

1. Legal Ad

Documents:

[PB LEGAL AD 4-14-15.PDF](#)

2. Agenda

Documents:

[PB AGENDA 4-14-15.PDF](#)

3. Communication Item

Documents:

[COMPREHENSIVE PLAN CERTIFICATION.PDF](#)

4. 605 Stevens Avenue

4.I. Memo

Documents:

[STEVENS AVE. - 605 \(MEMO\).PDF](#)

4.II. Memo Attachments

Documents:

[STEVENS AVE. - 605 \(MEMO ATTACHMENT\).PDF](#)

4.III. Public Comment

Documents:

[STEVENS AVE. - 605 \(PUBLIC COMMENT\).PDF](#)

4.IV. Applicants Submittal

Documents:

[STEVENS AVE. - 605 \(APPLICANTS SUBMITTAL\).PDF](#)

4.V. Plans

Documents:

[STEVENS AVE. - 605 \(PLANS\).PDF](#)

5. 667 Congress Street

5.I. Report Attachments

Documents:

[CONGRESS ST. - 667 \(REPORT ATTACHMENT\).PDF](#)

5.II. Public Comment

Documents:

[CONGRESS ST. - 667 \(PUBLIC COMMENT\).PDF](#)

5.III. Applicants Submittal

Documents:

[CONGRESS ST. - 667 \(APPLICANTS SUBMITTAL\).PDF](#)

5.IV. Plans

Documents:

[CONGRESS ST. - 667 \(PLANS\).PDF](#)

6. 1210 Brighton Avenue

6.I. Report

Documents:

[BRIGHTON AVE. - 1210 \(REPORT\).PDF](#)

6.II. Report Attachments

Documents:

[BRIGHTON AVE. - 1210 \(REPORT ATTACHMENTS\).PDF](#)

6.III. Applicants Submittal

Documents:

[BRIGHTON AVE. - 1210 \(APPLICANTS SUBMITTAL\).PDF](#)

6.IV. Plans (1 Of 2)

Documents:

[BRIGHTON AVE. - 1210 \(PLANS\) \(1 OF 2\).PDF](#)

6.V. Plans (2 Of 2)

Documents:

[BRIGHTON AVE. - 1210 \(PLANS\) \(2 OF 2\).PDF](#)

7. 20 Marginal Way

7.I. Memo

Documents:

[MARGINAL WAY - 20 \(MEMO\).PDF](#)

7.II. Public Comment

Documents:

[MARGINAL WAY - 20 \(PUBLIC COMMENT\).PDF](#)

7.III. Applicants Submittal

Documents:

[MARGINAL WAY - 20 \(APPLICANTS SUBMITTAL\).PDF](#)

7.IV. Plans

Documents:

[MARGINAL WAY - 20 \(PLANS\).PDF](#)

**LEGAL ADVERTISEMENT
PORTLAND PLANNING BOARD MEETING**

The Portland Planning Board will hold a meeting on Tuesday, April 14, 2015, Council Chambers, 2nd Floor, City Hall, 389 Congress Street. **Public comments will be taken at this meeting.**

Workshop – 4:30 p.m.

- i. 605 Stevens Avenue, McAuley Place; Zone Change; Seacoast at Baxter Wood Associates LLC, Applicant. The Board will consider a proposed zoning map amendment to the R-6A zone, now revised to R-5A, with accompanying zoning text amendments, for 605 Stevens Avenue. The applicant is proposing revisions to reduce the area to be rezoned and request the zone change and text amendments to R-5A. The proposed zoning changes are sought in order to redevelop the historic convent into affordable housing units for senior citizens and to develop the surrounding grounds into a senior living community with a choice of living arrangements and a continuum of care and support services.
- ii. 667 Congress Street, Zoning Map Amendment; Redfern Bayside, LLC, Applicant. The Board will consider a proposal for a zoning map amendment at 667 Congress Street. The site is currently zoned Downtown Business B-3 along Congress Street and the Residential R-6 zone encompasses the rear portion of the lot. The application is to rezone the rear portion of the lot from R-6 to B-3. The applicant seeks the zone change in order to redevelop the site with a 7 to 8 story building with approximately 130 rental units, a retail store on the first level, and parking under and behind the building.

Public Hearing – 7:00 p.m.

Unfinished Business

- i. 1210 Brighton Avenue; Level III Site Plan; Portland Hotels, Inc., Applicant. The Board will consider the construction of a new 86 room hotel with associated parking. As part of the proposal, the existing 135 room motel will be demolished. Access will continue to be at the controlled intersection with Riverside Street.

New Business

- ii. 20 Marginal Way; B-7 Zoning Text Amendment; Bangor Savings Bank, Applicant. The Board will consider a text amendment to the B-7 Mixed Development District Zone, which would allow bank drive-throughs on small lots, subject to various requirements, including minimum 3 to 4 story building heights and pedestrian orientation. The amendment is proposed in order to replace the existing car wash with a 3 story bank/office building and drive through lanes.

STUART O'BRIEN, CHAIR - PORTLAND PLANNING BOARD

Stuart G. O'Brien, Chair
Elizabeth Boepple, Vice Chair
Sean Dundon
Bill Hall
Carol Morrisette
Jack Soley
David Eaton

AGENDA
PORTLAND PLANNING BOARD MEETING

The Portland Planning Board will hold a meeting on Tuesday, April 14, 2015, Council Chambers, 2nd Floor, City Hall, 389 Congress Street. **Public comments will be taken at this meeting.**

WORKSHOP – 4:30 p.m.

- i. 605 Stevens Avenue, McAuley Place; Zone Change; Seacoast at Baxter Wood Associates LLC, Applicant. The Board will consider a proposed zoning map amendment to the R-6A zone, now revised to R-5A, with accompanying zoning text amendments, for 605 Stevens Avenue. The applicant is proposing revisions to reduce the area to be rezoned and request the zone change and text amendments to R-5A. The proposed zoning changes are sought in order to redevelop the historic convent into affordable housing units for senior citizens and to develop the surrounding grounds into a senior living community with a choice of living arrangements and a continuum of care and support services.
- ii. 667 Congress Street, Zoning Map Amendment; Redfern Bayside, LLC, Applicant. The Board will consider a proposal for a zoning map amendment at 667 Congress Street. The site is currently zoned Downtown Business B-3 along Congress Street and the Residential R-6 zone encompasses the rear portion of the lot. The application is to rezone the rear portion of the lot from R-6 to B-3. The applicant seeks the zone change in order to redevelop the site with a 7 to 8 story building with approximately 130 rental units, a retail store on the first level, and parking under and behind the building.

PUBLIC HEARING – 7:00 p.m.

1. **ROLL CALL AND DECLARATION OF QUORUM**
2. **COMMUNICATIONS AND REPORTS**
 - a. Communication from Jeff Levine, Comprehensive Plan Certification, April 8, 2015

3. **REPORT OF ATTENDANCE AT THE FOLLOWING MEETINGS:**

March 24, 2015

Afternoon Public Hearing: O'Brien (5:00 p.m.), Boepple, Dundon, Hall and Soley present. Eaton and Morrisette absent.

Workshop: O'Brien, Boepple, Dundon, Hall and Soley present. Eaton and Morrisette absent.

Public Hearing: O'Brien (left at 8:15 p.m.), Boepple, Hall, Dundon, Morrisette (left at 8:15 p.m.) and Soley present. Eaton recused on Midtown and absent.

March 30, 2015

Afternoon Site Walk: Boepple, Dundon, Hall, Eaton and Morrisette present. O'Brien and Soley absent.

Public Hearing: Boepple, Dundon, Hall, Eaton and Morrisette present. O'Brien and Soley absent.

**4. REPORT OF DECISIONS AT THE MEETING HELD ON MARCH 24, 2015:
(There were no Public Hearing items to report on for the March 30, 2015 meeting.)**

- i. 78 McKinley Court (Great Diamond Island); Conditional Zoning Agreement Amendment; City of Portland Public Services Department, Applicant. Hall moved and Dundon seconded a motion to find the proposed fourth amendment to the Great Diamond Island conditional zone agreement is consistent with the Comprehensive Plan and recommends to the City Council approval of the amendment. Board voted 4-0, O'Brien abstained, Eaton and Morrisette absent.
- ii. 1210 Brighton Avenue; Level III Site Plan; Portland Hotels, Inc., Applicant. Boepple moved and Morrisette seconded a motion to table this item to April 14, 2015 at 7 p.m. Board voted 6-0, Eaton absent.
- iii. Midtown Project; Level III Site Plan, Condition of Approval regarding B-7 Design Standards; FEDEQ DV001, LLC, Applicant. Boepple moved and Morrisette seconded a motion that the Midtown Three elevation and rendering plan is in conformance with the massing and articulation Standards E-3 and E-4 of the B-7 Design Standards and therefore that the condition of approval related to these standards from the Planning Board March 4, 2015 public hearing have been addressed, provided that the applicant submit revised elevations and renderings in keeping with the observations of the Board as expressed in the comments and discussion tonight. Board voted 5 to 1 (Soley opposed; Eaton recused).
- iv. 7-9 May Street; Level III Site Plan; May Street 7-9 LLC., Applicant. Hall moved and Dundon seconded a motion to waive the flooding standard for stormwater management. Board voted 4-0, O'Brien, Eaton and Morrisette absent. Hall moved and Dundon seconded a motion to waive the street tree requirement subject to a \$200 contribution to the street tree fund. Board voted 4-0, O'Brien, Eaton and Morrisette absent. Hall moved and Dundon seconded a motion to approve the subdivision plat with two conditions of approval. Board voted 4-0, O'Brien, Eaton and Morrisette absent. Hall moved and Dundon seconded a motion to approve the site plan with seven conditions of approval. Board voted 4-0, O'Brien, Eaton and Morrisette absent.
- v. 709 Congress Street; Site Plan and Conditional Use Review of Drive-through in B-2b Zone; Skowhegan Plaza Limited Partnership, Applicant. Hall moved and Dundon seconded a motion to allow a waiver of the compact spaces. Board voted 4-0, O'Brien, Eaton and Morrisette absent. Hall moved and Dundon seconded a motion to allow minimal light trespass. Board voted 4-0, O'Brien, Eaton and Morrisette absent. Hall moved and Dundon seconded a motion for the conditional use to permit the pharmacy drive-through with two conditions of approval. Board voted 4-0, O'Brien, Eaton and Morrisette absent. Hall moved and Dundon seconded a motion to approve the site plan with eight conditions of approval. Board voted 4-0, O'Brien, Eaton and Morrisette absent.

5. UNFINISHED BUSINESS

- i. 1210 Brighton Avenue; Level III Site Plan; Portland Hotels, Inc., Applicant. The Board will consider the construction of a new 86 room hotel with associated parking. As part of the proposal, the existing 135 room motel will be demolished. Access will continue to be at the controlled intersection with Riverside Street.

6. NEW BUSINESS

- ii. 20 Marginal Way; B-7 Zoning Text Amendment; Bangor Savings Bank, Applicant. The Board will consider a text amendment to the B-7 Mixed Development District Zone, which would allow bank drive-throughs on small lots, subject to various requirements, including minimum 3 to 4 story building heights and pedestrian orientation. The amendment is proposed in order to replace the existing car wash with a 3 story bank/office building and drive through lanes.

STUART O'BRIEN, CHAIR - PORTLAND PLANNING BOARD

From: Jeff Levine
To: Ann Machado; Planning
CC: Danielle West-Chuhta; Jessica Grondin; Mary Davis
Date: Wednesday, April 08, 2015 2:52 PM
Subject: Comprehensive Plan Certification
Attachments: 2012deadlinefactsheet(1).pdf

Planning and Zoning staff-

I am sure by now you have all heard about the issue related to the certification of our Comprehensive Plan expiring in February. For your information (many of you already will know this) here is my understanding of the situation:

1. Not having certification means that the state lists our Plan's compliance with the State's Growth Management Act as "unknown" rather than "certified." It does not mean our Comprehensive Plan is invalid. Our 2002 Comprehensive Plan was certified by the state. The law changed in 2008 and required recertification after 12 years.
2. Certification helps up on competitive grant applications, and also helps by creating a presumption of compliance if a zoning change or development review decision is challenged in court. As it stands now, if challenged, we will have to document to a judge's satisfaction that our Comprehensive Plan is compliant with the state Act.
3. Based on my conversations with the State's Municipal Planning Assistance Program, we should continue to review development applications and zoning amendments as we have been doing, with one exception related to our review of state projects. Please see me for more information on this exception. Nothing about a lack of certification for the Comprehensive Plan would lead us to change the rest of our normal operations.
4. Attached are a background piece from the Municipal Planning Assistance Program on this issue that may be helpful to you. We expect some Portland-specific information on this issue shortly.

If you get questions from developers or the public, you can convey this understanding.

Please place this item on the next Planning Board agenda and we will give them a quick summary of this issue. You should also include the two attachments in their next packet as background.

As always, feel free to check with me if you have any questions or concerns.

best,

Jeff

Jeff Levine, AICP
Director
Planning & Urban Development Department
389 Congress Street 4th Floor
Portland, Maine 04101
Phone (207)874-8720
Fax (207)756-8258
<http://www.portlandmaine.gov/planning>
@portlandplan
(<http://www.portlandmaine.gov/>)

PAUL R. LEPAGE
Governor

Darryl Brown
Director

The 2012 Comprehensive Plan Deadline

Q: I have been told that my comprehensive plan will expire in 2012. Why?

A: A comprehensive plan generally sets out recommendations for ten years into the future. Beyond that period, not just the recommendations but community attitudes and concerns may shift and condition and trends analysis lose relevancy. The original Growth Management Act provided no “expiration date,” but the legislature amended it in 2008 to say that the State Planning Office finding that a comprehensive plan is “consistent with the law” will expire after 12 years. For plans adopted prior to 2001, the grace period was extended to December 31, 2012.

Q: Will our plan become invalid if it is no longer consistent?

A: The way the law is written, it is not the plan itself that expires; it is the finding by the State Planning Office that the plan is consistent with the law. A consistency finding which has expired (“expired finding”) does not invalidate a locally adopted plan, nor any of the recommendations that the plan carries.

Q: Why should we care if the state no longer finds the plan consistent?

A: The SPO finding of consistency triggers a number of state actions and benefits. Since passage of the Growth Management Act, various state agencies have tied their growth-related programs to it. The most well-known is the CDBG program, which will not award grant funding for growth-related capital investments to a town without a consistent plan. Other grant programs award point priorities to towns with consistent plans. Some state agencies, such as the MaineDOT, give priority in funding their own projects to towns with consistent plans.

Q: What about our zoning ordinance? I understand a zoning ordinance must be based on a consistent plan.

A: The law says that zoning ordinances (as defined), impact fees and rate-of-growth ordinances (building permit caps) must conform to a plan which meets the requirements of the Growth Management Act (Refer to 30A M.R.S.A. §4314 (3)). An expired finding does not invalidate these ordinances. It does, however, provide an opening for a party affected by the ordinance to challenge it in court. Consultation with legal counsel is recommended.

Q: Can't the SPO just "re-affirm" our old plan?

A: No. Should a community choose to submit a plan to the SPO, it would have to be reviewed for completeness with the current standards. Among other things, data has to be refreshed, conclusions based on that data re-examined, and implementation strategies brought up to date. SPO makes updated data for plans available to communities to insure the use of current data available from State agencies. If the plan meets the threshold of the review standards it is accepted for consistency review. Until a plan is reviewed for consistency, its status would remain "unknown" in SPO records.

Q: What about plans that have been fixed after a SPO finding of inconsistency? Can these still be found consistent?

A: There is some latitude depending on the nature of what's 'fixed' to respond to a finding of inconsistency on a plan prepared under the old rule (Chapter 202). Issues identified in a finding of inconsistency must be addressed within two years of the date of the finding. After that period of time, the plan must be resubmitted to SPO under the new rule.



Memorandum

Planning and Urban Development Department

Planning Division

To: Stuart O'Brien, Chair and Members of the Portland Planning Board

From: Jean Fraser, Planner

Date: April 10, 2015

Re: R-6A (now R5A) Zoning Map and Text Amendments for McAuley Place,
605 Stevens Avenue
Seacoast At Baxter Woods Associates, LLC, Applicant

Project #: 2015-022 CBL: 136 E006001

Meeting Date: April 14, 2015

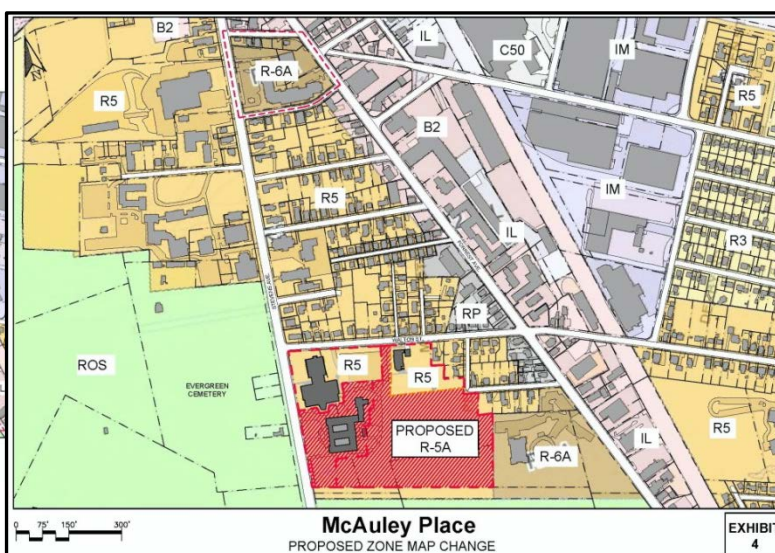
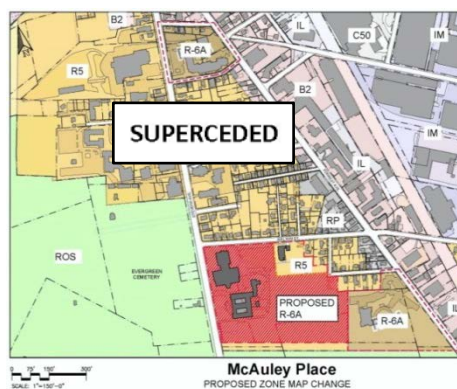
I. INTRODUCTION

This is a second Planning Board Workshop on the application for a zoning map amendment and accompanying text amendments for the Sisters of Mercy property at 605 Stevens Avenue. The request for zoning amendments is being made to enable an integrated development of affordable housing and a senior retirement community on a large site that has been for sale for some years.

The applicant (Seacoast at Baxter Woods Associates, LLC, represented by Licht Environmental Design LLC) had originally requested a map change (with associated text amendments) from the existing R5 zone to the R6A zone and this was the subject of discussion at the first Planning Board Workshop on 3.10.15.

Based on the feedback at the first Planning Board Workshop (see Section II below) the applicant has made the following revisions:

- Removed the Catherine McAuley High School from the area to be rezoned so it would remain a conforming use in the R5 zone as existing (see plan extracts below);
- Proposed that the area encompassing the Mother House and the open land to the east and south to be amended from R5 to R5A;
- Proposed text amendments that retain the existing R5A density of 1600 sf per dwelling, but amend the basis to be net area instead of gross area; and
- Proposed text amendments that add permitted uses and some dimensional requirements not currently in the R5A zone.



The property proposed for rezoning totals approximately 13.53 acres (down from 17 acres that were originally proposed for rezoning to R6A) and has approximately 400 feet of frontage on the east side of Stevens Avenue. It abuts the Deering Pavilion and Baxter Woods and is opposite Evergreen Cemetery across Stevens Avenue. It also has frontage along Walton, Pershing and Holly Streets.

The applicant has a Purchase and Sale Agreement for the wider area (including the High School and St Catherines Residence on Walton Street) from the St Joseph's Convent & Hospital c/o Sisters of Mercy of the Americas (Attachment D). St Catherines Residence Hall (approx. 1.9 acres on Walton Street) was associated with the current uses but is being retained by the owners because it is occupied and they do not seek rezoning at this time; it is a conforming use in the R5 zone.

A notice of this Workshop was sent to 128 property owners within 500 feet and interested citizens, and appeared in the April 6th / 7th, 2015 editions of the *Portland Press-Herald*. A Neighborhood Meeting is required for this project and was held in the Mother House on April 2, 2015; the notes are in Att. H. The Neighborhood meeting was attended by about 100 people and Planning Division staff also attended to answer any questions regarding the zoning interpretation or zone amendment process. Since the Planning Board Workshop the Planning Division has received 3 written comments (in attachments): PC1 and PC2, which are written versions of comments made at the March 10, 2015 Workshop, and PC3 which was received after the revised proposals were made public. A number of other neighbors and interested parties have sent requests to be kept updated on the project via e-mail from the Planning Division staff.

II. FIRST PLANNING BOARD WORKSHOP - MARCH 10, 2015

The Workshop meeting was attended by about 40 members of the public and 14 people spoke, all in opposition to the proposed zoning amendment to R6A and highlighting concerns regarding the impact on the High School and Playing Fields and regarding traffic congestion and pedestrian safety in the area.

The applicant has responded to the concerns regarding the future of the School and the loss of the playing fields by removing the School from the zone map amendment boundary and retaining much more of the playing fields. Regarding the traffic and pedestrian safety concerns, Section IX of this memorandum lists the questions and issues raised during the public comment part of the meeting and provides further comments.

The Planning Board requested answers to the questions raised at the meeting and suggested that Tom Errico, the City's Traffic Engineering reviewer, should assist in responding to the questions regarding potential traffic impacts. The Board also requested a further density and associated traffic analysis be undertaken of the "maximum build-out" based on market rate housing for the three potential zones under consideration at that time: R3; R5A; and R6A. This is included in Section VII below.

III. PROJECT DATA FOR AREA WITHIN PROPOSED MAP AMENDMENT

Parcel Size:	13.53 acres (area for which rezoning is requested)
Existing Zoning:	Residential R-5
Existing Uses:	Former convent; open land, part playing fields used by school
Proposed Use:	Affordable Age-restricted Housing in existing building; Residential Senior Independent Living Units (Congregate Care); Intermediate Care

Residential data as proposed:

- Affordable housing units: 66 +/- along with 22 market rate housing units;
- Approximately 230 to 240 units (senior multifamily and congregate care independent units; and some intermediate care units, which is classified as institutional in the City's Ordinance)

Parking, access and other aspects are conceptual at this stage (see Conceptual Master Plan below and in Plan P4) and the applicant intends to submit a Master Development Plan for the overall development and the phases. The first phase is the renovation of the Mother House for approx. 66 units of affordable housing and 22 market rate housing units for senior citizens.

IV. EXISTING CONDITIONS AND ZONING

a. Background

The original cover letter ([Attachment B](#)) includes a history of the site, which started as a convent in the late 19th century for the Sisters of Mercy in Portland and originally included a church. The area now proposed to be rezoned to R5A includes one building, the now-vacant convent, which is known as the Mother House (photo right; additional photos in [Attachment F](#)).



The developers are seeking historic tax credits for the renovation and reuse of the building. The National Park Service has confirmed its eligibility for those tax credits. While it qualifies for historic tax credits, it has never been identified for designation as a local landmark and currently has no historic designation; and

b. Existing Conditions

The site is within the R5 zone and abuts the Deering Pavilion (shown on [Plans P1 and P3](#)) which is zoned R6A. The north and north-east parts of the site abut an area of single and multifamily homes (all in R5) and the Forest Avenue RP zone is nearby. Baxter Woods abuts the south side of the site and the Evergreen Cemetery is opposite on Stevens Avenue.

The School is currently accessed by two one-way drives from Walton Street direct into the existing parking lot. There are two small drives with gates on Stevens Avenue that go directly to the front of the Mother House.

Walton Street is a residential street connecting Stevens Avenue and Forest Avenue, with signals at both intersections. Under the Federal Street Classification system Stevens Avenue is classified as a “Minor Arterial” (other “Minor Arterials” in Portland are Warren Avenue and Washington Avenue) and Forest Avenue is classified a “Principal Arterial” (other “principal Arterials” in Portland are Brighton Avenue and outer Congress Street).

V. PROPOSED DEVELOPMENT

The applicants have submitted a revised “cover letter” ([Attachment C](#)) updating the details of the proposals. They have been working with the Sisters of Mercy as owners, with funding from a number of different sources, to create a retirement community with two components:

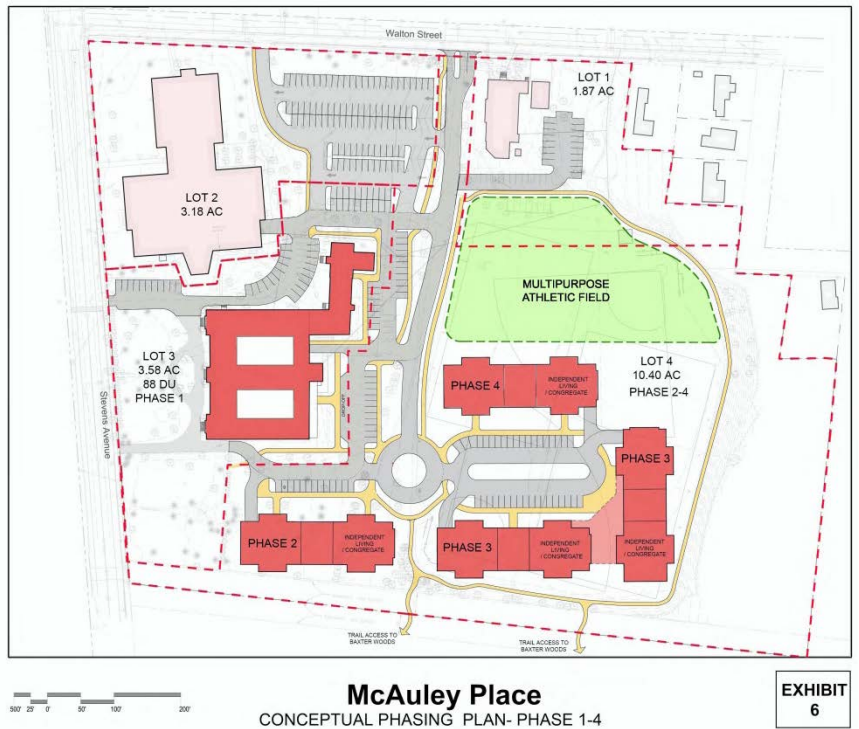
- Affordable multifamily housing (some at market rate) for seniors, in the existing Mother House;
- Independent units for seniors near the Mother House, which could be considered as multifamily and possibly congregate care depending on the support services provided.

The revised proposals exclude McAuley High School and it remains on a 3.18-3.50 acre lot (the table and the plan show slightly different lot sizes); St Catherine’s Residence Hall also is excluded from the proposed R5A zoning and remains on a 1.86 acre lot. It is understood that any redevelopment of St Catherine’s Residence Hall and McAuley High School would be considered separately as appropriate in the future, and the applicant is in discussions regarding the arrangements to maintain these uses over the medium-term.

As shown on the Conceptual Phasing Plan to the right (and in Plan P4), the first phase is the renovation of the Mother House to create a mix of market –rate and affordable rental homes.

The next phases comprise 4-5 story residential buildings to the south and east of the Mother House. It is understood that these buildings would have parking underneath them and be 60 feet in height. The applicant has indicated (Attachment C, page 3) that these would be below the roof level of the main Mother House building. Additional graphic information (sections) will be provided at the Planning Board Workshop.

During the first two phases the existing playing fields are not altered and in later phases they are reduced.



VI. PROPOSED ZONING AMENDMENTS

At about the same time as the McAuley Place applicant was re-considering the request for a zone amendment to R6A, another senior housing project submitted proposed text amendments to the R5A Zone to facilitate a somewhat different form of senior housing (all congregate care) on a site on Ocean Avenue. The other project is scheduled for a Workshop at the Board’s next meeting.

Staff considered that it would be helpful for the Board to consider the proposed R5A text amendments relating to McAuley Place in the context of the proposed R5A text amendments for the other project, as they impact the same existing text and are considered by staff to be compatible at this stage. When merging the proposed text amendment, staff have taken the opportunity to make additional amendments to improve consistency.

Therefore the proposed text amendments to the R5A zone (see next page) has merged text amendments from 3 sources, which in summary are:

To facilitate the McAuley Place senior development:

- Adding “multifamily” and “congregate care” to the permitted uses, with associated minimum lot sizes;
- Clarification of the minimum lot area per dwelling for both uses;
- Include a maximum structure height of 60 feet (there was no height limit in the R5A zone previously as a contract zone was contemplated);
- Amend the Site Plan ordinance regarding Master Development Plans to include the proposed uses.

To facilitate the Ocean Avenue congregate care development:

- Amend definition of “congregate care”;
- Add “congregate care” to the permitted uses and clarify minimum lot sizes;
- Clarification of the minimum lot area per dwelling for this use;
- Confirm a maximum height (for their project 50 feet was suggested).

Staff recommendations for R5A text amendments:

- Redefine net area so that it can be the basis for density for the large lots anticipated in the R5A zone: density is based on buildable areas (not wetlands and slopes), and the somewhat arbitrary subtraction of 20% is removed from the definition;
- Resolve inconsistencies between definition of “multi-family” in 14-47 and zone references that dictate which minimum lot sizes are required;
- Remove the open space requirement for the PRUD;
- Remove the requirement that the R5A zone be applied through the contract zone provisions.

Proposed Text Amendments to R5A Zone (also in Attachment C)

[Note: more of the original text is included to provide context]

Congregate care facility: A planned residential unit development or multiunit development which provides individual living or dwelling units with support services which provide assistance to residents. Services to be provided shall include:

- (a) Transportation for essential support activities. This service shall be included in the base rent;
- (b) Provision of at least one (1) meal per day;
- (c) Programmed social activities which are facilitated by staff. This service shall be included in the base rent;
- (d) Provision of personal care services including, but not limited to, housekeeping, laundry, and minimal health monitoring; and
- (e) Installation of emergency call buttons or systems in each congregate care living unit.

The population of a congregate care facility shall consist of persons fifty-five (55) years of age or older and their spouses and/or disabled persons and their spouses.

Net land area: Net land area, as set forth in sections 14-90, 14-120 and 14-130 of this article, shall be calculated by subtracting from gross area the square footage of the following:

- ~~(a) 1. Stormwater retention areas;~~
~~2. Stormwater detention areas, unless improved for passive or active recreational use;~~
- (b) Existing watercourses, as defined in this section, measured by the area between the top of the banks at the normal high water mark, as defined in this section.
- ~~_(c) Inaccessible areas, as defined in this section;~~
- (d) Wetlands, as defined in this section;
- ~~_(e) Areas encumbered by existing easements, dedications or similar restrictions, which limit or preclude the construction of permanent structures or which are for any reason unavailable for use in connection with the proposed development.~~
- (f) Slopes of twenty-five (25) percent or greater. Where a slope of twenty-five (25) percent or greater was altered to less than twenty-five (25) percent within the two (2) years immediately preceding the submission of the application for development, such slope shall also be subtracted from the gross area;
- ~~_(g) Twenty (20) percent of the area remaining after the deductions of factors (1) through (6) of this definition.~~

Purpose Statement for R-5A

The purpose of the R-5A residential zone is:

- (a) To provide for moderate-density residential development in off-peninsula sections that can provide a unique residential living experience with a high degree of natural site amenities; and to provide areas of the city in the general proximity of the peninsula that have the capability for adequate municipal services, including traffic corridors with adequate traffic capacity, that can appropriately accommodate a more intensive use of land than other lower-density zoned land and be compatible with surrounding neighborhoods; and to increase affordable housing opportunities in off-peninsula locations by providing a moderate-density zone.

Sec. 14-127. Permitted uses.

The following uses are permitted in the R-5A residential zone:

(a) *Residential:*

- 2. Planned residential unit development (PRUD) consisting of horizontally or vertically attached dwelling units or a series of such dwelling units. No dimensional requirements contained in section 14-130 shall apply with respect to such developments except for those requirements specifically denoted for PRUD. There shall be no open outside stairways or fire escapes above the ground floor. ~~The planned residential unit development shall be implemented through conditional or contract zoning, as described in division 1.5, for specific sites and proposed development meeting the overall requirements specified herein.~~ All land shall be owned and used in common and shall be governed and maintained as set forth in section 14-498(i)(3) of article IV (subdivisions). Such development shall be subject to review and approval by the Planning Board with respect to the requirements of article V (site plan) and article IV (subdivisions) of this chapter, whether or not such development is a subdivision within the meaning of article IV of this chapter, as now enacted or as hereafter amended.

6. Multi family dwellings, as defined in section 14-47;

7. Congregate Care, as defined in section 14-47.

[Note: (b) Other: includes as 5. Intermediate, extended and long-term care facilities]

Sec. 14-130. Dimensional requirements.

In addition to the provisions of division 25 (space and bulk regulations and exceptions) of this article, lots in the R-5A zone shall meet or exceed the following requirements:

(a) *Minimum lot size:*

Residential (single- and two-family dwellings): Six thousand (6,000) square feet except as provided for lots of record in section 14-433 (lots of record and accessory structure setbacks for existing buildings) of this article. A lot in an unsewered residential district shall meet the provisions of the state Minimum Lot Size Law, 12 M.R.S.A. Section 4807-A, or the applicable zoning lot size, whichever is the largest.

Planned residential unit development (PRUD): Three (3) acres gross area, as defined in section 14-47 (definitions) of this article, of contiguous land.

Intermediate, extended or long-term care facilities: One and one-half (1 1/2) acres.

Multi-family dwellings: Three (3) acres gross area, as defined in section 14-47 (definitions) of this article, of contiguous land.

Congregate Care: Three (3) acres gross area, as defined in section 14-47 (definitions) of this article, of contiguous land.

- (b) Minimum lot area per dwelling unit: Sixteen hundred (1,600) square feet of net land area as defined in section 14-47 (definitions) of this article. As part of a site plan and subdivision application, the applicant shall provide a calculation of those factors deducted to determine net land area. In addition, such net area factors shall be delineated on a site plan.

Planned residential unit development (PRUD): Sixteen hundred (1,600) square feet of net land area as defined in section 14-47 (definitions) of this article. As part of a site plan and subdivision application, the applicant shall provide a calculation of those factors deducted to determine net land area. In addition, such net area factors shall be delineated on a site plan.

Congregate Care: Sixteen hundred (1,600) square feet of net land area as defined in section 14-47 (definitions) of this article. As part of a site plan and subdivision application, the applicant shall provide a calculation of those factors deducted to determine net land area. In addition, such net area factors shall be delineated on a site plan.

Minimum land area per intermediate care facility resident: Eight thousand (8,000) square feet gross land area for the first thirty-five (35) residents, plus three hundred fifty (350) square feet for each additional resident.

- (c) Minimum street frontage: Fifty (50) feet. PRUD development: Fifty (50) feet.
- (d) Minimum yard dimensions (excluding structures in uses listed in (h) below):

(Yard dimensions include setbacks of structures from property lines and setbacks of structures from one another. No structure shall occupy the minimum yard of another structure.)

1. *Front yard:*

Principal or accessory structures: Twenty-five (25) feet.

2. *Rear yard:*

a. Principal or accessory structures with ground coverage greater than one hundred (100) square feet: Twenty-five (25) feet.

b. Accessory detached structures with a ground coverage of one hundred and forty-four (144) square feet or less: Five (5) feet.

Setbacks for swimming pools shall be as provided for in section 14-432 (swimming pools) of this article.

3. *Side yard:*

a. Principal or accessory structures with ground coverage greater than one hundred (100) square feet:

Height of Structure Required Side Yard

1 story 10 feet

- 1 1/2 stories 10 feet
- 2 stories 14 feet
- 2 1/2 stories 16 feet

The width of one (1) side yard may be reduced one (1) foot for every foot that the other side yard is correspondingly increased, but no side yard shall be less than ten (10) feet. In the case of a lot of record existing as of June 5, 1957, and held under separate and distinct ownership from adjacent lots, the required side yard may be reduced in order to provide a buildable width of up to twenty-four (24) feet, but in no case shall the resulting side yards be less than ten (10) feet.

- b. Accessory detached structures with ground coverage of one hundred and forty-four(144) square feet or less: Five (5) feet.

4. *Side setback on side streets:*

Principal or accessory structures: Twenty (20) feet.

(e). Maximum structure height:

Principal or attached accessory structure: Sixty (60) feet

Accessory detached structure: Eighteen (18) feet.

- (f) *Maximum lot coverage:* Thirty (30) percent of lot area.

- (g) *Minimum lot width:* Sixty (60) feet.

(h) Minimum building setback from external ~~subdivision~~ property lines for multifamily, PRUD, Congregate Care, and Intermediate, extended or long-term care facilities:

- a. Building length of one hundred (100) feet or less: Twenty-five (25) feet.

- b. Building length of greater than one hundred (100) feet: Thirty-five (35) feet.

- (i) Minimum recreation open space area (PRUD): Two hundred (200) square feet per dwelling unit of common area designated on the site for recreation purposes. ~~Such recreation areas shall be level graded, dry, accessible and properly drained. At a minimum, a contiguous area of six thousand (6,000) square feet, with a minimum dimension of fifty (50) feet, shall be provided and shall include one (1) or more of the uses set forth in section 14-526 (d) 9. and the planned residential unit development standards in the City of Portland Design Manual, but shall at least be usable as a multipurpose game field. Such recreation areas shall be located at least twenty-five (25) feet from dwelling units.~~

14-523 [Site Plan] Required approvals and applicability.

(g) *Master development plan:* A Master Development Plan meeting the criteria listed below will undergo a master development plan review as follows:

- 1. A Master Development Plan for a site with one acre or larger in a cumulative lot area that is designed as a cohesive and integral development program consisting of multiple buildings and associated site improvements proposed to be built in phases.
- 2. The Master Development Plan option shall not apply in residential zones, except for institutional uses,

VII. STAFF COMMENTS

A. Rezoning to R5A instead of R6A

The table below compares the three zones: the existing R5 and R5A/R6A, the two zones where this type of development was envisaged. Both the R5A and R6A are generally applicable, but the existing R5A zone requires the details of any development to be specified in a conditional zoning agreement, and the existing R6A language envisaged relatively intensive and/or mixed use developments.

In looking more closely at the density implications of both the R5A and R6A, the use of the gross area for determining density over such large lots was questioned by staff and the applicant was requested to consider the idea of using a net area that excluded unbuildable portions of the lot. The applicant has taken that objective on board and revised the proposals to “work” within the amended R5A text that includes the staff suggestions re density calculations.

Table 1: Zone Comparison

	R5 (14-116) (Existing Zoning)	R5A (14-126)	R6A (14-135)
Purpose Statement	To provide appropriate areas of the city for medium-density residential development characterized by single-family and low-intensity multifamily dwellings on individual lots; to ensure the stability of established medium-density neighborhoods by controlling residential conversions; and to provide for planned residential unit development on substantially sized parcels. Such PRUD development shall respond to the physical qualities of a site and complement the scale, character and style of the surrounding neighborhood.	To provide for moderate-density residential development in off-peninsula sections that can provide a unique residential living experience with a high degree of natural site amenities; and to provide areas of the city in the general proximity of the peninsula that have the capability for adequate municipal services, including traffic corridors with adequate traffic capacity, that can appropriately accommodate a more intensive use of land than other lower-density zoned land and be compatible with surrounding neighborhoods; and to increase affordable housing opportunities in off-peninsula locations by providing a moderate-density zone.	R6A) To encourage neighborhood livability with higher density multifamily housing on large parcels located off the peninsula. The zone is appropriate in areas that are along major public transportation routes, near service areas, and in redevelopment (underutilized) or infill areas.
Residential permitted uses	• Single and 2-family • Multiplex (= or > 3 attached dwelling units) • PRUD • Handicapped family unit • Single family manu. hsg (with conds)	• Single, 2 & 3 family • PRUD thru Contract Zone • Handicapped family unit • Single family manu. hsg (with conds)	• Single and 2-family • Multifamily dwellings (subject to conditions if in res use as of 12.2.1987) • Handicapped family unit • Single family manu. hsg (with conds)
Other permitted uses	• Parks and rec spaces • Accessory uses • Home occupation • Municipal uses • Special needed living units • Wind energy systems	• Parks and rec spaces • Accessory uses • Home occupation • Municipal uses • Intermediate, extended and long term care facilities • Wind energy systems	• Lodging houses • Cemeteries • Parks and rec spaces • Accessory uses • Home occupation • Municipal uses • Conversion into B & B of 4 guestrooms • Hostels (max 10 guests & subject to conds) • Wind energy systems
Conditional Uses - Residential	• Sheltered care group homes (subject to conds) • Subdivision of existing structure not in res use as of 1.1.1984 to 3+ dwelling units, du >600 sf and 3000 sf land area/du • Conversion 2-family/multiplex to lodging houses • Alt s/f existing as of 9.3.2008 to have accessory du (subject to conds eg >10 acres)	• Sheltered care group homes (subject to conds)	• Sheltered care group homes (subject to conds) • Conversion into B & B of 5-9 guestrooms
Conditional Uses - Institutional uses	• School • Long term & extended care facilities • Intermediate care facility for 13 or more persons • Places of Assembly • Hospital • College, university or trade school (allowed up to 55 feet if meet conds)		• School • Long term and extended care facilities • Intermediate Care Facility • Places of Assembly • Hospital • College, university or trade school (subject to conds)
	R5	R5A	R6A

	(14-116) (Existing Zoning)	(14-126)	(14-135)
Conditional Uses - Other	• Off street parking • Utility substations • Day care facilities (subject to conds) • Temp wind anemometers	• Utility substations • Nursery schools and kindergartens • Day care facilities (subject to conds) • Temp wind anemometers • Wind energy systems	• Utility substations • Professional offices (subject to conds) • Chancellery • Nursery schools and kindergartens • Off street parking • Day care facilities (subject to conds) • Temp wind anemometers • Hostels (up to 20 guests & subject to conditions) • Wind energy systems
Minimum Lot Size	• Res: 6000 sf • Long term care or Intermediate: 2 acres • Multiplex: 9000 sf • PRUD: 2 acres • School: 30,000 sf • Lodging houses: 9000 sf • (no min lot area for uses listed other than res in existence 6.1.1983)	• Res: 6000 sf • PRUD: 3 acres gross • Intermediate, extended or long term care facilities: 1.5 acres	• Res: 4 acres • Intermediate care: 1 acre • Long term & extended care: 10,000 sf for first 9 res & 750sf for each add'l resident up to 2 acres • School: 30,000 sf • Hospital: 2 acres • Lodging house and other uses: 4500 sf • (not all listed here eg places of assembly)
Min. Lot Area/ Dwelling Unit	• Multiplex (attached units) with over 250 ft frontage, 4500 sf (otherwise 6000 sf) and no unit less than 600 sf and max of 6 units in a building • PRUD: 3000 sf of net land area and max of 12 units in a building • Special needs living units: 3600 sf with over 250 ft frontage (otherwise 4800 sf) Lodging House: 1000 sf • Other uses: 3000 sf (plus mins/maxs for floor areas)	• Res: 1600 sf • PRUD: 1600 sf of net land area	• Res: 1000 sf -1200sf (Current proposals to amend R6 reduces this to 725 sf) • Intermediate Care Facility: 8000 sq ft for the first 35 and 350 sf for each add'l resident (Current proposals to amend R6 reduces this to 250 sf per resident) • Long term and extended care: 10,000 sf for first 9, + 750 sf for each add'l resident • Lodging houses: 200 sf per unit and 250 sf land area • B& B min gross floor area: 2000 sf • Places of Assembly: various maxs
Maximum Lot Coverage	40%	30%	40-50% variable (Current proposals to amend R6 increases this to 60%)
Maximum Height	35 feet	Not listed	65 feet
Minimum recreation OS required	For PRUD: 300 sf per dwelling unit (min of 6000 sf)	For PRUD: 200 sf per dwelling unit (min of 6000 sf)	20% open space required except for B& B

B. Density considerations and associated impacts

The Board requested an analysis of the maximum build-out (market – rate housing) of the rezoned area based on the existing zone R5 and the two zones under consideration. The applicant and staff met with Tom Errico to agree a structure for this analysis and the table below summarizes the comparison of the maximum densities and associated traffic generation based on total trips per day and the highest peak hour flows:

Table 2: maximum allowable densities and associated trip generation

	Zone 5 (existing zone)	Zone R5A (existing ordinance)	Zone R5A (proposed amended ordinance)	Zone R6A (existing ordinance)	Proposed Senior Housing as in Att G (see below)
Maximum density	131 dwelling units	368 dwelling units	334 dwelling units	492 dwelling units	335 dwelling units
Maximum build-out trip generation (total trips per day)	872	2448	2221	3272	1136*
Maximum build-out peak hour (highest in day)	88	247	224	330	127*

**See Tom Errico comments in D below.*

The applicant has included a more detailed table ([Attachment C](#), page 9) showing how the density calculations were developed, although in all cases except the proposed R5A the basis has been gross lot area (not net as suggested in one section of the table). The Traffic Study that underpins the table above is in [Attachment G](#).

Tom Errico, the City's Traffic engineering reviewer, has commented ([Attachment 1](#)):

The trip generation comparison between the current R5 zoning and the proposed R5A zoning seems reasonable. As noted the change in zoning under a worst-case build-out would add a maximum of 159 trip to and from the site during the PM peak hour. An R5A zone maximum build-out trip level would likely require a more extensive traffic impact study given that it would exceed 200 trips in a hour.

Maine Traffic Resources conducted a Trip Generation analysis that compared build-out scenarios under existing and proposed zoning. In general I find the methods to be acceptable with the following comments.

- o The general conclusion is that a Traffic Movement Permit will be required for the project given traffic generation projections.*
- o It would be my expectation that the detailed traffic study would extend beyond the site driveways as noted in the Memo. During preliminary discussions the traffic study would likely include an evaluation of roadways and intersections including Steven Avenue/Walton Street, Walton Street/Forest Avenue, and Stevens Avenue/Pleasant Street. The final study area to be evaluated will be determined at the Traffic Movement Permit Scoping meeting.*

C. Requirements for Open space

As can be seen in Table 1 (Zone Comparison) above, the R6A zone requires 20% open space. The R5A zone does not include any specific requirement for open space, but does have a low lot coverage of 30%. Lot coverage has been interpreted in the past by the Zoning Administrator to include only structures, so parking lots would not be part of the lot coverage. The Board may want to consider whether the amended text should more clearly address an open space requirement.

