

Maine International Cold Storage Facility Public Neighborhood Meeting Minutes

The meeting for the neighborhood within 500 feet of the proposed Maine International Cold Storage Facility (and interested parties) was held on June 10, via Zoom, from 6-7:37 p.m.

The Zoom meeting was opened at 5:30 to allow any issues with the technology to resolve themselves prior to the scheduled start of the meeting.

Kay Rand, Outside Board Member of Sewall Company, welcomed the participants to the meeting and reviewed the logistics that would allow participants to ask questions after the presentations were complete, either by using the Zoom “raise your hand” feature, or by sending questions via Chat, or simply unmuting and posing the question. Ms. Rand also informed the participants of the tentatively scheduled workshop before the Planning Board for June 23.

Andrew Nelson, one of the owners of Treadwell Franklin Infrastructure, briefly introduced the Maine International Cold Storage Facility (“MICSF”) project, describing its purpose, the types of products that would be stored and the types of customers to be served, the intermodal nature of the facility (ship, truck, rail), the connection to EIMSKIP and the Maine Port Authority, the impact of COVID-19 on the need for cold storage, and the development team’s commitment to sustainability and resiliency.

Mr. Nelson then outlined all the members of the development team, including:

- Eimskip
- Amber Infrastructure
- Treadwell Franklin Infrastructure
- Maine Port Authority
- Sewall Company
- Woodard & Curran
- Sterling Solutions
- CM at Risk (to be determined)
- Operator (to be determined)
- Construction Contractors/Subcontractors (to be determined)

Mr. Nelson introduced Jedd Steinglass of Woodard & Curran who outlined the presentation to follow of the civil and site design and the architectural design of the MICSF. Mr. Steinglass introduced Darrin Stairs of Woodard & Curran to address the civic and site design components of the MICSF.

Mr. Stairs oriented the participants to the location of the MICSF; reviewed the existing conditions of the project site, then took the most time describing the proposed conditions of the site, including orientation of the building on the site; traffic analysis; landscaping, floodplain

management, and other site features such as the loading bays and truck parking areas. Mr. Stairs informed the participants that the design team is considering adding a gatehouse to control access to the loading dock area and that this feature will be available for review/discussion during subsequent planning board workshops.

Mr. Stairs introduced Guy Labrecque of CWS architects, a subcontractor to Woodard & Curran, who reviewed the architectural features of the building.

Mr. Labrecque reviewed the proposed floor plan, showed building elevations (north, south, east and west); described the materials to be used on the outside of the building; stated that the maximum height of the building will be 73 ' 10", showed the location of the building from a map of the waterfront zone, then shared aerial views of the building from several perspectives: looking southwest, looking from Memorial Park, looking from Commercial Street at a pedestrian level; looking from Beach Street at a pedestrian level; looking east from Commercial Street, and looking across the water from Thomas Knight Park in South Portland.

Mr. Labrecque introduced Abe Weiner of Amber Infrastructure who discussed the solar array that is proposed for the roof of the MICSF. The array will contain over 1600 modules, be sized at 664 kWdc, and produce 828,700 kWh of electricity annually.

Ms. Rand then opened up the meeting to questions from the participants.

Question 1: Right now, we have a long line of semis idling at Emskip. Will this facility take care of that noise?

Answer 1: Trucks will arrive by appointment only. Overall, there will be a reduced impact of noise. Trucks will come directly from IMT to cold storage by appointment, and will be more spread out. A good portion of the noise will be kept internal to MICSF.

Question 2: Currently, we hear back up beeps from trucks starting at 6 AM. Can this be delayed until 7 AM?

Answer 2: Back up beeps are necessary safety requirements for trucks. The operation of the facility will conform to the City's noise ordinances. This is a question best answered by the operator.

Question 3: Will there be noise associated with the cooling system?

Answer 3: The cooling equipment will be internal; therefore the noise will be kept inside. There are no doors or windows to speak of in that room, and the robust insulation will dampen the sound.

Question 4: What is the current planned offset from solar?

Answer 4: We expect that it will be around 20%. We won't know the exact figures until the end of the project, but this percentage will be in the final specs.

Question 5: The height of the building has been controversial in the past. Why has the building been made so tall?

Answer 5: The building maximizes the product storage opportunities that the facility can provide as well as efficiency in construction costs.

Question 6: What is the expected construction time?

Answer 6: Construction should take 1 to 1 1/2 years to complete.

Question 7: The building is about the size that Eimskip was considering previously, correct?

Answer 7: Yes.

Question 8: Initial projections I read were that the building would be at 40% capacity once finished. Is that still the case?

Answer 8: We plan to have the facility more full than that, but bear in mind that there will be a ramp up over time. This will be private development on public land. This facility grew out of Eimskip's needs, so that was the focus of our analysis; the building needs to provide for Eimskip's needs first and foremost.

Question 9: What about the soil? Is this a Superfund site?

Answer 9: This land has been used industrially for 100 years. It is in a managed condition; environmental management is part of the construction design and the DEP and EPA will review these management plans.

Question 10: What about the people who live downwind from construction? Do we need to worry about dust?

Answer 10: Dust will be managed; it is a requirement for construction.

Question 11: Is there any public financing of this project? I understood that \$8 million was needed from the public.

Answer 11: The Maine DOT is putting in \$7.4 million to ready the site for leasing to TFIC/Amber. TFIC/Amber will pay this money back over time through a land lease.

Question 12: Should the state be fronting this money during the COVID-19 pandemic?

Answer 12: Maine has been working on this project for a long time and the need for cold storage worldwide, and in Maine, has only increased due to the COVID-19 pandemic.

Question 13: The state spent \$60 million to keep Eimskip in the port. Does Eimskip have equity in this project?

