construction, but that with market forces, various phases of development may start and stop and potentially take more than a decade for the entire site to be fully developed as shown in the Master Development Plan.