D. Traffic considerations for the specific McAuley Place proposals

The Traffic Study submitted by the applicant (Attachment G) includes an analysis of trip generation for the proposed senior housing (also included in Table 2 above). These suggest that the trip levels would be significantly lower (because of the age limitation) than if the development was market –rate housing with no age limit.

Tom Errico, the City’s Traffic Engineering reviewer, has commented (Att 1):

- o *The estimate for the proposed Senior Housing Build-out is based upon ITE trip generation data that I do not find to be acceptable (the trip rates are based upon small sample sizes). One possible option would be for the applicant to conduct a trip generation survey at similar sites in the area to better predict traffic levels from the proposed project. With that said the general order of magnitude of the trips would not be expected to change significantly. The trip generation numbers will need to be modified during the preparation of the comprehensive traffic study.*

Part of his concern is that the age limit is 55 + and he would anticipate that people in the 55-75 age bracket would be driving and may not necessarily avoid the peak hour traffic periods.

It is understood (based on the submitted letter in Attachment C; top of page 3) that the applicant intends to undertake a “complete traffic assessment” in the near future as part of the Master Development Plan phase. Mr Errico has provided additional comments to clarify what that traffic assessment would need to address (Att 1):

- *The development of the comprehensive traffic study will need to include traffic associated with un-built developments such as Park Danforth. During the traffic scoping meeting we will direct the applicant on traffic that needs to be included in their traffic analysis and what infrastructure plans that should be assumed (if any).*
- *A safety analysis will be required as part of the comprehensive traffic study. The analysis will review locations in the area that either are classified as High Crash Locations (HCL) per MaineDOT criteria or have other noted concerns (e.g. pedestrian crashes, high frequency, etc.).*
- *The project will be required to evaluate conditions (parking, access, sidewalks, ADA compliance, crosswalks, etc.) along Stevens Avenue and Walton Street. This review will be performed, at least, along their property frontage).*
- *A detailed pedestrian evaluation will be required as part of the project in terms of site provisions and conditions in the study area. This will include a review of METRO bus stops and how to integrate transit opportunities into the project.*
- *In conjunction with the development of a traffic study that complies with MaineDOT Traffic Movement Permit requirements, the applicant will be required to assess existing and post – development roadway and intersection capacity/congestion conditions and if unacceptable conditions are identified, the applicant would be required to identify mitigation strategies for implementation. In addition, a Safety Analysis will be required that will review existing crash data and if safety deficiencies are identified, a mitigation plan would be required for implementation.*

VIII. COMPREHENSIVE PLAN ANALYSIS (as in first PB Memorandum)

Goals and policies which are relevant to the proposed map amendment have been included below:

Portland Housing Goal: Ensure that an adequate supply of housing is available to meet the needs, preferences, and financial capabilities of all Portland households, now and in the future.

Policies

- Ensure the construction of a diverse mix of housing types that offers a continuum of options across all income levels, which are both renter and owner-occupied, including but not limited to the following:
 - ii. Housing units for decreasing household size, such as young professionals, empty nesters, single-parent households, and senior citizens.
 - viii. Housing with a range of services and medical support for the elderly and special needs population, including assisted living, congregate care, group homes and nursing homes;
- Encourage higher density housing for both rental and home ownership opportunities, particularly located near services, such as schools, businesses, institutions, employers, and public transportation.
- Increase Portland's rental housing stock to maintain a reasonable balance between supply and demand yielding consumer choice, affordable rents, and reasonable return to landlords.
- Identify vacant land and redevelopment opportunities throughout the City to facilitate the construction of new housing.

Portland Housing Goal: Maintain and enhance the livability of Portland's neighborhoods as the City grows and evolves through careful land use regulations, design and public participation that respects neighborhood integrity.

Policies

- Encourage innovative new housing development, which is designed to be compatible with the scale, character, and traditional development patterns of each individual residential neighborhood.
- Encourage new housing development in proximity to neighborhood assets such as open space, schools, community services and public transportation.
- Ensure the integrity and economic value of Portland's neighborhoods.

IX. QUESTIONS RAISED AT THE MARCH 10, 2015 PLANNING BOARD WORKSHOP

Table 3: Summary of First PB Workshop Public Comments

Subject	Issues (Based on Public Comments PB Workshop 3.10.2015)	Comment (also see submitted letter in Att C)
Traffic Generation	Impact on traffic congestion in area	The applicant will be expected (through the Traffic Movement Permit (TMP) process described above under VII D) to provide further data and analysis to address all of these points. The TMP would be conducted as part of the Master Development Plan review. Both vehicle and pedestrian safety issues are included in the TMP review process, and the applicant would need to provide mitigation where the proposed development resulted in deficiencies.
	What is the cumulative impact of Park Danforth, Deering pavilion and this development (on top of the impacts of an expanding UNE)	
	Holly and Pershing already used as cut-through so worse?	
	Adequacy of Stevens and Walton Street, given width (?33ft), winter snow, speed bumps, parking and high traffic levels at times	
	Need to account for visitors, employees, delivery/service vehicles, & emergency vehicles generated by the development	
	Impact on pedestrian safety, given 7 schools in vicinity and related street activity	
	Interaction with construction traffic for Park Danforth and as ongoing on this site	
	Increase in noise eg emergency vehicles	
	Will public transport be extended/increased?	
	Park Danforth and Deering Pavilion recently zoned R6A but they have access to Forest (arterial); this project only has access via Stevens and Walton. What is DOT classification of Stevens and how does this relate to the purpose statements for rezone options?	Under the Federal Street Classification system Stevens Avenue is classified as a "Minor Arterial" and Forest Avenue is classified a "Principal Arterial". Arterials are key transport and transit corridors and appropriate for the proposed zone, but the impact of any project would need to be assessed in detail.

Subject	Issues (Based On Public Comments PB Workshop 3.10.2015)	Comment (also see submitted letter in Att C)
Parking Requirements	Parking is already an issue just with the existing school and UNE	Staff consider that there is enough land available to address these concerns at the Master Development Plan stage. The applicant has indicated that some parking will be under the buildings, but this issue can not be fully evaluated until more detailed proposals are submitted.
	How meet requirements of new dev (at least 350 new dwellings) as well as providing 100 spaces (as existing and all used) for Catherine McAuley HS	
	Access should allow for queuing of cars (waiting to park) on site and not in street	
	Will there be a parking garage or shuttle to an off- site parking lot? Is underground really feasible?	
	Surface parking detracts from ped/environment and from community feel of the area	
Density	An increase from the current medium density and low intensity character would be detrimental	The revised Conceptual Phasing Plan (Plan P4) is now under consideration and the applicant will be presenting additional information at the PB workshop on April 14, 2015 to address some of these questions.
	Ensure compatibility with scale, character of area	
	Impact on value of surrounding homes	
	Impact on integrity of historic building and surrounding environment	
Height	Increase resulting from the development compared to existing?	The proposals are currently suggested to be at 60 feet in height, and the letter in <u>Att C</u> (page 3) indicates that this is below the roof line of the Mother House.
	65 feet is too high and has a visual impact and not in character with area	
	Need to preserve the (wonderful) views of the dome landmark	
Future Of McAuley HS	What are the plans for the school ie the application appears to be inconsistent	The revised area for rezoning excludes the High School.
	Changes have negative effects on HS	
	Feasibility for school to remain and grow at that site	
Future Of McAuley Fields	What will be preserved?	The letter in <u>Att. C</u> (page 3) addresses this question; during the first 2 phases the field would not be altered, but in Phases 3 and 4 the fields are reduced and relocated.
	Displacement of users of these fields – impacts on other playing fields	
	Other playing fields already at capacity and not enough in Portland now (already borrowing from each other)	
Ground water	A house on Pershing was affected by constant groundwater flooding after playing fields were constructed, so concern about impact of the development on groundwater displacement	This point is noted and there is also an area of wetland at that corner of the site. Further information regarding the wetland and groundwater will be required as part of the next review, and the City's ordinance requires that the project avoid water-management impacts to neighbors.
What If Lot Sold Off To Another Developer	Whats to stop a new owner building 2 to 3 times as many dwellings as proposed?	The analysis of the "maximum build-out" under the zone options was requested by the Planning Board in order to consider this possibility. See section VII B of this Memorandum.
	This developer sold Highland Green in Topsham	
Affordable Housing Component	Income level restrictions? Affordable housing ordinance requirements How affordable to local people? What does the applicant mean by "market rate"?	This information has not been submitted in a letter, but the Mother House developer has provided this information at the first Workshop and at the Neighborhood Meeting on April 2, 2015. This is not a zoning issue.

X. NEXT STEPS

- Further develop the proposed text amendments per the Planning Board's guidance
- Advertise the Map Amendments per the Planning Board's guidance
- Schedule a public hearing where the Planning Board would make a recommendation to the City Council

ATTACHMENTS (next page)

ATTACHMENTS:

Memo Attachments

1. Tom Errico, Traffic Engineering Reviewer 4.9.2015

Public Comments

PC1 B Cope
PC2 Comments made at 3.10.12015 PB Workshop (T Church)
PC3 K Smith

Applicant's Submittal

- A. Application
- B. Original cover letter with history of the site
- C. Revised Cover Letter 4.6.2015 incl proposed R5A zone text amendments
- D. P & S Agreement
- E. Chart of Continuum of Care Community
- F. Photos of the Mother House
- G. Traffic Study
- H. Neighborhood Meeting (4.2.2015) Notes, Invitation & Certification

Plans

- P1. Parcel and Zoning Plans
- P2. Proposed (revised) Zone Map Change
- P3. Conceptual Master Plan (revised)
- P4. Conceptual Phasing Plan (new since first Workshop)

From: Tom Errico <thomas.errico@tylin.com>
To: Jean Fraser <JF@portlandmaine.gov>
CC: Katherine Earley <KAS@portlandmaine.gov>, David Margolis-Pineo <DMP@port...>
Date: 4/9/2015 2:52 PM
Subject: McAuley Place - Preliminary Traffic Comments

Jean - I have reviewed the materials provided by LICHT Environmental Design, LLC dated April 6, 2015 and offer the following preliminary traffic comments.

* Maine Traffic Resources conducted a Trip Generation analysis that compared build-out scenarios under existing and proposed zoning. In general I find the methods to be acceptable with the following comments.

- o The general conclusion is that a Traffic Movement Permit will be required for the project given traffic generation projections.

- o It would be my expectation that the detailed traffic study would extend beyond the site driveways as noted in the Memo. During preliminary discussions the traffic study would likely include an evaluation of roadways and intersections including Steven Avenue/Walton Street, Walton Street/Forest Avenue, and Stevens Avenue/Pleasant Street. The final study area to be evaluated will be determined at the Traffic Movement Permit Scoping meeting.

- o The trip generation comparison between the current R5 zoning and the proposed R5A zoning seems reasonable. As noted the change in zoning under a worst-case build-out would add a maximum of 159 trip to and from the site during the PM peak hour. An R5A zone maximum build-out trip level would likely require a more extensive traffic impact study given that it would exceed 200 trips in a hour.

- o The estimate for the proposed Senior Housing Build-out is based upon ITE trip generation data that I do not find to be acceptable (the trip rates are based upon small sample sizes). One possible option would be for the applicant to conduct a trip generation survey at similar sites in the area to better predict traffic levels from the proposed project. With that said the general order of magnitude of the trips would not be expected to change significantly. The trip generation numbers will need to be modified during the preparation of the comprehensive traffic study.

* The development of the comprehensive traffic study will need to include traffic associated with un-built developments such as Park Danforth. During the traffic scoping meeting we will direct the applicant on traffic that needs to be included in their traffic analysis and what infrastructure plans that should be assumed (if any).

* A safety analysis will be required as part of the comprehensive traffic study. The analysis will review locations in the area that either are classified as High Crash Locations (HCL) per MaineDOT criteria or have other noted concerns (e.g. pedestrian crashes, high frequency, etc.).

* The project will be required to evaluate conditions (parking, access, sidewalks, ADA compliance, crosswalks, etc.) along Stevens Avenue and Walton Street. This review will be performed, at least, along their property frontage).

* A detailed pedestrian evaluation will be required as part of the project in terms of site provisions and conditions in the study area. This will include a review of METRO bus stops and how to integrate transit opportunities into the project.

* In conjunction with the development of a traffic study that complies with MaineDOT Traffic Movement Permit requirements, the applicant will be required to assess existing and post -development roadway and intersection capacity/congestion conditions and if unacceptable conditions are identified, the applicant would be required to identify mitigation strategies for implementation. In addition, a Safety

Analysis will be required that will review existing crash data and if safety deficiencies are identified, a mitigation plan would be required for implementation.

If you have any questions, please contact me.

Best regards,

Thomas A. Errico, PE
Senior Associate
Traffic Engineering Director
[T.Y. Lin International]T.Y. Lin International
12 Northbrook Drive
Falmouth, ME 04105
207.781.4721 (main)
207.347.4354 (direct)
207.400.0719 (mobile)
207.781.4753 (fax)
thomas.errico@tylin.com<mailto:thomas.errico@tylin.com>
Visit us online at www.tylin.com<http://www.tylin.com>
Twitter | Facebook | LinkedIn | YouTube

"One Vision, One Company"

Please consider the environment before printing.

Re: Convent 605 Stevens Avenue Application for Zone Change and Text Amendments
Submitted at the Planning Board Workshop on 3/10/2015
by Bobbi Cope, email: bcope@maine.rr.com, phone: 207.415.5833

My name is Bobbi Cope. I live on Concord Street in Portland.

I support keeping the R5 zone for the 6 0 5 Stevens Avenue property.

According to the proposed change from R5 to R6A, Walton Street, which is just thirty-three feet wide, would become *the major* access road for this project. Other streets in would also be impacted, such as Pershing, Holly, Elmwood, Waverly, Poland, Hartley, Clinton, New, Leland and Crosby, some of which are even narrower than thirty-three feet.

The increased density from R5 to R6A would generate further congestion on Walton Street, Stevens Avenue, Forest Avenue, the streets I just mentioned, as well as the entire neighborhood *area* extending from Woodford Street, near Deering High School, all the way past UNE to Morrill's Corner.

There are seven schools, with thousands of pedestrians: small children, their parents, college students, and many others at various and multiple times throughout the day, when the speed limit is down to 15 miles per hour. All traffic must stop, or pause, or wait, while people are crossing, getting in and

out of parked cars, or running between cars. There are families on bicycles to avoid. This creates heavy, slow congestion and is already dangerous, even with the speed bumps that were installed several years ago. Rush hours further compound the problem.

A zone change from R5 to R6A that would increase housing density would add traffic from not only additional residents, but also their visitors, employees, service vehicles, ambulances, fire trucks and delivery trucks. Safety for all, must always come first, including the many residents who live in this area now.

Those who currently live in this part of the city choose to live here because of its unique character, medium-density and low-intensity lifestyle as specified in the Land Use Ordinance definition of the R5 zone. This neighborhood area is valued for the serenity it provides as it has for over a century.

R5 currently allows a maximum building height of thirty-five feet. A zoning change to R6A allows a significant increase to a maximum of sixty-five feet. This would increase the permitted building height by **86%, nearly double!** From a visual perspective, this would overshadow the dome of the Mother

House, which has been an enduring landmark in the City for 106 years. It is so notable that during World War II, the dome had to be painted to conceal its visibility.

The existing density of the McAuley campus has been compatible with the scale, character and long-standing residential quality of the surrounding neighborhoods.

According to Staff Comments (VI.C.) the proposed zoning change could allow for more than a thousand housing units and **forever** change a part of Portland that has been treasured for over a hundred years.

If this zone change is allowed, or even considered, what purpose do zoning restrictions and standards serve? The proposal is an extreme deviation from the current R5 zone by a large margin.

I support keeping the R5 zone for the 6 0 5 Stevens Avenue property.

Thank you.

Compilation of Questions for City of Portland and McAuley Place Development
605 Stevens Avenue, Portland ME

Zone-type R6A was created for the Park Danforth in 2014 and has not been used by the City of Portland before. In light of the recently approved zone change and expansion plans for both the Park Danforth and Deering Pavillion, how does the City plan to account for increased traffic in the area on Forest Avenue? Many people use Forest Ave to get to work from neighboring towns, and the increase in staff alone will add a lot of traffic to the area. If McAuley Place were to also obtain Zone R-6A designation, would roads be widened or new parking lots added to account for the increase in cars? Would public transportation be extended to give the increased elderly population more access to the city? How can the City anticipate the effects of adding three newly designated zones in an already congested area?

The addition of McAuley Place would introduce a lot of older drivers to Stevens Ave and Walton Street. Especially during the rush hours in the morning and afternoon, this would add a lot of cars to the road while children are walking to school. I am concerned that adding elderly drivers with poorer eyesight and slower reaction time to Stevens Ave could be dangerous in an area with 7 schools and lots of residential housing. How would McAuley Place and the City of Portland reduce the danger to the neighborhood's children?

The Park Danforth and Deering Pavillion, the only other 2 R6-A zones in the City of Portland, both have access to Forest Avenue, a major road according to the City of Portland's designations. The new proposed development has no access point on a major road - it abuts Walton Street and Stevens Avenue, designated as a "Collector Street" and a "Minor Route" respectively according to the City of Portland Transportation Map. It also touches on Holly and Pershing Streets, which are even smaller than Walton Street. With no major road access and parking plans deemed as "conceptual" for the moment, how do the plans for McAuley Place qualify as R6-A eligible, given that the City of Portland's Code of Ordinances Section 14-135 lists the zone as "appropriate in areas that are along major public transportation routes"?

The area around McAuley on Stevens Ave and Walton Street is surrounded by other schools and is restricted to 15 mph at least twice a day. During rush hour, as people from around Portland enter the city for work and drop their children off at school, what measures will the City take to improve traffic congestion, especially with the construction slow-downs caused by the expansion of the Park Danforth and Deering Pavillion?

Where would the residents and staff of McAuley place park? On the Conceptual Master Plan, shown on page 3 of the Zoning Map and Text Amendments application for McAuley Place, there is no designated parking zone for any of the proposed living communities. Catherine McAuley High School has 100 parking spaces and uses all of them for its students and staff. In order to provide parking for the residents of 350 housing units plus staff and visitors, will the plan eventually include a parking garage or a shuttle service from an external parking location? There doesn't seem to be enough area for 350 housing units plus the required parking as outlined in the City Code of Ordinances Division 20, Section 14-332.

While the current plan seeks to build 350 housing units, an R6-A designation would allow for 2-3 times as many units. Although Wasileski does not intend to build that many, what prevents him from selling to someone who will? He recently sold The Highlands retirement community to an out-of-state investment firm, and I'm concerned that out-of-state developers who have never

lived in the Portland area would be unable to anticipate how expansion would affect the neighborhood.

Walton Street is very narrow and can't be widened due to houses on either side. The traffic is only one lane with parking on one side and some areas with sidewalks on only one side. Will the infrastructure of Walton Street and Stevens Avenue, which already has reduced speeds due to school zones and speed tables, support the addition of so many cars to the road?

How will emergency vehicles reach McAuley Place quickly for the resident seniors? Because of increased traffic and school zones, it would be very difficult for ambulances and firetrucks to reach seniors quickly in times of emergency using Stevens Avenue. Because McAuley Place has no direct route to Forest Ave, it would also take longer to reach the hospital. How can the plans be accommodated to keep so many elderly people safe while also keeping children safe as they cross roads and walk home from school?

How will the addition of McAuley Place and affordable housing affect the local economy? Seniors with little disposable income will not be able to stimulate local businesses and will increase traffic congestion along Stevens Avenue, making it more difficult to find parking near local restaurants and shops.

The gold dome of St. Joseph's Convent (the Mother House) is a landmark of the neighborhood and community, and an R6A designation would allow for construction of housing up to the height of the dome. The dome can currently be viewed from all around the City and is historically important, as it was blackened during World War II to prevent easy recognition of features in Portland. How can the project be changed so that the history and character of the neighborhood is preserved?

The City of Portland's Code of Ordinances lists appropriate areas for the R-6A zone in Division 7, Section 14-135 as "areas along major public transportation routes, near service areas, and in redevelopment (underutilized) zones or infill areas". I would like to know how the proposed plans for McAuley Place fit the R-6A designation, seeing as they would be built over current sports fields, which are needed for the children of Portland and are rented out for tournaments and games. The fields are also used for physical education classes at Catherine McAuley High School and are surrounded by a walking path for the Sisters of Mercy living in St. Catherine's. The fields are not underutilized, and aside from having access to a single city bus line, Steven's Avenue is not a major public transportation route. Would the definition of R-6A have to be changed to accommodate the plans the McAuley Place, or would additional public transportation be added to account for the increased population density?

Several years ago, the City of Portland refused to allow a Dunkin Donuts in Deering Center in part based on traffic concerns. Would similar concerns apply now, due to the massive increase of traffic on Steven's Ave and Forest Ave because of the Park Danforth, Deering Pavillion, and potential McAuley Place construction projects? Can the current infrastructure of Portland handle that much traffic, especially in the winter with snow removal and ice concerns?

How does the construction of McAuley Place plan to work with McAuley High School? In the Request for Zoning Amendment sent to the Planning and Urban Development Department Planning Division on March 4th of this year, the developer notes that "Catherine McAuley High School and the senior community will prosper together for decades to come." However, statements further in that document note that the high school will exist only "for the immediate

future” and the Conceptual Master Plan map designates the building of McAuley High School as “future commercial mixed use”. Could you please clarify how McAuley Place anticipates working with the well-established community of Catherine McAuley High School, whose students each volunteer in the community for a minimum of 20 hours per year, in the next 10 years?

In the developer’s application for a zone change and zone text amendments, it is written “While the r5 zone in purpose would satisfy the proposed repurposing and redevelopment of the current campus, the specific dimensional and land use provisions of zoning district r6a more specifically suit the proposed plan. For this reason, the applicant is requesting both a text and map amendment to change the current McAuley campus from r5 to r6a.” If the designation of R5 would satisfy the requirements of the current plan, why pursue a zone change allowing for more than double the current plan? This provision would leave room for expansion, as R-6A designation allows for more than double the housing density of R5, and if Wasileski were to sell McAuley Place as he sold The Highlands in Topsham, what would prevent a new developer from expanding? How could the City of Portland handle the added strain to the area’s traffic and emergency services?

[Based on questions drafted by Taylor Church]

From: Kenneth Smith <kensmithjr11@yahoo.com>
To: Jean Fraser <JF@portlandmaine.gov>
Date: 4/6/2015 9:56 PM
Subject: Re: Revised zoning amendment application: McAuley Place, 605 Stevens Ave.

Thank you for this information. I have a question and comment. Many of the concerns of a zoning change center around increased traffic and parking. Thus I hope that this project and zoning will be considered in context with already existing UNE parking and traffic problems. A significant traffic study should be conducted in advance of zoning changes rather than after, which I understand is the more typical process.

Drive down Stevens, particularly from 8-10 am before considering or allowing increased density and traffic.

Ken Smith

122 Mabel, Portland 04103

Sent from Yahoo Mail on Android

From:"Jean Fraser" <JF@portlandmaine.gov>
 Date:Mon, Apr 6, 2015 at 3:29 PM
 Subject:Revised zoning amendment application: McAuley Place, 605 Steven

Hello

This is the first "group" e-mail to neighbors and others who have requested to get updates from the Planning Division on this project.

I have just received a revised submission from the applicant and have attached it- it is quite a large file and you may not be able to download it. I am also arranging for it to be placed (later today) on the City's website at:

<http://www.portlandmaine.gov/AgendaCenter/ViewFile/Agenda/04142015-1088?html=true>

There will be a Planning Board Workshop on Tuesday, April 14th at 4:30pm (see Legal Ad attached) where the Board will consider this revised request for a text amendment (of a smaller area) to R5A (rather than R6A), with associated text amendments. The Board would not be taking a final decision at this meeting; the vote on a recommendation to the City Council (re just the zoning) would take place at a hearing that has not yet been scheduled.

Public comments will be taken at the PB Workshop, and written comments can be sent to me via e-mail (in addition to or instead of speaking at the meeting).

If I get written comments before the end of Thursday (4.9.2015) they will be included in the "packet" that goes to the Planning Board on Friday; otherwise I circulate public comments at the Workshop meeting on April 14th.

The entire "packet", that includes all submissions and the staff cover Memo, will be available on the City's website (same address as above) on Friday (4.10.2015) afternoon.

Please do not hesitate to contact me with any questions.

Thank you

Jean

Jean Fraser, Planner

City of Portland

874 8728

Notice: Under Maine law, documents - including e-mails - in the possession of public officials or city employees about government business may be classified as public records. There are very few exceptions. As a result, please be advised that what is written in an e-mail could be released to the public and/or the media if requested. --



Zoning Map/Text Amendment/Contract or Conditional Rezoning Application Portland, Maine

Planning and Urban Development Department
Planning Division

Portland's Planning and Urban Development Department coordinates the review of requests for zoning map amendments, zoning text amendments and contract or conditional re-zoning. The Division also coordinates site plan, subdivision and other applications under the City's Land Use Code. Attached is the application form for a Zone Change.

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: McAuley Place

PROPOSED DEVELOPMENT ADDRESS:

605 Stevens Avenue and Walton Street

PROJECT DESCRIPTION:

Proposed full continuum of care Senior Retirement Community and Re-Purposing of the former convent "The Motherhouse" into affordable senior housing units.

CHART/BLOCK/LOT: 136 E006001 & (143 F004 144 B001)

CONTACT INFORMATION:

Applicant – must be owner, Lessee or Buyer Name: Seacoast At Baxter Woods Associates, LLC Business Name, if applicable: Address: C/O OceanView , 20 Blueberry Lane City/State : Falmouth, ME Zip Code: 04105	Applicant Contact Information Work # C/O Matthew Teare Home# Cell # 207.837.2418 Fax# e-mail: mteare@highlandgreenlifestyle.com
Owner – (if different from Applicant) St Joseph's Convent & Hospital Name: C/O Sisters of Mercy of the Americas Address: Northeast Community, Inc. 15 Highland View Road City/State : Cumberland, RI Zip Code: 02864	Owner Contact Information Work # Attn: Sister Lindora Cabral Home# Cell # Fax# 207-333-6450 e-mail: lcabral@mercyrne.org
Agent/ Representative Name: Frederic (Rick) Licht, PE, LSE, Licht Environmental Design, LLC Address: 35 Fran Circle City/State : Gray, Maine Zip Code: 04039	Agent/Representative Contact information Work # 207.749.4924 Cell # 207.749.4924 e-mail: rlicht@securespeed.net
Billing Information Name: Matthew Teare C/O The Highlands Address: 30 Governors Way City/State : Topsham, Maine Zip Code: 04086	Billing Information Work # 207.837.2418 Cell # 207.837.2418Fax# e-mail: mteare@highlandgreenlifestyle.com

Current Zoning Designation(s): R-5 Residential Zone

Proposed Use of Property: Please describe the proposed use of the subject property. If construction or development is proposed, please describe any changes to the physical condition of the property.

Proposed Retirement Community within the current campus and re-development of the former St. Joseph's Convent

"Motherhouse" into 86-88 units of affordable senior housing. The existing St. Catherines residence apartments will

remain and allow forexpansion . McAuley High School will remain for the immediate future. **See Cover Letter and Exhibit 6 for additional information.**

Site Plan: On a separate sheet, please provide a site plan of the property showing existing and proposed improvements, including such features as buildings, parking, driveways, walkways, landscape and property boundaries. This may be a professionally drawn plan, or a carefully drawn plan, to scale, by the applicant. (Scale to suit, range from 1" = 10' to 1' = 50'.) Contract and conditional rezoning applications may require additional site plans and written material that address physical development and operation of the property to ensure that the rezoning and subsequent development are consistent with the comprehensive plan, meet applicable land use regulations, and compatible with the surrounding neighborhood.

(Exhibit 6 Conceptual Masterplan)

APPLICATION FEES:

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

Zoning Map Amendment ___ \$2,000.00 (from ___ zone to ___ zone) Zoning Text Amendment ___ \$2,000.00 (to Section 14-___) Combination Zoning Text Amendment and Zoning Map Amendment X \$3,000.00 Conditional or Contract Zone ___ \$3,000.00 (A conditional or contract rezoning map be requested by an applicant in cases where limitations, conditions, or special assurances related to the physical development and operation of the property are needed to ensure that the rezoning and subsequent development are consistent with the comprehensive plan, meet applicable land use regulations, and compatible with the surrounding neighborhood. Please refer to Division 1.5, Sections 14-60 to 62.)	The City invoices separately for the following: • 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.
---	--

APPLICATION SUBMISSION:

1. All 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 names 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. **The submission shall include the following materials:**
 - a. One (1) paper set of the zoning amendment application, concept plan and written narrative.
 - b. Contract and conditional rezoning applications must include site plans and written material that address physical development and operation of the property to ensure that the rezoning and subsequent development are consistent with the comprehensive plan, meet applicable land use regulations and compatible with the surrounding neighborhood.

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.

Signature of Applicant:	Date:
--------------------------------	--------------



March 04, 2015

J14.067

Barbara Barhydt
 Development Review Manager
 Planning and Urban Development Department
 Planning Division
 389 Congress Street, 4th Floor
 Portland, Maine 04101

**McAuley Place, 605 Stevens Avenue and Walton Street
 Request for Zoning Amendment
 (CBL 136 E006001, 143 F004000, 144 B001000)**

Dear Barbara:

On behalf of Sisters of Mercy of the Americas Northeast Community, Inc. (Sisters of Mercy) and Sea Coast at Baxter Woods Associates, LLC we are pleased to submit this request for a Zoning Text and Map Amendment for the Sisters of Mercy – Catherine McAuley High School Campus located off Stevens Avenue and Walton Streets in Portland.

Enclosed are one (1) hard copy of the following materials and PDF copies on an attached thumb drive:

- Cover Letter
- City of Portland Zoning Map/Text Amendment Application Form
- Map/Text Amendment Fee (\$3,000)
- Appendix A – Chart of a Continuum of Care Community
- Exhibit 1 – Right, Title & Interest (P&S Agreement)
- Exhibit 2 – Context Map
- Exhibit 3 - Site Photographs
- Exhibit 4 - Proposed Parcel Map
- Exhibit 5 - Proposed Zone Change Map
- Exhibit 6 - Conceptual Site Plan

1. INTRODUCTION

The Sisters of Mercy and John B. Wasileski representing Seacoast at Baxter Woods Associates, LLC are proposing to redevelop the historic St. Joseph's Convent and surrounding grounds into a continuum of care senior living community. The property, located off Stevens Avenue and Walton Streets contains 18.96 acres including the Catherine McAuley High School and fields, St. Joseph's Convent and St. Catherine's residence hall. The general concept is to offer seniors a choice of attractive, living arrangements and an array of support services so that they can remain healthy, active and independent. (*Appendix A* illustrates the components of a continuum of care community.) The highlight of the proposed plan is the re-purposing of the former St. Joseph's Convent "Motherhouse" into affordable dwelling units and common areas.

This type of development and community is uniquely suited for the challenges and opportunities offered by the Convent site. If properly designed and integrated, the existing Catherine McAuley

High School and the senior community will prosper together for decades to come. This success will result from the compatibility of the two communities and the creation of an attractive, unified campus.

The continuum of care senior community will include four main elements in addition to the McAuley High School. The heart of the community will be the renovated and expanded Convent or Motherhouse building into 88 affordable housing units and large common areas under the Maine Limited Liability Company - Motherhouse, LLC. A Low Income Housing Tax Credit (LIHTC) and Historic Tax Credit (HTC) are being pursued in support of this affordable housing initiative. The second element of the community will be the development of a Main Lodge for the McAuley Retirement Community proposed to include up to 60 independent living apartments with full congregate services and common areas. This phase also includes up to 32 connected semi-independent apartments connected to the Main Lodge with full access to all of the Main Lodge supporting congregate services and common areas.

The third component of the proposed development plan would provide for approximately 120 new senior independent living apartments located within attractive apartment buildings and clusters. Finally, to meet the transitional needs of a full continuum of care community, a 24-36 bed Assisted Living Facility is envisioned as either as a free standing structure or attached to the Motherhouse.

Two uses which will remain in use include the McAuley High School and St. Catherine's residence located off Walton Street. As noted above McAuley High School will remain for the immediate future. St. Catherine's will continue for a period of time to house retired Sisters and former priests with a long term plan for renovating and expanding the 18 unit apartment building into 38 market rate senior apartment units with full access to the campus amenities and activities.

In summary the project proposes a unified campus with:

- 88 affordable housing units within the Motherhouse.
- 232 apartment/congregate units
- 18 existing apartment units – St. Catherine's
- 24-36 assisted living units

The project will provide a wide variety of benefits. For the city and the community, it addresses several goals of Portland's comprehensive plan including the preservation of historic resources, redevelopment of buildings with currently unused residential potential, dense development and development that serves a diverse market including seniors. In general, senior communities are an excellent form of real estate development and a good neighbor. They are well-designed, attractive and quiet communities that generate little traffic. They also generate significant tax revenue for the city with little drain on city services.

Finally, it is important to note that the Sisters of Mercy have been searching for a new role of the Convent for well over a decade. For everyone involved in this difficult process, there is strong agreement that a senior living community is the best possible reuse plan for the Convent. The project will provide a financially stable reuse plan for the property and a compatible partner for the Catherine McAuley School.

2. PROJECT TIMELINE

The applicant is seeking approvals on a dual timeline – moving forward with the campus Zoning Amendments and Master Development Plan review simultaneous with the Motherhouse re-

development into 88 affordable apartments as a Level III Site Plan review. It will be critical for the LIHTC Application that the Motherhouse re-development secure Level III Site Plan Approvals by July 2015 in order to retain a strong position for the LIHTC application process. The applicant's team looks forward to working closely with staff to facilitate this process.

3. BACKGROUND AND HISTORY

The primary historic use of the buildings and site since the late nineteenth century was as a Convent. As such, it was the principal center of the educational, residential and spiritual life for the Sisters of Mercy in Portland. However, the property has served many other purposes and uses since first established in the early 1880s. This began with the establishment of a girl's school, known as St. Joseph's Academy, in 1881. St. Joseph's Academy was located in the current McAuley wing of the Motherhouse and is still part of the school today. The current Catherine McAuley High School building was completed in 1971 but the school, in one form or another, has been on the site since 1881.

Also in the early 1880's, the Sisters established St. Joseph's Home for Aged Women on the site. It was first housed in a temporary wooden structure on the site and then moved to the two-story brick structure known as St. Catherine's Hall in 1888. This building still stands along the north boundary of the property facing Walton Street. After the home for the aged was moved to downtown Portland in 1914, St. Catherine's Hall became the first St. Joseph's College in 1917. St. Catherine's was enlarged and remodeled in 1940 to accommodate additional classroom space, residential facilities and a chapel. In 1954, the college moved to Standish, Maine.

The site also housed the original St. Joseph's parish church around 1884. The church was eventually removed after a new church was constructed on a nearby site.

The central Motherhouse, the centerpiece of the site today, was constructed in two phases. The first phase, completed in 1909, included the central main block, north wing and chapel wing. In 1921, the south and rear wings were added. It was at this time that the Motherhouse was joined to the St. Joseph's Academy building by a two-story brick addition. Over the next 100 years, the Motherhouse was home to as many as 300 nuns. As the life-long home for many sisters, the building became a de facto senior living facility. This included a wing designed and devoted to nursing home level care for the sisters.

However, as has happened across the country and around the world, the number of sisters dropped dramatically over time. By the late 20th century, a Motherhouse and a campus that had served as a home, church, school and senior care facility needed a new purpose if it was going to continue its mission into the next century.

4. EXISTING USE AND ZONING

The 18.96 acre property is currently located within the R5 - Medium Density Residential District.

The Motherhouse continued to serve as a residence for the sisters until the summer of 2004. At that time, the few sisters remaining in the Motherhouse moved out to other facilities in the Portland area including the former Eunice Frye residential care center. Today, the first floor of the building is used as office space for the Sisters of Mercy. The Chapel is still used by the Sisters of Mercy and by the adjacent Catherine McAuley High School, but the upper floor residential rooms are vacant.

In the 1980s, St. Catherine's Hall was renovated from a residential dormitory type of use into 18 residential apartment units, several of which are occupied by Sisters of Mercy or other individuals with connections to the Sisters. The high school continues to function to this day and also uses space within the former St. Joseph's Academy building –the northern wing of the Motherhouse.

The Portland Land Use Code (LUC) Sec 14-116 for **R5 Zoning** – Purpose states: *"...for medium-density residential development characterized by single-family and low-intensity multifamily dwellings on individual lots to ensure the stability of established medium-density neighborhoods by controlling residential conversions; and to provide for planned residential unity development (PRUD) on substantially sized parcels. ...such PRUD development shall respond to the physical qualities of the site and complements the scale, character and style of the surrounding neighborhood."*

The current R5 zoning was adopted decades after the creation of the Sisters of Mercy campus and reflects the development pattern of the surrounding neighborhood that grew up around the campus. As a result, the Sisters of Mercy campus has never been consistent with or even envisioned by the current zoning.

5. PROPOSED ZONING TEXT AND MAP AMENDMENT

A. Proposed Zoning Map Amendment To R-6A –Residential Zone (See Exhibit 6):

The applicant is proposing to develop a comprehensive and coordinated institutional/residential based retirement community land use plan which mirrors the proposed zoning changes of neighbors to the south (Deering Pavilion) and those several blocks to the north (Park Danforth) to provide quality senior residential living opportunities which are in demand off-peninsula.

The applicant seeks a Zoning Text and Map Amendment Change from the current R5 Medium Residential Zone to an R-6A Residential Zone with supporting amendments to the R-6A District Ordinance Division 7 - Sections 14-135 to 14-140 as noted below and herein. *Excepted from the requested zone change is the proposed St. Catherine's lot which will remain as R-5.*

In order to consider the rationale and reasoning for the proposed Zoning Change it is important to understand both the history and current uses of the McAuley Campus and the future vision as it relates to the current and future neighborhoods.

1. The R5 Zone is intended to "... provide for moderate-density residential development in off-peninsula sections that can provide a unique residential living experience with a high degree of natural site amenities; and to provide areas of the city in the general proximity of the peninsula that have capability for adequate municipal services, including traffic corridors with adequate traffic capacity, that can appropriately accommodate a more intensive use of land than other lower-density zoned land and be compatible with surrounding neighborhoods; and to increase affordable housing opportunities in off-peninsula locations by providing a moderate-density."

While the R5 Zone in purpose would satisfy the proposed re-purposing and re-development of the current campus the specific dimensional and land use provisions of Zoning District **R6-A** more specifically suit the proposed development plan. For this reason, the applicant is requesting both a **Text and Map Amendment to change the current McAuley Campus from R5 to R6-A.**

The 18-unit St. Catherine's residence hall is not being considered for the zone change as this must remain as a separate lot retained by the Sisters of Mercy and there is insufficient area to meet the 4-acre minimum lot size. A separate 1.86 acre lot meeting current R-5 density requirements will be created for St. Catherine's as shown on the attached exhibits and left in the R-5 zoning district.

2. The **R-6A Zoning** purpose statement (Section 14-135) states: *"The purpose of the R-6A residential zone is: (c) to encourage neighborhood livability with higher density multi-family housing on large parcels locate off the peninsula. The zone is appropriate in areas that are along major transportation routes, near service areas, and in redevelopment (underutilized) or infill areas."*

The proposed McAuley Campus redevelopment plan will create needed housing for seniors in an urban influenced campus- infusing the neighborhood with higher density quality housing; responsible residents who tend to utilize public transportation and walking and providing for an inter-generational demographic mix of residents and students within the existing McAuley Campus. As an infill site the development meets smart growth initiatives to curb sprawl into the suburbs which would otherwise be required to provide the same level of housing needs. The site is located near service areas off Stevens Avenue near the UNE campus and Route 302 (Forest Avenue) yet allows for a major access from a side street, Walton Street.

Furthermore the site abuts the Deering Pavilion property and is within close proximity to the Park Danforth properties – both re-zoned to R-6A as medium to high density housing. The McAuley campus will provide similar uses consistent with these neighborhood developments.

3. Consistency with the Comprehensive Plan: As stated in the City of Portland Zoning Amendment Application, the proposed re-use plan for the property could be a model project for the City of Portland's comprehensive plan. Some of the key areas cited in the Comprehensive Plan and included the project are:
 - Preservation of historic and natural resources
 - Development of currently unused residential potential
 - Seek incentives and partnerships to increase affordable housing options
 - Encourage higher density housing and walk able neighborhoods
 - Identify vacant land and redevelopment opportunities throughout the City
 - Target vacant buildings for maintenance, rehabilitation and reuse
 - Neighborhood stability and integrity
 - Development that is close to city services, transportation and infrastructure
 - Development that serves the diverse market including seniors

In summary, the proposed project and requested zoning amendment is clearly consistent with the goals of the Comprehensive Plan.

3. The proposed use of the property is also consistent with the historic use of the property and therefore consistent with the surrounding neighborhood. The property has been used for a school, college, church, residential apartment building, convent and senior care facility at various times throughout its history. The proposed use as affordable

senior housing and a senior retirement community is entirely consistent with this historic use. Moreover, the long history of this campus in this location with these uses – for approximately 130 years - clearly demonstrates that the proposed use is compatible with both the property and the surrounding neighborhood. As the center-piece of this neighborhood for over a century, the preservation and reuse of this property is essential for maintaining the stability and integrity of the neighborhood.

B. Proposed R-6A Text Amendments:

The applicant proposes the following text amendments in support of the proposed project.

Land Use Code Section:

1. Sec. 14-47. Definitions.

Congregate care facility: A planned residential unit or multifamily development which provides individual living units with support services which provide assistance to residents. Services to be provided shall include:

- (a) Transportation for essential support activities. This service shall be included in the base rent;
- (b) Provision of at least one (1) meal per day;
- (c) Programmed social activities which are facilitated by staff. This service shall be included in the base rent;
- (d) Provision of personal care services including, but not limited to, housekeeping, laundry, and minimal health monitoring; and
- (e) Installation of emergency call buttons or systems in each congregate care living unit.

The population of a congregate care facility shall consist of persons fifty-five (55) years of age or older and their spouses and/or disabled persons and their spouses.

2. Sec. 14-136. Permitted uses.

The following uses are permitted in the R-6 and R-6A residential zones:

- (a) *Residential:*

6. Congregate care facilities in the R-6A residential zone.

3. Sec. 14-522. [Site Plan] Definitions

Master development plan: A Master Development Plan is a regulatory option for sites with one acre or more in cumulative lot area that's designed as a cohesive and integral development program consisting of multiple buildings and associated site improvements built in phases over an extended timeframe. This option shall not apply in residential zones except for institutional

uses and congregate care facilities in the R6A zone.

4. Sec. 14-523 [Site Plan] Required approvals and applicability.

(g) *Master development plan:* A Master Development Plan meeting the criteria listed below will undergo a master development plan review as follows:

1. A Master Development Plan for a site with one acre or larger in a cumulative lot area that is designed as a cohesive and integral development program consisting of multiple buildings and associated site improvements proposed to be built in phases.
2. The Master Development Plan option shall not apply in residential zones, except for institutional uses and congregate care facilities in the R6A zone.

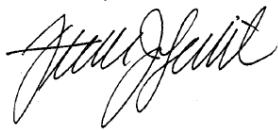
6. APPENDICES:

Appendix A provides an overview of the structure of a continuum of care community

In summary we believe that the proposed request for a Zoning Amendment to R-6A meets the goals and requirements of the Land Use Code Sections 14-135 to 14-140 both in letter and spirit with the changes and amendments as proposed and is appropriate for re-development of the site and for the neighborhood.

Our project team remains available to meet with staff to review the application in further detail or to provide any additional information and look forward to meeting the Planning Board and City Council in the coming weeks. It will be important for the project timeline and LIHTC process to work through the campus Master Development Plan and Level III Site Plan reviews for the Motherhouse in a cohesive process in the coming months.

Sincerely,



Frederic (Rick) Licht, PE, LSE
Principal

Encl: As Noted

Cc: (via email - PDF copy)

John Wasileski; Sea Coast at Baxter Woods Associates, LLC
Sister Lindora Cabral; Sisters of Mercy of the Americas Northeast Community, Inc.
Daniel Justynski; Sisters of Mercy of the Americas Northeast Community, Inc.
Dennis Keeler; Pierce Atwood, LP
Matt Teare; C/O Sea Coast at Baxter Woods Associates, LLC
Kevin Bunker; Motherhouse, LLC
Ron Epstein, Natalie Burns; Jensen, Baird, Gardner & Henry
Pat Carroll; Carroll Associates, Landscape Architects
Steve Bushey; Fay, Spofford & Thorndike



April 06, 2015

J14.067

Barbara Barhite
 Development Review Manager
 Planning and Urban Development Department
 Planning Division
 389 Congress Street, 4th Floor
 Portland, Maine 04101

**McAuley Place, 605 Stevens Avenue and Walton Street
 Request for Zoning Amendment to R-5A
 (CBL 136 E006001, 143 F004000, 144 B001000)**

Dear Barbara:

On behalf of Sisters of Mercy of the Americas Northeast Community, Inc. (Sisters of Mercy) and Sea Coast at Baxter Woods Associates, LLC we are pleased to submit this revised request for a Zoning Text and Map Amendment for the Sisters of Mercy – Catherine McAuley High School Campus located off Stevens Avenue and Walton Streets in Portland. This zoning request amends our prior proposal dated March 02, 2015 which had proposed a change to R-6A.

Enclosed are one (1) hard copy of the following materials and PDF copies on an attached thumb drive:

- Cover Letter
- Attachment A – Proposed R5A Zoning Amendments
- Attachment B– Site Density Comparisons
- Attachment C – Traffic Trip Generation Analysis
- Exhibit 1 – Site Photographs
- Exhibit 2 – Context Map
- Exhibit 3 - Proposed Parcel Map
- Exhibit 4 - Proposed Zone Change Map
- Exhibit 5 - Conceptual Masterplan
- Exhibit 6 - Conceptual Phasing Plan – Phases 1-4

1. INTRODUCTION

As presented in the prior submission, the Sisters of Mercy and John B. Wasileski representing Seacoast at Baxter Woods Associates, LLC are proposing to redevelop the historic St. Joseph's Convent and surrounding grounds into a continuum of care senior living community. The property, located off Stevens Avenue and Walton Streets contains 18.96 acres including the Catherine McAuley High School and fields, St. Joseph's Convent and St. Catherine's residence hall. The general concept is to offer aging baby boomers and seniors a choice of attractive, living arrangements and an array of support services so that they can remain healthy, active and independent. The highlight of the proposed plan is the re-purposing of the former St. Joseph's Convent "Motherhouse" into 88 affordable dwelling units and common areas.