Answer 13: Yes. You will see at the top of the organizational chart that Eimskip is one of three members of the consortium leading the project as bid lead/sponsor. Eimskip is the market facilitator, as its customers will be the ones leasing space in it. The percent of the facility that will be used by Eimskip and its customers has not been finalized yet.

Question 14: When will TFIC/Amber make a final decision on sponsoring the project?

Answer 14: The decision will be made immediately after information has been received from Sterling; these cold storage experts are performing due diligence right now. Already, a letter of intent has been signed on the land lease.

Question 15: Is it possible that Amazon or another huge corporation will come in and take over the facility?

Answer 15: No, it is not possible for a huge corporation like Amazon to come in and serve the port; serving Eimskip is the top priority. The cold storage facility is all part of a larger port strategy for the state.

Question 16: Is there a two-way agreement, or can Eimskip leave and go to Boston, for example?

Answer 16: This project is not easily re-created. Eimskip would lose a lot of money if they decided to relocate. There is also a shortage of cold storage in the entire country. TFIC plays a small part in a much bigger picture, and is comfortable with Eimskip's commitment to the project.

Question 17: Mr. Labrecque spoke about bringing things down to a human scale, especially in the front of the building, but there's almost no landscaping there even though that's the side the neighborhood will have to view. Tall trees in front would go a long way to break up the sleekness. Is that possible?

Answer 17: Mr. Labrecque will take this request into consideration.

Question 18: What customers are we looking at?

Answer 18: This is a huge opportunity for Maine producers.

Question 19: Will the ammonia refrigeration system be high charge or low charge?

Answer 19: It will be a medium charge system.

Question 20: Can there be more screening on the East end where the trucks are to keep noise down - more trees? An attractive fence?

Answer 20: The designers will take a look, but there are limited opportunities due to the size of the parcel.

Question 21: Could you please talk more specifically about the involvement of rail?

Answer 21: This will be a true multimodal facility. Rail is part of the plan, but its use will depend on the needs of customers.

Question 22: How many 18 wheelers a day will be moving up and down Commercial Street?

Answer 22: There will be about 70 trucks per day; 75% of these will come in the morning (about nine per hour), and 25% will arrive in the afternoon, all by appointment only.

Question 23: What is the best case scenario to start construction?

Answer 23: Permits need to be obtained first, and these are now in the process of review by the City. We anticipate a public hearing in late July, and we hope to have the site permits at the beginning of August, allowing construction to start in September.

Question 24: Who will be the construction manager?

Answer 24: We are in the process of identifying a construction manager.

Question 25: Can you tell us who you are interviewing?

Answer 25: We are going through an official procurement process and interviewing a large number of companies.

Question 26: We have been promised many times that the City will provide a traffic study of the impact of all recent development on all of Commercial Street. Do you know where that stands? Are you aware that there will be three buildings under construction at the same time in this area?

Answer 26: We are meeting with the transportation committee tomorrow and can ask about it. Each of the projects planned in the area are required to have an approved construction management plan. Staging for the Cold Storage Facility will be on site.

Question 27: Are all aspects of design complete? If not, where are you percentage-wise?

Answer 27: The architectural design is 95% complete. Other design is 85% complete.

Question 28: Can you give us assurance that trucks will not be left idling, especially overnight?

Answer 28: The goal of the design was to have the trucks unloaded immediately. Trucks will arrive on a set schedule by appointment only so we can control how many trucks come at once. Once the semis enter the loading bay, they will be sealed and the truck refrigeration units can be turned off.

Question 29: Will the operating contract enshrine this?

Answer 29: This information will not be explicitly stated in the permit, but it is in the submittal of documents already sent to the City and available on their website for inspection by the public.

Question 30: But these are not binding?

Answer 30: I am not an attorney, but I don't think so.

Question 31: Regarding the operator, Andy, what's your experience?

Answer 31: TFIC and Amber specialize in infrastructure. Amber has the resources. We put together the Port Everglades (Florida) cold storage facility, which is a much larger facility than this one, but there, we are the owners. We brought in experts to plan different components, such as Sterling for the cold storage unit. For the Maine International Cold Storage Facility operator, we want to find a strategic partner for the long term. TFIC will be a permanent part of this project.

Question 32: Re: Traffic. There is a lot of new construction occurring simultaneously in this neighborhood. We're also concerned with impact on neighborhood streets...not just during construction but ongoing, as commuters try to avoid increased truck traffic. Any thoughts?

Answer 32: We have a traffic meeting tomorrow with city representatives to scope out the traffic impacts of the project and will know more after that meeting.

Question 33: You mentioned some possible fencing and a guard shack; will this be at odds with the scheduled flow? Can you put this on the drawing?

Answer 33: Yes. Queuing was part of the traffic analysis. We intend to move the trucks in and out as quickly as possible, and not have them stay in the yard for long. The guard shack and fencing will be shown on subsequent drawings and renderings.

Question 34: How many construction management companies are being considered for build proposals? Can you share the names of these companies? If not, what is the reasoning for the lack of transparency at this time?

Answer 34: MaineDOT and TFIC are working through this process and are considering several companies, including Woodard & Curran. Due diligence, the site plan, and construction management are all being evaluated at the same time. We are in the middle of a process that needs the blessing of the Maine DOT and the MPA.

Question 35: Are offices going to be on the top floor?

Answer 35: Yes, but the entire facility is only one level.

Question 36: Will there be offices for rent, or are the offices only intended for the operators?

Answer 36: They are intended for the operator.

Question 37: What is Eimskip current volume of frozen produce in an out?

Answer 37: Andy Nelson will try to find out; we do not have this information.

At the conclusion of the meeting, Kay Rand let everyone know that the notes from this meeting would be a matter of public record. If anyone had any further questions, Andy Nelson's phone number was on the card they received in the mail.