The project requires a Map and a Text Amendment to the current R-5 Zoning District.

The project proposes the following uses:

- 88 Affordable Housing Units (Motherhouse)
- 230-240 Market Rate Senior/Congregate Apartments or Assisted Living Units.
- 16-18 Senior Apartments (Existing - St. Catherine's)
- McAuley High School – Existing Use

For the purposes of this Zoning Amendment Request, only the 88 Unit Motherhouse Lot and 240-247 Senior Living community are proposed to be zoned R-5A.

2. CHANGES FROM 03-02-15 PROPOSAL

The previous proposal sought to utilize the R-6A Zone with minor text amendments for the property while leaving the St. Catherine's apartments lot as a 2.86 acre lot within the current R-5 Zone as the R6A would have required a minimum of 4 acres which is not practical on the site. The proposal was presented at the March 10th Planning Board Workshop and to neighbors at a February 24th informal neighborhood meeting.

Following the Planning Board Workshop, the applicant's team has worked with staff to make suggested changes and to provide additional information on traffic, comparisons of build-out densities and prepare site elevations to help understand the visual context of the proposed 4 to 5-story buildings within the campus and neighborhood..

Meetings with staff recommended a slightly different course might be more appropriate than the R6A for the site – changing the zoning from R-5 to **R-5A – Residential Zone**. After meetings with staff and review of proposed changes being requested for another senior living property it was agreed to pursue the R-5A map amendment with several amendments to the text. (See *Attachment A*.)

3. PLANNING BOARD AND PUBLIC FOLLOW UP

In response to public comments from both the February 24th and the recent April 2nd Neighborhood Meetings and the Planning Board workshop, we have addressed several key concerns for the proposed 13.5 acres proposed for re-zoning.

- Zoning Density Comparisons:* The Planning Board requested a comparison of the proposed project build-out to what densities the current R-5 and R-6A zones could support. *Attachment B* provides a comparison of the proposed R-5A development as Congregate Housing based 1600sf/"net" land area per unit and the maximum build-out potential of the R-5 and R-6A based on 4500 sf/unit and 1000/1200 sf/unit, respectively.

The analysis demonstrates that moving from an R-5 to an R-5A would increase allowable theoretical build-out from 334 to 368 units or approximately 10% increase. In reality, the 368 units would have to be based on 1-3 unit buildings which when actually placed and designed into a cohesive community on the site, meeting all other standards such as actual market demand, parking, open space, stormwater, etc. would likely be reduced. (The R-6A Analysis generated a maximum build-out of 492 units for comparison only.)

- b. *Traffic Assessment:* The design team met with staff and the City Traffic Engineer, Tom Errico to review appropriate standards and scope for a preliminary traffic assessment. Diane Morabito of Maine Traffic Resources (MTR) has performed traffic trip generations based on the build-out scenarios of (a), above. Her report is included as *Attachment C*. A complete traffic assessment will be provided in the near future as the project progresses to the Master Development Plan phase in order to analyze intersection capacities and offsite conditions in further detail.
- c. *Building Height and Site Sections:* The Planning Board requested that graphic elevations or sections be prepared to demonstrate the context of the proposed 4-5 story buildings within the surrounding neighborhood and to the Motherhouse. The current R-5 Zone has a maximum building height of 35 feet which would not support the proposed level of development. The applicant is proposing a building height of 60 feet to allow for 5-story apartment buildings. This height will be below the Motherhouse roof level and is well below the adjacent Deering Pavillion.

The graphic sections are in progress and will be provided for the April 14th Planning Board workshop.

- d. *Masterplan Changes:* Exhibits 5 and 6 provide an updated conceptual masterplan vision for the property in response to the Board's and public comments. Preservation of athletic field use for McAuley High School was a central theme throughout the public comments. The masterplan exhibits provide a view of the project phasing. Phases 1 and 2 would not result in any change in the athletic fields. Phase 3 would result in the loss of a portion of the fields with some reconfiguration and preservation of the northerly fields. Phase 4 would result in the shifting and/or creation of a new field further to the north towards St. Catherine's. While the masterplan is still conceptual it reflects an approach that supports the more independent baby boomers in the early phases and transitions into increased levels of care as they age in place.

4. REQUESTED ZONING CHANGES

Proposed R5-A Zone Text Amendments are provided in *Attachment A*.

The purpose of the R-5A residential zone is provided in Section 14-126.(a) as:

"To provide for moderate-density residential development in off-peninsula sections that can provide a unique residential living experience with a high degree of natural site amenities; and to provide areas of the city in the general proximity of the peninsula that have the capability for adequate municipal services, including traffic corridors with adequate traffic capacity, that can appropriately accommodate a more intensive use of land than other lower-density zoned land and be compatible with surrounding neighborhoods; and to increase affordable housing opportunities in off-peninsula locations by providing a moderate-density zone."

The project and site are consistent with the R-5A zone with the foundation of the project being the re-purposing of the Motherhouse into 88 affordable senior housing units.

A change from the prior proposal is that due to a minimum lot size of 3 acres and because schools are not a permitted use, the proposed zone change to R-5A would affect only the

Motherhouse and surrounding properties and fields for a total of approximately 13.5 acres of the 18.96 acre site. (Refer to *Exhibit 4 – Proposed Zone Change Map.*) These two uses would be broken into separate lots totaling approximately 5.3 acres and remain as R-5.

5. PROJECT TIMELINE

The applicant wishes to reinforce that the Motherhouse LIHTC and Historic Tax Credit approvals would need to be in place this summer to meet application deadlines. The schedule for the zoning amendments and the commencement of the Master Development Plan process and Level III Site Plan process for the Motherhouse move forward together as efficiently as possible. We look forward to a successful zoning process and submission of the Master Development Plan for City review.

In summary we believe that the proposed request for a Zoning Amendment to R-5A meets the goals and requirements of the Land Use Code Sections 14-126 to 14-131 both in letter and spirit with the changes and amendments as proposed and is appropriate for re-development of the site and for the neighborhood.

Our project team remains available to meet with staff to review the application in further detail or to provide any additional information and look forward to meeting the Planning Board and City Council in the coming weeks. It will be important for the project timeline and LIHTC process to work through the campus Master Development Plan and Level III Site Plan reviews for the Motherhouse in a cohesive process in the coming months.

Sincerely,



Frederic (Rick) Licht, PE, LSE
Principal

Encl: As Noted

Cc: (via email - PDF copy)

John Wasileski; Sea Coast at Baxter Woods Associates, LLC
Sister Lindora Cabral; Sisters of Mercy of the Americas Northeast Community, Inc.
Daniel Justynski; Sisters of Mercy of the Americas Northeast Community, Inc.
Dennis Keeler; Pierce Atwood, LP
Matt Teare; C/O Sea Coast at Baxter Woods Associates, LLC
David Haynes, RLA; Seacoast Management Company
Kevin Bunker; Motherhouse, LLC
Ron Epstein, Natalie Burns; Jensen, Baird, Gardner & Henry
Pat Carroll; Carroll Associates, Landscape Architects
Andrew Johnston; Fay, Spofford & Thorndike

DRAFT TEXT AMENDMENTS TO R-5A ZONE 04-06-15

(Note: proposed changes are highlighted in Blue and underlined)

Sec. 14-47

Congregate care facility: A planned residential unit development or multiunit development which provides individual living or dwelling units with support services which provide assistance to residents. Services to be provided shall include:

- (a) Transportation for essential support activities. This service shall be included in the base rent;
- (b) Provision of at least one (1) meal per day;
- (c) Programmed social activities which are facilitated by staff. This service shall be included in the base rent;
- (d) Provision of personal care services including, but not limited to, housekeeping, laundry, and minimal health monitoring; and
- (e) Installation of emergency call buttons or systems in each congregate care living unit.

The population of a congregate care facility shall consist of persons fifty-five (55) years of age or older and their spouses and/or disabled persons and their spouses.

Net land area: Net land area, as set forth in sections 14-90, 14-120 and 14-130 of this article, shall be calculated by subtracting from gross area the square footage of the following:

- ~~(a) 1. Stormwater retention areas;~~
 - ~~2. Stormwater detention areas, unless improved for passive or active recreational use;~~
- (b) Existing watercourses, as defined in this section, measured by the area between the top of the banks at the normal high water mark, as defined in this section.
- ~~(c) Inaccessible areas, as defined in this section;~~
- (d) Wetlands, as defined in this section;
- ~~(e) Areas encumbered by existing easements, dedications or similar restrictions, which limit or preclude the construction of permanent structures or which are for any reason unavailable for use in connection with the proposed development.~~
- (f) Slopes of twenty-five (25) percent or greater. Where a slope of twenty-five (25) percent or greater was altered to less than twenty-five (25) percent within the two (2) years immediately preceding the submission of the application for development, such slope shall also be subtracted from the gross area;

~~(g) Twenty (20) percent of the area remaining after the deductions of factors (1) through (6) of this definition.~~

Purpose Statement for R-5A

The purpose of the R-5A residential zone is:

- (a) To provide for moderate-density residential development in off-peninsula sections that can provide a unique residential living experience with a high degree of natural site amenities; and to provide areas of the city in the general proximity of the peninsula that have the capability for adequate municipal services, including traffic corridors with adequate traffic capacity, that can appropriately accommodate a more intensive use of land than other lower-density zoned land and be compatible with surrounding neighborhoods; and to increase affordable housing opportunities in off-peninsula locations by providing a moderate-density zone.

Sec. 14-127. Permitted uses.

The following uses are permitted in the R-5A residential zone:

- (a) *Residential:*

6. Multi family dwellings, as defined in section 14-47;

7. Congregate Care, as defined in section 14-47.

[Note: (b) Other: includes as 5. Intermediate, extended and long-term care facilities]

Sec. 14-130. Dimensional requirements.

In addition to the provisions of division 25 (space and bulk regulations and exceptions) of this article, lots in the R-5A zone shall meet or exceed the following requirements:

- (a) *Minimum lot size:*

Residential (single-and two-family dwellings): Six thousand (6,000) square feet except as provided for lots of record in section 14-433 (lots of record and accessory structure setbacks for existing buildings) of this article. A lot in an unsewered residential district shall meet the provisions of the state Minimum Lot Size Law, 12 M.R.S.A. Section 4807-A, or the applicable zoning lot size, whichever is the largest.

Planned residential unit development (PRUD): Three (3) acres gross area, as defined in section 14-47 (definitions) of this article, of contiguous land.

Intermediate, extended or long-term care facilities: One and one-half (1 1/2) acres.

Multi-family dwellings: Three (3) acres gross area, as defined in section 14-47 (definitions) of this article, of contiguous land.

Congregate Care: Three (3) acres gross area, as defined in section 14-47 (definitions) of this article, of contiguous land.

- (b) *Minimum lot area per dwelling unit:* Sixteen hundred (1,600) square feet of net land area as defined in section 14-47 (definitions) of this article. As part of a site plan and subdivision application, the applicant shall provide a calculation of those factors deducted to determine net land area. In addition, such net area factors shall be delineated on a site plan.

Congregate Care: Sixteen hundred (1,600) square feet of net land area as defined in section 14-47 (definitions) of this article. As part of a site plan and subdivision application, the applicant shall provide a calculation of those factors deducted to determine net land area. In addition, such net area factors shall be delineated on a site plan.

Minimum land area per intermediate care facility resident: Eight thousand (8,000) square feet gross land area for the first thirty-five (35) residents, plus three hundred fifty (350) square feet for each additional resident.

- (c) *Minimum street frontage:* Fifty (50) feet. PRUD development: Fifty (50) feet.

- (d) *Minimum yard dimensions* (excluding structures in uses listed in (h) below):

- (e). Maximum structure height:

Principal or attached accessory structure: Sixty (60) feet

Accessory detached structure: Eighteen (18) feet.

- (f) *Maximum lot coverage:* Thirty (30) percent of lot area.

- (g) *Minimum lot width:* Sixty (60) feet.

- (h) Minimum building setback from external ~~subdivision~~ property lines for multifamily, PRUD, Congregate Care, and Intermediate, extended or long-term care facilities:

a. Building length of one hundred (100) feet or less: Twenty-five (25) feet.

b. Building length of greater than one hundred (100) feet: Thirty-five (35) feet.

- (i) Minimum recreation open space area (PRUD): Two hundred (200) square feet per dwelling unit of common area designated on the site for recreation purposes. ~~Such recreation areas shall be level graded, dry, accessible and properly drained. At a minimum, a contiguous area of six thousand (6,000) square feet, with a minimum dimension of fifty (50) feet, shall be provided and shall include one (1) or more of the uses set forth in section 14-526 (d) 9. and the planned residential unit development standards in the City of Portland Design Manual, but shall at least be usable as a multipurpose game field. Such recreation areas shall be located at least twenty five (25) feet from dwelling units.~~

Additionally we propose that the following text changes be made to Article 14-523(g) 2. Master Development Plan for the McAuley Place Master Development Plan:

14-523 [Site Plan] Required approvals and applicability.

- (g) *Master development plan:* A Master Development Plan meeting the criteria listed below will undergo a master development plan review as follows:
1. A Master Development Plan for a site with one acre or larger in a cumulative lot area that is designed as a cohesive and integral development program consisting of multiple buildings and associated site improvements proposed to be built in phases.
 2. The Master Development Plan option shall not apply in residential zones, except for institutional uses, multifamily, congregate care, intermediate, extended and long term care facilities in the R5A and R6A zones.

Sisters of Mercy "McAuley Place" Density Computations **V7** **04-06-15 LED**

Parcel ID (See Site Prelim Subdiv Plan.)	AREA (AC.) GROSS	AREA (AC.) NET PER PROPOSED R5A ZONING	Density Requirements	LOT 3	LOT 4	LOT 3+4	LOT 3+4
			Proposed R5A Type of Use	Congregate	Congregate	Congregate (use NET Area)	3-Family (use GROSS area)
TOTAL SITE							
Lot 1 McAuley HS	3.50	3.50	R5A Ordinance Unit Density (sf/unit) (1.)	1600	1600	1600	1600
Lot 2 St. Cath.	1.86	1.86	Acreage (Ac.)	3.30	10.23	12.26	13.53
Lot 3 Motherhouse	3.30	3.30					
Lot 4 Fields/Stevens Ave	10.23	8.96		90	279	334	368
Total Acreage	18.89	17.62	Maximum Allowable Density (Units)				
			Proposed (Units)/(Beds)	88	246	334	N/A
LOTS 3&4 PROPOSED ZONE CHANGE							
Lot 3 Motherhouse	3.30	3.30	Current R5 Type of Use	Multiplex	Multiplex	Multiplex	
Lot 4 Fields/Stevens Ave	10.23	8.96					
Total Acreage	13.53	12.26	Unit Density (sf/unit)	4500	4500	4500	
			Maximum Allowable Density (Units)	32	99	131	
Wetlands (Ac) Lot 4 (Approx.)							
(approx -scaled)							
#1	0.93						
#2	0.07						
#3	0.07						
Total	1.07						
			Proposed R6A Type of Use	Congregate/ Multiplex	Congregate/ Multiplex	Congregate/ Multiplex	
			Unit Density (sf/unit)	Note 5.	Note 5.	Note 5.	
			Maximum Allowable Density (Units)	120	372	492	
> 25% SLOPES Lot 4 (Approx.)							
field slope	0.2						
NOTES:							
1. R5A = 1 unit/1600 sf gross area.							
2. R5A requires min 1.5 acre lot for Assisted Living (Intermed. Care)							
Lot 4 becomes 10.23-1.5 ac = 8.73 ac. Congregate							
Lot 4A is 1.5 acres Assisted Living							
3. Assisted Living - no density requirement in R5A -use R6A: 18000 sf/35 beds + 350sf/ add. bed.							
1.5 acres would allow 197 Assisted Living Beds - no a realistic use. Use 36 beds.(no analysis performed)							
4. St. Catherine's Lot 2 - has 18 existing units. Assume as R5 for density.							
5. R6A Multifamily = 1000sf/unit Units 1-3 + 1200 sf/unit Units >3							

Memorandum of Purchase and Sale Agreement

Notice is hereby given of the existence of a Purchase and Sale Agreement, dated June 16, 2014 (the "Agreement") between St. Joseph's Convent and Hospital, a Maine non-profit corporation (hereinafter called "Seller") and Sea Coast Healthcare, Inc., a corporation existing under the laws of the State of Maine or its nominee (hereinafter called "SCH"), and of an Assignment, dated September 15, 2014 by SCH to Sea Coast at Baxter Woods Associates, LLC ("Purchaser") of all of its rights as Purchaser under said Agreement.

Under the Agreement, Purchaser has the right and obligation to purchase, on and subject to the terms and conditions of the Agreement, the following property at the First Closing, as hereafter defined: (i) a portion of that certain real property consisting of the real estate situated at 605 Stevens Avenue in Portland, Maine, which portion is to contain approximately 17.36 acres, and all buildings and improvements thereon, including the Motherhouse, the Catherine McAuley school, the land between the Motherhouse and Baxter Woods and the "ball fields" and being the premises described in Exhibit A hereto (but excluding the St. Catherine's Parcel, as hereafter described) and generally shown as Lots 1, 3, 4 and 5 on the Conditional Zone Concept Plan, McAuley Place at Baxter Woods, Stevens Avenue, Portland, Maine prepared by Belanger Engineering, March 21, 2014 attached hereto as Exhibit A (hereinafter the "Plan"), together with easements over the St. Catherine's Parcel for existing and proposed underground drainage and utilities, including sewer, water and other utilities, a parking easement for use of up to a 20 parking space expansion of the parking lot on the St. Catherine's Parcel, and an easement for secondary ingress and egress from Walton Street, all for the benefit of said Lots 1, 3, 4 and 5 (with Purchaser to have the right but not the obligation after the First Closing to construct the drainage and utility lines, parking lot expansion and secondary access permitted by such Easements) (collectively, the "Easements"), which Easements shall be located substantially as shown on the Plan attached hereto as Exhibit A-1 (hereinafter the "Property"), and (ii) an assignment by McAuley Place at Baxter Woods Retirement Community, Inc. of the Credit Enhancement Agreement, dated May 2009 between the City of Portland and McAuley Place at Baxter Woods Retirement Community, Inc. (which is an affiliate of Seller), to the extent assignable, relating to the existing tax increment financing district, with no representations or warranties other than the fact that Seller has not assigned or caused to be assigned such agreement to any third party. At the Second Closing, as hereinafter defined, Purchaser has the right and obligation to purchase, on and subject to the terms and conditions of the Agreement, the following property, for the price and upon the terms and conditions hereinafter set forth, the St. Catherine's Residence, being the land and 18 unit apartment building generally as depicted as Lot 2 on the Plan and referred to herein as the "St. Catherine's Parcel" and also as generally depicted on Exhibit A-1.

The First Closing shall occur on the earlier of the following dates: (a) the date of the construction loan closing with Maine State Housing Authority relating to an award of low income housing tax credits (such loan closing is anticipated to be in April 2015 if low income housing tax credits are awarded to Purchaser or its nominee in the fall of 2014, or in April 2016 if low income housing tax credits are awarded to Purchaser or its nominee in the fall of 2015); or (b) June 30, 2016. The First Closing shall also occur on any earlier date as specified by Purchaser by at least ten days prior written notice to Seller. The Second Closing shall occur on the earlier of: (i) the date that is ten years after the date of this Agreement, or (ii) the date that is 180 days after Seller certifies to Purchaser in writing that all Non-Market Rate Leases have expired or been terminated, and that the Second Closing Date has been scheduled for 180 days after the date of such certification.

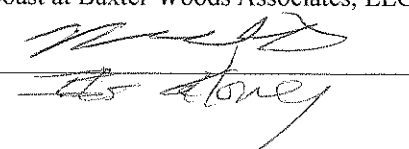
This Memorandum does not modify or alter the terms of the Purchase and Sale Agreement in any way.

Dated as of this ___ day of October 2014.

WITNESS:

Sea Coast at Baxter Woods Associates, LLC

By: _____

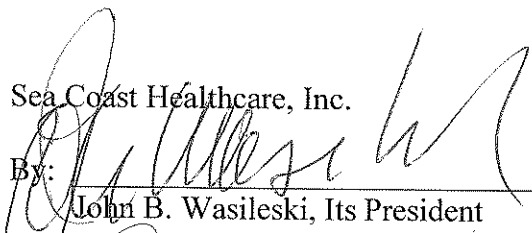


Assignment

For value received, Sea Coast Healthcare, Inc. hereby assigns the Purchase and Sale Agreement, dated June 16, 2014, between St. Joseph's Convent and Hospital, as Seller and Sea Coast Healthcare, Inc., as Purchaser, relating to property at 605 Steven's Avenue, Portland, Maine, to Sea Coast at Baxter Woods Associates, LLC, a Maine limited liability company. Baxter Woods Associates, LLC hereby assumes and agrees to perform all obligations as purchaser under said Agreement.

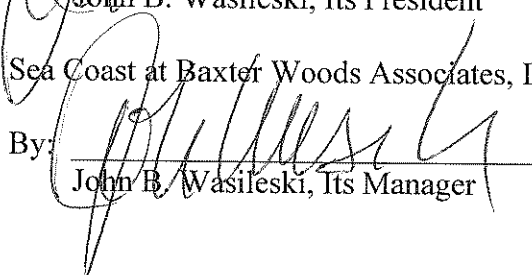
Dated: Sept 25, 2014.

Sea Coast Healthcare, Inc.

By: 

John B. Wasileski, Its President

Sea Coast at Baxter Woods Associates, LLC

By: 

John B. Wasileski, Its Manager

Chart of a Continuum of Care Community

Independent Resident Townhouses/Apartments

- ◆ **Resident Profile.** Healthy, active, independent seniors who still cook and drive. Up to 50% couples. Assume 1 car per apartment.
- ◆ **Unit Summary.** 140 cooperative housing units for sale at *market rates*
- ◆ **Product Summary.** Senior-friendly construction, maintenance / security services and social activities allows residents to remain healthy and independent
- ◆ **Market Summary.** Fastest growing segment of senior housing market. Largest potential market and greatest income potential.



Independent Resident Apartments

- ◆ **Resident Profile.** Seniors who require assistance with basic services such as cleaning, cooking and transportation in order to remain independent. Over 75% are single and approximately 50% to 60% of residents will have one car.
- ◆ **Unit Summary.** 60 + 32 = 92 +/- congregate apartments including a number of affordable apartments (20% to 40%) and the balance being market rate.
- ◆ **Product Summary.** Senior-friendly construction and an array of support services allow residents to remain independent in an apartment setting.
- ◆ **Market Summary.** Seniors choosing independent apartments today are increasingly frail and in need of support services.



Assisted Living Apartments in the Motherhouse

- ◆ **Resident Profile.** Seniors who can no longer live independently and require assistance with activities of daily living such as bathing, dressing, dining and medication management. Over 85% are single and none will drive a car.
- ◆ **Unit Summary.** 24-36 +/- assisted living apartments with rent based services required.
- ◆ **Product Summary.** Senior-friendly construction, support services and assistance with activities of daily living helps residents remain in an apartment setting.
- ◆ **Market Summary.** Important to keep occupancy near 100% due to high cost of services and staffing. Strong demand for affordable assisted living.

Sisters of Mercy -- St. Joseph's Convent

Att. F



Exterior Views of Motherhouse



Interior Views of Motherhouse



SUMMARY MEMORANDUM

TO: Mr. Matthew D. Teare
Director of Development
Sea Coast Management Company
30 Governors Way
Topsham, Maine 04086

DATE: April 3, 2015

RE: Trip Generation Analysis for Proposed Zoning Alternatives on the McAuley Site in
Portland, Maine

Introduction

The purpose of this memorandum is to summarize trip generation analysis prepared for the proposed re-zoning of the McAuley site on Stevens Avenue in Portland, Maine. The zoning is being requested to accommodate a proposed senior housing development. The requested rezoning of lots 3 and 4 would change the zone from the current R5 to the requested R5A. It is understood that the current R5 zone would allow for up to 131 dwelling units to be constructed on lots 3 & 4 (where Motherhouse and Proposed Senior Congregate Community would be located, as shown conceptually on Figure 1.) The proposed R5A zone would allow for up to 368 dwelling units on these lots or approximately 335 senior congregate apartments. It was assumed for this trip generation analysis that the dwelling units would consist of attached apartment units since they would generate more trips than condominium units. The density that could be obtained with single-family detached housing would be significantly less so this apartment basis is worst case in terms of potential trip generation.

Trip Generation Analysis

Maximum Build-Out

Trip generation for the maximum potential build out of the rezoned lots 3 & 4 was determined using the most recent Institute of Transportation Engineers (ITE) Trip Generation, 9th edition report, published in 2012. As previously discussed, Land Use Code (LUC) 220 i Apartment was used to represent worst case. The results for existing R5 zone with 131 units and the proposed R5A zone with a maximum of 368 units are summarized in the following table:

ITE Trip Generation for Potential Build-Out (one-way trip ends)				
<u>Time Period</u>	<u>Apt. Trip Rate</u>	<u>Current R5 131 Units</u>	<u>Proposed R5A 368 Units</u>	<u>Change in Trips</u>
Weekday	6.65	872	2,448	1,576

<u>Time Period</u>	<u>Apt. Trip Rate</u>	<u>Current R5 131 Units</u>	<u>Proposed R5A 368 Units</u>	<u>Change in Trips</u>
AM Peak Hour i Generator	0.55	72	202	130
Entering		21	59	38
Exiting		51	143	92
PM Peak Hour i Generator	0.67	88	247	159
Entering		54	151	97
Exiting		34	96	62
Saturday	6.39	838	2,352	1,514
Saturday Peak Hour	0.52	68	191	123
Entering		37	103	66
Exiting		31	88	57

As can be seen in the above table, the proposed zone change from R5 to R5A would result in approximately 130 new one-way trips during the weekday AM peak hour, 159 during the PM peak hour and 123 during the Saturday peak hour. This assumes that lots 3 & 4 are developed to the maximum density permitted, which is currently limited by a maximum of three-unit buildings. If the site were designed to accommodate three unit attached flats, with no garages, and to meet ordinance requirements for open space, parking, setbacks, etc., it is highly unlikely that the theoretical maximum density of 368 units could be achieved, further supporting that this is a highly conservative analysis.

Proposed Senior Housing Build-Out

Trip generation was also performed for the currently proposed senior housing development, also using the ITE "Trip Generation, 9th edition" report for comparison purposes. It was determined that under the R5A zone the maximum number of units that could be developed was 335. It is expected that the development will contain independent living apartment units as well as some assisted living. The expected split for the maximum 335 units would be 24 assisted living units and 311 independent living units. Land use codes 252 i Senior Adult Housing i Attached and 254 - Assisted Living were used on the basis of dwelling units for the senior housing option. The results are summarized below:

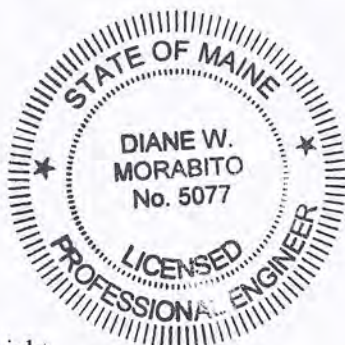
Projected ITE Trip Generation (one-way trip-ends)					
Proposed Senior Housing Development					
	311 Senior Living		24 Assisted		
	Attached Units		Living Units		Total
<u>Time Period</u>	<u>Rate</u>	<u>Trips</u>	<u>Rate</u>	<u>Trips</u>	<u>Trips</u>
Weekday	3.44	1,070	2.74	66	1,136

<u>Time Period</u>	311 Senior Living Attached Units		24 Assisted Living Units		Total Trips
	<u>Rate</u>	<u>Trips</u>	<u>Rate</u>	<u>Trips</u>	
AM Peak Hour – Generator	0.39	121	0.23	6	127
Entering		56		4	60
Exiting		65		2	67
PM Peak Hour – Generator	0.35	109	0.37	9	118
Entering		60		4	64
Exiting		49		5	54
Saturday	2.61	812	2.20	54	866
Saturday Peak Hour	0.31	96	0.36	9	105
Entering		55		5	60
Exiting		41		4	45

As can be seen above, the proposed senior housing development, assuming the highest build-out dwelling unit numbers, is expected to generate 127 one-way trips during the weekday AM peak hour, 118 during the PM peak hour and 105 during the Saturday peak hour. Given that trip generation would exceed the 100-trip threshold, a state Traffic Movement Permit (TMP) would be required prior to the completion of the project, unless there are any site credits available for reduced trips at the high school.

The study area for 100 -200 trip level TMPs is typically limited to the immediate vicinity of the site since this level of traffic does not generally have a major impact off-site beyond the site drives. The City of Portland has delegated review authority to review the TMP application and issue the permit on behalf of the State of Maine Department of Transportation (MaineDOT).

Please do not hesitate to contact me if you or the City of Portland have any questions regarding this preliminary traffic information for the proposed rezoning to accommodate the planned senior housing development.

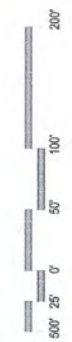


Sincerely,

Diane W. Morabito, P.E. PTOE
President

cc: Rick Licht
Tom Errico, TY Lin
Jean Fraser, Portland

03.30.15
REV 3 ZONING



PHASE 4

McAuley Place
CONCEPTUAL PHASING PLAN

(TOTAL AVERAGE 18.89 ACRES)
RSA REZONING = LOT 3+4 = 13.50 ACRES

MEETING • PHONE • FIELD VISIT NOTES

Project:	McAuley Place (aka Seacoast at Baxter Woods) 605 Stevens Avenue Portland	Project No.:	14.067
Attendees:	See Attached Attendance List	Date:	April 02, 2015, 6:30 PM
Subject:	Rezoning Neighborhood Meeting	Location:	Sisters of Mercy Convent "Motherhouse" 605 Stevens Avenue

Meeting Purpose:

Official Neighborhood Meeting to review proposed rezoning of the McAuley Campus from R-5 to R-5A for proposed re-development of the Motherhouse as affordable senior housing and development of a congregate/senior community.

Presentation:

John Wasileski, Seacoast at Baxter Woods Associates, LLC
 Matt Teare, Seacoast at Baxter Woods Associates, LLC
 Kevin Bunker, Motherhouse LLC
 Rick Licht, PE, Licht Environmental Design, LLC

Project :
Motherhouse:

- 88 Affordable Senior Units.
- Low Income Housing tax Credits (LIHTC) and Historic Tax Credits (HTC) being pursued – critical to making project financially solvent due to complexities in re-developing Motherhouse.
- 68 One BR and 20 Studio Apartments. (66 Affordable@\$640-830/mo./22 Market Rate@\$1150-1200/mo.)

Congregate/Senior Community:

- Developer has 30+ years of experience developing and operating senior and congregate living communities in Maine.
- Proposal for up to 250+/- senior congregate housing apartment units with services.
- Current option includes McAuley High School lease – option to extend up to 25 years.
- Full build-out to preserve play field as practice field or full size field.

Zoning and Densities:

- Only 13.5+/- acres of the 18.98 acre campus proposed for rezoning. (Does not include McAuley HS and St. Catherine's lots)
- R5 density permits 131 residential multiplex units/R5A would allow 330-335 Units based on proposed Net area/R6A would permit 492+/- units based on gross area.
- Current R5 building height is 35 feet. R5A has no specific requirement – proposing 60 feet for 5 story buildings.

Public Comments:

1. Who receives tax credits? Developer receives and sells credits to investors.
2. Define Senior Housing? 55 plus age. This is not housing for young adults however, moving seniors into these facilities frees up housing stock in the City for young adults.

3. What is typical absorption rate of LIHTC projects? All of developer's LIHTC projects fully occupied/built out.
4. What utilities do Motherhouse rents include? All utilities but electric.
5. Traffic Concerns , Project will increase congestion and traffic? Cannot find spaces at Stevens Ave or even in the cemetery. Concerns over fire/ambulance visits as with Park Danforth. The project will undergo a traffic study and be peer reviewed by the City Traffic Engineer. Typical ITE figures provide for significantly less peak hour trips than single family dwellings and seniors by choice do not have to travel at "peak" hours. Campus will include van transportation, utilize public transportation and provide a walking campus to further reduce traffic. On average residents of Developer's other communities, only 1/3 residents own vehicles.
6. What is plan for Chapel – Under HTC must keep in existing condition. To be preserved for use by residents.
7. What services will be offered with Motherhouse units? Motherhouse will not have full services but will maintain full kitchen, etc. for use. Services include access to resident counselors on regular basis.
8. What is plan for development of Senior/Congregate campus? Development will respond to current market trends with more independent living units initially for baby-boomers and transition into more full service congregate facilities in later phases as residents age.
9. Project will be asset to community allowing for multi-generational partnership with the school, and with Deering Pavilion/UNE/ Park Danforth, etc. Good for the community. Shared options with School include potential pool use, meals and nutrition education, volunteerism with residents and students, etc.
10. How will Motherhouse be set up/ownership and will they pay taxes? Motherhouse will be set up as Co-Op or Condominium and is not tax exempt.
11. What is phasing schedule? Anticipated plan is 2016-17 Motherhouse development, 2017-18 – 50 units senior apartments; market driven phases expected to fully build out in phases by 2022 up to 335 +/- units. Developer builds based on pre-sales of units.
12. Will Stevens Ave be used for parking? No, project will meet all parking requirements on-site and proposes to use underground garage parking under buildings pending final geotechnical evaluations. Seniors have significantly less ownership of cars than general public.
13. Concerns that project is proposing loss of athletic fields. Project is proposing to phase in the development (Phases 1-4). Initial Motherhouse Phase and first Senior Apartment phase will have no or minimal effect on fields (2016-2018/19). Subsequent phases will encroach on fields requiring re-orienting and loss of some play fields. Final phase will result in practice or full sized field if possible based on engineering and design. Reminder that prior to the 2006+/- Field Expansion, the school existed with one playfield area. Games were played in off-campus locations in Portland.
14. School is in competition with Chevrus- How can we compete for students without full size fields?
15. School has had decreasing enrollment for 10 years –obviously the field expansion has not helped sustain enrollment.
16. Is there flexibility in planning of fields and site? Yes, design masterplan is very conceptual at this point and every effort will be made to incorporate a full size field into final phases of project.

17. Concerns voiced over long term viability/sustainability of McAuley HS with loss of fields. Developer option is with the Sisters of Mercy with option on School to allow school to continue on the site. Developer has been working with the Sisters for over 10 years to make this a viable project and to sustain the school. School will have lease with graduated rent and COLA over prescribed period of years.
18. Concern over building heights – New buildings proposed at 60 ft. maximum requested in new R5A zoning. Will not exceed Motherhouse height. Site drops off topographically from Stevens Ave. further reducing any height concerns. Developer will prepare site sections for Planning Board.
19. 55+ communities – allows “relatively young” working couples who will increase traffic and own more 2 autos? No, the economic reality is that retirement communities average age is 70-75+.
20. Concern by residents over sporting events and traffic generated on Walton Street under current McAuley school use.
21. Stormwater concerns - residences on Holly Street. Former springs under fields and groundwater. Area is always wet. Developer will be completing comprehensive stormwater study and mitigating increases in stormwater due to development to meet City/DEP standards. Engineers will meet with residents to view concerns.
22. Fields are useless for athletic game play – current fields are not safe and have poor quality/irregular surfaces. If school feels fields are needed onsite to sustain enrollment – should be considering turf fields on or offsite to be competitive.

These notes have been prepared by Frederic Licht, PE, and are the author’s interpretation and summary of the presentation and comments provided by the public and may not reflect each individual speaker’s comments.



Frederic (Rick) Licht, PE LSE
Principal



Dear Neighbor,

Please join us for a neighborhood meeting to discuss our plans for an active senior living community on the Sisters of Mercy / McAuley School Campus located at 605 Stevens Avenue.

The details of the meeting are as follows:

Meeting Location: St. Joseph's Convent // "The Motherhouse"
Meeting Date: Thursday, April 2nd, 2015
Meeting Time: 6:30 pm

Please arrive via the Walton Street entrance to the campus and park in the McAuley School parking lot. As you walk toward the Motherhouse from the parking area, the open entrance to the Motherhouse will be at the side of the Motherhouse just before you reach the front of the building. There will be a sign on the open doorway. Please proceed up the short flight of stairs and straight down the 1st floor corridor and up the main stairway to the chapel on the 2nd floor.

This is meant to be an informal, collaborative conversation regarding our preliminary proposal. After a brief presentation on our concept plans, we would like to hear your thoughts, concerns, comments and ideas.

In addition, if you would like to meet with our team individually or have other questions / comments, feel free to contact me via phone or email at 837-2418 or mteare@highlandgreenmaine.com.

Thank you for your time and consideration.

A handwritten signature in dark ink, appearing to read "Matt Teare", written in a cursive style.

Matt Teare
Director of Development
Sea Coast Management Company

EXAMPLE: Neighborhood Meeting Certification

I, (applicant/consultant) hereby certify that a neighborhood meeting was held on (date) at (location) at (time).

I also certify that on (date at least ten (10) days prior to the neighborhood meeting), invitations were mailed to the following:

1. All addresses on the mailing list provided by the Planning Division which includes property owners within 500 feet of the proposed development or within 1000 feet of a proposed industrial subdivision or industrial zone change.
2. Residents on the "interested parties" list.
3. A digital copy of the notice was also provided to the Planning Division (jmy@portlandmaine.gov and ldobson@portlandmaine.gov) and the assigned planner to be forwarded to those on the interested citizen list who receive e-mail notices.

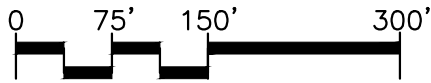
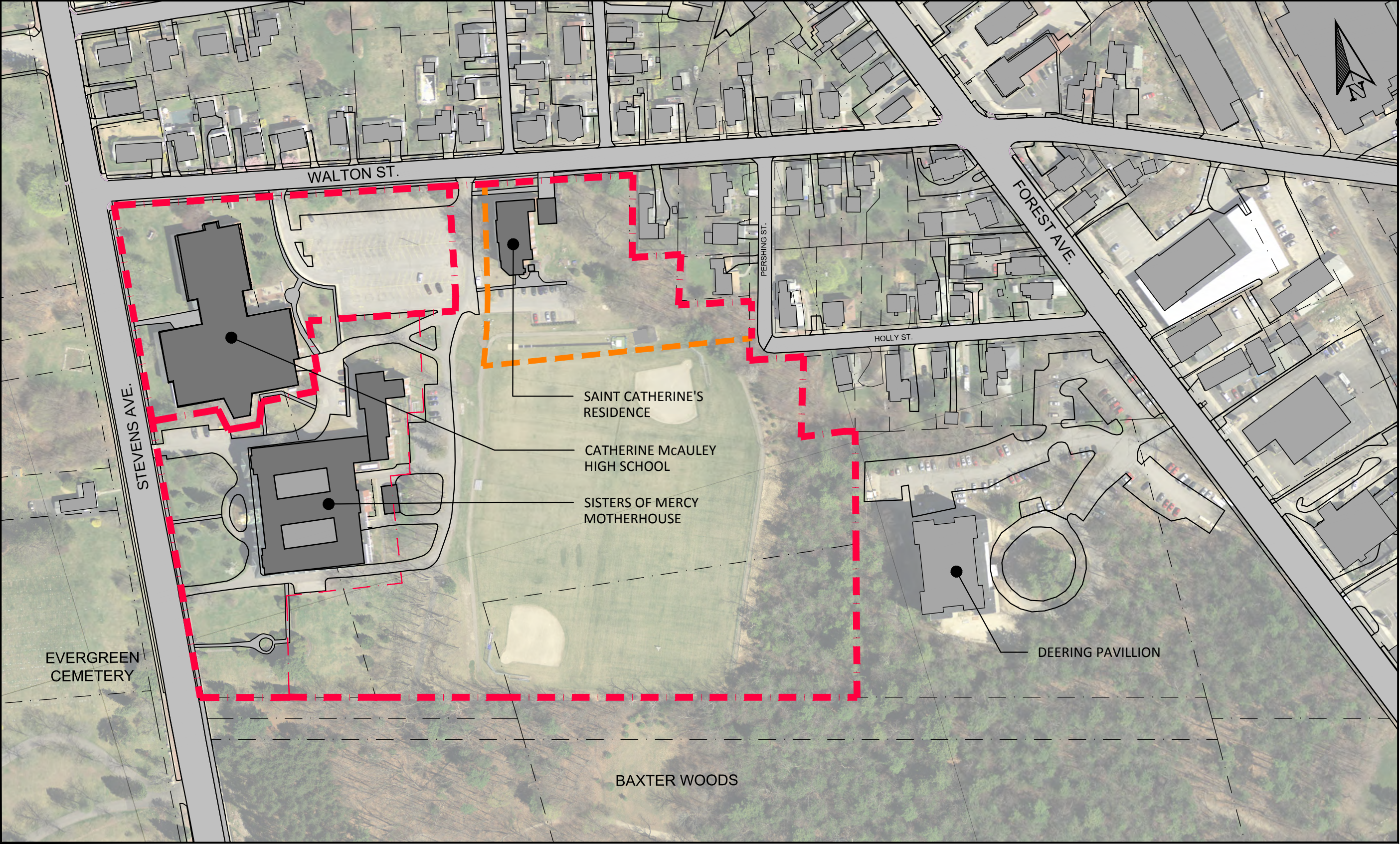
Signed,



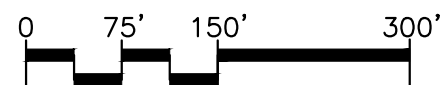
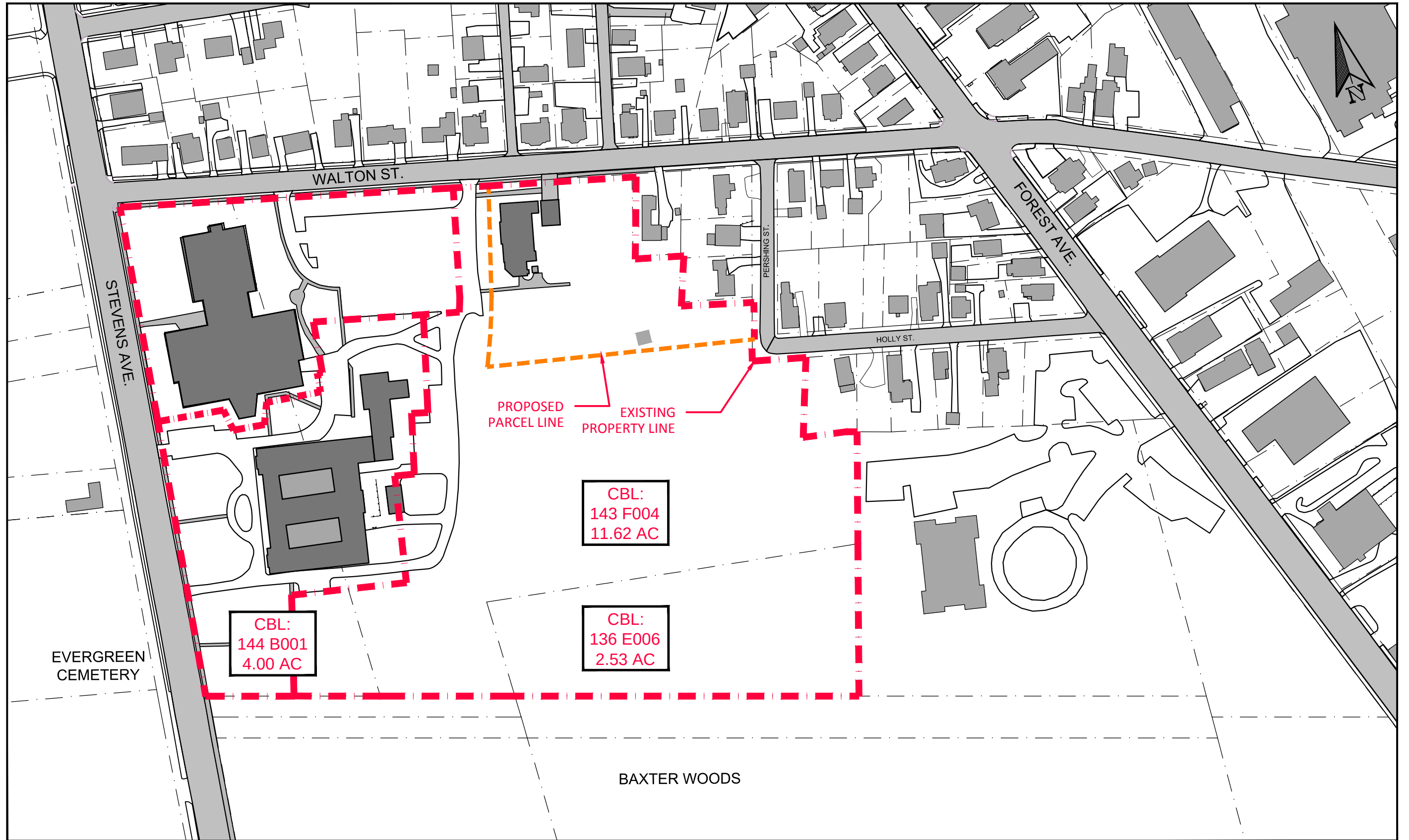
04-03-15 (date)

Attached to this certification are:

1. Copy of the invitation sent
2. Sign-in sheet
3. Meeting minutes

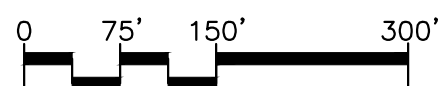
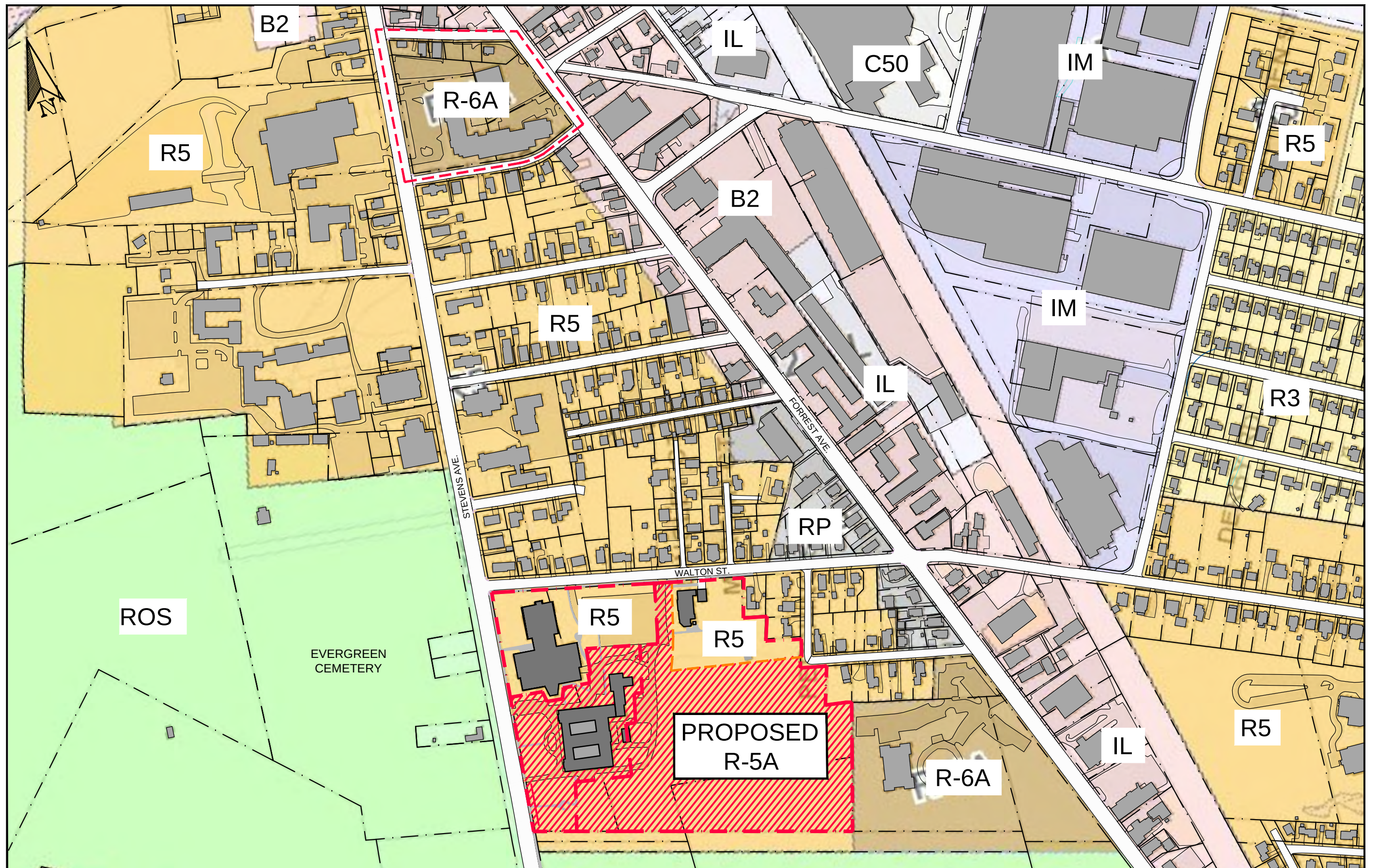


McAuley Place
CONTEXT MAP



McAuley Place

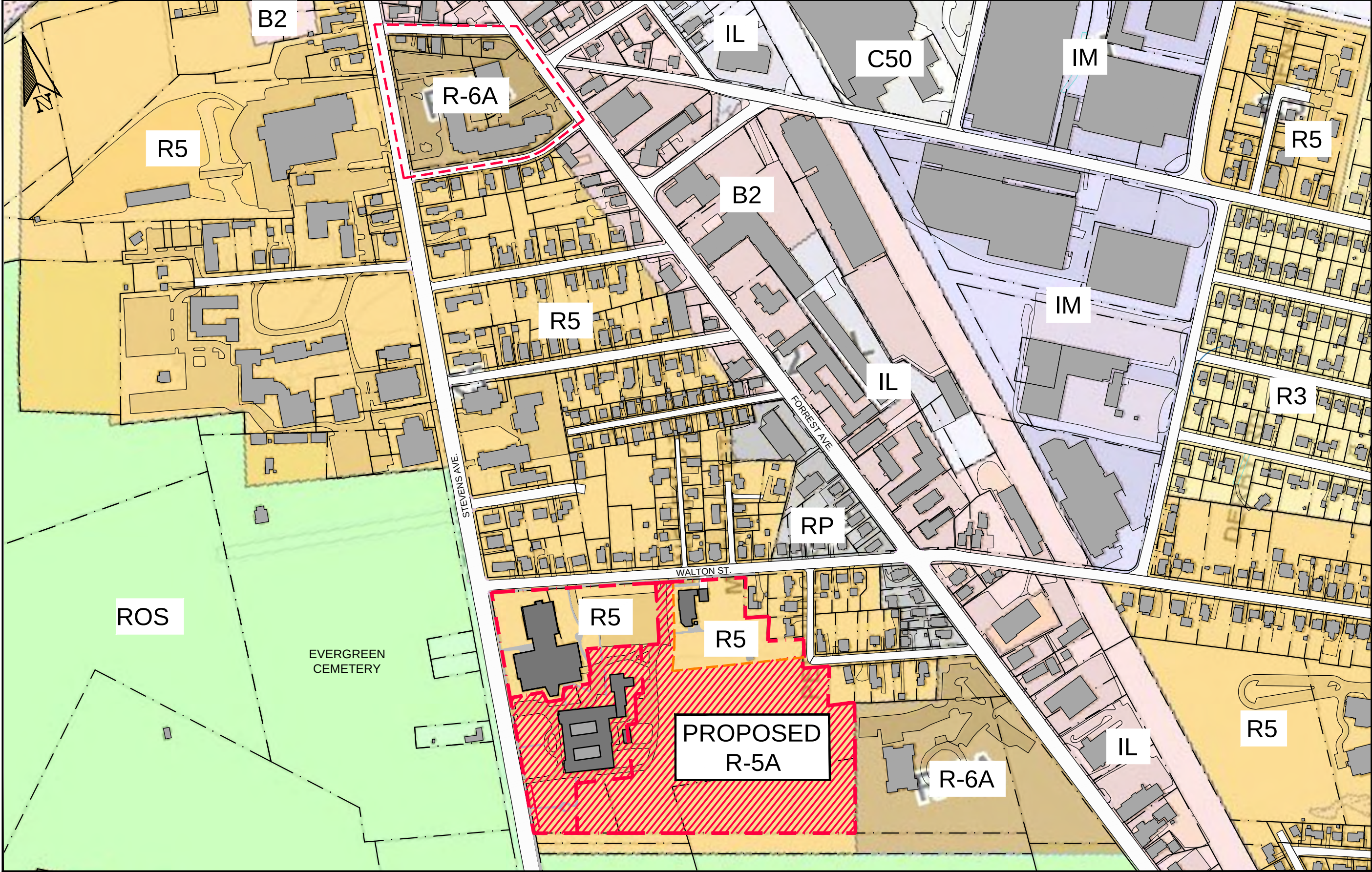
PROPOSED PARCEL MAP



McAuley Place

PROPOSED ZONE MAP CHANGE

EXHIBIT
4



McAuley Place

PROPOSED ZONE MAP CHANGE

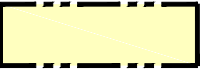
EXHIBIT
4

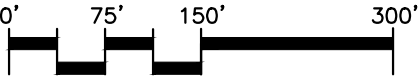
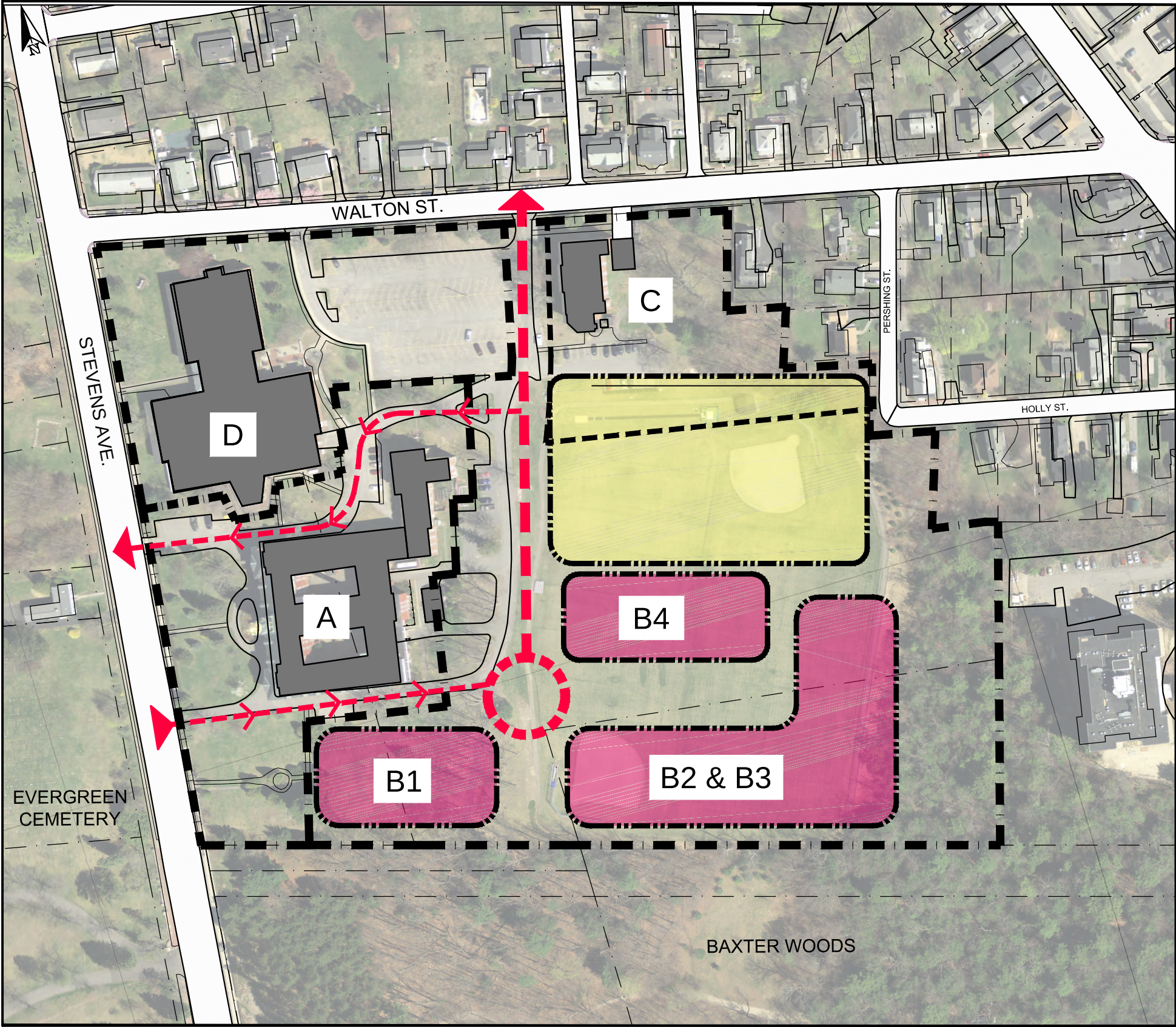
COMPONENT DESCRIPTIONS

OF UNITS

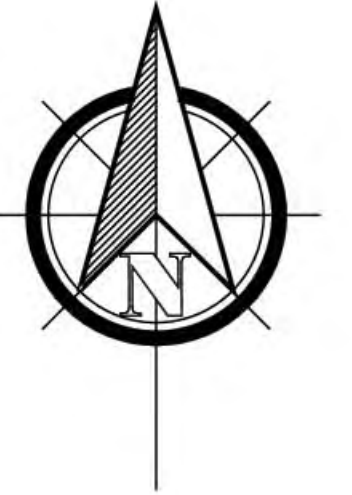
A	<u>AFFORDABLE SENIOR LIHTC</u> Renovation of Mother house into affordable senior housing using LIHTC and Historic Tax Credits.	88 +/-
B	<u>MARKET RATE SENIOR LIVING</u> 1. Market Rate, Senior Living / Congregate 2. Market Rate, Senior Living / Congregate 3. Market Rate, Senior Living / Congregate 4. Market Rate, Senior Living / Congregate	240 +/-
C	<u>SAINT CATHERINE'S</u> Maintain existing apartment building, 18 Existing Apartments	18
D	<u>McAULEY HIGH SCHOOL LOT</u>	N/A
TOTAL # OF UNITS		346 +/-

LEGEND

	EX. PROPERTY LINE
	PROP. PROPERTY LINE
	PRIMARY CIRCULATION
	SECONDARY CIRCULATION
	INDEPENDENT LIVING / CONGREGATE
	RELOCATED MULTIPURPOSE ATHLETIC FIELD



McAuley Place
CONCEPTUAL MASTER PLAN

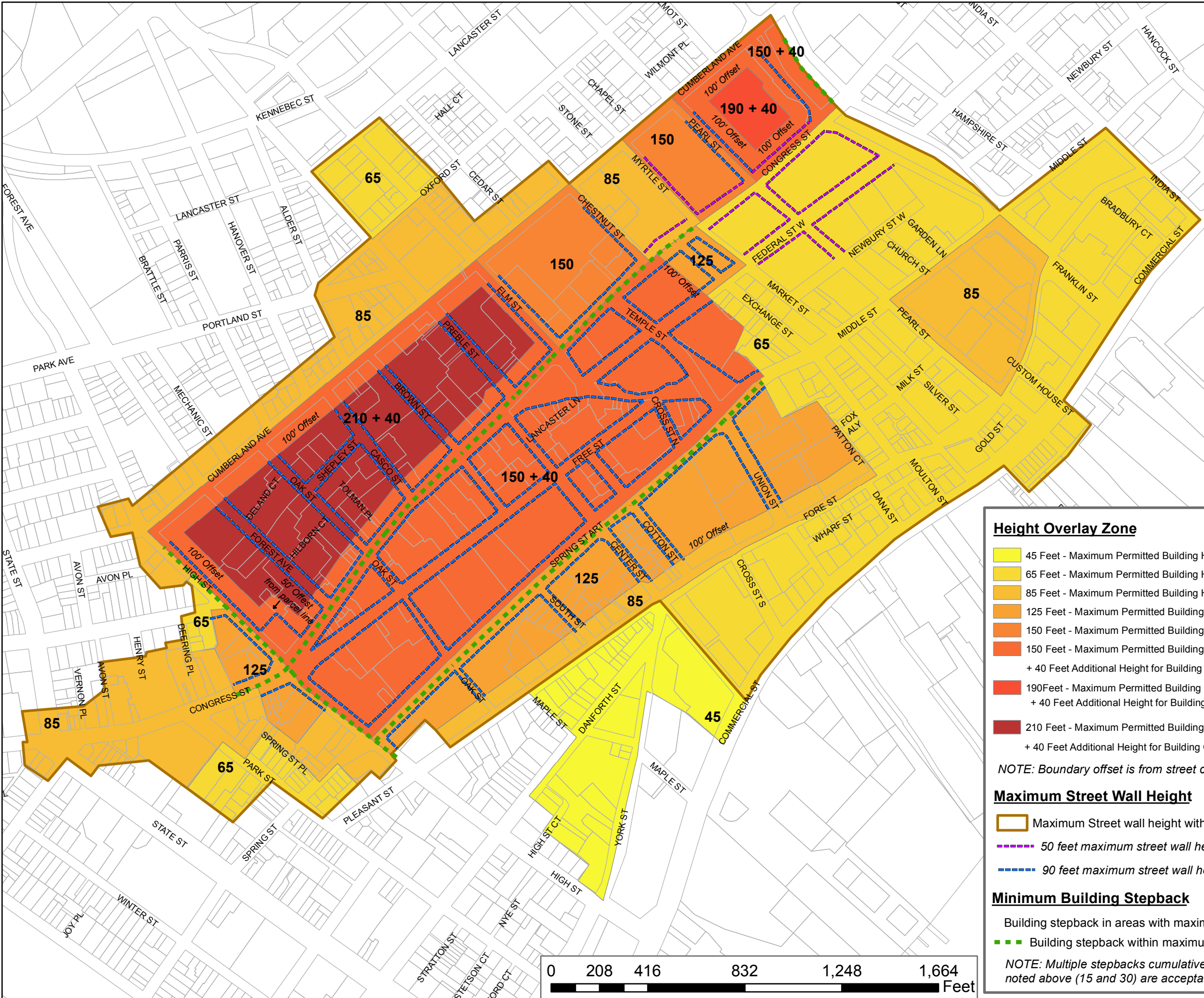


McAuley Place
CONCEPTUAL PHASING PLAN- PHASE 1-4

EXHIBIT
6

Downtown Height Overlay Portland, Maine

Map prepared by the City of Portland's IT Department
October 2013



Height Overlay Zone

- 45 Feet - Maximum Permitted Building Height
- 65 Feet - Maximum Permitted Building Height
- 85 Feet - Maximum Permitted Building Height
- 125 Feet - Maximum Permitted Building Height
- 150 Feet - Maximum Permitted Building Height
- 150 Feet - Maximum Permitted Building Height
+ 40 Feet Additional Height for Building Cap
- 190 Feet - Maximum Permitted Building Height
+ 40 Feet Additional Height for Building Cap
- 210 Feet - Maximum Permitted Building Height
+ 40 Feet Additional Height for Building Cap

NOTE: Boundary offset is from street centerline unless otherwise noted

Maximum Street Wall Height

- Maximum Street wall height within the B3 zones is 65 feet unless otherwise indicated.
- 50 feet maximum street wall height
- 90 feet maximum street wall height

Minimum Building Stepback

- Building stepback in areas with maximum street wall height must be at least 15 feet
 - Building stepback within maximum street wall height must be at least 30 feet
- NOTE: Multiple stepbacks cumulatively reaching at least the minimum noted above (15 and 30) are acceptable.

LEGEND



Dianna Rust
15 Avon Street
Portland, ME 04101
207 956 7633
diannajrust@gmail.com

Stuart O'Brien
Chairman, Planning Board
City of Portland
389 Congress Street
Portland, ME 04101

April 9, 2015

cc: David Marshall, City Councilor, District 2
by email
cc: Jonathan Culley, Redfern Bayside, Developer
by email

Zoning Map Amendment Application
665-667 Congress Street

Dear Mr O'Brien

As the owner of the one and only single family residence on upper Avon Street, directly opposite the above proposed development, I am setting out below the points I wish to raise in opposition to the granting of the variance to change the B6 half of the parking lot to B3.

1. My partner, Walter Ungerer, and I moved to Portland, to 15 Avon Street, at the end of August 2014. We are both artists. We have been told that the house was built in 1865, by the then City Weigher (for hay!)
2. When we moved we could only assume that the R6 section of the parking lot would stay that way, and that any development would be controlled by that zoning.
3. We have no objection to *some* development. The area could certainly use some improvement.

4. As we are both artists, this house, with a decently sized basement for a Victorian house, which we have just thoroughly (and at some considerable expense) waterproofed, provides the spaces we need as a home and for our work.

5. One of our biggest issues with this proposed development is loss of light:

a) We would be cast into deep shade, all day long, especially in the winter. There's not a lot of light, but the light we do get is attractive and pleasing, and it was another factor in choosing the house. Because the Trelawny Building is immediately to the south of us, the light from the west is our main light. In the winter the west light, which shines across the parking lot, is the only light. Apart from direct light on the house, at the moment we can see sunlight looking out to the front. Our little patio faces west, and with no sunlight it would become almost pointless to try and use it.

b) I think it goes without saying how important sunlight is. It can have a strong psychological effect, and a lack of it can contribute to depression. As well as uplifting to see, sunlight adds warmth to a room when it comes in.

c) The only mention I could find about light in the Portland building codes is to not create shade on certain open spaces. In the UK, where I am from, great importance has long been placed on a right to natural sunlight and there have been some interesting cases of homeowners holding up developments because of a threat to their light.

d) About our house people have said, "I love the light!" Lack of light can reduce the value of a house and its resale possibilities. This is of great concern to us.

e) Would you allow someone to come and paint grey on all your windows?

6. After the light issue, we are very apprehensive about the mass and density of the proposed building that would be directly opposite us. Obviously, we don't know the site plan details yet, but I believe the B3 would allow the building line to be relatively close to the street. It would seem there wouldn't even be space for some softening effect of any landscaping.

7. Obviously, we have a very personal view of this development. In fact, we are devastated by the idea. The very thought of this building looming up in front of us feels like robbery and a violation of our space. Avon Street is a small one-way street. Not only will we lose light, but from the proposed plan it looks as if we will have 2 parking entrances very close to our house,

opposite us, with the possibility of disturbance at any time of the day or night (right now parking ends when Boda closes, and it isn't available again until 6.00 am). And with 132 apartments how many cars will there be?

8. Where will trash be picked up, by whom, and at what time? Where will snow go?

9. It seems as if the developer and the city have already assumed this request for a variance will just sail through, without any problems. Jeff Levine (city's director of Planning and Urban Development) was quoted in the Portland Press Herald on March 9, 2015, as saying it's 'exciting' to have a large proposal on a transit corridor.... He said Culley's plan appears to comply with the city's zoning rules, and characterized his request for a zoning map amendment as "nothing drastic". Well, it is drastic to us. *This is our home.*

10. It is just this passing of a variance that would enable the developers to build so big. It will be a massive building between two small streets, one of which is a dead-end. Just because there is already an 8 story building one side of Avon Street, does it have to follow there will be another on the other side? And where will it end. If this variance is allowed, it will surely set a precedence to be used by other developers as an example to point to, to build more giant properties. This would become overwhelming to Longfellow Square, to the west of Congress Street, and on. At the West End Neighborhood meeting I attended Wednesday night, Jonathan Culley said he is working with the city on the street issue. Are there planned changes to the street that we don't know about?

11. We came to Portland because we saw it as a city with a high quality of life, interesting neighborhoods and well preserved architecture. I appreciate the city's wish and need for more housing. However, I have to wholeheartedly agree with an article written by Michael Mertaugh for Keep Portland Livable. He writes how he and his wife are "disappointed to see that Portland's current strategy for promoting growth and development appears to give priority to projects that emphasize size, quantum increases in density... ". And, further, "The city's enthusiasm for higher residential density appears to be partly motivated by an expectation that higher density would generate new tax revenues that could be used to reduce Portland's tax burden. The experience of many other cities suggests that this is likely to be a vain hope. The additional tax revenues from higher residential density are likely to be fully offset by additional costs for public services."

As I couldn't say it better, again, I quote (with his kind permission) Michael Mertaugh, "Capitalizing on Portland's strengths would require a different approach to Portland's development. Rather than a reactive approach that responds to specific proposals by developers – and often involves concessions

such as zoning variances and public subsidies – it would require a pro-active and deliberate approach designed to build on Portland’s strengths and attract the type of development that we want for our city.”

12 If the current zones are adhered to, or the current B3 section is slightly extended to make a suitable shape, couldn’t apartments still be built there? We’ve been told the proposed building will contain a combination of studios, and one-bedroom units, with a small number of two-bedroom units. However, even a two-bedroom unit is not really family oriented. I understood that the city wanted to see more middle-income *family* housing. Why couldn’t the R6 area contain a creative format for some family residences? Of course, this is what *we* would like to see! At the neighborhood meeting Wednesday night the question was raised why R6 was there at all. “To protect the neighborhood!” was one person’s apt response. This is exactly what we had assumed.

13. Since buying our house, which had already had a somewhat cosmetic renovation, we have been making many more improvements over and above those done by the sellers. Not only have we waterproofed the basement; we have also entered into a contract with a thorough repair of the roof with slate and copper. We are expected to comply with the Historic District guidelines and now I feel, why should we bother. All this work is expensive and then our house would be ‘smothered’. There are beautiful old houses on Deering Street, over which this proposed building, at 8 stories, would loom. The building couldn’t help but be very visible.

14. I fear that our 1865 house will be lost in this planned development and the impact on us will be totally ignored. On the issue of Historic Preservation, from the City’s Comprehensive Plan, some pertinent points on Goals and Policies stand out (the italics are mine):

Preserve and enhance the quality and vitality of neighborhoods within and *adjacent* to the Downtown

Protect and enhance the attractiveness of the city to its *homebuyers*, *homeowners*, residents, tourists, visitors, businesses, and shoppers

Increase home ownership opportunities for all type of households and all income levels

The *existing* housing stock will be enhanced and preserved

Maintain, rehabilitate, and restore the *existing* housing stock as a safe and important physical, economic and architectural resource for the community

Maintain and enhance the livability of Portland's neighborhoods as the City grows and evolves through *careful* land use regulation, design and public participation that respects neighborhood integrity.

Encourage *innovative* new housing development, which is designed to be *compatible* with the scale, character, and traditional development patterns of each individual residential neighborhood.

15. From A Community Vision for Portland, also from the Comprehensive Plan:

Listen to, embrace, empower and support our diverse citizenry

Portland retains a small town feel with a built environment that is scaled for people

Portland enjoys a personable and congenial atmosphere that makes it a welcoming place to work, live and visit

Portland is a city of neighborhoods

Maintains unifying features, such as brick buildings and sidewalks, and established and traditional neighborhoods with narrow and interconnected streets

16. Will the Planning Board observe these examples above, or will they now find justification to ignore them?

17. We were pleased to be able to find an interesting residence in the Downtown area. Now, it seems, we will be paying a price for that. We feel we will be out of place and even displaced.

18. If this proposal goes through who will compensate us for our loss of amenities and loss of value of our property?

We object to the allowing of this request for a variance and to the mass and density of the building that such a change would allow.

Sincerely

Dianna Rust

P.O. Box 8816
Portland, ME 04104
Office: 207-776-9715
Fax: 207-221-2822
www.redfernproperties.com

March 10, 2015

Ms. Barbara Barhydt
City of Portland, Planning Division
389 Congress Street, 4th Floor
Portland, ME 04101

Dear Barbara:

On behalf of MSD Properties LLC, please find attached a Zoning Map Amendment Application related to 665-667 Congress Street. Redfern Properties is working in partnership with MSD Properties LLC and Joe's Super Variety to redevelop the property with a multi-family apartment building, consisting of 7-8 stories and roughly 130 apartments. Joe's Super Variety will occupy the ground floor retail space.

Per the attached, Zoning Map, the property currently is partially in the B-3 Zone and partially in the R-6 Zone. We are requesting a Map Amendment that would designate the entire property B-3. We believe that this is a very logical change that would result in a more sensible Zoning Map. The proposed project is very consistent with the City's Comprehensive Plan and would fill the current need for rental apartment housing.

Please find attached the following in support of this application:

1. **Zoning Map Amendment Application Form**
2. **Copy of Property Deed**
3. **Vicinity Map Showing Current Zoning**
4. **Aerial Photo of City Block showing current building types**
5. **Preliminary Proposed Site Plan**
6. **Preliminary Proposed Building Rendering**

We are committed to creating a progressive and noteworthy project that will enhance this important urban neighborhood. Please do not hesitate to contact me.

Sincerely,



Jonathan Culley
Redfern Properties LLC



Zoning Map/Text Amendment Application Portland, Maine

Planning and Urban Development Department
Planning Division and Planning Board

Portland's Planning and Urban Development Department coordinates the development review process for requests for zoning map amendments, zoning text amendments and contract or conditional re-zoning. The Division also coordinates site plan, subdivision and other applications under the City's Land Use Code. The **Application Process for a Zone Change** is summarized below under Section I and the associated costs for reviews are found under Section II, **Development Review Fees, Public Notices and Guarantees**, and are listed on the fee structure sheet.

I. APPLICATION SUBMITTAL

Pre-application meeting

Prior to submitting a zoning amendment application, the Planning Division recommends that the applicant or the designated representative schedule a pre-application meeting to discuss the review process and applicable standards for a proposal. Please contact Barbara Barhydt, Development Review Services Manager at 874-8699 to schedule a meeting.

Zoning Amendment Application

All plans and written application materials must be uploaded to a website for review. At the time of application, instructions for uploading the plans will be provided to the applicant. One paper set of the plans, written materials and application fee must be submitted to the Planning Division Office to start the review process.

- Submit one (1) complete paper set of the zoning amendment application with a concept plan and a written narrative. Contract and conditional rezoning applications must include site plans and written material that address physical development and operation of the property to ensure that the rezoning and subsequent development are consistent with the comprehensive plan, meet applicable land use regulations, and compatible with the surrounding neighborhood. Applications may be submitted between 8 a.m. and 4:30 p.m. Monday through Friday at the Planning Division on the 4th floor of City Hall, 389 Congress Street, Portland.
- All applications are processed in the order in which they are received.
- In order for the Planning Division's Administrative Staff to accept and log-in an application, the application form must be complete, it shall be signed by the applicant's or the applicant's designated representative, and all applicable fees paid at the time of submittal.
- The Land Use Code is available on the City's website at www.portlandmaine.gov.
- If the application is found to be incomplete, the applicant will be informed in writing of the required plans and materials.

II. DEVELOPMENT REVIEW FEES, PUBLIC NOTICES AND GUARANTEES

Zoning Application Fees

- Each application must be submitted with the applicable fees as listed in the fee structure on page 4. The fees cover general administrative processing costs.
- Application fees may be paid in cash or by check (addressed to the City of Portland).
- An application will not be processed without the required application fees.

Fee for City Review Services

- The City of Portland charges fees for service to cover the cost of reviews by Planning and Legal staff members. The charges will be billed at an hourly rate and will be invoiced monthly for reimbursement.
- Current billing rates: Planning services, \$40.00/ hour and Legal services: \$75.00/hour.

Fee for Third Party Review

- Portland contracts with local engineering firms to conduct engineering reviews of development proposals. The direct cost of all engineering services or third-party consultant reviews, such as the civil engineering review of stormwater management plans, traffic impact reviews and such other reviews as required under the City's Ordinances, will be included in the monthly invoices for reimbursement.

Public Notices

- Public notices must be sent to property owners within 500 for all proposals at the time an application is received. Zoning map amendments for Industrial zones require notices to be sent to property owners within 1,000 feet.
- In advance of a Planning Board workshop or public hearing, public notices for projects must be sent to property owners and are posted in a legal ad in the Portland Press Herald and on the City's web site.
- In addition, zoning map amendments, text amendments and conditional rezoning agreements require individual notices to be posted in the Portland Press Herald.
- The Planning Division mails public notices and posts notices in the newspaper. The applicant will be billed for actual or apportioned costs for advertising and sending mailed notices.
- The applicant is required to hold a neighborhood meeting under the City's regulations for zone change requests. The mailing labels must be purchased from the Planning Division for the neighborhood meeting invitation. A request for labels requires a minimum of two business days to generate the mailing labels and a charge of \$1.00 per sheet will be payable upon receipt of the labels.

Third Party Review Fees

- Engineer and Third Party Review Fees - The fees are assessed by the Consulting Engineers and Third Party Reviewers.
- Inspection Fee - This fee is 2% of the Performance Guarantee or as assessed by Planning or Public Works Engineer with \$300.00 being the minimum.

Noticing/Advertisements Planning Board/City Council Review

- Legal Advertisement: Percent of total bill
- Notices: .75 cents each
(notices are sent to neighbors upon receipt of an application, workshop and public hearing meetings for Planning Board and public hearing meeting for City Council)

Planning Division
Fourth Floor, City Hall
389 Congress Street
(207) 874-8721 or 874-8719

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

PROJECT ADDRESS: 667 Congress St.

CHART/BLOCK/LOT: 46-C-19-20

DESCRIPTION OF PROPOSED ZONE CHANGE AND PROJECT:

We are seeking to change the the rear half of the parcel from R-6 to B-3. The front half of the parcel is already B-3. We are proposing to build

a 7-8 story multi-family apartment building with roughly 130 rental apartments and parking under and behind the building.

CONTACT INFORMATION:

Applicant's Contact for electronic plans

Name: Jonathan Culley
e-mail Address jonathan@redfernproperties.com
work # 207-221-5746

Applicant – must be owner, Lessee or Buyer

Name: Redfern Properties LLC on behalf of MSD Properties LLC
Business Name, if applicable: MSD Properties LLC
Address: P.O. Box 5055
City/State : Portland, ME Zip Code: 04101

Applicant Contact Information

Work # 207-221-5746
Home#
Cell # 207-776-9715 Fax# 207-221-2822
e-mail: jonathan@redfernproperties.com

Owner – (if different from Applicant)

Name: MSD Properties LLC
Address: P.O. Box 5055
City/State : Portland, ME Zip Code: 04101

Owner Contact Information

Work # Adam Taylor, Attorney 207-828-2005
Home#
Cell # Fax# 207-347-4523
e-mail: ataylor@tmfattorneys.com

Agent/ Representative

Name: Jonathan Culley/Redfern Properties LLC
Address: P.O. Box 8816
City/State : Portland, ME Zip Code: 04104

Agent/Representative Contact information

Work # 207-221-5746
Cell # 207-776-9715
e-mail: jonathan@redfernproperties.com

Billing Information

Name: Redfern Properties LLC
Address: P.O. Box 8816
City/State : Portland, ME Zip Code: 04104

Billing Information

Work # 207-221-5746
Cell # 207-776-9715 Fax# 207-221-2822
e-mail: jonathan@redfernproperties.com

Engineer

Name:
Address: TBD
City/State : Zip Code:

Engineer Contact Information

Work #
Cell # Fax#
e-mail:

Surveyor Name: Nadeau Land Surveys Address: 918 Brighton Ave. City/State : Portland, ME Zip Code: 04103	Surveyor Contact Information Work # 207-878-7870 Cell # Fax# 207-878-7871 e-mail: jim@nadeaulandsurveys.com
Architect Name: Ryan Senatore Architecture Address: 565 Congress St., Suite 304 City/State : Portland, ME Zip Code: 04101	Architect Contact Information Work # 207-650-6414 Cell # 207-650-6414 Fax# e-mail: ryan@senatorearchitecture.com
Attorney Name: Eben Adams/Pierce Atwood Address: Merrill's Wharf 254 Commercial St. City/State : Portland, ME Zip Code: 04101	Attorney Contact Information Work # 207-791-1175 Cell # Fax# 207-791-1350 e-mail: eadams@pierceatwood.com

Right, Title, or Interest: Please identify the status of the applicant's right, title, or interest in the subject property:

The applicant is MSD Properties LLC. A copy of the deed demonstrating fee ownership is attached. The applicant is working in partnership with Redfern Properties LLC to rezone and redevelop the property.
--

Provide documentary evidence, attached to this application, of applicant's right, title, or interest in the subject property. (For example, a deed, option or contract to purchase or lease the subject property.)

Vicinity Map: Attach a map showing the subject parcel and abutting parcels, labeled as to ownership and/or current use. (Applicant may utilize the City Zoning Map or Parcel Map as a source.)

Existing Use: Describe the existing use of the subject property:

The property is currently used for retail service and parking. It is the home of Joe's Super Variety with surface parking to the rear of the store.

Current Zoning Designation(s):

The front half of the property is currently zoned B-3, while the rear half is zoned R-6. We seek Zone Map Amendment for the rear half half of the property to match the front half, such that the entire property would be zoned B-3.

Proposed Use of Property: Please describe the proposed use of the subject property. If construction or development is proposed, please describe any changes to the physical condition of the property.

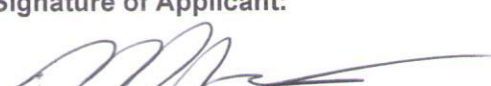
MSD Properties LLC and Redfern Properties are working in conjunction to develop a multi-family apartment building with ground floor retail. Joe's Super Variety would occupy the ground floor retail space. Preliminary renderings of the proposed building are attached.

Site Plan: On a separate sheet, please provide a site plan of the property showing existing and proposed improvements, including such features as buildings, parking, driveways, walkways, landscape and property boundaries. This may be a professionally drawn plan, or a carefully drawn plan, to scale, by the applicant. (Scale to suit, range from 1" = 10' to 1' = 50'.) Contract and conditional rezoning applications may require additional site plans and written material that address physical development and operation of the property to ensure that the rezoning and subsequent development are consistent with the comprehensive plan, meet applicable land use regulations, and compatible with the surrounding neighborhood.

APPLICATION FEE:

Check the type of zoning review that applies. Payment may be made in cash or check payable to the City of Portland.

Zoning Map Amendment <u> </u> x \$2,000.00 (from <u>R-6</u> zone to <u>B-3</u> zone) Zoning Text Amendment <u> </u> \$2,000.00 (to Section 14- <u> </u>) (For a zoning text amendment, attach on a separate sheet the exact language being proposed, including existing relevant text, in which language to be deleted is depicted as crossed out (<u>example</u>) and language to be added is depicted as underline (<u>example</u>)) Combination Zoning Text Amendment and Zoning Map Amendment <u> </u> \$3,000.00 Conditional or Contract Zone <u> </u> \$3,000.00 (A conditional or contract rezoning map be requested by an applicant in cases where limitations, conditions, or special assurances related to the physical development and operation of the property are needed to ensure that the rezoning and subsequent development are consistent with the comprehensive plan, meet applicable land use regulations, and compatible with the surrounding neighborhood. Please refer to Division 1.5, Sections 14-60 to 62.)	Fees Paid (office use) _____ _____ _____ _____	The City invoices separately for the following: • Notices (\$.75 each) (notices are sent to neighbors upon receipt of an application, workshop and public hearing meetings for Planning Board and public hearing meeting for City Council) • Legal Ad (% of total Ad) • Planning Review (\$40.00 hour) • Legal Review (\$75.00 hour) Third party review is assessed separately.
---	--	---

Signature of Applicant: 	Date: 3/10/15
---	------------------------------------

MSD PROPERTIES LLC / MICHAEL J. DISCATO
 MANAGING MEMBER

Further Information

In the event of withdrawal of the zoning amendment application by the applicant, a refund of two-thirds of the amount of the zone change fee will be made to the applicant as long as the request is submitted to the Planning Division prior to the advertisement being submitted to the news paper.

DEED OF SALE BY PERSONAL REPRESENTATIVE

Maine Statutory Short Form

WE, **LOUIS A. DISCATIO**, of 18 Smith Farm Lane, Portland ME 04103, and **TERESA REO**, aka **THERESA DISCATIO**, of 99 Lowell Street, South Portland ME 04106, duly appointed and acting **PERSONAL REPRESENTATIVES** of the **ESTATE** of **JOSEPH L. DISCATIO**, **Cumberland Probate Docket #2012-1034**, by the power conferred by the Probate Code, and every other power, and with the right provided by decedent to convey property without notice to devisees or heirs, for consideration paid, **grant** to **MSD PROPERTIES, LLC**, a Maine Limited Liability Company with a principal place of business at 665 Congress Street, Portland ME 04101, certain lots or parcels of land and improvements in Portland, Cumberland County Maine on the northerly side of Congress Street bounded on the south by Congress Street, on the west by Vernon Place, and on the east by Avon Street, of approximately .6 acres, described on Exhibit A attached.

This property was conveyed to Joseph L. Discatio and Mary Discatio as joint tenants by warranty deed of Joseph L. Discatio dated September 16, 1990 and recorded on September 18, 1990 in Book 9322 Page 86 of the Cumberland County Registry of Deeds. Mary Discatio died on July 8, 1999; her estate was not probated.

WITNESS, my hand and seal this 10 day of June, 2013.

Witness

Louis A. Discatio

Grantor – Louis A. Discatio, Personal Representative
Estate of Joseph L. Discatio

Witness

Teresa A. Reo

Grantor – Teresa Reo, aka Theresa Discatio,
Personal Representative Estate of Joseph L. Discatio

State of Maine
Cumberland, SS

Personally appeared before me, the above named Louis A. Discatio and Teresa Reo, aka Theresa Discatio, in their capacity as Joint Personal Representatives of the Estate of Joseph L. Discatio, acknowledged the foregoing instrument to be their free act and deed, and subscribed the same.

Before me,
6-10-2013

Date

Andrew J. Doukas

Andrew J. Doukas, Attorney At Law
ME BAR #2932

MAINE REAL ESTATE TAX PAID

EXHIBIT A – LEGAL DESCRIPTION OF PROPERTY AT 665 CONGRESS STREET,
PORTLAND, CUMBERLAND COUNTY, MAINE

PARCEL I

A certain lot or parcel of land with the buildings thereon, situated on the northwesterly corner of Congress Street and Congress Place, in said City of Portland, County of Cumberland and State of Maine, and having a frontage of thirty-eight (38) feet on Congress Street, and a frontage of about two hundred two (202) feet on Congress Place, with a depth of forty-five (45) feet at the northerly end. Said premises being bounded on the south by Congress Street, on the east by Congress Place, on the north by land now or formerly of T.A. and W.H. Roberts, and on the west by land now or formerly of H.W. and A. Deering, and by land of St. Stephens Church.

Congress Place is now known as Avon Street.

PARCEL II

First: A certain lot or parcel of land situated in said Portland on the easterly side of Vernon Court and numbered 13 and 15 on said Court, and being the same property conveyed by Grenville H. Deering to Ernest J. Eddy by deed dated November 2, 1907 and recorded in Cumberland County Registry of Deeds in Book 816, Page 149, to which deed and the deeds therein referred to reference is hereby made for a more particular description.

Second: A certain lot or parcel of land, with any buildings thereon, situated on the easterly side of Vernon Court in said Portland and being the most northerly lot of land on the easterly side of said Court and being the premises numbered 19 and 21 as shown on the city valuation plan recorded in Cumberland County Registry of Deeds in Book 5, Page 46, and being the same premises conveyed by Elizabeth E. Deering to said Ernest J. Eddy by deed dated December 18, 1908 and recorded in said Registry of Deeds in Book 835, Page 6, to which deed and the deeds therein referred to reference is hereby made for more particular description of the premises.

Third: A certain lot or parcel of land, with any buildings thereon, situated on the northeasterly side of Vernon Court, otherwise known as Vernon Place, and being the same property conveyed by Robert C. Schmidt to said Ernest J. Eddy by deed dated December 14, 1908 and recorded in said Registry of Deeds in Book 835, Page 4, to which deed and the deeds therein referred to reference is hereby made for a more particular description of the premises.

Fourth: A certain lot or parcel of land at 18-22 Avon Street running in a southerly direction towards Congress Street from the southerly boundary line of the former Kelsey property at the southwest corner of Avon and Deering Streets, a distance of seventy-three and one-half (73 ½) feet, more or less to a junction with the property now or formerly of the Avon Corp. located at the west corner of Avon and Congress Streets, bounded on the southerly side by the said property now or formerly of the Trustees of the Dalton Memorial Chapel and Burnham Hall; bounded on the west by property now or formerly of the Trustees of the Dalton Memorial Chapel and Burnham Hall and

bounded on the north by said former Kelsey property and property now or formerly of said Avon Corp.

Fifth: A certain lot or parcel of land at number 11 (called 5) Vernon Place, together with the brick frame dwelling, or apartment house thereon, the said property being bounded as follows: On the northerly side by the land, brick and frame house of the said Dalton Memorial Chapel and Burnham Hall, a distance of forty-five (45) feet, more or less, on the easterly side by property now or formerly of the Avon corp. located at the northwesterly corner of Congress and Avon Streets a distance of approximately thirty-six (36) feet, more or less, to a junction with the land and Parish house of the Rector, Wardens and Vestrymen of St. Stephen's Parish, or Church; on the southerly side by the said land and Parish House of said Rector, Wardens and Vestrymen of St. Stephens's Parish or Church; on the westerly side by the line of Vernon Place.

Sixth: Also releasing and conveying all my right, title and interest in the following described real estate: A certain lot or parcel of land with (any) buildings thereon, situated on the northerly side of Congress Street and numbered 665 ½ Congress Street and now or formerly known as "Joe's Smoke Shop," said land beginning at a point one hundred and eighty-five (185) feet, more or less, from State Street at the easterly line of St. Stephen's Episcopal Church edifice and extending in an easterly direction eight and one-half (8 ½) or nine (9) feet thence in a northerly direction a distance of thirty-six (36) feet; thence approximately seven (7) feet in a westerly direction to the easterly wall of the said St. Stephen's Episcopal Church edifice, the said wall being the westerly boundary of the said property.

Seventh: Also a certain other lot or parcel of land, with any buildings thereon, known as St. Stephen's Church, and situated on the northerly side of Congress Street in said Portland, bounded and described as follows:

Said lot is on the corner of Congress Street and Vernon Court, so-called, and is sixty-three (63) feet on Congress Street running back on Vernon Court one hundred and thirty (130) feet, more or less, on the easterly side of said court as far northerly as the land formerly owned and occupied by Hiram W. and Alvin Deering, said lot is bounded on the easterly side thereof by a line described in a Decree of the Supreme Judicial Court held in and for the County of Cumberland, April Term 1838 in the case of Hannah Harding In Equity vs. Job Randall, as a "line drawn from the northerly corner of said lot to Main Street and intersecting said Street two (2) feet easterly of the easterly end of the dwelling house in said pleadings mentioned and excluding the well near said house," to which Decree, duly entered on the Docket of said Court, in said suit, reference for a particular description of said easterly side line of the lot hereby conveyed is always to be had.

Meaning and intending to convey, and hereby conveying, all right, title and interest in and to lots 19-23 as shown on City of Portland Assessors Chart Plan 46, Block C, as recorded in the City Assessors, Portland, Maine.

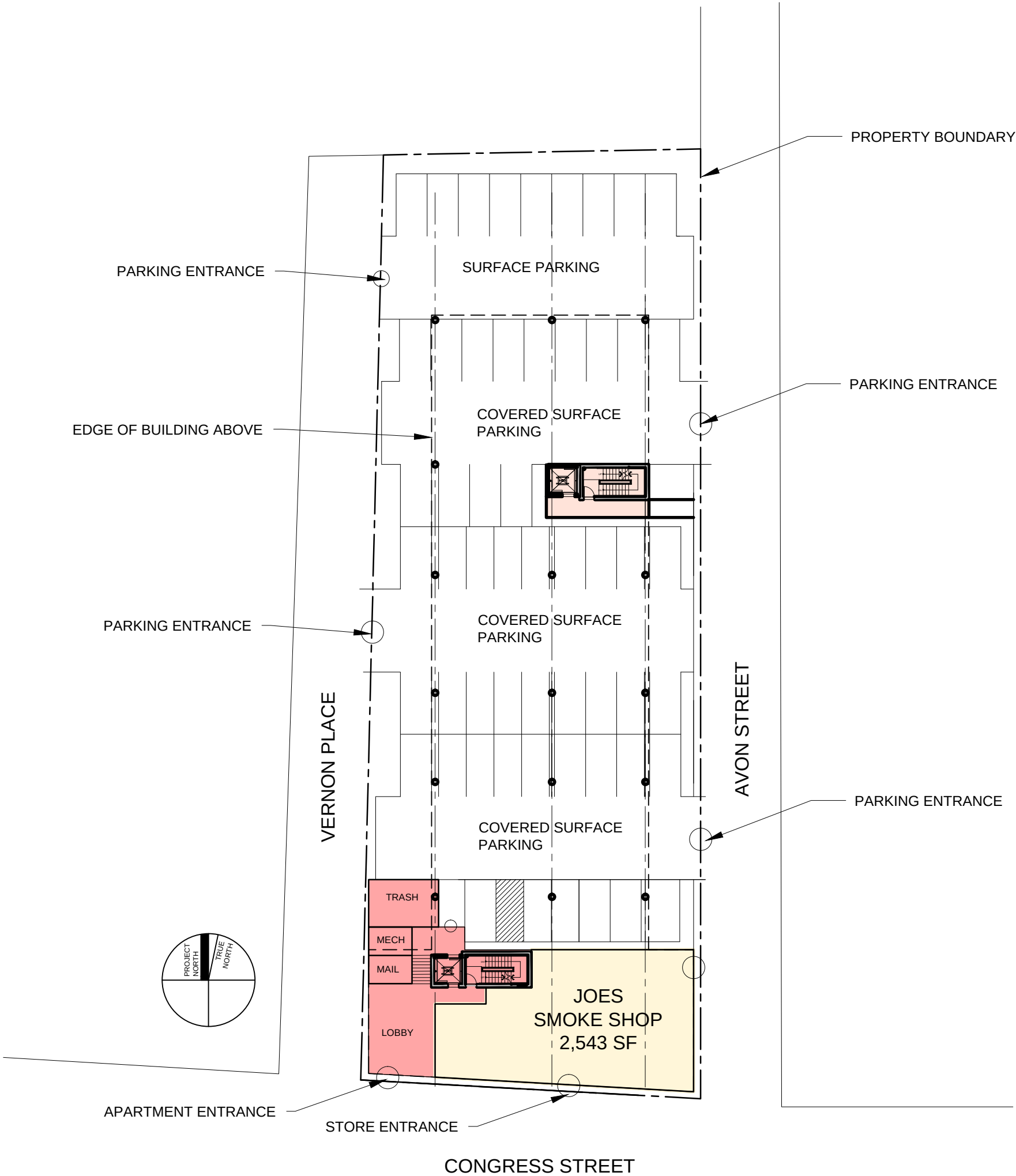
Meaning and intending to convey, and hereby conveying, all real estate of the grantor which is situated in the block in said Portland which is bounded southerly by Congress Street; westerly by Vernon Place and easterly by Avon Street.

Received
Recorded Register of Deeds
Jun 10, 2013 03:36:33P
Cumberland County
Pamela E. Lovley



NEIGHBORHOOD BIRDSEYE VIEW

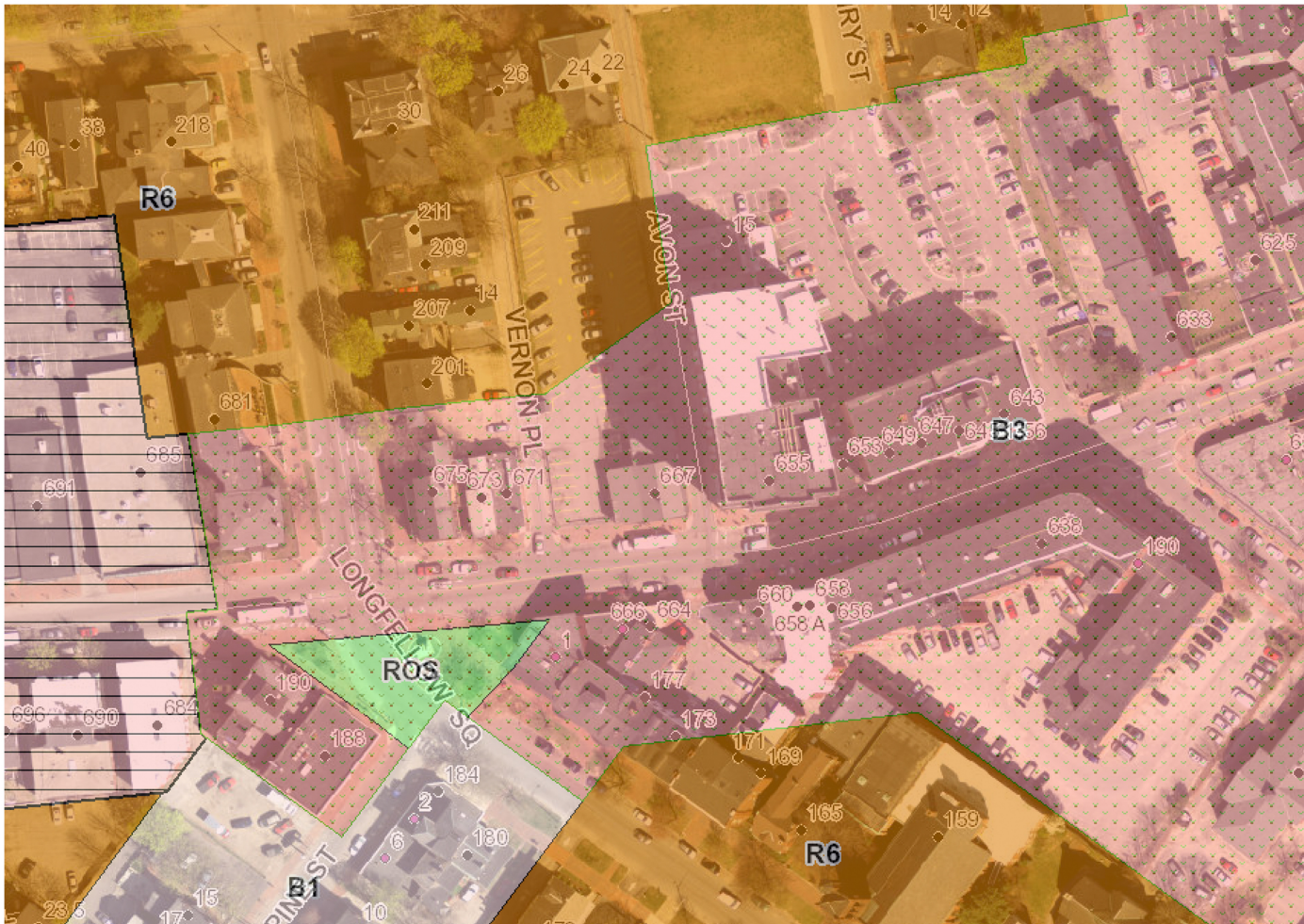
SCALE : NTS



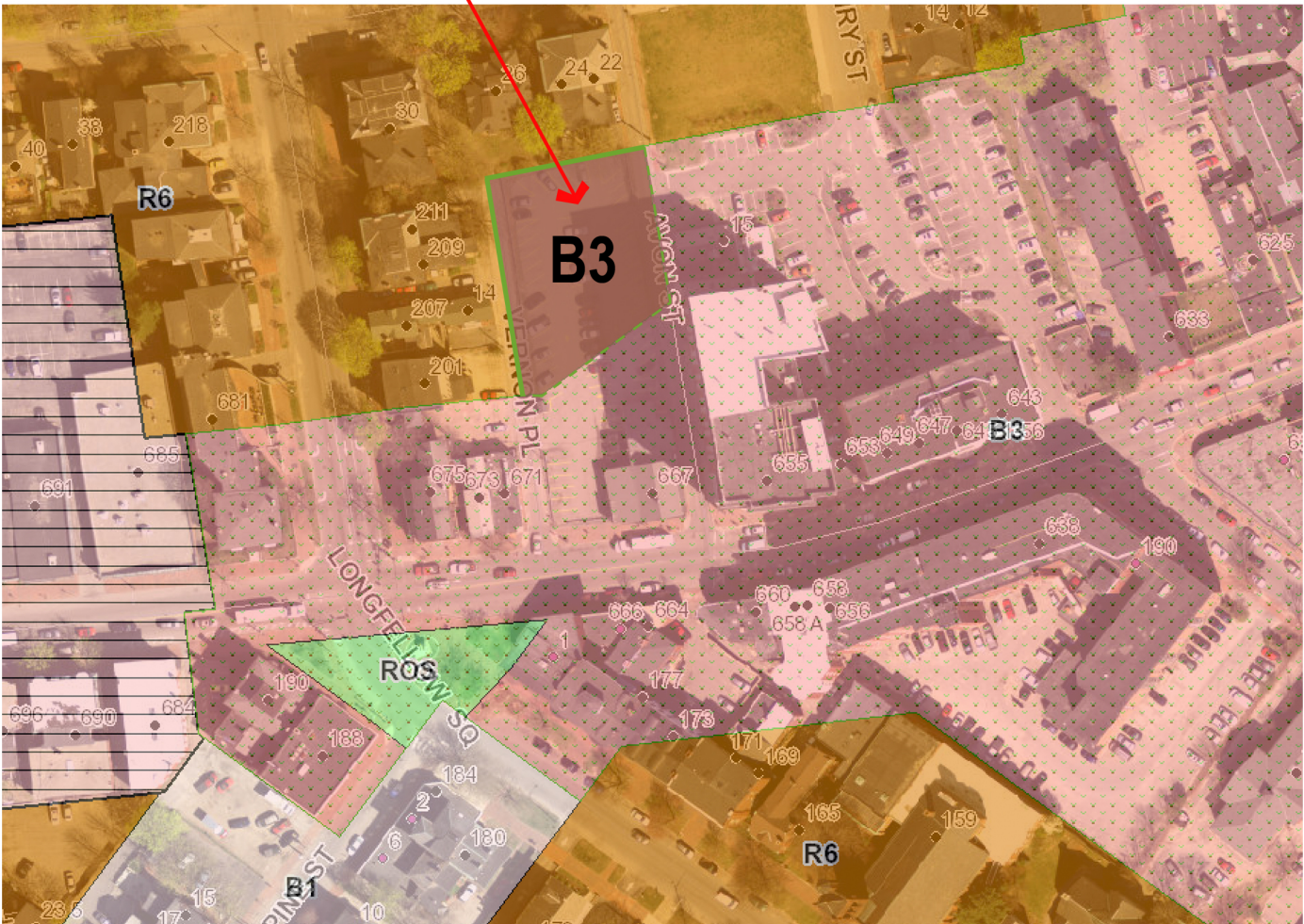
FIRST FLOOR PLAN

SCALE : 1/32" = 1'-0"

PROPOSED AREA TO BE REZONED TO B3



EXISTING ZONING MAP



PROPOSED ZONING MAP





PLANNING BOARD REPORT PORTLAND, MAINE

Hotel Redevelopment
1210 Brighton Avenue
Level III Site Plan Review
2014-220
Portland Hotels, Inc., Applicant

Submitted to: Portland Planning Board Public Hearing Date: April 14, 2015 (<i>tabled from March 24, 2015</i>)	Prepared by: Nell Donaldson, Planner Date: April 8, 2015 CBL: 265-A-001
--	---

I. INTRODUCTION

Portland Hotels, Inc. is requesting a Level III site plan review for the redevelopment of a parcel at 1210 Brighton Avenue. The site is located on the Portland/Westbrook line, and is currently occupied by a Travelodge motel. The applicant proposes to demolish the existing building and construct a four-story, 86-room hotel in its place.

A total of 47 notices were sent to property owners within 500 feet of the site and a legal ad ran on March 17 and 18, 2015.

Applicant: Portland Hotels, Inc.

Consultants: Bill Walsh, Walsh Engineering Associates; Robert Foster, Robert J. Foster, Architect; Owen Haskell, Surveyor

II. REQUIRED REVIEWS

Review	Applicable Standards
Site Plan	Section 14-526

III. PROJECT DATA

Existing Zoning	B-4
Existing Use	Motel
Proposed Use	Hotel
Parcel Size	155,014 (3.55 ac.) including 28,909 SF area leased to Denny's

	<i>Existing*</i>	<i>Proposed*</i>	<i>Net Change*</i>
Building Footprint	22,160 SF	16,202 SF	-5,958 SF
Building Floor Area	44,320 SF	56,232 SF	11,912 SF
Impervious Surface Area	93,655 SF	79,092 SF	-14,563 SF
Parking Spaces	114	107	-7
Bicycle Parking Spaces	0	6	6 (meets zoning)
Estimated Cost of Project	\$5,300,000		

* Figures reflect the hotel portion of the site alone, exclusive of Denny's

IV. CONTEXT & EXISTING CONDITIONS

The 1210 Brighton Avenue site lies directly west of the Maine Turnpike at the intersection of Riverside Street and Brighton Avenue. The western property line of the site is contiguous with the city's Westbrook border. A Pike Industries pit abuts the site's rear, city property lies to the east along the Turnpike right-of-way, and a vacant lot (formerly a Mobil station) and a Napa Auto Care Center neighbor the site to the north. A Motel 6 sits across Brighton Avenue. The Westbrook Crossing shopping center, anchored by Shaw's and Kohl's, can be found to the immediate northwest.

Altogether, the site is over three acres in size and includes land held by Denny's restaurant under a long-term lease agreement. At present, a 135-room Travelodge motel sits on the eastern three quarters of the site, with Denny's occupying the parcel's remainder. Surface parking surrounds both of these uses, and the vast majority of the site is currently impervious. Pedestrian and vehicular access is via a light at the Brighton Avenue/Riverside Street intersection.



Figure 1: 1210 Brighton Avenue site, existing conditions



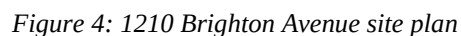
Figures 2 and 3: 1210 Brighton Avenue site from Brighton Avenue, with Denny's (at right), former Mobil station lot (center), and Napa Auto Care Center (left); Elevation showing proposed hotel from Brighton Avenue (bottom)

V. PROPOSED DEVELOPMENT

The applicant proposes to demolish the existing motel on site and develop a new four-story, 86-room hotel, designed to cater to pass-by interstate traffic. The hotel's main entrance, signified with a porte cochere, would lie directly behind the existing Napa Auto Care Center. Vehicular and pedestrian access would be via the intersection of Brighton Avenue and Riverside Street, where new pedestrian signal heads and a sidewalk are planned. 107 parking spaces are proposed, with most of these to be located to the north and east of the proposed building. The final plans show landscaping along the entry drive as well as around the building and the parking lot, and the preservation of some large existing trees.

VI. PUBLIC COMMENT

The Planning Division received notes from the applicant's neighborhood meeting, held on February 4, 2015. One neighbor attended. It appears from the notes that no concerns were raised (*Attachment R*).



VII. RIGHT, TITLE, & INTEREST

The applicant's submittal includes a deed as evidence of right, title, and interest (*Attachment F*). As noted above, this deed includes reference to a 1972 lease conveyed to Harold Butler Enterprises (then parent company of Denny's) for the western portion of the site. The site is also subject to multiple easements, which are included in the submittal and depicted on the boundary survey prepared by Owen Haskell (*Attachment M and Plan 2*). These include:

- An access easement over the site entrance for the benefit of the vacant lot which sits to the east of the site entrance, formerly a Mobil gas station;
- An access and lighting easement over the site entrance for the benefit of Denny's;
- An access easement across the entire site for the benefit of the Portland Pipe Line Corporation in order to allow them to reach city property to which they have rights east of the site; and
- An easement for the benefit of Central Maine Power, which falls partially on the subject property along the southwest lot line and includes use restrictions limiting the owner to "no structure of any kind, except paving."

In addition, the property benefits from several easements held on the vacant lot to the east of the site entrance, the former Mobil lot (*Attachment M*). These include a 15' utility easement at the eastern boundary of this lot, a 5' lighting, shrubbery, and snow easement on the western boundary, and a sign easement at the northwest corner. All of these easements are shown on the applicant's boundary survey. It should be noted that the applicant has interests in the company which holds the former Mobil site.

VIII. FINANCIAL & TECHNICAL CAPACITY

The estimated cost of the development is \$5.3 million. The applicant has submitted a letter from Country Bank, a financial institution based in central and western Massachusetts, indicating their intent to consider future financing for the applicant. In addition, the applicant has assembled a consultant team with evidence of technical capacity (*Attachment O*).

IX. ZONING ANALYSIS

The applicant has prepared a zoning analysis, which was reviewed by both Ann Machado, Acting Zoning Administrator, and planning staff (*Plan 4*). All dimensional requirements are being met.

VII. SITE PLAN REVIEW (14-526)

The proposed development has been reviewed by staff for conformance with the relevant review standards of the City of Portland's site plan ordinance. Note that, per *Section 14-522*, a "site" is defined as "all contiguous land under the same ownership or control, whether proposed for development or not, except where development is limited to a lot or lots within a subdivision." Under this definition, the area leased to Denny's is technically to be considered as part of the "site." The final plans include several improvements that impact the area under the Denny's lease. However, this review has generally focused on the non-leased area.

Also note that, since the proposed area of disturbance is greater than one acre, the applicant is required to obtain a Maine General Construction Permit from the Maine DEP. The applicant has indicated that a copy of the notice of intent to comply will be provided to the city when filed with the DEP. This has been included as a condition of approval.

1. Transportation Standards

a. Impact on Surrounding Street Systems

Bill Bray of Traffic Solutions has provided a traffic impact study for the proposed development (*Attachment I*). This study compares estimated peak hour trip generation from the existing and proposed uses, and predicts that

the proposed hotel use, with 85 rooms, will generate less vehicle trips than the existing 135 room motel. The study further finds that, based on the most recent three year crash data, the Brighton Avenue/Riverside Street intersection does not meet the Maine DOT's criteria for a high crash location. Given this, no traffic mitigation is proposed. Thomas Errico, the city's consulting civil engineer, has reviewed this traffic study and generally found it acceptable (*Attachment 1*).

b. Access and Circulation

Vehicular access is proposed via a private driveway which forms the fourth leg of the Brighton Avenue/Riverside Street intersection. This drive also serves as the sole vehicular access for Denny's. The applicant proposes a 75' island at this entrance in order to reduce potential vehicular conflicts with cars exiting from Denny's. The applicant complied with staff requests to relocate existing Denny's parking spaces currently positioned on the entrance drive in order to further improve the safety at the site entrance. The applicant also provided a detailed pavement marking plan for the entrance drive at staff's request (*Plan 20*).

Internally, vehicular access and circulation has generally been designed in accordance with the city's Technical Manual, with the drive directing guests to the main entrance under the porte cochere. At staff's request, the applicant has configured the circulation system with the intent of providing future access to the adjacent Brighton Avenue sites in keeping with best access management practices; the applicant has noted a conceptual location for access into the former Mobil site.

Over the course of the review, staff requested minor circulation modifications with respect to the 12 space parking area to the west of proposed hotel, suggesting that these spaces might be relocated to the access drive in order to achieve a more efficient parking arrangement. The applicant has elected not to make this change in favor of "keeping parking spaces separated from the adjacent current and potential future businesses" (*Attachment U*). It should be noted that in their final submittal, the applicant reduced the size of this parking area by eight spaces. Mr. Errico has stated that he finds the final plans to be acceptable (*Attachment 1*).

Pedestrian access to and from the site is proposed via a sidewalk, located on the eastern side of the driveway, which connects to all proposed building entrances. This sidewalk would link to both the Brighton Avenue sidewalk system and the Brighton Avenue crosswalk, which traverses the eastern leg of the Brighton Avenue/Riverside Street intersection and from there provides access to nearby food and shopping in Westbrook. Mr. Errico requested that the applicant provide a crosswalk across the site driveway at Brighton Avenue. The applicant shows this crosswalk in their final plans. In his final comments, Mr. Errico notes,

The applicant has provided the requested crosswalk and noted signal modification upgrades. The applicant will be responsible for submitting a traffic signal design plan that details specifications for review and approval by City staff.

Because the driveway is designed offset from the hotel's main door, lying approximately 500 feet, via the sidewalk, to the west, Mr. Errico has noted the probability that guests will seek ways to shortcut through adjacent properties when accessing the site by foot, especially when heading to or coming from the east. A future pedestrian connection through the Mobil site was discussed with the applicant.

c. Public Transit Access

Greater Portland METRO's #4 line runs down Brighton Avenue. The nearest inbound bus shelter, located across the street from the Barron Center, is in difficult condition and lies just over ¼ of a mile away. Thus, per

the city's land use ordinance, as a commercial development of over 20,000 SF, the plans are required to include a transit facility. The applicant originally requested a waiver from this requirement under *Section 14-526(a)3.d*, citing site constraints. However, staff reiterated the requirement and in final plans, the applicant has included a shelter, at least conceptually. They note in the final submittal that they "attempted to contact METRO to discuss the location of the bus shelter, but METRO has not been responsive" (*Attachment U*). Given this, it should be noted that the location of the bus shelter may change pending future discussion with METRO. A condition of approval regarding the final location of this shelter has been included. It is likely that a public access easement will be required.

d. *Parking*

Since the proposed building is over 50,000 SF in size, the Planning Board ultimately establishes the number of required parking spaces based on the findings of a parking study. Per Division 20 of the city's zoning ordinance, only 22 spaces are technically required for the hotel (at a ratio of one space/four rooms). However, the applicant proposes 107 parking spaces, far exceeding the requirement. The applicant has provided a narrative arguing that a ratio of one space/room is more appropriate, given that "[i]t is anticipated that the patrons of the hotel will come from the nearby Maine Turnpike exit" (*Attachment U*). Further, the applicant has argued that sixteen additional spaces are required to accommodate the hotel's 530 SF meeting space and five spaces are needed for hotel employees, bringing the total necessary spaces to 107. The applicant has also responded to staff requests regarding plans to handle parking for large vehicles, such as tour buses (*Attachment Y and Plan 20*). Mr. Errico has reviewed the parking analysis and stated that he finds the parking supply reasonable (*Attachment 1*).

Bike racks providing spaces for six bicycles are proposed to the west of the building. This number of spaces meets the requirement of two bicycle spaces/10 vehicle spaces required.

2. **Environmental Quality Standards**

a. *Preservation of Significant Natural Features*

The site is currently fully developed. As such, there are no significant natural features on the site.

b. *Landscaping and Landscape Preservation*

Per the applicant's submittal, there are six existing mature silver maple trees on site, as well as two mature evergreens (*Attachment A*). The maples line the southwestern boundary along the Pike Industries site, and the evergreens sit between the hotel property and the former Mobil lot. The applicant has proposed to maintain two of the existing maple trees as well as the evergreens, meeting the tree preservation requirement. At the request of Jeff Tarling, the city arborist, the applicant has also added notes to the landscaping plan indicating the intent to save existing vegetation where possible along the southwestern and eastern boundaries of the site. This includes the area along the Maine Turnpike.

The applicant's landscaping plan shows deciduous and evergreen shrubs dispersed around the building and in the parking lot. The applicant has provided calculations demonstrating that they have met the parking lot and understory landscaping requirements. Jeff Tarling, the city's arborist, has reviewed and approved the plans (*Attachment 5*).

c. *Water Quality, Stormwater Management, and Erosion Control*

Under the proposed plans, the impervious surface on the hotel portion of the site would be reduced by almost 15,000 SF. The existing drainage patterns would generally be maintained. Drainage from the eastern portion of the site would sheet flow to the eastern side of the parking lot and then onto city property adjacent to the

Maine Turnpike. Water from the central portion of the site would enter into catch basins and a storm drain system which outlets near the Pike Industries site. The entrance road would drain toward the existing system in Brighton Avenue. In each stormwater catchment area modeled, the applicant's stormwater analysis shows that peak flow rates would be the same or slightly reduced post-development. David Senus, the city's consulting civil engineer, has requested that the applicant provide some additional information once ground conditions can be observed in the spring, noting,

A stormwater outfall proposed on the southern portion of the site (AP#2 on sheet D2.0) discharges to an existing swale within a CMP easement. The Applicant proposes a riprap apron at the pipe outlet. We recommend that the Site Plan approval include a condition requiring that the Applicant's engineer inspect the stormwater outfall AP#2 on Sheet D2.0 and provide a written description and photographs of this outlet, along with any additional proposed stabilization measures as determined necessary for review and approval by the City. Walsh Engineering Associates has stated that they will assess and document the condition of the outfall location once the snow has melted and will provide design details to the city for any additional required stabilization measures.

Mr. Senus has also noted that the applicant will be required to obtain a drainage easement for stormwater infrastructure to be located on city property to the east,

The plan has been revised to indicate that a construction and drainage easement shall be obtained from the City of Portland for the areas associated with the riprap swales along the eastern boundary of the site. Easements should be drafted for these riprap swales; this can be stated as a condition of approval for the project.

Mr. Senus's comments have been reflected in the proposed conditions of approval.

3. Public Infrastructure and Community Safety Standards

a. Consistency with City Master Plans

The redevelopment proposal is generally consistent with city master plans, which call for improving access management, transit connections, and the pedestrian experience on Outer Brighton Avenue.

b. Public Safety and Fire Prevention

From a Crime Prevention Through Environmental Design (CPTED) perspective, the redevelopment is expected to generally improve the site. As noted above, the rear property line abuts a Pike Industries pit. A vegetated buffer, roughly contiguous with the CMP easement, which contains several mature maple trees, runs along the property line. The applicant proposes to augment this buffer with a variety of evergreen species. The applicant also proposes to replace an aging chain link fence in this location. Together, these treatments should impede access to the pit. Further, the placement of the building near the rear property line (and this pit) should force activity to the street-side of the site, which should increase the potential for natural surveillance.

The applicant has noted that the building will have a sprinkler system. An existing hydrant on site is proposed to be relocated to the northern edge of the proposed parking lot. Craig Messenger of the City's Fire Prevention Bureau has reviewed the plans and indicated his approval of the proposed location (*Attachment 5*). Notes regarding the maintenance of private fire hydrants on private property have been added to the site plan at Mr.

Messinger's request.

c. *Availability and Adequacy of Public Utilities*

Water, sewer, gas, and electrical service are proposed from Brighton Avenue. David Margolis-Pineo of the city's Department of Public Services has reviewed these connections and generally indicated his approval. With regard to sewer service, the applicant has noted that the sewer line in Brighton Avenue in this location actually discharges to the city of Westbrook's sanitary system, which is managed by the Portland Water District. The applicant has provided a letter from the city of Westbrook indicating the capacity to serve, but also noting that, unlike in other areas of the city where this situation arises, there is no formal intermunicipal wastewater agreement for this area of Brighton Avenue (*Attachment W*). Mr. Senus writes,

Walsh Engineering Associates has obtained a preliminary Ability to Serve letter from the City of Westbrook acknowledging capacity to serve sanitary wastewater from the project site. The City of Westbrook requests a formal interlocal agreement be approved with the City of Portland prior to issuance of a building permit for the project. Walsh Engineering Associates requests that the approved interlocal agreement be resolved as a condition of approval.

A condition of approval has been suggested in this regard.

4. Site Design Standards

a. *Massing, Ventilation, and Wind Impact*

The bulk, location, or height of the building are not expected to cause ventilation or wind impacts or substantially diminish the value or utility of neighboring structures.

b. *Shadows*

The applicant provided a preliminary shadow analysis which showed no impacts to significant public resources (*Attachment J*).

c. *Snow and Ice Loading*

The applicant shows suitable snow storage locations on site.

d. *View Corridors*

The site is not located on or near a protected view corridor.

e. *Historic Resources*

The development would not affect designated landmarks, historic districts, or archaeological resources.

f. *Exterior Lighting*

Exterior lighting is shown on the landscaping plan. The applicant has provided lighting specifications and a photometric plan which comply with the exterior lighting standards of the city's Technical Manual (*Attachment CC and Plan 21*). However, they have also indicated that additional site lighting may be requested. The review of any additional lighting has been included as a condition of approval.

g. *Noise and Vibration*

The applicant has noted that the HVAC system would be installed on the building's roof and vented away from public spaces (*Attachment A*).

h. Signage and Wayfinding

The applicant has indicated the location of several hotel signs. These will require a separate review.

i. Zoning-Related Design Standards

The development is not subject to design standards.

X. STAFF RECOMMENDATION

Subject to the proposed motions and conditions of approval listed below, Planning Division staff recommends that the Planning Board approve the proposed development at 1210 Brighton Avenue.

XI. PROPOSED MOTION

On the basis of the application, plans, reports and other information submitted by the applicant; findings and recommendations contained in the Planning Board Report for the public hearing on April 14, 2015 for application 2014-220 relevant to the site plan regulations; and the testimony presented at the Planning Board hearing, the Planning Board finds that the plan **is/is not** in conformance with the site plan standards of the land use code, subject to the following conditions of approval that must be met prior to the issuance of a building permit, unless otherwise stated:

1. The applicant shall provide a copy of the notice of intent to comply with the Maine Construction General Permit for review and approval by the Planning Authority;
2. The applicant shall submit a traffic signal design plan for the Brighton Avenue/Riverside Street intersection for review and approval by the Department of Public Services;
3. The applicant shall provide:
 - a. revised plans, as necessary, to depict the final location of a transit facility along the site's Brighton Avenue frontage in accordance with *Section 14-526(a)3.a* and in consultation with Greater Portland METRO, to be reviewed and approved by the Department of Public Services and the Planning Authority, and
 - b. a public access easement for the purposes of this transit facility, to be reviewed and approved by Corporation Counsel and the Planning Authority;
4. The applicant shall provide documentation, in both written and photographic form, of the condition of the stormwater outfall labeled AP#2 on Sheet D2.0 and provide design details for any additional stabilization measures required, to be reviewed and approved by the Department of Public Services;
5. The applicant shall draft and obtain a construction and drainage easement from the City of Portland for the areas associated with the riprap swales along the eastern boundary of the site, to be reviewed and approved by Corporation Counsel and the Planning Authority;
6. The applicant shall provide confirmation from the City of Westbrook that sanitary wastewater service can be provided via an interlocal agreement to be formalized between the City of Portland and the City of Westbrook, to be reviewed and approved by the Planning Authority;
7. Should additional lighting be proposed, the applicant shall provide a revised lighting plan and cut sheets meeting the standards of the city's Technical Manual for review and approval by the Planning Authority; and

8. Prior to the issuance of a certificate of occupancy, the applicant shall provide specifications for proposed signs and HVAC equipment, meeting the standards of the B-4 zone, for review and approval by the Zoning Administrator.

XIV. ATTACHMENTS

PLANNING BOARD REPORT ATTACHMENTS

1. Traffic Engineer review (memo from Thomas Errico, 3/18/15)
2. Department of Public Services review (memo from David Margolis-Pineo, 3/2/15)
3. Civil Engineer review (memos from David Senus, 3/12/15)
4. Fire Prevention Bureau review (memo from Craig Messinger, 2/23/15)
5. City Arborist review (memo from Jeff Tarling, 3/23/15)
6. Traffic Engineer addendum (memo from Thomas Errico, 4/2/15)

APPLICANT'S SUBMITTALS

- A. Cover Letter (from Bill Walsh, Walsh Engineering Associates, Inc., 11/14/14)
- B. Letter Authorizing Walsh Engineering Associates to Act as Agent
- C. Site Plan Application
- D. Fire Department Checklist and Summary
- E. Development Description
- F. Evidence of Right, Title, and Interest
- G. Evidence of State and/or Federal Approvals
- H. Assessment of Compliance with Site Plan Standards
- I. Traffic Impact Analysis
- J. Preliminary Shadow Analysis
- K. Requests for Ability to Serve Letters
- L. HydroCAD Stormwater Calculations
- M. Summary of Existing and/or Proposed Easements
- N. Written Request for Waivers
- O. Evidence of Financial and Technical Capacity
- P. Response to Comments (from Bill Walsh, 2/17/15)
- Q. Easement, Susse Chalet to Humble Oil (1/7/72)
- R. Neighborhood Meeting Minutes
- S. PWD Capacity to Serve Letter
- T. CMP Capacity to Serve Letter
- U. Response to Comments (from Bill Walsh, 3/6/15)
- V. Hotel Brand Parking Specifications
- W. City of Westbrook Wastewater Capacity Letter
- X. Revised Stormwater Calculations
- Y. Response to Comments (from Bill Walsh, 3/17/15)
- Z. Revised Project Data Sheet
- AA. Response to Comments (from Silas Canavan, 4/1/15)
- BB. Response to Comments (from Silas Canavan, 4/6/15)
- CC. Bollard Cut Sheet

C. PLANS

- Plan 1. Cover Sheet
- Plan 2. Boundary and Topographic Survey

- Plan 3. Existing Conditions and Removals Plan
- Plan 4. Site Layout and Utility Plan
- Plan 5. Grading and Drainage Plan
- Plan 6. Landscape and Lighting Plan
- Plan 7. Elevations
- Plan 8. Elevations
- Plan 9. Rendering
- Plan 10. Site Details
- Plan 11. Site Details
- Plan 12. Site Details
- Plan 13. Site Details
- Plan 14. Site Details
- Plan 15. Site Details
- Plan 16. Erosion and Sedimentation Control Notes
- Plan 17. Pre-Development Conditions
- Plan 18. Post-Development Conditions
- Plan 19. Bus Maneuvering Plan
- Plan 20. Pavement Marking and Signage Plan
- Plan 21. Photometric Plan

From: Tom Errico <thomas.errico@tylin.com>
To: Helen Donaldson <HCD@portlandmaine.gov>
CC: "Margolis-Pineo, David" <DMP@portlandmaine.gov>, Katherine Earley <KAS@portlandmaine.gov>, Jeremiah Bartlett <JBartlett@portlandmaine.gov>, Jeff Tarling <JST@portlandmaine.gov>
Date: 3/18/2015 4:48 PM
Subject: 1210 Brighton Avenue - Final Traffic Comments

Nell - The following is a status update of my prior comments and represents my final comments. I find the project to be acceptable with the following detailed comments.

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

Status: The applicant has provided the requested crosswalk and noted signal modification upgrades. The applicant will be responsible for submitting a traffic signal design plan that details specifications for review and approval by City staff.

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

Status: The applicant has revised the site plan which now includes removal of the subject parking spaces. I have no further comment.

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

Status: The applicant has coordinated with METRO and the plans include a bus shelter. I have no further comment.

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

Status: No response required.

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

Status: The applicant has provided supporting parking analysis information and the current parking supply seems reasonable. I have no further comment.

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

Status: The applicant has illustrated a possible future connection to the abutting parcel fronting Brighton Avenue and it should be noted that this connection (or in another location) could serve pedestrian movements as well. I have no further comment.

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

Status: The applicant has revised the site parking and circulation layout and I find conditions to be acceptable. I have no further comment.

New Comment: The applicant should provide details on pavement markings (STOP Bar and lane line for traffic delineation purposes) at the intersection of the Hotel Drive and the main driveway from Brighton Avenue. This can be a condition of approval.

If you have any questions, please contact me.

Best regards,

Thomas A. Errico, PE
Senior Associate
Traffic Engineering Director
[T.Y. Lin International] T.Y. Lin International
12 Northbrook Drive
Falmouth, ME 04105
207.781.4721 (main)
207.347.4354 (direct)

MEMORANDUM

To: FILE
From: Nell Donaldson
Subject: Application ID: 2014-220
Date: 3/19/2015

Comments Submitted by: David Margolis-Pineo/Public Services on 3/2/2015

March 2, 20015

T0: Nell Donalson
Barbara Barhydt
From: David Margolis-Pineo

Re:Review Comments for 1210 Brighton Ave – Portland Hotels

The Department of Public Services has the follow Development Review Comment.

1. The applicant shall supply an easement for the rip-rap swale areas on City property discharging stormwater across the exiating Portland Pipeline easement area.

No further comments.

MEMORANDUM



TO: Nell Donaldson, Planner
FROM: David Senus, P.E.
DATE: March 12, 2015
RE: Brighton Ave Hotel Redevelopment, Level III Site Plan Application

Woodard & Curran has reviewed the Final Level III Site Plan Application and Response to Comments letter for the proposed hotel redevelopment project located at 1210 Brighton Avenue in Portland, Maine. The project involves the demolition of an existing 135 room motel and the construction of a new 86 room hotel, parking lot, and utilities.

Documents Reviewed by Woodard & Curran

- Response to City Staff Review Comments letter prepared by Walsh Engineering on behalf of Portland Hotels, Inc., dated March 6, 2015.
- Engineering Plans, Sheets C1.0, C2.0, C3.0, C4.0, C4.1, C4.2, C4.3, C4.4, C4.5, C4.6, D1.0, & D2.0, REV dated March 6, 2015, prepared by Walsh Engineering Associates, Inc. on behalf of Portland Hotels, Inc.

Comments

1. A stormwater outfall proposed on the southern portion of the site (AP#2 on sheet D2.0) discharges to an existing swale within a CMP easement. The Applicant proposes a riprap apron at the pipe outlet. We recommend that the Site Plan approval include a condition requiring that the Applicant's engineer inspect the stormwater outfall AP#2 on Sheet D2.0 and provide a written description and photographs of this outlet, along with any additional proposed stabilization measures as determined necessary for review and approval by the City. Walsh Engineering Associated has stated that they will assess and document the condition of the outfall location once the snow has melted and will provide design details to the city for any additional required stabilization measures.
2. The plan has been revised to indicate that a construction and drainage easement shall be obtained from the City of Portland for the areas associated with the riprap swales along the eastern boundary of the site. Easements should be drafted for these riprap swales; this can be stated as a condition of approval for the project.
3. Walsh Engineering Associates has obtained a preliminary Ability to Serve letter from the City of Westbrook acknowledging capacity to serve sanitary wastewater from the project site. The City of Westbrook requests a formal interlocal agreement be approved with the City of Portland prior to issuance of a building permit for the project. Walsh Engineering Associates requests that the approved interlocal agreement be resolved as a condition of approval.
4. The Applicant has noted that a copy of the notice of intent to comply with the Maine Construction General Permit will be provided to the City when filed with the Maine DEP.

All other previous review comments have been adequately addressed.

MEMORANDUM

To: FILE
From: Nell Donaldson
Subject: Application ID: 2014-220
Date: 3/19/2015

Comments Submitted by: Craig Messinger/Fire on 2/23/2015

Hi Nell,
Thanks for revised plans, I can see where they relocated the fire hydrant and seems to be fine.
Would you please add the following to the conditions:
Private hydrants shall be maintained and cleared of snow during the winter months.
Private hydrants shall be painted as follows: Bonnet-gray, caps-silver, Barrel-red.
Please call me if you have any questions,
Thanks Craig

380 Congress st
Portland Maine 04101
874-8400

MEMORANDUM

To: FILE
From: Nell Donaldson
Subject: Application ID: 2014-220
Date: 4/8/2015

Comments Submitted by: Jeff Tarling/City Arborist on 3/23/2015

Agree - and this is an unusual site due to the other uses on the public way / Brighton Avenue

>>> Helen Donaldson 3/23/2015 10:46 AM >>>

Okay. They can't fit one out on Brighton, but they have some on the entrance drive, which is probably sufficient.

Thanks, Jeff.

>>> Jeff Tarling 3/23/2015 9:08 AM >>>

Hi Nell -

They seem to meet the numbers although they do not have the typical 'street', only the parking lot and fringe areas. The new plan shows what looks like are enough 'street trees' to meet the criteria:

>>> Helen Donaldson 3/23/2015 9:02 AM >>>

Great. Can you look at the street tree question when you do? They're technically not meeting the requirement by putting a tree in the ROW, but there are some small trees near the property line. Do they qualify or do we need a contribution?

Nell

>>> Jeff Tarling 3/23/2015 9:01 AM >>>

Much better !

David & I were looking for a more updated plan and could only find the one before

Thus - the plan looks Acceptable !

Will write a new note

Thanks

Jeff

Comments Submitted by: Jeff Tarling/City Arborist on 3/23/2015

Hi Nell -

I have reviewed the recent revised landscape plan and find the plan acceptable as shown.

The revision includes the recommended additional trees along the Maine Turnpike and improved landscape key with plant & tree details.

Overall this is a big improvement over the existing conditions.

Jeff Tarling

From: Tom Errico <thomas.errico@tylin.com>
To: Helen Donaldson <HCD@portlandmaine.gov>
Date: 4/2/2015 8:16 AM
Subject: RE: 1210 Brighton Ave

Nell - The plans look fine and I have no further comment.

Thanks

Thomas A. Errico, PE

Senior Associate

Traffic Engineering Director

[T.Y. Lin International]T.Y. Lin International

12 Northbrook Drive

Falmouth, ME 04105

207.781.4721 (main)

207.347.4354 (direct)

207.400.0719 (mobile)

207.781.4753 (fax)

thomas.errico@tylin.com<mailto:thomas.errico@tylin.com>

Visit us online at www.tylin.com<http://www.tylin.com>

Twitter | Facebook | LinkedIn | YouTube

"One Vision, One Company"

Please consider the environment before printing.

From: Helen Donaldson [mailto:HCD@portlandmaine.gov]

Sent: Wednesday, April 01, 2015 4:58 PM

To: Tom Errico

Subject: Fwd: 1210 Brighton Ave

Tom,

See attached regarding the hotel on Brighton. They were trying to take care of your outstanding comment on pavement markings. Let me know if they have?

Thanks,

Nell

Nell Donaldson
City of Portland Planning Division
389 Congress Street
Portland, Maine 04101
874-8723
hcd@portlandmaine.gov<mailto:hcd@portlandmaine.gov>

Notice: Under Maine law, documents - including e-mails - in the possession of public officials or city employees about government business may be classified as public records. There are very few exceptions. As a result, please be advised that what is written in an e-mail could be released to the public and/or the media if requested.



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 dark ink, appearing to read "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,

A handwritten signature in black ink, appearing to read 'Kamlesh Patel', is written over a horizontal line.

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

Portland, Maine



Yes. Life's good here.

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.

Applicant Signature:	<u>William J. Kelsch III</u>	(Agent)	<u>11/14/14</u>
			Date:
I have provided digital	<u>William J. Kelsch III</u>	(Agent)	<u>11/14/14</u>
			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 William R. Walsh, III, PE Name: 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) ☒ Less than 50,000 sq. ft. (\$500.00) ☐ 50,000 - 100,000 sq. ft. (\$1,000) ☐ 100,000 – 200,000 sq. ft. (\$2,000) ☐ 200,000 – 300,000 sq. ft. (\$3,000) ☐ over \$300,00 sq. ft. (\$5,000) ☐ Parking lots over 11 spaces (\$1,000) ☐ After-the-fact Review (\$1,000.00 plus applicable application fee) Plan Amendments (check applicable reviews) ☐ Planning Staff Review (\$250) ☐ Planning Board Review (\$500) The City invoices separately for the following: • 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) ☐ Traffic Movement (\$1,000) ☐ Stormwater Quality (\$250) ☐ Subdivisions (\$500 + \$25/lot) # of Lots ___ x \$25/lot = ____ ☐ Site Location (\$3,000, except for residential projects which shall be \$200/lot) # of Lots ___ x \$200/lot = ____ ☐ Other _____ ☐ Change of Use ☐ Flood Plain ☐ Shoreland ☐ Design Review ☐ Housing Replacement ☐ Historic Preservation
--	--

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:

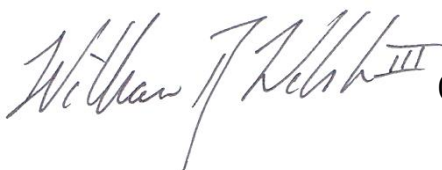
1. One (1) full size site plans that must be folded.
2. One (1) copy of all written materials or as follows, unless otherwise noted:
 - a. Application form that is completed and signed.
 - b. Cover letter stating the nature of the project.
 - c. All Written Submittals (Sec. 14-525 2. (c)), including 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
--	-----------------------

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**



Att. D

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 dark ink, appearing to read "William R. Walsh, III". The signature is fluid and cursive, with the last name "Walsh" being more prominent.

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



TABLE OF CONTENTS

SECTION

- 1 Development Description**
 - 1.1 Project Overview
 - 1.2 Existing Conditions
 - 1.3 Proposed Development
- 2 Evidence of Right, Title, and Interest**
- 3 Evidence of State and/or Federal Approvals**
- 4 Assessment of Compliance with Zoning Requirements**
- 5 Summary of Existing and/or Proposed Easements, Covenants, Right-of-Way, or other Burdens on the Site**
 - 5.1 Access Easement
 - 5.2 Access Easement/Lighting Easement
 - 5.3 Access Easement
 - 5.4 Central Maine Power Company Easement
- 6 Written Requests for Waivers**
- 7 Evidence of Financial and Technical Capacity**
 - 7.1 Financial Capacity
 - 7.2 Technical Capacity
- 8 Boundary Survey**
- 9 Site Plans**

Attachments

Section 2

Attachment A: Quitclaim Deed

Section 4

Attachment B: Traffic Impact Analysis
Attachment C: Preliminary Shadow Analysis
Attachment D : Requests for Utility 'Ability to Serve' Letters
Attachment E: HydroCAD Stormwater Calculations

Section 5

Attachment F: Easement Deeds

Section 7

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.)

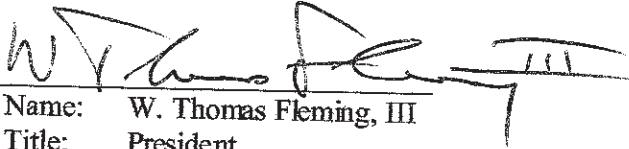
MAINE REAL ESTATE TAX PAID

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: 

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.

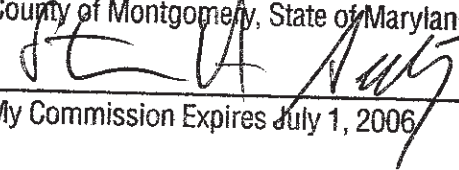

My Commission Expires July 1, 2006

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 Existing 135 Room Motel</u>	<u>Total Trips Proposed 85 Room Motel</u>	<u>Trip 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

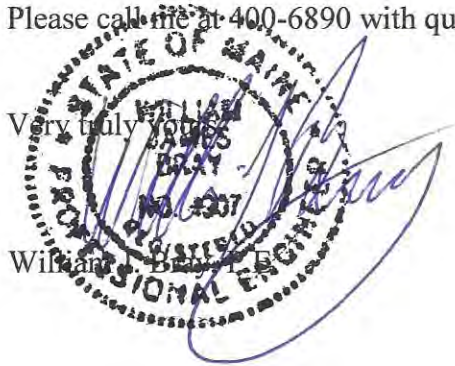
The Maine Department of Transportation's (MaineDOT) Accident Records Section provided the latest three-year (2011 through 2013) crash data for the signalized Brighton Avenue/Riverside Street intersection. Their report (copy attached) identifies a total of thirteen vehicle crashes have been reported for 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 yours,
William J. Burt, P.E.
Professional Engineer
Maine
No. 4307
Exp. 12/31/14



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

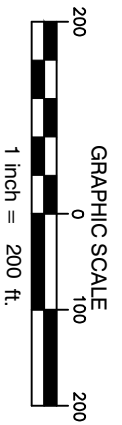
Nodes														
Node	Route - MP	Node Description	U/R	Total	Injury Crashes				Percent Annual M Injury Ent-Veh	Crash Rate	Critical Rate	CRF		
				Crashes	K	A	B	C					PD	
15889	0025B - 0.44	Int of BRIGHTON AV ENTRANCE TO DENNYS Z RD RIVER	9	13	0	0	2	2	9	30.8	6.329	0.68	1.10	0.00
												Statewide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



WALSH
ENGINEERING ASSOCIATES, INC.

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

Copyright © 2014

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.

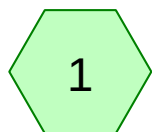
A site plan is attached showing the proposed building. A copy of the City of Portland Tax Map printed from the City GIS website is also attached.

Please contact us if you require any additional information.

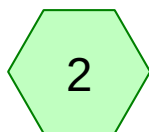
Thank you,

Jeanette Chappell, EI
Walsh Engineering Associates, Inc.

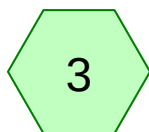
Attachment E
HydroCAD Stormwater Calculations



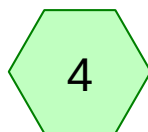
Pre



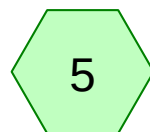
Pre



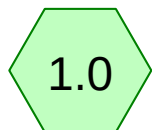
Pre



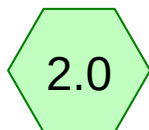
Pre



Pre



Post



Post



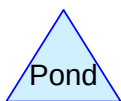
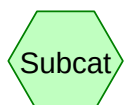
Post



Post



Post



Preliminary HydroCAD Calculations

Prepared by Walsh Engineering Associates, Inc.

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

Printed 11/14/2014

Page 2

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

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

Printed 11/14/2014

Page 4

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

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

Prepared by Walsh Engineering Associates, Inc.

Printed 11/14/2014

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

Page 5

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
-------------	------------------	------------------	----------------------	-------------------	-------------

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
-------------	------------------	------------------	----------------------	-------------------	-------------

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
-------------	------------------	------------------	----------------------	-------------------	-------------

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

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

Prepared by Walsh Engineering Associates, Inc.

Printed 11/14/2014

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

Page 6

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

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 7

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

Prepared by Walsh Engineering Associates, Inc.

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

Type III 24-hr 10-year Rainfall=4.60"

Printed 11/14/2014

Page 8

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

Type III 24-hr 10-year Rainfall=4.60"

Prepared by Walsh Engineering Associates, Inc.

Printed 11/14/2014

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

Page 9

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

Preliminary HydroCAD Calculations

Type III 24-hr 10-year Rainfall=4.60"

Prepared by Walsh Engineering Associates, Inc.

Printed 11/14/2014

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

Page 10

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
-------------	------------------	------------------	----------------------	-------------------	-------------

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
-------------	------------------	------------------	----------------------	-------------------	-------------

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
-------------	------------------	------------------	----------------------	-------------------	-------------

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"

Preliminary HydroCAD Calculations

Type III 24-hr 10-year Rainfall=4.60"

Prepared by Walsh Engineering Associates, Inc.

Printed 11/14/2014

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

Page 11

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,

Preliminary HydroCAD Calculations

Type III 24-hr 10-year Rainfall=4.60"

Prepared by Walsh Engineering Associates, Inc.

Printed 11/14/2014

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

Page 12

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,

Preliminary HydroCAD Calculations

Prepared by Walsh Engineering Associates, Inc.

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

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

Printed 11/14/2014

Page 13

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

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

Prepared by Walsh Engineering Associates, Inc.

Printed 11/14/2014

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

Page 14

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

Preliminary HydroCAD Calculations

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

Prepared by Walsh Engineering Associates, Inc.

Printed 11/14/2014

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

Page 15

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
-------------	------------------	------------------	----------------------	-------------------	-------------

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
-------------	------------------	------------------	----------------------	-------------------	-------------

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
-------------	------------------	------------------	----------------------	-------------------	-------------

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"

Preliminary HydroCAD Calculations

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

Prepared by Walsh Engineering Associates, Inc.

Printed 11/14/2014

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

Page 16

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,

Preliminary HydroCAD Calculations

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

Prepared by Walsh Engineering Associates, Inc.

Printed 11/14/2014

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

Page 17

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**

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.

Signed, sealed and delivered
in presence of:

B. T. Werner
Sherry Dean

Sohio Oil Company

SEAL

By: B. T. Werner
B. T. Werner, Manager of Real Estate

Attest: M. J. Wright
M. J. Wright,
Assistant Corporate Secretary

A464/cj

MAINE REAL ESTATE TRANSFER TAX

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 - Cuyahoga 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 75225

A464

8K8750PG1167

ME-12 CON



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

The 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 ($S15^{\circ}42'00''W$) 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 ($N00^{\circ}22'10''E$) 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 ($1^{\circ}27'04''$) 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 SONIO 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:

CHALET SUSSE INTERNATIONAL

[Signature]

LESSEE:

HAROLD BUTLER ENTERPRISES # 728, INC.

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

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

STATE OF New Hampshire)
COUNTY OF Hillsborough) ss

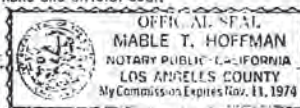
On 10/28/70, before me, the undersigned, a Notary Public in and for said State, personally appeared Fred B. Roedel, known to me to be the person whose name is subscribed to the within instrument and acknowledged that she/he executed the same.
WITNESS my hand and official seal.

[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

2

THE STATE OF NEW HAMPSHIRE
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, 1972

(614)

Carl O. Randall

CLERK

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.

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 HALL, and recorded in
BOOK 3281 PAGE 1 *to Keith Aug Lee* 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, thereunto 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 *Fred B. Roedel*
Its President



STATE OF NEW HAMPSHIRE

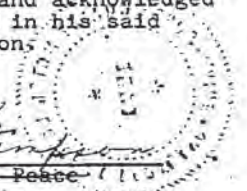
Hillsboro, SS.

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 8 56 AM, and recorded in
BOOK 3348 PAGE 257 *W. Curtis*

Register

10

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 ~~City of~~ City of ~~Portland~~ Portland, County of ~~Cumberland~~ 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° 28' 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.

its Successors and Assigns
Reserving, however, to the Grantor, 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, 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 and seventy-one.~~ ~~of the~~

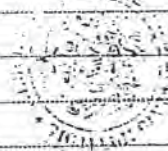
~~Joining in this deed as Grantee and relinquishing and conveying all rights by descent and all other rights in the above described easements have hereunto set hand(s) and seal(s) this day of~~
~~in the year of our Lord one thousand nine hundred and~~

Signed, Sealed and Delivered
in presence of

Patricia S. Mealy

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.

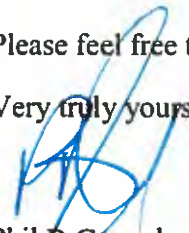
Furthermore, the Bank would be delighted to consider any future loan request presented to the Bank by Kamlesh, Rohit, and Dinesh Patel and would be inclined to consider any such loan request on an expedited basis.

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 Gonçalves
First Vice President
Country Bank

PBG/clr



February 17, 2015

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

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

Dear Nell,

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

Planning Comments Provided by City of Portland:

General Comment/Questions

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

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

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

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

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

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

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

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

Transportation

5. Please note capacity of bike parking on plan.

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

Environmental Quality

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

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

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

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

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

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

Public Infrastructure

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

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

10. Please forward capacity letters upon receipt.

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

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

Site Design Standards

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

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

Traffic Comments Provided by Tom Errico:

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

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

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

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

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

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

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

Agreed.

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

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

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

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

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

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

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

Department of Public Services Comments Provided by Dave Margolis-Pineo

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

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

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

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

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

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

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

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

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

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

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

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

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

- a. Basic Standards: A site plan and details have been provided to address erosion and sediment control requirements, inspection and maintenance requirements, and good housekeeping practices in general accordance with Appendix A, B, & C of MaineDEP Chapter 500; however, a written erosion and sediment control plan and/or detailed erosion and sediment control notes should be included with the Final Site Plan submittal for review.

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

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

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

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

Agreed.

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

Agreed.

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

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

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

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

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

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

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

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

The detail has been provided.

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

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

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

The detail has been provided.

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

The details have been provided.

Landscaping Comments Provided by Jeff Tarling:

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

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

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

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

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

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

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

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

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

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

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

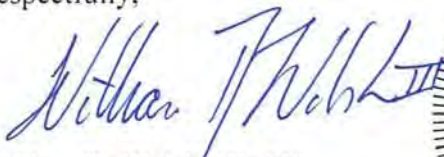
The pedestrian circulation from the Brighton Ave intersection has been revised by keeping the sidewalk on the north side of the access road all the way to the northern-most parking area, where a crosswalk will be provided. Pedestrians will then continue to the canopy drop-off area to enter the building.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

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

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

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

Respectfully,



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



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

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

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

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

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

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

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

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

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

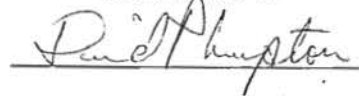
In the event that Grantee, its successors and assigns, shall desire to convey the granted premises or any portion thereof to a bona fide purchaser, Grantee or its successors and assigns shall give to Grantors, its successors and assigns notice in writing of all the terms and conditions of the proposed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

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

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

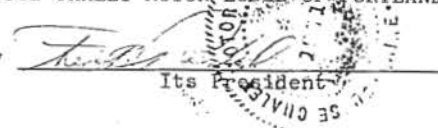
IN WITNESS WHEREOF, the said SUSSE CHALET MOTOR LODGE OF PORTLAND has caused this instrument to be executed in its corporate name and under its corporate seal by Fred B. Roedel, its President, thereunto duly authorized this 7th day of January, in the year of our Lord one thousand nine hundred and seventy-two.

Signed, Sealed and Delivered
in Presence of



SUSSE CHALET MOTOR LODGE OF PORTLAND

By


Its President

STATE OF MAINE
CUMBERLAND, SS.

January 7, 1972

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

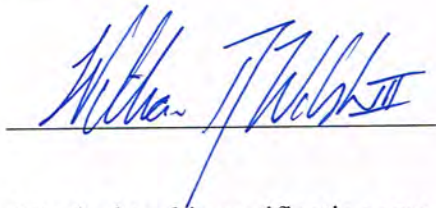
Neighborhood Meeting Certification

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

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

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

Signed



2/4/15 (date)

Attached to this certification are:

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



January 21, 2015

Dear Neighbor,

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

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

Meeting Date: Wednesday, February 4, 2015

Meeting Time: 5 pm

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

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

Sincerely,

A handwritten signature in blue ink that reads "William R. Walsh, III". The signature is stylized with a large, flowing "W" and "R".

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

cc: Kamlesh Patel, Portland Hotels, Inc.

SAI PRASAD LLC
1150 Brighton Ave.
Portland, ME 04102

264 A001001

Paul S Depalmer
1784 Washington Ave
Portland, ME 04103

265 A007001

Portland Inn Inc
1150 Brighton Ave
Portland, ME 04102

265 B005001

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

Pike Industries Inc
95 Western Ave
Fairfield, ME 04937

264 A002001 – 264 A004001

Portland Hotels Realty Inc
1200 Brighton Ave
Portland, ME 04102

265 A008001

G6 Hospitality Property LLC
PO Box 117508
Carrollton, Texas 75011

266 A001001

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

Portland Hotels, Inc
1200 Brighton Ave
Portland, ME 04102

265 A001001-265 A009001- A009002

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

265 B004001

35 Riverside LLC
PO Box 266
Cape Elizabeth, ME 04107

266 A004001

Anne Weigel
92 Hamblet Avenue
Portland, ME 04103

Anthony Donovan
27 Riverview Street
Portland, ME 04102

Barb Wood
125 Emery Street
Portland, ME 04102

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

David Nowlin
215 Oxford Street
Portland, ME 04102

Deb Keenan
28 Dorothy Street
Portland, ME 04103

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

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

Ethan Strimling
211 Spring Street
Portland, ME 04102

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

Henry Leclair
209 Range Road
Windham, ME 03087

Janice Carpenter
9 West Commonwealth Drive
Portland, ME 04103

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

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

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

Kerry Anderson
5 Frederick Thompson Drive
Scarborough, ME 04074

Len Anderson
543 Allen Avenue
Portland, ME 04103

Lynn Clarkson
145 Marlborough Road
Portland, ME 04103

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

Nancy Bartlett
PO Box 7965
Portland, ME 04112

Pam Burnside
64 Lester Drive
Portland, ME 04103

Paul Dubois
Kimberly Dubois
1915 Congress Street
Portland, Me 04102

Paul Leblond
55 Stevens Avenue
Portland, ME 04102

Peggy Morin
66 Farnham Street
Portland, ME 04101

Philip Haughey
1660 Soldiers Field Road
Boston, MA 02135

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

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

Rebecca Halla
Waste Management
2000 Forest Avenue
Portland, ME 04103

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

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

12/23/2014

Citizen's Mailing List

1:59 PM

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

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

Robert Hains
250 Holm Avenue
Portland, ME 04102

William Meridian
105 Stonecrest Drive
Portland, ME 04103

Neighborhood Meeting Minutes

Hotel Redevelopment
1210 Brighton Ave, Portland, ME 04102

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

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

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

Introduction

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

Existing Conditions

- Existing hotel: 135 rooms, 2.89 acres

Proposed Project

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

Schedule

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



Att. S

Portland Water District

FROM SEBAGO LAKE TO CASCO BAY

October 2, 2014

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

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

Dear Ms. Chappell:

The Portland Water District has received your request for an Ability to Serve determination for the noted site submitted on September 16, 2014. Based on the information provided, we can confirm that the District will be able to serve the proposed project as further described in this letter.

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

Existing Site Service

According to District records, the project site does currently have existing water service. A 6-inch diameter cast iron water service line, located as shown on the attached water service card, provides water service to this site. Please refer to the "Conditions of Service" section of this letter for requirements related to the use of this service.

Water System Characteristics

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

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

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

Public Fire Protection

It is not anticipated that this project will include the installation of new public hydrants to be accepted into the District water system. The decision to require new hydrants and to determine their locations is



solely that of the local fire department. It is your responsibility to contact the Portland Fire Department to ensure that this project is adequately served by existing and/or proposed hydrants.

Domestic Water Needs

The data noted above indicates there should be adequate pressure and volume of water to serve the domestic water needs of your proposed 95-room hotel.

Private Fire Protection Water Needs

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

Conditions of Service

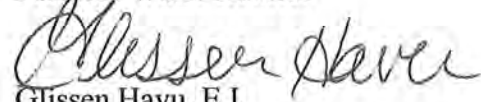
The existing 6-inch diameter cast iron water service provides both fire and domestic water for the existing hotel. A 1.5-inch domestic water service is currently tapped off the 6-inch service; this 1.5-inch service formerly fed the gas station at 1200 Brighton Avenue. This configuration does not meet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

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

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

Once a contractor has been selected and the project is ready to go to construction, please contact MEANS to arrange for an appointment to fill out a service application. If the District can be of further assistance in this matter, please let us know.

Sincerely,
Portland Water District


Glissen Havu, E.I.
Design Engineer



**CENTRAL MAINE
POWER**

Att. T

September 29, 2014

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

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

Dear Ms. Chapell,

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

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

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

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

Sincerely,

Paul DuPerre
Energy Service Specialist

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



An equal opportunity employer



March 6, 2015

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

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

Dear Nell,

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

Traffic Comments Provided by Tom Errico:

WEA met with Tom Errico and Nell Donaldson to discuss the traffic review comments provided by Mr. Errico. At the end of the meeting, WEA understands that the following outstanding items needed to be addressed.

1. Mr. Errico asked that WEA consider alternative options to alleviate his concerns regarding the Denny's parking spaces along the entrance drive.

The plan has been revised to remove 11 spaces in front of the Denny's building along the access drive. The ADA parking spaces have been moved to the southeast corner of the building and 11 additional spaces were added for use by the Denny's customers. The area where the spaces were removed will be curbed and landscaped.

A revised project data sheet is included with this submission to reflect the changes in proposed impervious area.

2. Mr. Errico asked that WEA consider alternative options for the southwest parking bay.

WEA discussed the option of providing parking spaces along the access drive with the Applicant, but the Applicant requests that we keep the southwest parking bay to keep parking spaces separated from the adjacent current and potential future businesses. It should be noted that this parking bay has been reduced from 20 spaces to 12 spaces due to the reconfiguration of the Denny's parking layout.

3. The request for a waiver from the Section 14-526(a)3 has been denied. The planning staff requests that a bus shelter be provided.

WEA attempted to contact METRO to discuss the location of the bus shelter, but METRO has not been responsive. We have shown the bus shelter adjacent to the Denny's portion of the site west of the site entrance.

4. Mr. Errico requested that potential future access to lot A-8 be shown conceptually on the plan.

The conceptual location of the potential future connection to lot A-8 has been added to the plan.

5. Ms. Donaldson requested additional documentation of the need for the proposed number of parking spaces.

The number of proposed parking spaces for the Hotel has been reduced to 107 parking spaces. WEA has studied the parking requirements and in our opinion believes the spaces are required for the following reasons:

- The parking requirement of the ordinance for the location of this hotel is not practical. The location of the hotel will require patrons to drive. It is much different than a downtown hotel where other parking options may be available. It is anticipated that the patrons of the hotel will come from the nearby Maine Turnpike exit.*
- The potential brands of the hotel require 1 space per hotel room plus meeting space. We have attached a copy of the specifications for a possible hotel brand.*
- Parking is required for the staff of the hotel. It is our opinion that the staff parking and meeting space parking will be shared.*

The calculation for the parking is as follows:

- The hotel will require approximately five to eight staff members present at any given time. Therefore, five parking spaces would be required for staff purposes.*
- The meeting room capacity is 21 people.*

Parking Demand Summary:

<i>Hotel Guests</i>	<i>86 Spaces</i>
<i>Hotel Meetings:</i>	<i>16 Spaces</i>
<i>Hotel Employees:</i>	<i><u>5 Spaces</u></i>
<i>Total Spaces:</i>	<i>107 Spaces</i>

Having worked with the proposed hotel brand previously, the Applicant understands that if adequate parking spaces are not provided per the brand standards, the hotel chain will not support the project.

6. Has tractor trailer parking been considered?

The applicant does not want to provide tractor trailer parking.

Department of Public Services Comments Provided by Dave Margolis-Pineo

1. It is required that the survey plan be stamped.

A stamped survey plan is included with this submission.

2. The applicant shall supply and easement for the riprap swale areas on City property discharging stormwater across the existing Portland Pipeline easement.

The plan has been revised to indicate that a construction and drainage easement shall be obtained from the City of Portland for the area associated with the riprap swales.

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

1. A written erosion and sediment control plan and/or detailed erosion and sediment control notes should be prepared and submitted for review.

Detailed erosion and sediment control notes have been added to sheet C4.6 of the plan set.

2. A stormwater outfall proposed on the southern portion of the site (AP#2 on sheet D2.0) discharges to an existing swale within a CMP easement. The Applicant proposes a riprap apron at the pipe outlet, and Walsh Engineering Associates has stated that they will review the condition of the existing pipe outlet and swale when the snow has melted to determine if additional stabilization will be required. We recommend that Site Plan approval include a condition requiring that the Applicant's engineer inspect the stormwater outfall AP#2 on Sheet D2.0 and provide a written description and photographs of this outlet, along with any additional proposed stabilization measures for review and approval by the City.

WEA will assess and document the condition of the outfall location once the snow has melted and will provide design details to the city for any required stabilization measures.

3. The Applicant has noted that they expect to receive a letter from the City of Westbrook acknowledging the ability to serve the project's wastewater, and will forward to the City of Portland upon receipt.

WEA has obtained a preliminary Ability to Serve letter from the City of Westbrook. As discussed with Ms. Donaldson, the City of Westbrook requests a formal interlocal agreement be approved prior to issuance of a building permit. WEA requests that the approved interlocal agreement be provided as a condition of approval.

Landscaping Comments Provided by Jeff Tarling:

1. Plant List Key & landscape plan identification - A list of actual plant types and locations would be a requirement for approval. With the exception of 'Ash' varieties which we strongly discourage due to eminent threat of 'Emerald Ash Borer' decline, the plant types suggestion are acceptable. It is important to have a landscape plan with key that shows the actual tree and plant types to a specific location on the plan.

A plant list has been provided on sheet L1.0 of this submission.

2. Parking lot tree & landscape standards - all parking lot locations would need to meet city standards pertaining to the number of trees / shrubs to vehicle spaces. The top left parking lot does not appear to meet the standard on the Pike side of the lot (3 additional trees suggested) and the main parking lot does not appear to meet the standard along the Brighton Avenue side (and the parking lot along the Maine Turnpike does not show adequate tree spacing, likely 6 more shade trees are needed in this location).

The plan has been revised accordingly.

3. Entrance island near proposed hotel sign shows one tree and six shrubs along with 'plant bed by owner', this area is an important landscape feature or element to help incoming and exiting traffic with wayfinding. Recommendations would be to enhance this area with landscape features that could include adding a slight mound or contour, additional landscape planting to better incorporate the proposed landscape bed with what is shown on the plan.

The plan has been revised to show slight mounds in the landscaped areas on both the east and west sides of the entrance drive. Additional plantings have been provided.

4. Brighton Avenue / Maine Turnpike corner - "Tree Save" / Buffer needed, unknown how much of the existing vegetation will be saved with the installation of the swales in this area. If removed, the area will need more than the proposed three trees to buffer this area. Five to seven evergreens would likely be needed to match the existing vegetated area.

Very limited, if any, tree removal is anticipated in this area. A note has been added to the plan stating that if significant tree removal or damage occurs other than what is shown on the plan, additional plantings shall be required by the City arborist.

Fire Department Comments Provided by Craig Messinger

1. Please add the following Conditions
 - a. Private hydrants shall be maintained clear of snow during the winter months.
 - b. Private hydrants shall be painted as follows:
 - i. Bonnet: Gray
 - ii. Caps: Silver
 - iii. Barrel: Red

Fire hydrant notes have been added to sheet C2.0 indicating the information above.

Stormwater Revisions:

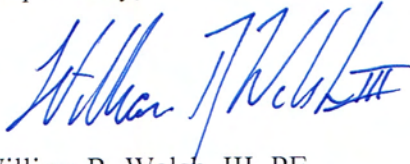
Impervious areas were modified based on the revisions described above. The total proposed impervious area for the site (including the Denny's lot) is now 101,820 square feet. This results in a net reduction of 16,133 square feet of impervious from the existing condition area across the site. Drainage patterns were slightly modified from the original submission; therefore, revised stormwater calculations are included with this submission. The table below shows that flow rates at each analysis point are maintained at or below predevelopment conditions for the 2, 10, and 25-year storm events. Associated HdroCAD calculations are included with this submission as well.

Peak Flow Rate Comparison Table			
Subcatchment 1	Storm Event		
	2 Year	10 Year	25 Year
Pre Development	3.1	4.8	5.7
Post Development	2.8	4.7	5.6
Subcatchment 2	Storm Event		
	2 Year	10 Year	25 Year
Pre Development	2.8	5.0	6.1
Post Development	2.6	4.8	5.9
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)			

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

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

Respectfully,

A handwritten signature in blue ink, appearing to read "William R. Walsh, III". The signature is fluid and cursive, with the last name "Walsh" being more prominent.

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

- cc. Kam Patel, Portland Hotels, Inc. (Applicant)
- enc. Revised Plan Set, Rev. 4 (1 full size, 1 reduced size)
Revised Project Data sheet
Hotel Brand Parking Requirements
City of Westbrook Wastewater – Ability to Serve Letter
Revised HydroCAD Stormwater Calculations

- A. A porte cochere is required. Refer to the prototype drawings.
- B. The width of the drive aisle must be at least 24'-0"/7.32 m.
- C. Porte cochere height clearance must not be less than 12'-6"/3.8 m. The Hometown prototype must not be less than 10'-0"/3.05 m.
- D. Not applicable to this Brand
- E. The area under the porte cochere must be a decorative non-slip surface such as brick, stone, tile pavers or stamped concrete. Painted finishes are not permitted. Hand troweled, scored concrete, floated concrete or asphalt is not allowed.
- F. Porte cochere support columns and other features at the building entry that are susceptible to damage by car doors, luggage carts, etc., must be finished with a high-quality, hard-durable material. Exterior insulation and finish system (EIFS), if used in these areas, must be designed to resist impact.
- G. Entrance drive paving must be flush with the sidewalk at hotel entrance to facilitate the movement of luggage carts and for easy access into the hotel.
- H. Not applicable to this Brand
- I. Provide soffit venting to avoid moisture/condensation problems.
- J. Provide decorative or recessed lighting at the porte cochere and any secondary entrances.
- K. Provide GFCI/ELCB protected exterior outlets adjacent to entry porte cochere and primary entrances.
- L. Refer to Section 2514.08 for minimum light level requirements.

2501.06 Parking

- A. Not applicable to this Brand
- B. Not applicable to this Brand
- C. Not applicable to this Brand
- D. Not applicable to this Brand
- E. Refer to Section 2514.08 for minimum light level requirements.
- F. Surface Parking
 - 1. The parking area must accommodate a minimum of one space for each guestroom. Additional spaces may be required contingent on local code requirements, employee parking requirements, and meeting room needs.
 - 2. Not applicable to this Brand
 - 3. Provide wheelstops where car overhang has the potential of damaging light poles, landscaping or other objects.
 - 4. Parking and drive areas must be concrete (slab or pavers), sealed asphalt or coated macadam.



City of Westbrook
DEPARTMENT OF ENGINEERING & CODE ENFORCEMENT

Eric S. Dudley, P.E.
Director

2 York Street

Westbrook, Maine 04092

(207) 854-0638

Fax: (207) 854-0635

February 25, 2015

Mr. Silas Canavan, PE
Walsh Engineering Associates, Inc
One Karen Drive, Suite 2A
Westbrook, ME 04092

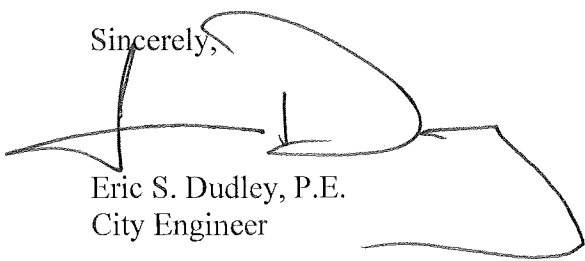
RE: 1210 Brighton Avenue, Portland – Ability-to-Serve Wastewater

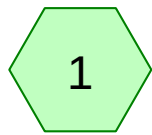
Dear Mr. Canavan:

The City of Westbrook understands that the owner of 1210 Brighton Avenue in Portland, Maine is interested in redeveloping the property with a new hotel. The proposed hotel has 49 fewer rooms than the existing facility; therefore, the City of Westbrook has adequate capacity to service the proposed project with sanitary sewer. In researching the project, I have found that the City does not have an interlocal agreement with the City of Portland for wastewater to come from this property into Westbrook. This will need to be resolved prior to the issuance of a building permit for the project.

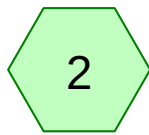
If you have any questions regarding this matter, please contact me at 854-9105 ext. 1222.

Sincerely,

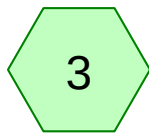

Eric S. Dudley, P.E.
City Engineer



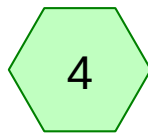
Pre



Pre



Pre



Pre



Pre



Post



Post



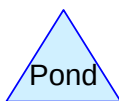
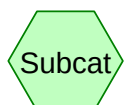
Post



Post



Post



Preliminary HydroCAD Calculations_Revised Parking

Prepared by Walsh Engineering Associates, Inc.

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

Printed 3/6/2015

Page 2

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)
1.602	74	>75% Grass cover, Good, HSG C (1, 1.0, 2, 2.0, 3, 3.0, 5.0)
5.044	98	Paved parking, HSG A (1, 1.0, 2, 2.0, 3, 3.0, 4, 4.0, 5, 5.0)
7.015		TOTAL AREA

Preliminary HydroCAD Calculations_Revised Parking

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 3/6/2015

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=47,235 sf 90.65% Impervious Runoff Depth>2.41"
Tc=5.0 min CN=96 Runoff=3.05 cfs 0.218 af

Subcatchment 1.0: Post

Runoff Area=48,869 sf 74.64% Impervious Runoff Depth>2.04"
Tc=5.0 min CN=92 Runoff=2.80 cfs 0.190 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=57,575 sf 57.49% Impervious Runoff Depth>1.55"
Tc=5.0 min CN=86 Runoff=2.58 cfs 0.171 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 = 7.015 ac Runoff Volume = 1.077 af Average Runoff Depth = 1.84"
28.09% Pervious = 1.970 ac 71.91% Impervious = 5.044 ac

Preliminary HydroCAD Calculations_Revised Parking

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

Prepared by Walsh Engineering Associates, Inc.

Printed 3/6/2015

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

Page 4

Summary for Subcatchment 1: Pre

Runoff = 3.05 cfs @ 12.07 hrs, Volume= 0.218 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
42,820	98	Paved parking, HSG A
4,415	74	>75% Grass cover, Good, HSG C
47,235	96	Weighted Average
4,415		9.35% Pervious Area
42,820		90.65% 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 = 2.80 cfs @ 12.07 hrs, Volume= 0.190 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
36,475	98	Paved parking, HSG A
12,394	74	>75% Grass cover, Good, HSG C
48,869	92	Weighted Average
12,394		25.36% Pervious Area
36,475		74.64% 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_Revised Parking

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

Prepared by Walsh Engineering Associates, Inc.

Printed 3/6/2015

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

Page 5

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
-------------	------------------	------------------	----------------------	-------------------	-------------

5.0					Direct Entry,
-----	--	--	--	--	----------------------

Summary for Subcatchment 2.0: Post

Runoff = 2.58 cfs @ 12.08 hrs, Volume= 0.171 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
33,097	98	Paved parking, HSG A
21,465	74	>75% Grass cover, Good, HSG C
3,013	39	>75% Grass cover, Good, HSG A
57,575	86	Weighted Average
24,478		42.51% Pervious Area
33,097		57.49% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
-------------	------------------	------------------	----------------------	-------------------	-------------

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
-------------	------------------	------------------	----------------------	-------------------	-------------

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_Revised Parking

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

Prepared by Walsh Engineering Associates, Inc.

Printed 3/6/2015

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

Page 6

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_Revised Parking

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

Prepared by Walsh Engineering Associates, Inc.

Printed 3/6/2015

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

Page 7

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,

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=47,235 sf 90.65% Impervious Runoff Depth>3.89"
Tc=5.0 min CN=96 Runoff=4.81 cfs 0.351 af

Subcatchment 1.0: Post

Runoff Area=48,869 sf 74.64% Impervious Runoff Depth>3.50"
Tc=5.0 min CN=92 Runoff=4.67 cfs 0.327 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=57,575 sf 57.49% Impervious Runoff Depth>2.91"
Tc=5.0 min CN=86 Runoff=4.77 cfs 0.321 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 = 7.015 ac Runoff Volume = 1.901 af Average Runoff Depth = 3.25"
28.09% Pervious = 1.970 ac 71.91% Impervious = 5.044 ac

Preliminary HydroCAD Calculations_Revised Parking

Type III 24-hr 10-year Rainfall=4.60"

Prepared by Walsh Engineering Associates, Inc.

Printed 3/6/2015

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

Page 9

Summary for Subcatchment 1: Pre

Runoff = 4.81 cfs @ 12.07 hrs, Volume= 0.351 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
42,820	98	Paved parking, HSG A
4,415	74	>75% Grass cover, Good, HSG C
47,235	96	Weighted Average
4,415		9.35% Pervious Area
42,820		90.65% 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 = 4.67 cfs @ 12.07 hrs, Volume= 0.327 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
36,475	98	Paved parking, HSG A
12,394	74	>75% Grass cover, Good, HSG C
48,869	92	Weighted Average
12,394		25.36% Pervious Area
36,475		74.64% 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

Preliminary HydroCAD Calculations_Revised Parking

Type III 24-hr 10-year Rainfall=4.60"

Prepared by Walsh Engineering Associates, Inc.

Printed 3/6/2015

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

Page 10

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
-------------	------------------	------------------	----------------------	-------------------	-------------

5.0					Direct Entry,
-----	--	--	--	--	---------------

Summary for Subcatchment 2.0: Post

Runoff = 4.77 cfs @ 12.07 hrs, Volume= 0.321 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
33,097	98	Paved parking, HSG A
21,465	74	>75% Grass cover, Good, HSG C
3,013	39	>75% Grass cover, Good, HSG A
57,575	86	Weighted Average
24,478		42.51% Pervious Area
33,097		57.49% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
-------------	------------------	------------------	----------------------	-------------------	-------------

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
-------------	------------------	------------------	----------------------	-------------------	-------------

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"

Preliminary HydroCAD Calculations_ Revised Parking

Type III 24-hr 10-year Rainfall=4.60"

Prepared by Walsh Engineering Associates, Inc.

Printed 3/6/2015

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

Page 11

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,

Preliminary HydroCAD Calculations_Revised Parking

Type III 24-hr 10-year Rainfall=4.60"

Prepared by Walsh Engineering Associates, Inc.

Printed 3/6/2015

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

Page 12

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,

Preliminary HydroCAD Calculations_Revised Parking

Prepared by Walsh Engineering Associates, Inc.

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

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

Printed 3/6/2015

Page 13

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=47,235 sf 90.65% Impervious Runoff Depth>4.62" Tc=5.0 min CN=96 Runoff=5.69 cfs 0.418 af
Subcatchment 1.0: Post	Runoff Area=48,869 sf 74.64% Impervious Runoff Depth>4.23" Tc=5.0 min CN=92 Runoff=5.60 cfs 0.396 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=57,575 sf 57.49% Impervious Runoff Depth>3.62" Tc=5.0 min CN=86 Runoff=5.88 cfs 0.399 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 = 7.015 ac Runoff Volume = 2.324 af Average Runoff Depth = 3.98"
28.09% Pervious = 1.970 ac 71.91% Impervious = 5.044 ac

Preliminary HydroCAD Calculations_Revised Parking

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

Prepared by Walsh Engineering Associates, Inc.

Printed 3/6/2015

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

Page 14

Summary for Subcatchment 1: Pre

Runoff = 5.69 cfs @ 12.07 hrs, Volume= 0.418 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
42,820	98	Paved parking, HSG A
4,415	74	>75% Grass cover, Good, HSG C
47,235	96	Weighted Average
4,415		9.35% Pervious Area
42,820		90.65% 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 = 5.60 cfs @ 12.07 hrs, Volume= 0.396 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
36,475	98	Paved parking, HSG A
12,394	74	>75% Grass cover, Good, HSG C
48,869	92	Weighted Average
12,394		25.36% Pervious Area
36,475		74.64% 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

Preliminary HydroCAD Calculations_Revised Parking

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

Prepared by Walsh Engineering Associates, Inc.

Printed 3/6/2015

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

Page 15

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
-------------	------------------	------------------	----------------------	-------------------	-------------

5.0					Direct Entry,
-----	--	--	--	--	---------------

Summary for Subcatchment 2.0: Post

Runoff = 5.88 cfs @ 12.07 hrs, Volume= 0.399 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
33,097	98	Paved parking, HSG A
21,465	74	>75% Grass cover, Good, HSG C
3,013	39	>75% Grass cover, Good, HSG A
57,575	86	Weighted Average
24,478		42.51% Pervious Area
33,097		57.49% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
-------------	------------------	------------------	----------------------	-------------------	-------------

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
-------------	------------------	------------------	----------------------	-------------------	-------------

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"

Preliminary HydroCAD Calculations_ Revised Parking

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

Prepared by Walsh Engineering Associates, Inc.

Printed 3/6/2015

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

Page 16

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,

Preliminary HydroCAD Calculations_Revised Parking

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

Prepared by Walsh Engineering Associates, Inc.

Printed 3/6/2015

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

Page 17

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,

March 17, 2015

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

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

Dear Nell,

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

Traffic Comments Provided by Planning Department:

1. How will a tour bus be accommodated if a group of people wants or needs to stay at the hotel? Can a tour bus maneuver in the parking area?

A Bus Maneuvering Plan has been provided with this submission showing that a tour bus (B-40 vehicle) can enter the parking lot, turn around near the dumpster at the rear of the parking lot and exit the parking lot. A charter bus typically carries 45 to 60 passengers. Assuming 2 people per hotel room, the tour would require an equivalent of 23 to 30 parking spaces. The charter bus would be able to utilize these equivalent spaces for parking. Typically, bus tours are arranged prior to arrival, which will allow hotel staff to delineate a bus parking area ahead of time so that adequate spaces are available. In the unlikely event that there are not enough adjacent parking spaces available, the bus can park parallel to the curb near the dumpster. Potential bus parking areas are shown on the enclosed plan.

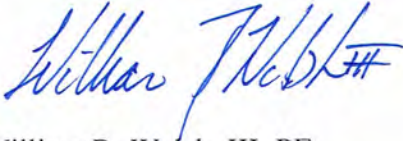
2. Please revise the project data sheet to reflect the most recent parking count.

A revised project data sheet is included with this submission showing the correct parking count.

The Bus Maneuvering Plan and revised project data sheet is enclosed. We trust we have provided the necessary information to complete your review and respectfully request that the project be placed on the next available Planning Board agenda.

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

Respectfully,

A handwritten signature in blue ink, reading "William R. Walsh, III, PE". The signature is stylized with a large, flowing 'W' and 'R'.

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

cc. Kam Patel, Portland Hotels, Inc. (Applicant)

enc. Bus Maneuvering Plan (1 full size, 1 reduced size)
Revised Project Data sheet

PROJECT DATA

Att. Z

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

	Lot A-1 (Hotel)	Lot A-9 (Denny's)	Total
Total Area of Site	126,105± s.f.	28,909± s.f.	155,014 s.f.
Proposed Total Disturbed Area of the Site	120,700± s.f.	2,856± s.f.	123,556± s.f.
If the proposed disturbance is greater than one acre, then the applicant shall apply for a Maine Construction General Permit (MCGP) with DEP and a Stormwater Management Permit, Chapter 500, with the City of Portland.			
Impervious Surface Area			
Impervious Area (Total Existing)	93,655± s.f.	24,298± s.f.	117,953± s.f.
Impervious Area (Total Proposed)	79,092± s.f.	22,728± s.f.	101,820± s.f.
Building Ground Floor Area and Total Floor Area			
Building Footprint (Total Existing)	22,160± s.f.	3,665± s.f.	25,825± s.f.
Building Footprint (Total Proposed)	16,202± s.f.	3,665± s.f.	19,867± s.f.
Building Floor Area (Total Existing)	44,320± s.f.	3,500± s.f.	47,820± s.f.
Building Floor Area (Total Proposed)	56,232± s.f.	3,500± s.f.	59732± s.f.
Zoning			
Existing	B-4		
Proposed, if applicable	No Change		
Land Use			
Existing	Motel	Restaurant	
Proposed	Hotel	No Change	
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	Not Applicable		
# of Efficiency Units (Total Proposed)			
# of One-Bedroom Units (Total Proposed)			
# of Two-Bedroom Units (Total Proposed)			
# of Three-Bedroom Units (Total Proposed)			
Parking Spaces			
# of Parking Spaces (Total Existing)	114	43	157
# of Parking Spaces (Total Proposed)	107	43	150
# of Handicapped Spaces (Total Proposed)	6	4	10
Bicycle Parking Spaces			
# of Bicycle Spaces (Total Existing)	0	0	0
# of Bicycle Spaces (Total Proposed)	6	0	6
Estimated Cost of Project	\$5,300,000±		



April 1, 2015

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

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

Dear Nell,

In response to our recent conversations, please find the Pavement Marking and Signage Plan, Photometric Plan, and revised Landscape and Lighting Plan enclosed. The only revision to the Landscape and Lighting Plan is the location of the light fixtures based on photometric data. Please note that the photometric plan only includes site lighting. Architectural building lighting has not been developed at this time.

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

Respectfully,

A handwritten signature in black ink, reading "Silas Canavan", is displayed on a light blue rectangular background.

Silas Canavan, PE
Walsh Engineering Associates, Inc.

- cc. Kam Patel, Portland Hotels, Inc. (Applicant)
- enc. Plan Set (1 full size, 1 reduced size)
 - Pavement Marking and Signage Plan
 - Photometric Plan
 - Landscape and Lighting Plan, Rev 5

April 6, 2015

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

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

Dear Nell,

In response to your comments regarding the Photometric Plan, please a revised plan and a cut sheet for the bollard lights enclosed. Our responses to your comments are provided below in *italics*.

Lighting Comments Provided by Planning Department:

1. Can you provide a calculation for the average illumination level across the whole site? The Technical Manual specifies that averages need to be below 1.25 foot candles.

A calculation grid was added to cover the entire site. An average of 1.0 fc was achieved. The minimum, maximum, and average levels are provided on the bottom row of the calculation summary table on the plan.

2. There are a couple of spots where the illumination levels exceed our maximum of 5 fc. Can you bring these numbers down in these locations at all?

The lumen output of the three pole-mounted light fixtures at the drop-off area drive in front of the building was lowered. Some of the bollards were revised to a symmetrical distribution type and locations were slightly adjusted. These modifications reduce all points to less than 5 fc.

3. The bollards do not appear to be full cutoff, although you note otherwise. Can you provide a cut sheet that clarifies this?

A cut sheet for the bollard light fixture is enclosed. The VRB1 model will be used, which is full cut-off above 90°.

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

Respectfully,

A handwritten signature in black ink, reading "Silas Canavan", is displayed on a light blue rectangular background.

Silas Canavan, PE
Walsh Engineering Associates, Inc.

cc. Kam Patel, Portland Hotels, Inc. (Applicant)
enc. Photometric Plan (1 full size, 1 reduced size)

Low Level Luminaires

VRB1 / VRB2 / VRB3 / VRB4 / VSB1 / VSB2 Vandal Resistant Bollards

FEATURES

- VRB1, VRB3 and VSB1 horizontal louvers provide 360° of down-lighting with total lamp source cutoff above 90° horizontal
- VRB2 and VRB4 horizontal louvers provide 210° of cutoff down-lighting and vertical louvers provide 150° of non-cutoff accent lighting
- VSB2 horizontal louvers provide 270° of cutoff down-lighting and vertical louvers provide 90° of non-cutoff accent lighting
- Designed for lighting walkways, entrances, courtyards, and landscaped areas where fixtures are viewable from all directions
- Battery back-up, emergency battery pack and houseside shield options available



LOW LEVEL

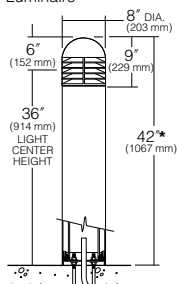
ORDERING INFORMATION (Example)

VRB1		10L2K		BL		HS	
FIXTURE		ELECTRICAL MODULE		LUMINAIRE FINISH		OPTIONS	
VRB1 Domed Round, 360° downlighting		LED		BL Black		HS Houseside Shield	
VRB2 Domed Round, 210° downlighting, 150° accent lighting		Source Color Temperature Voltages		DB Dark Bronze		EM Battery Back-up	
VRB3 Flat Round, 360° downlighting		10L IES Type 1 LED	2K Amber	LG Light Gray			
VRB4 Flat Round, 210° downlighting, 150° accent lighting		15L IES Type 3 LED	3K 3000K	SG Stealth Gray			
VSB1 Square, 360° downlighting		20L IES Type 5 LED	4K 4200K	PS Platinum Silver			
VSB2 Square, 210° downlighting, 150° accent lighting			5K 5100K	WH White			
				CC Custom Color*			
				*Consult representative			

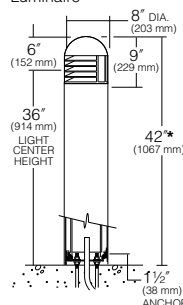
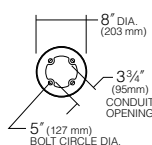
VANDAL RESISTANT BOLLARD

Maximum weight: 30 lb

VRB1 - Single Function Luminaire



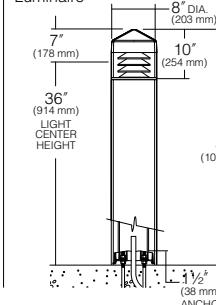
VRB2 - Dual Function Luminaire

VRB3
Single Function
Flat TopVRB4
Dual Function
Flat TopBASE PLAN
VRB ALUMINUM
SHAFT*30" or 36"
OVERALL HEIGHT AVAILABLE -
CONTACT KIM REPRESENTATIVE
(27 1/2" ABSOLUTE MINIMUM)

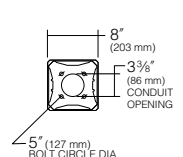
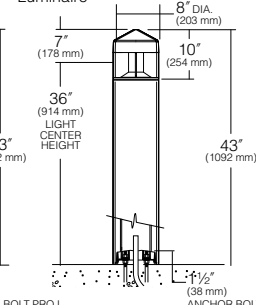
VANDAL RESISTANT SQUARE BOLLARD

Maximum weight: 35 lb

VSB1 - Single Function Luminaire



VSB2 - Dual Function Luminaire

BASE PLAN
VSB ALUMINUM
SHAFT*30" or 36"
OVERALL HEIGHT AVAILABLE -
CONTACT KIM REPRESENTATIVE
(27 1/2" ABSOLUTE MINIMUM)

KIM LIGHTING

Hotel Redevelopment
1210 Brighton Avenue
Portland, Maine
Level III Site Plan Application

Prepared For:
Portland Hotels, Inc.
1210 Brighton Avenue,
Portland, Maine 04102

Plan 1

Design Consultants:

Civil Engineer
Walsh Engineering Associates, Inc.
One Karen Drive, Suite 2A
Westbrook, Maine 04092
207-553-9898

Architect
Robert J. Foster, Architect
36 Groveside Road
Portland, Maine 04102
207-761-3822

Landscape Architect
Land Design Solutions
P.O. Box 316
160 Longwoods Road
Cumberland, Maine 04021
207-939-1717

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

Utilities:

Sewer
City of Westbrook
City Engineer
2 York Street
Westbrook, Maine 04092
1-207-854-0638

Water
Portland Water District
225 Douglass Street
P.O. Box 3553
Portland, Maine 04102
1-207-774-5961 x3199

Electric
Central Maine Power Co.
162 Canco Road
Portland, Maine 04103
1-800-750-4000

Telephone
Fairpoint
45 Forest Avenue
Portland, Maine 04101
1-800-240-5019

Cable
Time Warner Cable
118 Johnson Road
Portland, Maine 04101
1-800-892-2253

Natural Gas
Unitil
1075 Forest Avenue
Portland, Maine 04103-3586
1-207-541-2543

Permits:

Type	Jurisdiction	Status
Level III Site Plan Approval	City of Portland Planning Department	Final Site Plan Submission Submitted March 6, 2015
Maine Construction General Permit	Maine DEP	To be submitted at least 14 days prior to commencement of construction

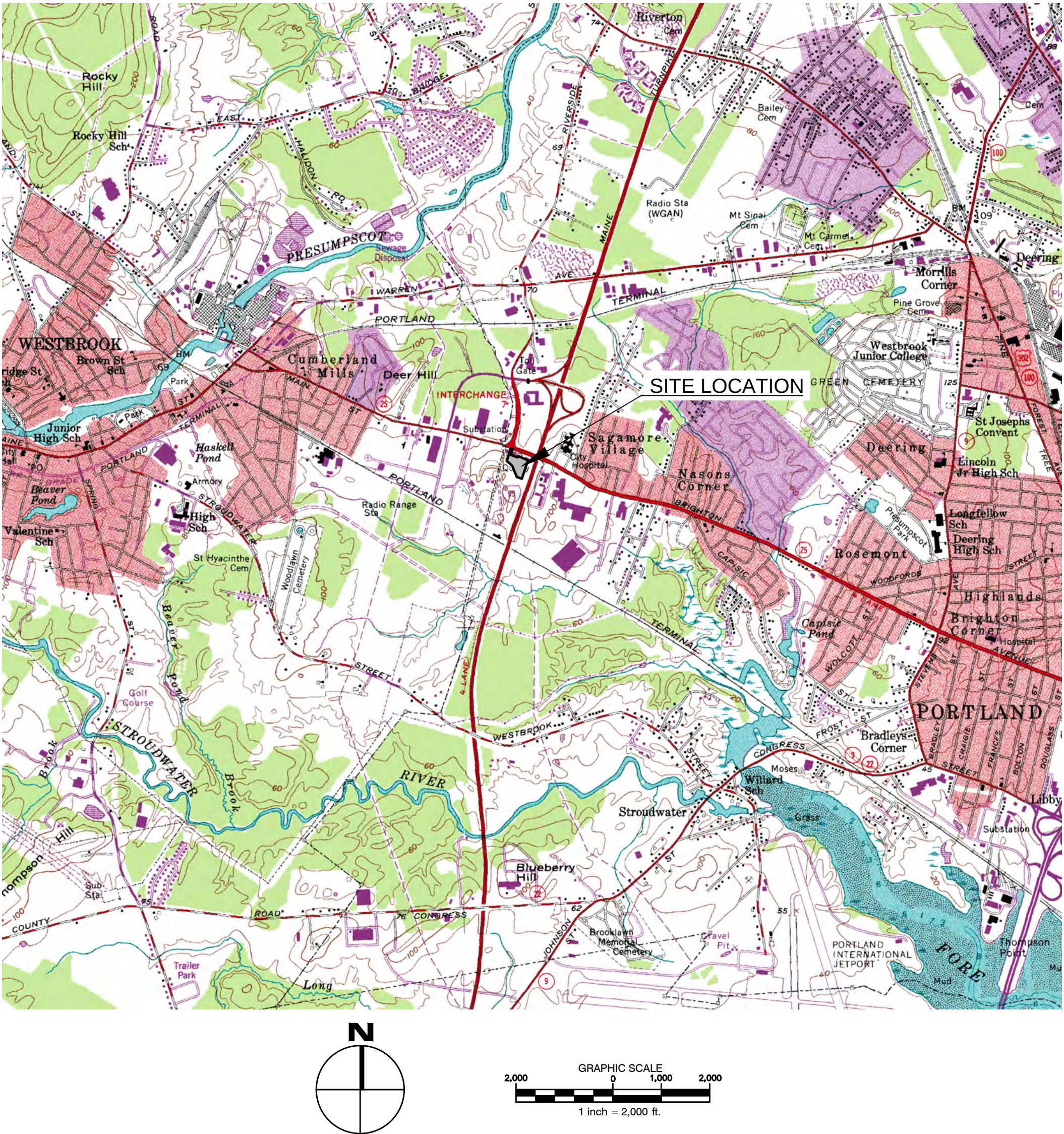
Record Owner/Applicant

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

Parcel ID

Map 265
Block A
Lot 1 & 9

Vicinity Map:



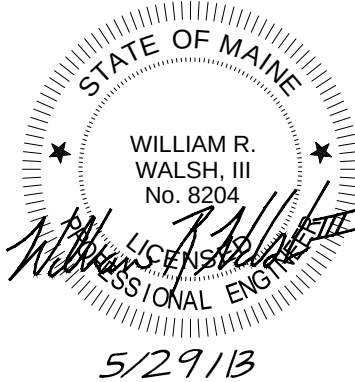
List of Drawings:

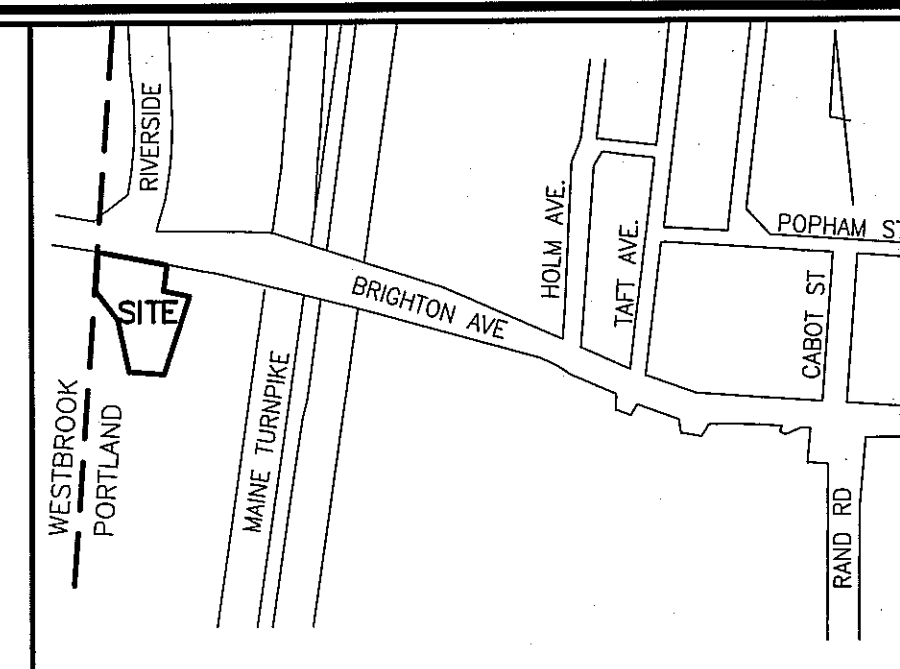
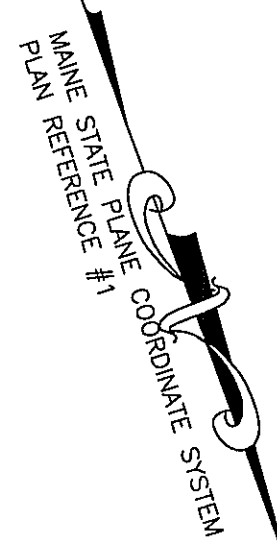
C0.0	Cover Sheet
S1.0	Boundary & Topographic Survey
C1.0	Existing Conditions and Removals Plan
C2.0	Site Layout and Utility Plan
C3.0	Grading and Drainage Plan
L1.1	Landscape and Lighting Plan
A20.1	Elevations
A20.2	Elevations
R1.0	Rendering
C4.0	Site Details
C4.1	Site Details
C4.2	Site Details
C4.3	Site Details
C4.4	Site Details
C4.5	Site Details
C4.6	Erosion and Sedimentation Control Notes
D1.0	Pre-Development Conditions
D2.0	Post Development Conditions

Planning Board Site Plan Approval

Chairman _____

Date: _____





LOCATION MAP

N.T.S.

LEGEND

- IRON PIPE OR ROD FOUND
- CAPPED IRON ROD TO BE SET
- MONUMENT FOUND
- UTILITY POLE
- MANHOLE
- SIGN
- CATCH BASIN
- HYDRANT
- WATER VALVE OR SHUTOFF
- LIGHT POLE
- BOLLARD
- DECIDUOUS TREE
- FENCE
- CURB
- OHW OVERHEAD WIRES
- UE UNDERGROUND ELECTRIC
- W WATER LINE
- G GAS LINE
- T TELEPHONE
- SD STORM DRAIN
- SS SANITARY SEWER
- 1" CONTOUR

UTILITY NOTE

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. CALL 1-888-DIGSAFE AT LEAST THREE BUSINESS DAYS BEFORE PERFORMING ANY CONSTRUCTION. DUE TO OSHA CONFINED SPACE REQUIREMENTS, ALL INVERTS AND PIPE SIZES MUST BE VERIFIED PRIOR TO ANY CONSTRUCTION.

PLAN REFERENCES

- STANDARD BOUNDARY SURVEY FOR EXXON CORPORATION, PROJECT NUMBER 612B, DATED OCTOBER 1986 BY WRIGHT AND PIERCE OF TOPSHAM, ME.
- RIGHT OF WAY MAP-MAINE STATE HIGHWAY COMMISSION #12, PORTLAND TO WESTBROOK - PROJECT NUMBER U-012-1(502) - FILE 3-165 DATED 1963 RECORDED IN PLAN BOOK 74 PAGE 3.
- CITY PROPERTY AT BRIGHTON AVENUE AND RIVERSIDE STREET - FILE 574-7 OF PUBLIC WORKS - CITY OF PORTLAND DATED 5/4/70.
- MAINE TURNPIKE AUTHORITY - SECTION II - PORTLAND TO AUGUSTA, ME SHEET NO. 14, DATED 1955. RECORDED IN PLAN BOOK 56 PAGE 10.
- STANDARD BOUNDARY SURVEY FOR SUSSE CHALET MOTOR LODGE OF PORTLAND, 1200 BRIGHTON AVE., PORTLAND MAINE, DATED 12/14/90 BY OEST ASSOCIATES INC. OF SOUTH PORTLAND, MAINE.
- RIGHT OF WAY MAP STATE HIGHWAY #12 F.A.P. #M-0830 (1) SECTION 4 DATED JUNE 1977 SHEET #9 D.O.T. FILE #3-245 RECORDED IN PLAN BOOK 128 PAGE 7.
- ALTA/ACSM LAND TITLE SURVEY FOR SUSSE CHALET MOTOR LODGE OF PORTLAND DATED DEC. 1993 REVISED 12/29/1993 BY OEST ASSOCIATES, INC. RECORDED IN PLAN BOOK 194 PAGE 73.
- PLAN OF BRIGHTON STREET AS LAID OUT BY COUNTY COMMISSIONERS IN 1992 IN COMMISSIONERS PLAN BOOK 3 PAGE 34.
- ALTA/ACSM LAND TITLE SURVEY FOR SUSSE CHALET PROJECT, 1200 BRIGHTON AVENUE, PORTLAND, MAINE APRIL 25, 1997 REVISED MAY 2, 1997 BY OWEN HASKELL, INC.
- ALTA/ACSM LAND TITLE SURVEY, 1200 BRIGHTON AVENUE, PORTLAND, CUMBERLAND COUNTY, MAINE MADE FOR RECORD OWNER EXXON MOBIL OIL CORPORATION APRIL 14, 2008 REVISED JUNE 17, 2008 BY OWEN HASKELL, INC.

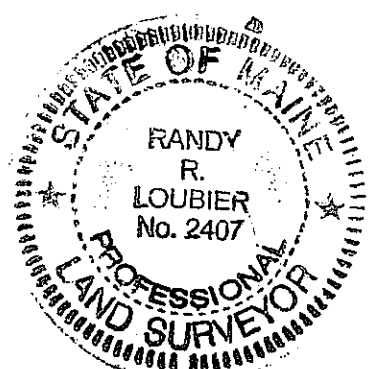
GENERAL NOTES

- OWNER OF RECORD:
TM 265 LOT A-1&6 PORTLAND HOTELS, INC. C.C.R.D. BOOK 20821 PAGE 316
TM 265 LOT A-8 PORTLAND HOTELS REALTY LLC C.C.R.D. BOOK 26152/320
- PROPERTY IS SHOWN AS LOTS 1, 6 AND 8, BLOCK A, ON THE CITY OF PORTLAND'S ASSESSORS MAP 265.
- BEARINGS ARE BASED ON PLAN REFERENCE 1, MAINE STATE PLANE COORDINATE SYSTEM, MAINE WEST.
- PROPERTY IS LOCATED IN B-4 (BUSINESS) ZONE. ZONING IS SUBJECT TO REVIEW BY THE CITY PLANNER.
- BY SCALING, THE PROPERTY IS LOCATED WITHIN ZONE C, AREA OF MINIMAL FLOODING, AS SHOWN ON THE FLOOD INSURANCE RATE MAP FOR THE CITY OF PORTLAND, MAINE, COMMUNITY PANEL NUMBER 230051-006-B EFFECTIVE DATE JULY 17, 1986.
- SEWER IS LOCATED IN PORTLAND BUT FLOWS TO THE CITY OF WESTBROOK'S TREATMENT PLANT. BILLING FOR SEWER IS DONE BY THE CITY OF WESTBROOK.
- ELEVATIONS ARE BASED ON NGVD 1929 DATUM.

CERTIFICATE

OWEN HASKELL, INC. HEREBY CERTIFIES THAT THIS PLAN IS BASED ON, AND THE RESULT OF, AN ON THE GROUND FIELD SURVEY AND THAT TO THE BEST OF OUR KNOWLEDGE, INFORMATION AND BELIEF, IT CONFORMS TO THE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS CURRENT STANDARDS OF PRACTICE, WITH THE EXCEPTION OF MARKERS NOT SET AT ALL CORNERS.

3/6/15
DATE
RANDY R. LOUBIER, PLS NO. 2407



SCALE : 1" = 30'

REV. 01/02/10/15 ADDED IRONS TO BE SET AND COORDINATES

BOUNDARY & TOPOGRAPHIC SURVEY
AT
1200 BRIGHTON AVENUE, PORTLAND, MAINE
MADE FOR
WALSH ENGINEERING
1 KAREN DRIVE #2A, WESTBROOK, ME 04092

OWEN HASKELL, INC.
390 U.S. ROUTE ONE, PALMOUTH, ME 04105 (207) 774-0424
PROFESSIONAL LAND SURVEYORS

Drawn By	RRL	Date	Job No.
Trace By	JLW	JULY 2, 2014	2014-095P
Check By	RRL	Scale	Drwg. No.
Book No.	1126	1" = 30'	1

PLAN REFERENCES:

- ONSITE TOPOGRAPHIC AND PROPERTY BOUNDARY INFORMATION TAKEN FROM THE FOLLOWING:
 - A PLAN TITLED "BOUNDARY AND TOPOGRAPHIC SURVEY", PREPARED BY OWEN HASKELL, INC. OF 390 US ROUTE ONE, FALMOUTH, MAINE, DATED JULY 2, 2013.
 - ELEVATIONS ARE BASED ON NGVD29 DATUM.
- OFFSITE TOPOGRAPHIC INFORMATION TAKEN FROM THE FOLLOWING:
 - PUBLICLY AVAILABLE AERIAL PHOTOGRAPHY.
 - PUBLICLY AVAILABLE LIDAR SURVEY DATA.

GENERAL NOTES:

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING "DIG SAFE" AND LOCAL UTILITY COMPANIES AT LEAST THREE (3) BUSINESS DAYS, BUT NOT MORE THAN 30 CALENDAR DAYS, PRIOR TO THE COMMENCEMENT OF ANY EXCAVATION, IN ACCORDANCE WITH MAINE STATE LAW. "DIG SAFE" TELEPHONE NUMBER IS 1-888-344-7233.
- THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR ALL AND ANY MEANS, METHODS, AND TECHNIQUES EMPLOYED TO PERFORM THE WORK SHOWN ON THE PLANS.
- ALL WORK SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL REGULATIONS INCLUDING ALL SAFETY REGULATIONS (OSHA).
- ALL WORK SHALL BE IN CONFORMANCE ALL UTILITY COMPANIES STANDARDS.
- THE CONTRACTOR SHALL SECURE ALL NECESSARY PERMITS FOR THE WORK SHOWN ON THESE PLANS PRIOR TO CONSTRUCTION.
- ALL PAVEMENT/CONCRETE CUTS SHALL BE SAW CUT TO RESULT IN CLEAN EDGES. A TACK COAT SHALL BE APPLIED ALONG THE PAVEMENT CUT EDGES AND THE NEW PAVEMENT BUTTED TO IT, UNLESS OTHERWISE DIRECTED BY THE OWNER OR OWNERS REPRESENTATIVE.
- ALL WORK SHALL COMPLY WITH THE CITY OF PORTLAND REQUIREMENTS.
- ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO ANY SITE EXCAVATION OR REGRADING. REFER TO THE WRITTEN EROSION CONTROL PLAN AND DRAWINGS FOR FURTHER EROSION CONTROL GUIDELINES.
- CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS SHOWN ON THE DRAWINGS. IF ANY DISCREPANCIES ARE FOUND, THE OWNER OR OWNERS REPRESENTATIVE SHALL BE NOTIFIED IMMEDIATELY.
- ALL PROPOSED WORK WITHIN THE BRIGHTON AVENUE RIGHT-OF-WAY SHALL MEET THE CITY OF PORTLAND TECHNICAL MANUAL STANDARDS.

EXISTING UTILITY NOTES:

- THE UNDERGROUND UTILITIES HEREON SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE DESIGN ENGINEER MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE DESIGN ENGINEER FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM AVAILABLE INFORMATION.
- THE CONTRACTOR SHALL CALL 1-888-DIGSAFE AT LEAST THREE BUSINESS DAYS BEFORE PERFORMING ANY CONSTRUCTION. ALL INVERTS AND PIPE SIZES MUST BE VERIFIED PRIOR TO ANY CONSTRUCTION.

SITE DEMOLITION NOTES:

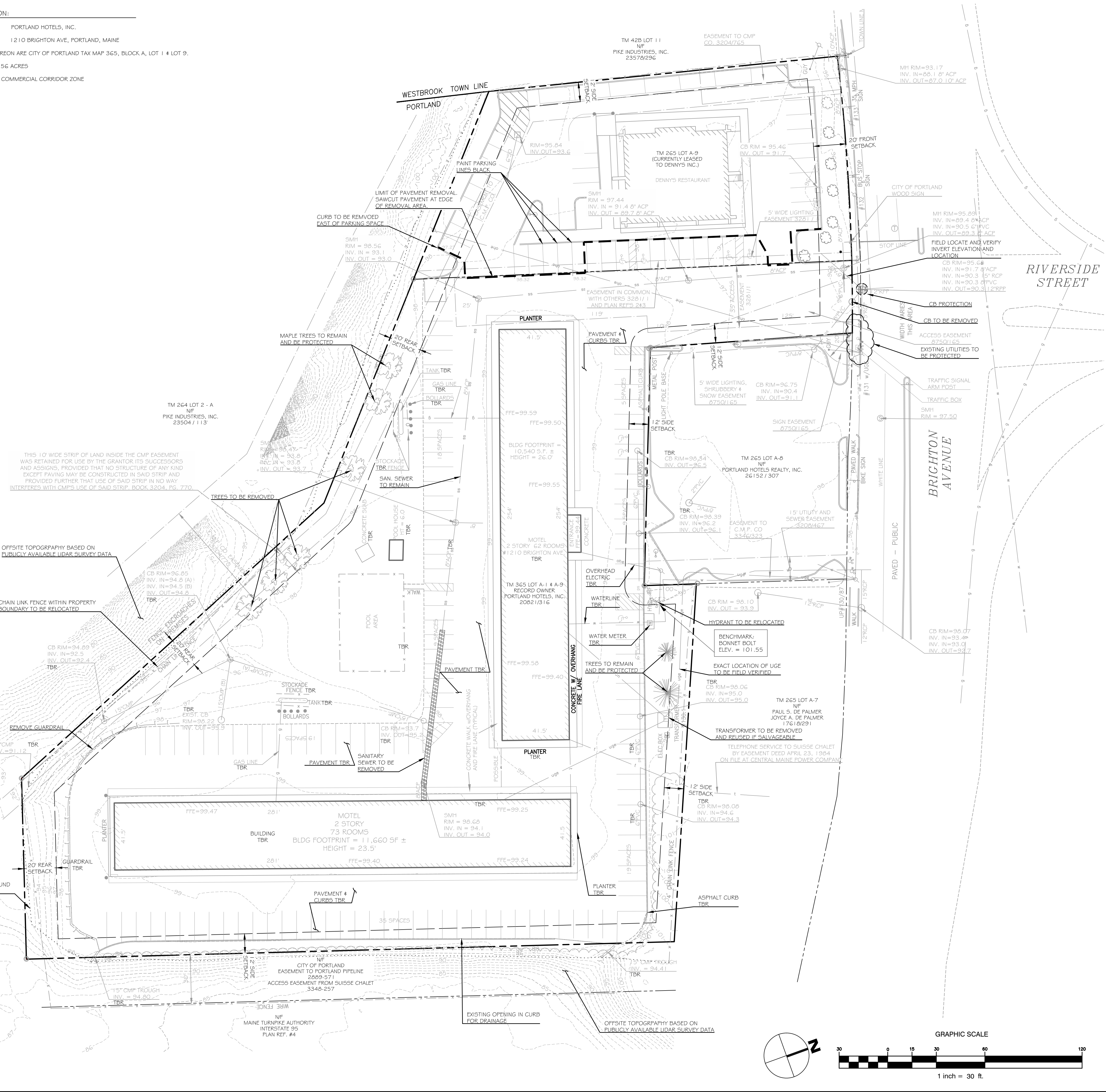
- ALL SITE FEATURES INCLUDING BUT NOT LIMITED TO BUILDINGS, FOUNDATIONS, PAVEMENT, CURBING, UTILITIES, AND LANDSCAPING, SHALL BE REMOVED UNLESS SPECIFICALLY INDICATED TO REMAIN.
- ALL SITE DEMOLITION MATERIALS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AT HIS EXPENSE.

PARCEL INFORMATION:

- OWNER OF RECORD: PORTLAND HOTELS, INC.
- STREET ADDRESS: 1210 BRIGHTON AVE, PORTLAND, MAINE
- PARCELS SHOWN HEREON ARE CITY OF PORTLAND TAX MAP 365, BLOCK A, LOT 1 & LOT 9.
- TOTAL LOT AREA : 3.56 ACRES
- CURRENT ZONE: B4 COMMERCIAL CORRIDOR ZONE

LEGEND

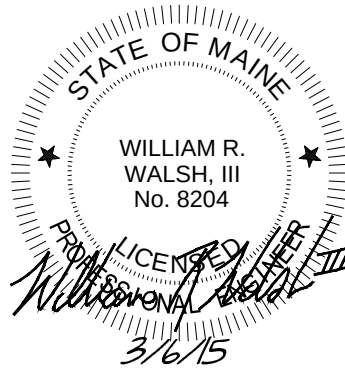
EXISTING	PROPOSED
	PROPERTY LINE
	TAX MAP LOT LINE
	ROAD
	RIGHT-OF-WAY LINE
	EASEMENT LINE
	PROPERTY SETBACK
	TOWN LINE
	ZONING BOUNDARY
	MONUMENT (IRON)
	ABUTTING PROPERTY LINE
	ABUTTER
	STORM DRAIN MANHOLE
	STORM DRAIN CATCH BASIN
	STORM DRAIN LINE
	SANITARY SEWER MANHOLE
	SANITARY SEWER LINE
	WATERLINE
	HYDRANT
	WATER LINE METER PIT
	GAS LINE
	OVERHEAD ELECTRIC LINE
	UNDERGROUND ELECTRIC LINE
	ELECTRIC TRANSFORMER
	TELEPHONE LINE
	UTILITY POLE
	BUILDING
	FENCE METAL
	FENCE WOOD
	GUARD RAIL
	SIGN
	EDGE OF PAVEMENT
	EDGE OF CONCRETE
	BITUMINOUS CURB
	GRANITE CURB
	HANDICAP SYMBOL
	PARKING STRIPING
	CATCH BASIN INLET PROTECTION
	TBR
	TO BE REMOVED



WALSH
ENGINEERING ASSOCIATES, INC.

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

Copyright © 2014



HOTEL REDEVELOPMENT

1210 Brighton Avenue
Portland, Maine

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

ISSUED FOR PERMITTING - NOT FOR CONSTRUCTION

Rev.	Date	Description	Drawn	Check
1	11/14/14	Submitted for Prelim. Level III Site Plan Application	SWC	WRW
2	11/18/14	Revised Cover Sheet and Zoning Summary	SWC	WRW
3	2/17/15	Revised Per City Staff Review Comments	SWC	WRW
4	3/6/15	Revised Per City Staff Review Comments	SWC	WRW

Sheet Title:	
EXISTING CONDITIONS AND REMOVALS PLAN	
Job No.: 257	Sheet No.:
Date: Nov. 14, 2014	
Scale: 1"=30'	
Drawn: SWC	
Checked: WRW	

C1.0

GENERAL NOTES:

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING "DIG SAFE" AND LOCAL UTILITY COMPANIES AT LEAST THREE (3) BUSINESS DAYS, BUT NOT MORE THAN 30 CALENDAR DAYS, PRIOR TO THE COMMENCEMENT OF ANY EXCAVATION, IN ACCORDANCE WITH MAINE STATE LAW. "DIG SAFE" TELEPHONE NUMBER IS 1-888-344-7233.
- THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR ANY AND ALL MEANS, METHODS, AND TECHNIQUES EMPLOYED TO PERFORM THE WORK SHOWN ON THE PLANS.
- ANY DAMAGE TO EXISTING UTILITIES AND/OR SITE FEATURES AS A RESULT OF CONTRACTOR ACTIVITIES SHALL BE REPAIRED TO THE CONDITION IMMEDIATELY BEFORE DAMAGE OCCURRED AT THE CONTRACTOR'S EXPENSE.
- ALL WORK SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL REGULATIONS INCLUDING ALL SAFETY REGULATIONS (OSHA).
- ALL WORK SHALL BE IN CONFORMANCE WITH THE CITY OF PORTLAND REQUIREMENTS.
- THE CONTRACTOR SHALL SECURE ALL NECESSARY PERMITS FOR THE WORK SHOWN ON THESE PLANS PRIOR TO CONSTRUCTION.
- ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO ANY SITE EXCAVATION OR REGRADING.
- CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS SHOWN ON THE DRAWINGS. IF ANY DISCREPANCIES ARE FOUND, THE OWNER OR OWNER'S REPRESENTATIVE SHALL BE NOTIFIED IMMEDIATELY.
- THE SUBJECT PROPERTY IS NOT LOCATED WITHIN THE 100-YEAR FLOOD PLAIN AS DEPICTED ON THE FEMA FIRM FLOOD INSURANCE RATE MAPS.
- ALL WATER MAIN WORK SHALL COMPLY WITH PORTLAND WATER DISTRICT REQUIREMENTS. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL REQUIRED PERMITS FROM THE PORTLAND WATER DISTRICT.
- ALL PROPOSED WORK WITHIN THE BRIGHTON AVENUE RIGHT-OF-WAY SHALL MEET THE CITY OF PORTLAND TECHNICAL MANUAL STANDARDS (MIN. 6 SPACES).

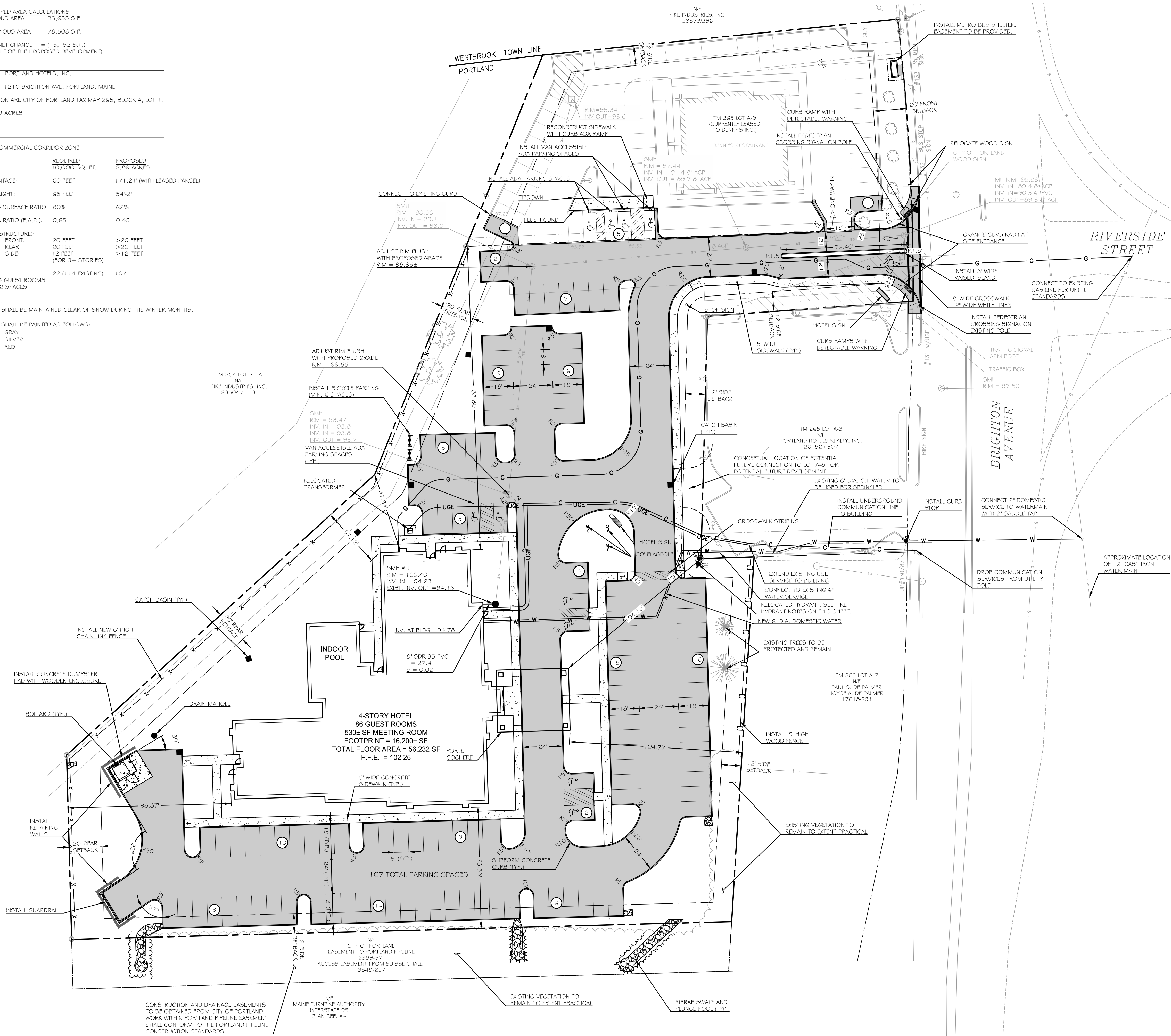
LAYOUT, MATERIALS, AND UTILITY NOTES:

- ALL DIMENSIONS, LOCATIONS AND CONTROLS SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO ANY CONSTRUCTION ACTIVITIES. ANY DISCREPANCIES SHALL BE REPORTED IMMEDIATELY TO THE OWNER OR OWNER'S REPRESENTATIVE.
- ALL ANGLES ARE 90 DEGREES UNLESS OTHERWISE SHOWN.
- ALL EDGES OF PAVING SHALL BE STAKED OUT BY THE CONTRACTOR AND REVIEWED BY THE OWNER'S REPRESENTATIVE PRIOR TO CONSTRUCTION.
- PROVIDE A SMOOTH TRANSITION WHERE NEW WORK MEETS EXISTING.
- ALL DISTURBED AREAS NOT OTHERWISE TREATED SHALL BE LOAMED AND SEEDED.
- CENTERLINES OF ROADS AND WALKWAY, PROPOSED PARKING LOTS AND PROPOSED UTILITY LINES SHALL BE LOCATED AND LAID OUT BY PROFESSIONALLY LICENSED SURVEYOR.
- BICYCLE PARKING SHALL BE IN ACCORDANCE WITH THE CITY OF PORTLAND CODE OF ORDINANCES AND IN CONFORMANCE WITH THE TECHNICAL MANUAL.

LEGEND

EXISTING	PROPOSED
	PROPERTY LINE
	TAX MAP LOT LINE
	ABUTTER LOT LINE
	PROPERTY LINE SETBACK
	ZONE LINE
	EDGE OF PAVEMENT
	EDGE OF BUILDING
	TREELINE
	PROPERTY LINE MONUMENTATION
	STORM DRAIN MANHOLE
	STORM DRAIN CATCH BASIN
	RIP RAP IN/OUT PROTECTION APRON
	SANITARY SEWER MANHOLE
	SANITARY SEWER LINE
	WATERLINE
	HYDRANT
	WATER LINE SHUT-OFF VALVE
	GAS LINE
	ELECTRIC LINE
	OVERHEAD ELECTRIC LINE
	UNDERGROUND ELECTRIC LINE
	ELECTRIC BOX
	ELECTRIC TRANSFORMER
	LIGHT POLE
	TELEPHONE LINE
	UTILITY POLE
	OVERHEAD UTILITY
	UNDERGROUND UTILITY
	BUILDING
	FENCE METAL
	GUARD RAIL
	RIPRAP
	SIGN
	FLAGPOLE
	BOLLARD
	LANDSCAPE/RETAINING WALL
	CONSTRUCTION ENTRANCE
	DEMO EDGE OF PAVEMENT
	CONSTRUCTION FENCE
	EDGE OF PAVEMENT
	EDGE OF CONCRETE
	CURB
	ARROW STRAIGHT
	ARROW LEFT
	HANDICAP SYMBOL
	PARKING STRIPING
	TRAFFIC/PARKING SIGN

- IMPERVIOUS AND DEVELOPED AREA CALCULATIONS
EXISTING TOTAL IMPERVIOUS AREA = 93,655 S.F.
PROPOSED TOTAL IMPERVIOUS AREA = 78,503 S.F.
PROPOSED IMPERVIOUS NET CHANGE = (15,152 S.F.)
(A REDUCTION AS A RESULT OF THE PROPOSED DEVELOPMENT)
- PARCEL INFORMATION
- OWNER OF RECORD: PORTLAND HOTELS, INC.
 - STREET ADDRESS: 1210 BRIGHTON AVE., PORTLAND, MAINE
 - PARCELS SHOWN HEREON ARE CITY OF PORTLAND TAX MAP 265, BLOCK A, LOT 1.
 - TOTAL LOT AREA: 2.89 ACRES
- ZONING REQUIREMENTS:
- CURRENT ZONE: B4 COMMERCIAL CORRIDOR ZONE
 - MINIMUM LOT AREA: REQUIRED 10,000 SQ. FT., PROPOSED 2.89 ACRES
 - MINIMUM STREET FRONTAGE: 60 FEET 171.21' (WITH LEASED PARCEL)
 - MAXIMUM BUILDING HEIGHT: 65 FEET 54'-2"
 - MAXIMUM IMPERVIOUS SURFACE RATIO: 80% 62%
 - MAXIMUM FLOOR AREA RATIO (F.A.R.): 0.65 0.45
 - SETBACKS (PRINCIPLE STRUCTURE): FRONT: 20 FEET >20 FEET REAR: 20 FEET >20 FEET SIDE: 12 FEET (FOR 3+ STORIES) >12 FEET
 - PARKING: 1 SPACE FOR EVERY 4 GUEST ROOMS 66 / 4 = 21.5 => 22 SPACES
- FIRE HYDRANT NOTES:
- PRIVATE HYDRANTS SHALL BE MAINTAINED CLEAR OF SNOW DURING THE WINTER MONTHS.
 - PRIVATE HYDRANTS SHALL BE PAINTED AS FOLLOWS:
2.1. BONNET: GRAY
2.2. CAPS: SILVER
2.3. BARREL: RED



HOTEL REDEVELOPMENT

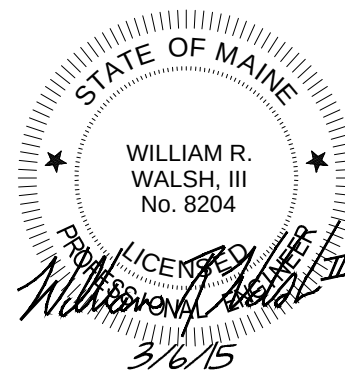
1210 Brighton Avenue
Portland, Maine

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

WALSH
ENGINEERING ASSOCIATES, INC.

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

Copyright © 2014



ISSUED FOR PERMITTING - NOT FOR CONSTRUCTION

Rev.	Date	Description	Drawn	Check
1	11/14/14	Submitted for Prelim. Level II Site Plan Application	SWC	WRW
2	11/18/14	Revised Cover Sheet and Zoning Summary	SWC	WRW
3	2/17/15	Revised Per City Staff Review Comments	SWC	WRW
4	3/6/15	Revised Per City Staff Review Comments	SWC	WRW

Sheet Title:

SITE LAYOUT AND UTILITY PLAN

Job No.: 257
Date: Nov. 14, 2014
Scale: 1"=30'
Drawn: SWC
Checked: WRW

Sheet No.:

C2.0

GENERAL NOTES:

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING "DIG SAFE" AND LOCAL UTILITY COMPANIES AT LEAST THREE (3) BUSINESS DAYS, BUT NOT MORE THAN 30 CALENDAR DAYS, PRIOR TO THE COMMENCEMENT OF ANY EXCAVATION, IN ACCORDANCE WITH MAINE STATE LAW. "DIG SAFE" TELEPHONE NUMBER IS 1-888-344-7233.
2. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR ANY AND ALL MEANS, METHODS, AND TECHNIQUES EMPLOYED TO PERFORM THE WORK SHOWN ON THE PLANS.
3. ANY DAMAGE TO EXISTING UTILITIES AND/OR SITE FEATURES AS A RESULT OF CONTRACTOR ACTIVITIES SHALL BE REPAIRED TO THE CONDITION IMMEDIATELY BEFORE DAMAGE OCCURRED AT THE CONTRACTOR'S EXPENSE.
4. ALL WORK SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL REGULATIONS INCLUDING ALL SAFETY REGULATIONS (OSHA).
5. ALL WORK SHALL BE IN CONFORMANCE WITH THE TOWN OF PORTLAND REQUIREMENTS.
6. THE CONTRACTOR SHALL SECURE ALL NECESSARY PERMITS FOR THE WORK SHOWN ON THESE PLANS PRIOR TO CONSTRUCTION.
7. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO ANY SITE EXCAVATION OR REGRADING.
8. CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS SHOWN ON THE DRAWINGS. IF ANY DISCREPANCIES ARE FOUND, THE OWNER OR OWNERS REPRESENTATIVE SHALL BE NOTIFIED IMMEDIATELY.
9. THE SUBJECT PROPERTY IS NOT LOCATED WITHIN THE 100-YEAR FLOOD PLAIN AS DEPICTED ON THE FEMA FIRM FLOOD INSURANCE RATE MAPS.
10. ELEVATIONS AND CONTOURS ARE BASED ON NGVD29 DATUM. SEE PLAN FOR TBM DESCRIPTION.
11. ALL WATER MAIN WORK SHALL COMPLY WITH PORTLAND WATER DISTRICT REQUIREMENTS. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL REQUIRED PERMITS FROM THE PORTLAND WATER DISTRICT.
12. ALL SANITARY WORK SHALL COMPLY WITH CITY OF WESTBROOK WASTEWATER DEPARTMENT REQUIREMENTS. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL REQUIRED PERMITS FROM THE CITY OF WESTBROOK WASTEWATER DEPARTMENT.
13. ALL PROPOSED WORK WITHIN THE BRIGHTON AVENUE RIGHT-OF-WAY SHALL MEET THE CITY OF PORTLAND TECHNICAL MANUAL STANDARDS.
14. SEE SURVEY NOTES ON SHEET C1.0 FOR PLAN REFERENCES

EXISTING UTILITY NOTES:

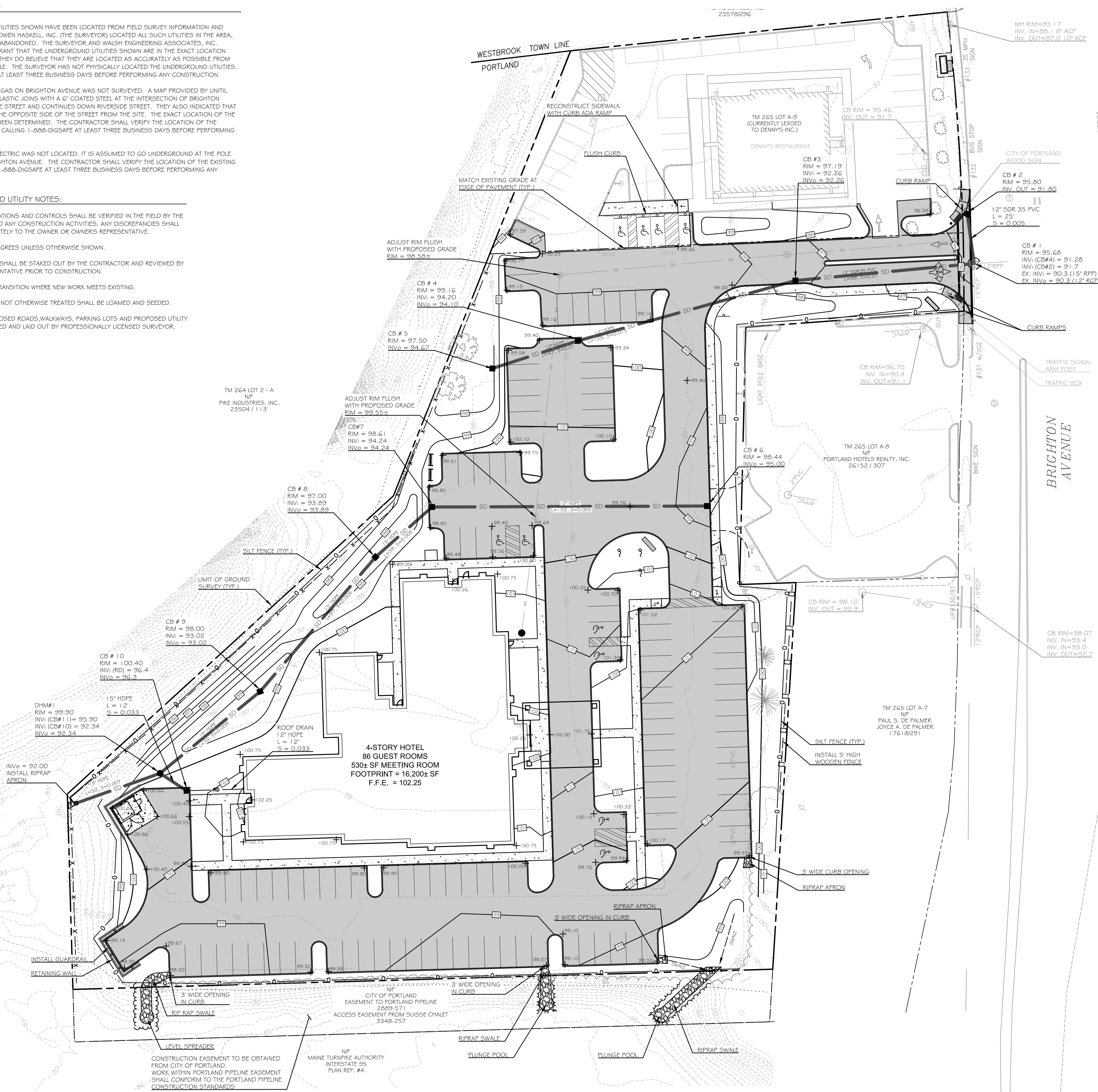
1. THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. OWEN HASKELL, INC. (THE SURVEYOR) LOCATED ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR AND WALSH ENGINEERING ASSOCIATES, INC. FURTHER DO NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH THEY DO BELIEVE THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. CALL 1-888-DIGSAFE AT LEAST THREE BUSINESS DAYS BEFORE PERFORMING ANY CONSTRUCTION.
2. THE LOCATION OF THE GAS ON BRIGHTON AVENUE WAS NOT SURVEYED. A MAP PROVIDED BY UNTIL INDICATED THAT A 6" PLASTIC JOINS WITH A 6" COATED STEEL AT THE INTERSECTION OF BRIGHTON AVENUE AND RIVERSIDE STREET AND CONTINUES DOWN RIVERSIDE STREET. THEY ALSO INDICATED THAT THESE LINES ARE ON THE OPPOSITE SIDE OF THE STREET FROM THE SITE. THE EXACT LOCATION OF THE GAS LINES HAVE NOT BEEN DETERMINED. THE CONTRACTOR SHALL VERIFY THE LOCATION OF THE EXISTING GAS MAIN BY CALLING 1-888-DIGSAFE AT LEAST THREE BUSINESS DAYS BEFORE PERFORMING ANY CONSTRUCTION.
3. THE UNDERGROUND ELECTRIC WAS NOT LOCATED. IT IS ASSUMED TO GO UNDERGROUND AT THE POLE INDICATED ALONG BRIGHTON AVENUE. THE CONTRACTOR SHALL VERIFY THE LOCATION OF THE EXISTING ELECTRIC BY CALLING 1-888-DIGSAFE AT LEAST THREE BUSINESS DAYS BEFORE PERFORMING ANY CONSTRUCTION.

LAYOUT, MATERIALS, AND UTILITY NOTES:

1. ALL DIMENSIONS, LOCATIONS AND CONTROLS SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO ANY CONSTRUCTION ACTIVITIES. ANY DISCREPANCIES SHALL BE REPORTED IMMEDIATELY TO THE OWNER OR OWNERS REPRESENTATIVE.
2. ALL ANGLES ARE 90 DEGREES UNLESS OTHERWISE SHOWN.
3. ALL EDGES OF PAVING SHALL BE STAKED OUT BY THE CONTRACTOR AND REVIEWED BY THE OWNERS REPRESENTATIVE PRIOR TO CONSTRUCTION.
4. PROVIDE A SMOOTH TRANSITION WHERE NEW WORK MEETS EXISTING.
5. ALL DISTURBED AREAS NOT OTHERWISE TREATED SHALL BE LOAMED AND SEEDED.
6. CENTERLINES OF PROPOSED ROADS, WALKWAYS, PARKING LOTS AND PROPOSED UTILITY LINES SHALL BE LOCATED AND LAID OUT BY PROFESSIONALLY LICENSED SURVEYOR.

LEGEND

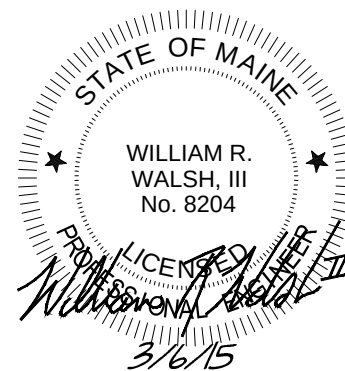
EXISTING		PROPOSED
	PROPERTY LINE	
	TAX MAP LOT LINE	
	ABUTTER LOT LINE	
	PROPERTY LINE SETBACK ZONE LINE	
	EDGE OF PAVEMENT	
	EDGE OF BUILDING	
	TREELINE	
	PROPERTY LINE MONUMENTATION	
	EDGE OF PAVEMENT	
	STORM DRAIN MANHOLE	
	STORM DRAIN CATCH BASIN	
	RIP RAP IN/OUT PROTECTION APRON	
	SANITARY SEWER MANHOLE	
	HYDRANT	
	ELECTRIC BOX	
	ELECTRIC TRANSFORMER	
	LIGHT POLE	
	UTILITY POLE	
	BUILDING	
	FENCE METAL	
	GUARD RAIL	
	RIPRAP	
	SIGN	
	FLAGPOLE	
	BOLLARD	
	LANDSCAPE/RETAINING WALL	
	CONSTRUCTION ENTRANCE	
	DEMO EDGE OF PAVEMENT	
	CONSTRUCTION FENCE	
	EDGE OF PAVEMENT	
	EDGE OF CONCRETE	
	CURB	
	ARROW STRAIGHT	
	ARROW LEFT	
	HANDICAP SYMBOL	
	PARKING STRIPING	
	TRAFFIC/PARKING SIGN	
	INTERMEDIATE CONTOUR	
	INDEX CONTOUR	
	SPOT GRADE	
	FLOW ARROW	
	SILT FENCE	
	CONSTRUCTION ENTRANCE	
	DETAIL REFERENCE	
	CATCH BASIN INLET PROTECTION	



WALSH
ENGINEERING ASSOCIATES, INC.

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

Copyright © 2014



HOTEL REDEVELOPMENT

1210 Brighton Avenue
Portland, Maine

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

ISSUED FOR PERMITTING - NOT FOR CONSTRUCTION

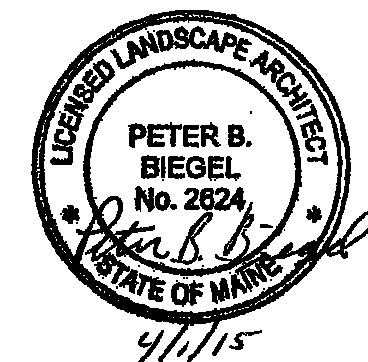
Rev.	Date	Description	Drawn	Check
1	11/14/14	Submitted for Prelim. Level II Site Plan Application	SWC	WRW
2	11/18/14	Revised Cover Sheet and Zoning Summary	SWC	WRW
3	2/17/15	Revised Per City Staff Review Comments	SWC	WRW
4	3/6/15	Revised Per City Staff Review Comments	SWC	WRW

Sheet Title:
GRADING AND DRAINAGE PLAN

Job No.: 257
Date: Nov. 14, 2014
Scale: 1"=30'
Drawn: SWC
Checked: WRW

Sheet No.:

C3.0



HOTEL REDEVELOPMENT

1210 Brighton Avenue
Portland, Maine

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

ISSUED FOR PERMITTING - NOT FOR CONSTRUCTION

Rev.	Date	Description	Drawn	Check
1	11/14/14	Submitted for Prelim. Level III Site Plan Application	PBB	PBB
2	1/19/15	Revised Cover Sheet and Zoning Summary	PBB	PBB
3	2/17/15	Revised Per City Staff Review Comments	PBB	PBB
4	3/30/15	Revised Per City Staff Review Comments	PBB	PBB
5	04/11/15	Revised Per Lighting Revisions	PBB	PBB

Sheet Title:
LANDSCAPE AND
LIGHTING PLAN

Job No.:	257	Sheet No.:	
Date:	Nov. 14, 2014		
Scale:	1"=30'		
Drawn:	PBB		
Checked:	PBB		

L1.1

LIGHTING LEGEND:

- SINGLE HEAD LED POLE MOUNTED FIXTURE AT 16.5 FT. MOUNTING HEIGHT
- P1 SINGLE HEAD LED POLE MOUNTED FIXTURE AT 12.5 FT. MOUNTING HEIGHT
- P1 DOUBLE HEAD LED POLE MOUNTED FIXTURE AT 19.5 FT. MOUNTING HEIGHT
- BOLLARD LED FIXTURE
- ▷ WALL MOUNTED LED FIXTURE AT 12 FT. MOUNTING HEIGHT

LIGHT FIXTURES TO BE FULL CUT OFF.

LANDSCAPE NOTES:

- PRIOR TO THE START OF ANY EXCAVATION FOR THE PROJECT BOTH ON AND OFF THE SITE, THE CONTRACTOR SHALL NOTIFY DIGSAFE AND BE PROVIDED WITH A DIGSAFE NUMBER INDICATING THAT ALL EXISTING UTILITIES HAVE BEEN LOCATED AND MARKED.
- LANDSCAPE CONTRACTOR IS ENCOURAGED TO PROVIDE THE LANDSCAPE ARCHITECT WITH CONCERNS AND/OR SUGGESTIONS WITH REGARDS TO PROPOSED PLANT MATERIAL SELECTION PRIOR TO PLACING A PURCHASE ORDER.
- THE LANDSCAPE CONTRACTOR SHALL SUPPLY ALL PLANT MATERIALS IN QUANTITIES SUFFICIENT TO COMPLETE ALL PLANTINGS SHOWN GRAPHICALLY ON THIS DRAWING. CLARIFY ANY DISCREPANCIES WITH THE LANDSCAPE ARCHITECT PRIOR TO PRICING ANY PLANT MATERIAL.
- ALL PLANT MATERIALS SHALL CONFORM TO THE GUIDELINES ESTABLISHED BY THE LATEST EDITION OF THE AMERICAN ASSOCIATION OF NURSERYMEN'S "AMERICAN STANDARD OF NURSERY STOCK".
- ALL PLANT MATERIALS ARE SUBJECT TO THE APPROVAL OF THE OWNER'S REPRESENTATIVE AT THE SITE. PLANTS WHICH ARE REJECTED SHALL BE REMOVED FROM THE SITE IMMEDIATELY AND REPLACED AT NO ADDITIONAL COST TO THE OWNER.
- ALL TREES AND SHRUBS TO BE BALLED IN BURLAP OR CONTAINERIZED.
- MULCH FOR PLANTED AREAS TO BE ASED SPRUCE AND FIR BARK, PARTIALLY DECOMPOSED, DARK BROWN IN COLOR AND FREE OF WOOD CHIPS THICKER THAN 1/4 INCH.
- CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE AWAY FROM ALL BUILDING FOUNDATIONS, STRUCTURES AND PLANTING BEDS.
- NO PLANTS SHALL BE PLANTED BEFORE ACCEPTANCE OF ROUGH GRADING AND BEFORE CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
- ALL SHRUB GROUPINGS SHALL BE INCORPORATED INTO BEDS. WHERE MULCHED PLANT BED ADJUTS LAWN, CONTRACTOR SHALL PROVIDE A TURF CUT EDGE.
- ALL TREES ALONG WALK AND PARKING AREAS SHALL BEGIN BRANCHING AT 6' HT. MIN.
- ALL PLANT MATERIAL OR REPRESENTATIVE SAMPLES SHALL BE LEGIBLY TAGGED WITH PROPER COMMON AND BOTANICAL NAMES. TAGS SHALL REMAIN ON THE PLANTS UNTIL FINAL ACCEPTANCE.
- CONTRACTOR SHALL LOAMED DISTURBED AREAS AS FOLLOWS:
 - LAWN AREAS 6" DEPTH OF TOPSOIL
 - CURBED PARKING LOT ISLANDS 24" DEPTH OF TOPSOIL
- SEED MIXTURE FOR LAWN AREAS SHALL BE (SEED TYPE & BY WEIGHT): CREEPING RED FESCUE (MIN. 2 VARIETIES) 55 KENTUCKY BLUEGRASS (MIN. 2 VARIETIES) 30 PERENNIAL RYE GRASS 15 SEEDING RATE PER 1000' SQ.FT. 3 LBS. MIN.
- CONTRACTOR SHALL BEGIN MAINTENANCE IMMEDIATELY AFTER PLANTING AND WILL CONTINUE UNTIL FINAL ACCEPTANCE. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL MEANS AND METHODS OF WATERING AND MAINTENANCE.
- THE LANDSCAPE CONTRACTOR SHALL GUARANTEE ALL PLANT MATERIALS FOR ONE (1) FULL YEAR FROM DATE OF FINAL ACCEPTANCE.
- SCREENED IMAGES SHOW EXISTING CONDITIONS. WHERE EXISTING CONDITIONS LIE UNDER OR ARE IMPINGED UPON BY PROPOSED BUILDINGS AND OR SITE ELEMENTS, THE EXISTING CONDITION WILL BE REMOVED, ABANDONED AND OR CAPPED OR DEMOLISHED AS REQUIRED.
- SHOULD SIGNIFICANT VEGETATION BE HARVED OR REMOVED DURING CONSTRUCTION BEYOND THAT SHOWN ON THE PLAN, ADDITIONAL PLANTINGS WILL BE REQUIRED PER THE CITY ARBORIST.

LANDSCAPE REQUIREMENTS:

A) PARKING LANDSCAPE REQUIREMENT PER CITY OF PORTLAND CODE OF ORDINANCES SEC. 14-526, (I) PARKING LOT LANDSCAPING:

REQUIRED - AT LEAST 2 TREES OR 1 TREE AND 3 SHRUBS PER 5 PARKING SPACES PLANTED IN LANDSCAPE ISLANDS (116 PKG. SPACES / 5 = 24 x2 = 48 TREES OR 24 TREES AND 72 SHRUBS.

PROPOSED - 30 TREES AND 44 SHRUBS.

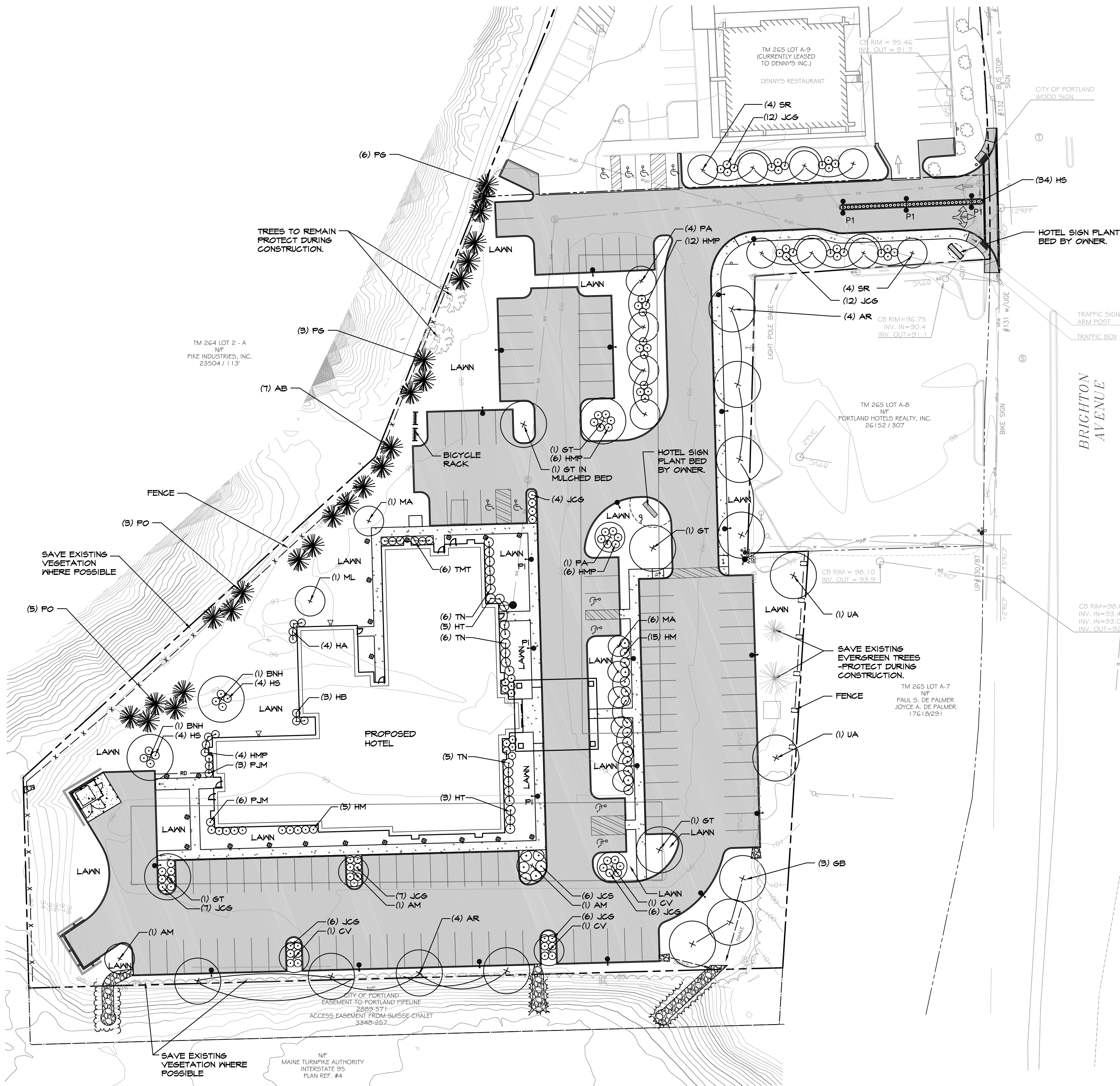
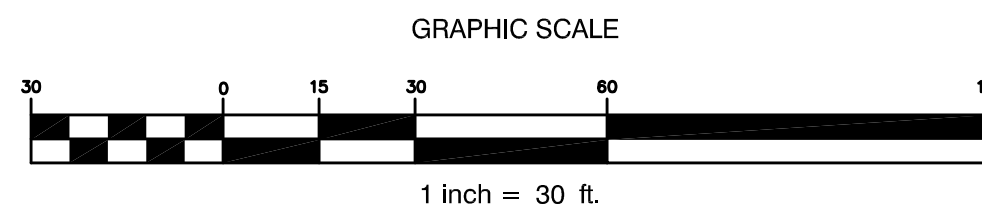
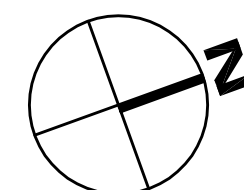
B) SITE LANDSCAPE REQUIREMENT PER CITY OF PORTLAND CODE OF ORDINANCES SEC. 14-526 (b)2b(i)(b) UNDERSTORY PLANTINGS:

REQUIRED - 6 SHRUBS PER FORTY FIVE FEET OF LINEAR FRONTAGE (EXISTING VEGETATION ON SITE WHICH IS PRESERVED MAY BE COUNTED TOWARDS THIS REQUIREMENT. THE PROJECT HAS APPROXIMATELY 171.3 LF OF FRONTAGE WHICH DOES NOT CONTAIN EXISTING VEGETATION TO BE PRESERVED.

PROPOSED = A TOTAL OF 194 SHRUBS ARE LOCATED THROUGHOUT THE PROJECT SITE. THIS NUMBER INCLUDES THE SHRUBS REQUIRED PER THE PARKING AREA STANDARD LISTED ABOVE.

PLANT LIST:

SYMBOL	BOTANICAL NAME	COMMON NAME	QTY	SIZE	COMMENTS
DECIDUOUS TREES					
AR	ACER RUBRUM 'RED SUNSET'	RED SUNSET MAPLE	8	25" CAL.	SINGLE LEADER, B4B
BNH	BETULA NIGRA 'HERITAGE'	HERITAGE RIVER BIRCH	2	12"-14' HT.	CLUMP, B4B
GB	GINKGO BILOBA 'SARATOGA'	SARATOGA GINKGO	3	25" CAL.	SINGLE LEADER, B4B
GT	GLEDITSIA TRICANTHOS 'HALKA'	HALKA HONEYLOCUST	4	25" CAL.	SINGLE LEADER, B4B
UA	ULMUS AMERICANA 'VALLEY FORGE'	VALLEY FORGE AMERICAN ELM	2	25" CAL.	SINGLE LEADER, B4B
ORNAMENTAL TREES					
AM	MAACKIA AMURENSIS	AMUR MAAACKIA	7	1.75" CAL.	SINGLE LEADER, B4B
CV	CRATAEGUS VIRIDIS 'WINTER KING'	WINTER KING HAWTHORN	4	1.75" CAL.	SINGLE LEADER, B4B
MA	MAIUS ADIRONDACK	ADIRONDACK CRABAPPLE	7	1.75" CAL.	SINGLE LEADER, B4B
ML	MAGNOLIA LOEBNERI 'LEONARD MESSEL'	LEONARD MESSEL MAGNOLIA	1	8' HT.	SPECIMEN, B4B
PA	PRUNUS X ACCOLADE	ACCOLADE CHERRY	5	1.75" CAL.	SINGLE LEADER, B4B
SR	SYRINGA RETICULATA	JAPANESE TREE LILAC	8	1.75" CAL.	SINGLE LEADER, B4B
EVERGREEN TREES					
AB	ABIES BALSAMEA	BALSAM FIR	7	8' HT.	FULL & BUSHY, B4B
PS	PICEA GLAICA	WHITE SPRUCE	4	6' HT.	FULL & BUSHY, B4B
PO	PICEA OMERKA	SERBIAN SPRUCE	8	6' HT.	FULL & BUSHY, B4B
SHRUBS, GROUNDCOVERS & HERBACEOUS MATERIALS					
HA	HYDRANGEA A. 'INVINCIBLE SPIRIT'	INVINCIBLE SPIRIT HYDRANGEA	4	24" HT.	FULL & BUSHY
HB	HOSTA 'BIG DADDY'	BIG DADDY HOSTA	3	2 GAL.	FULL & BUSHY
HM	HYDRANGEA M. 'ENDLESS SUMMER'	ENDLESS SUMMER HYDRANGEA	20	24" HT.	FULL & BUSHY
HMP	HYDRANGEA M. MINI PENNY	MINI PENNY HYDRANGEA	22	18" HT.	FULL & BUSHY
HS	HENROCALLIS 'STELLA D' ORO'	STELLA D' ORO DAYLILY	103	1 GAL.	-
HT	HYDRANGEA M. 'TWIST AND SHOUT'	TWIST AND SHOUT HYDRANGEA	8	20" HT.	FULL & BUSHY
JCS	JUNIPERUS CHINENSIS 'CASINO GOLD'	CASINO GOLD CHINESE JUNIFER	60	20" HT.	FULL & BUSHY
JCS	JUNIPERUS CHINENSIS 'SARGENT'	SARGENT JUNIFER	6	24" SPD.	FULL & BUSHY
FJM	RHODODENDRON FJM 'COMPACT FORM'	COMPACT FJM RHODODENDRON	4	24" HT.	FULL & BUSHY
TN	TAXUS X MEDIA 'NIGRA'	DARK AMERICAN YEW	17	24" HT.	FULL & BUSHY
TMT	TAXUS X MEDIA 'TAUNTONII'	TAUNTON YEW	6	20" HT.	FULL & BUSHY



Plan 7

HAMPTON INN
&
SUITES
1200 BRIGHTON AVE.
Portland, Maine



CODE	MATERIAL	MFR / COLOR
1A	EIFS	COLOR No. 1
1B	EFIS	COLOR No. 2
1C	EFIS	COLOR No. 3
2	BRICK VENEER	OLD PORT BLEND
3	PRECAST CONCRETE	TO BE SELECTED
4	ALUM. WINDOWS	DARK BRONZE
5	ALUM. STOREFRONT	DARK BRONZE
6	STEEL DOORS	TO BE SELECTED

Drawing Title

Drawing Number

A20.1



Plan 8

HAMPTON INN
&
SUITES
1200 BRIGHTON AVE.
Portland, Maine

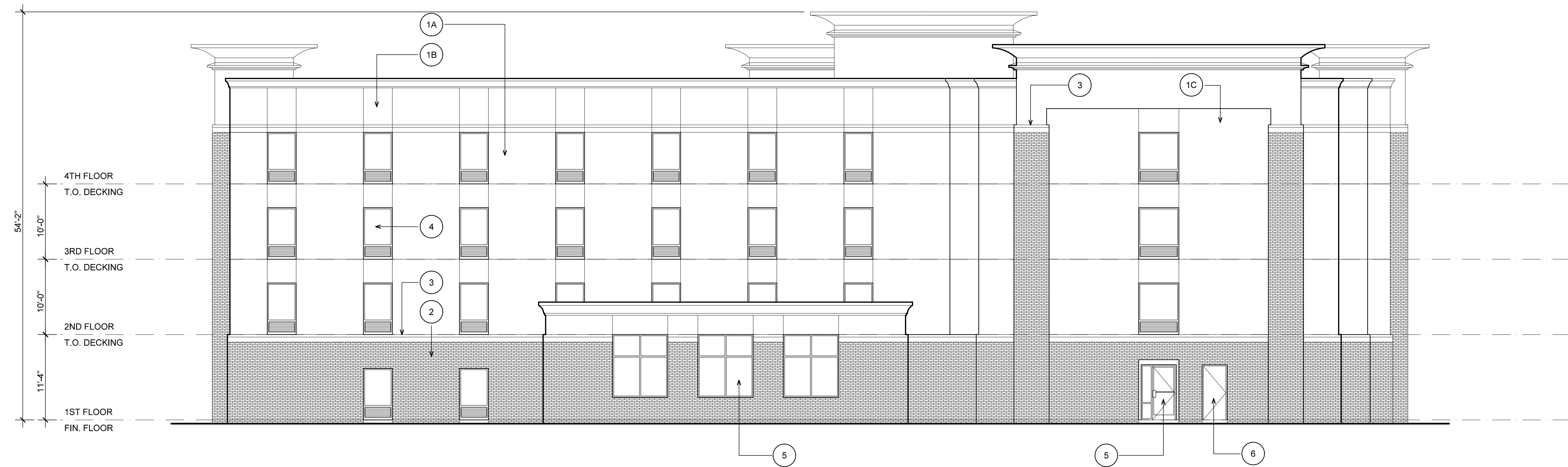


CODE	MATERIAL	MFR / COLOR
1A	EIFS	COLOR No. 1
1B	EFIS	COLOR No. 2
1C	EFIS	COLOR No. 3
2	BRICK VENEER	OLD PORT BLEND
3	PRECAST CONCRETE	TO BE SELECTED
4	ALUM. WINDOWS	DARK BRONZE
5	ALUM. STOREFRONT	DARK BRONZE
6	STEEL DOORS	TO BE SELECTED

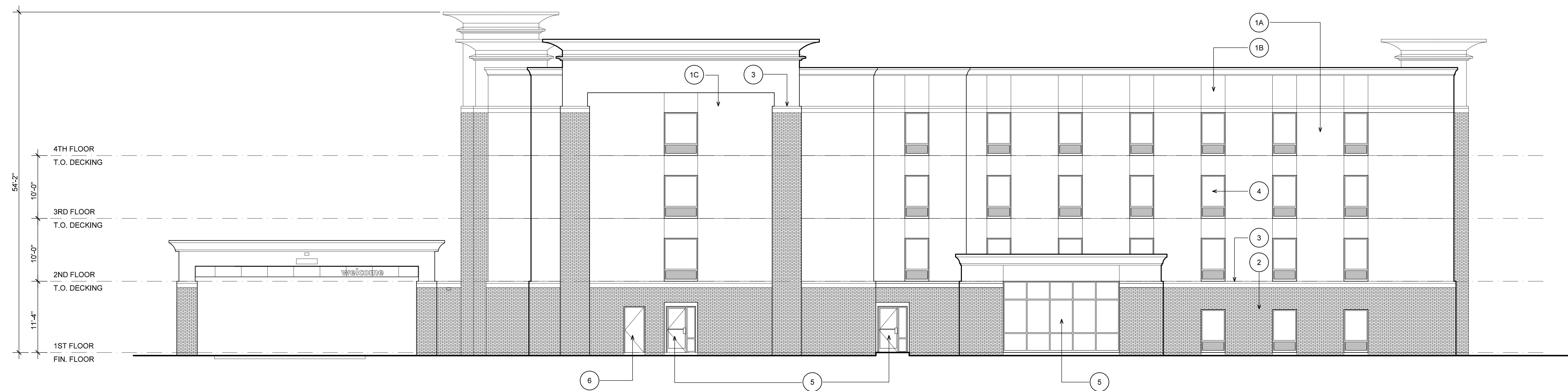
Drawing Title

Drawing Number

A20.2


$$1/8'' = 1'-0''$$

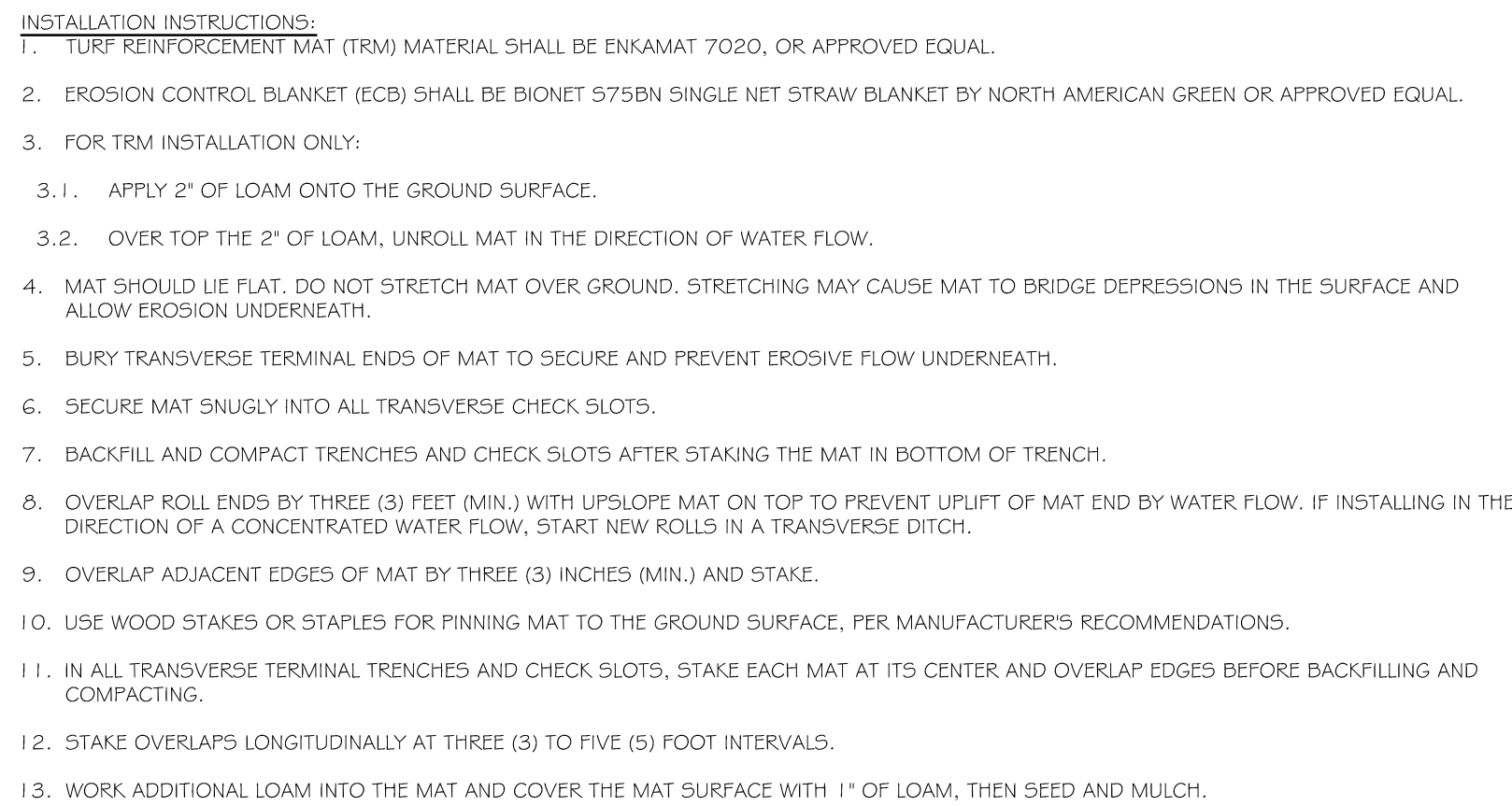
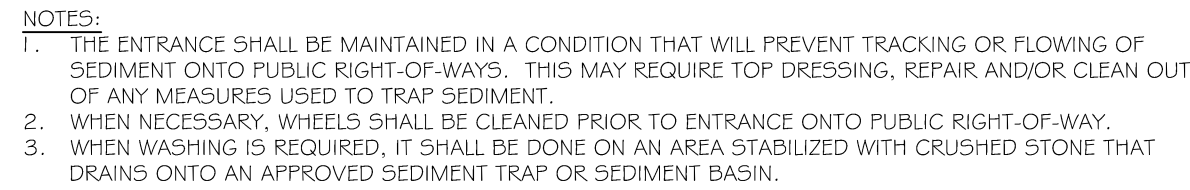
B1


$$1/8'' = 1'-0''$$

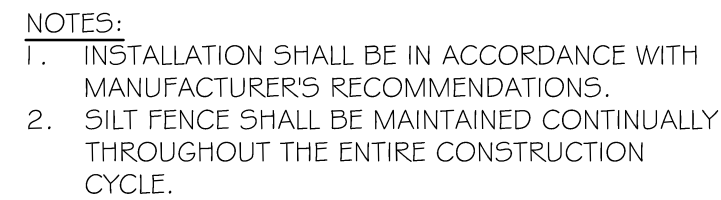
A1 |



R1.0 - RENDERING
11/14/14



NOT TO SCALE

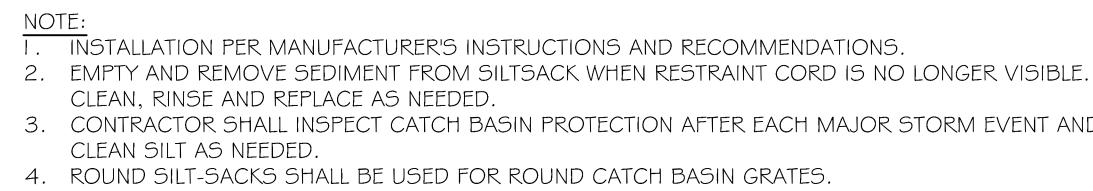


NOT TO SCALE

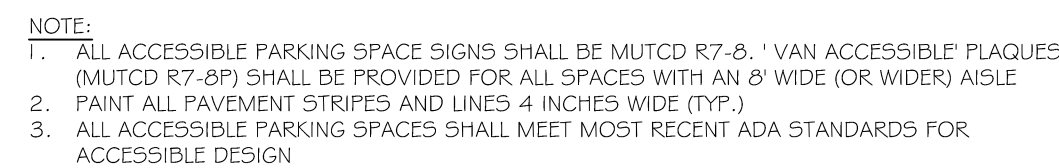


NOT TO SCALE

NOT TO SCALE

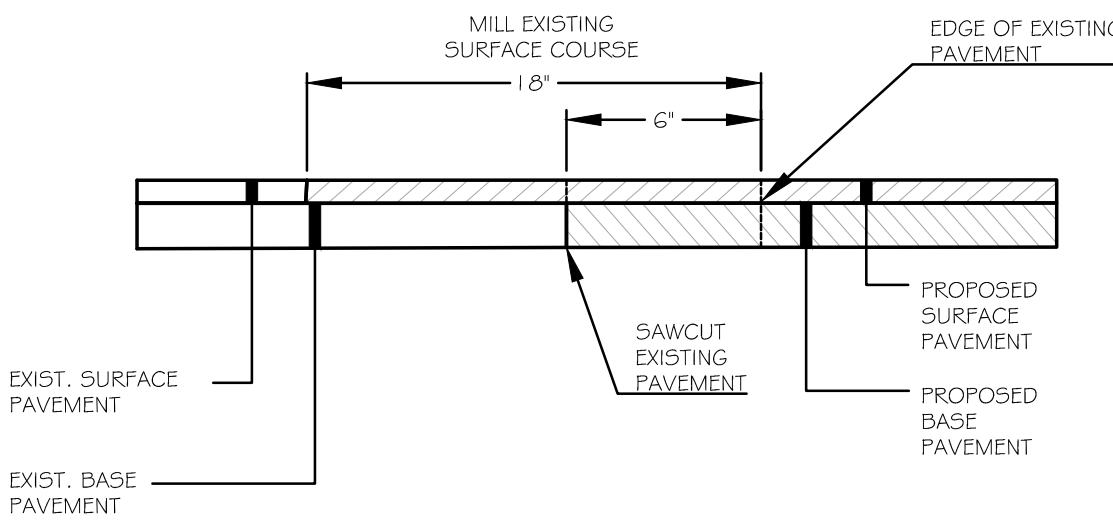


NOT TO SCALE



NOT TO SCALE

NOT TO SCALE



NOT TO SCALE



NOT TO SCALE

Sheet Title:

Job No. :	257
-----------	-----

Job No.:	257	Sheet No.:	C4.0
Date:	Nov. 14, 2014		
Scale:	NTS		
Drawn:	SWC		
Checked:	WRW		

C40

ISSUED FOR PERMITTING - NOT FOR CONSTRUCTION



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

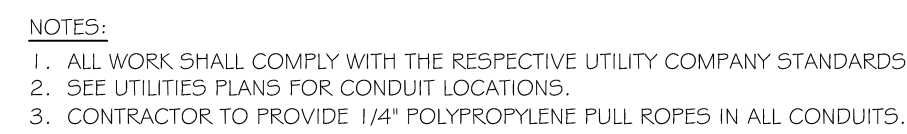
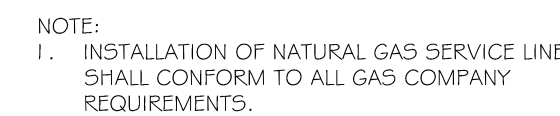
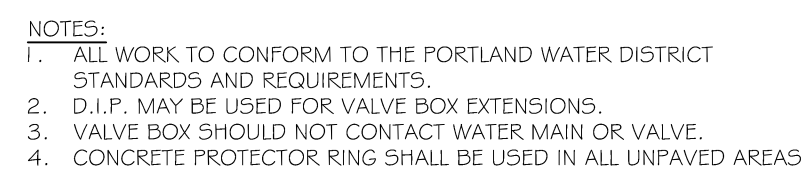
Sheet No. :

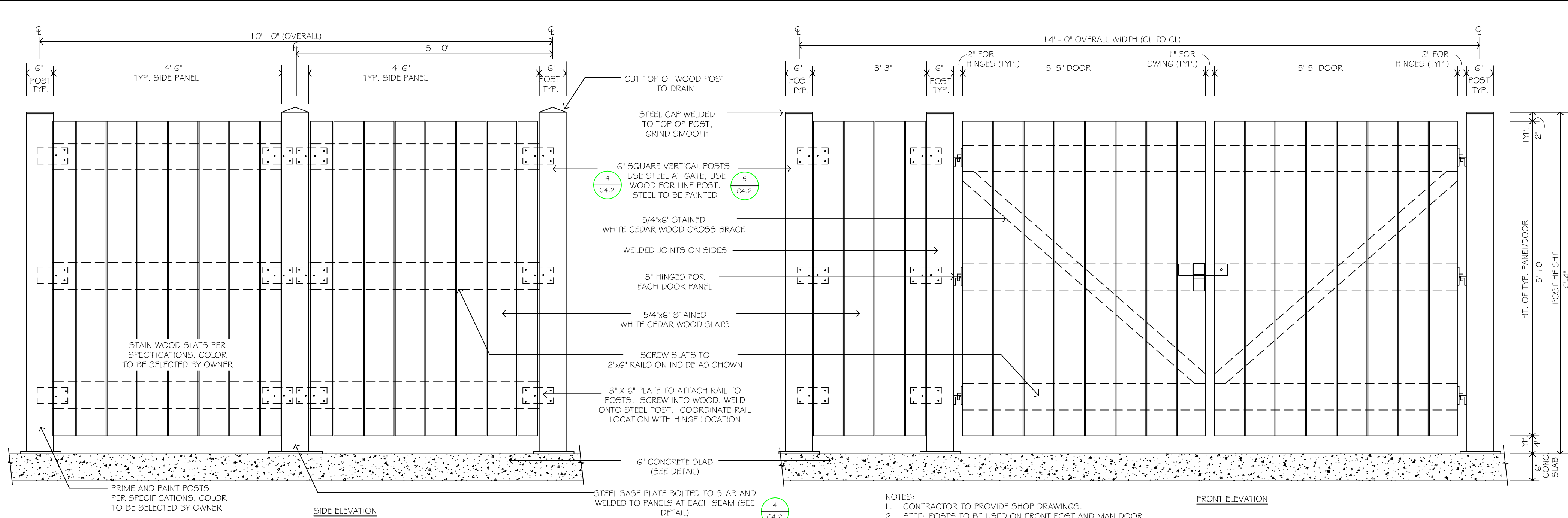
C4.1

Date:	Nov. 14, 2014
Scale:	NTS
Drawn:	SWC
Checked:	WRW

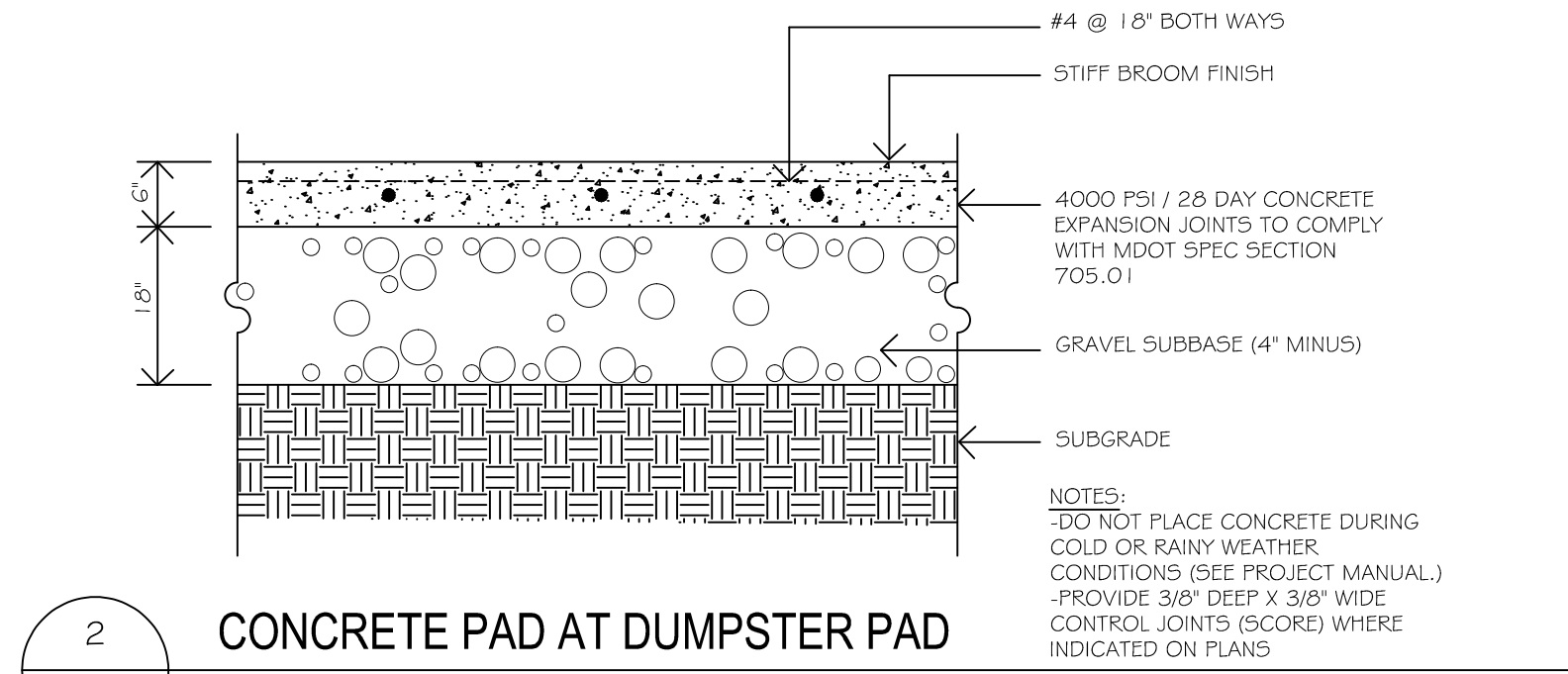


THRUST BLOCK SCHEDULE

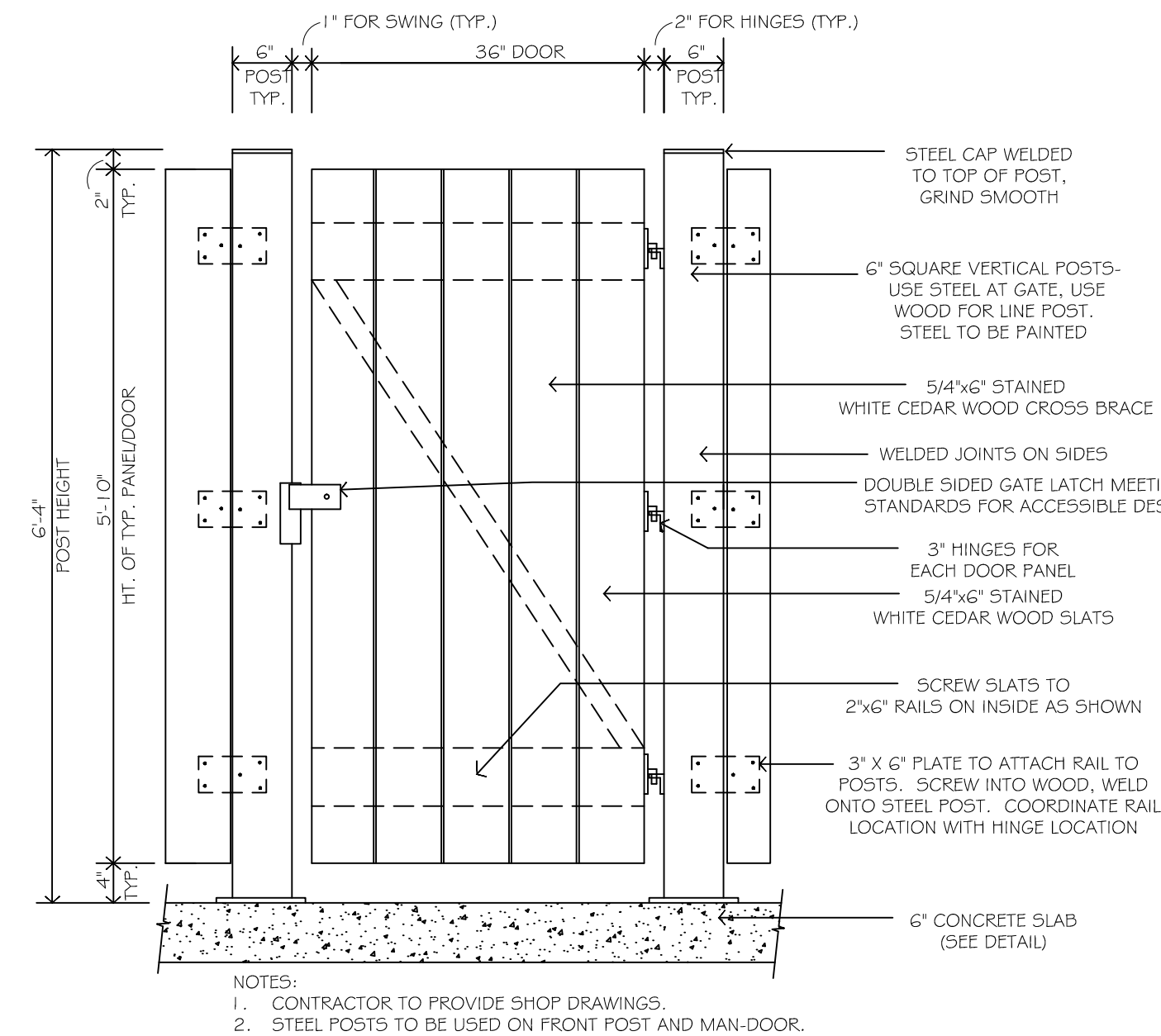




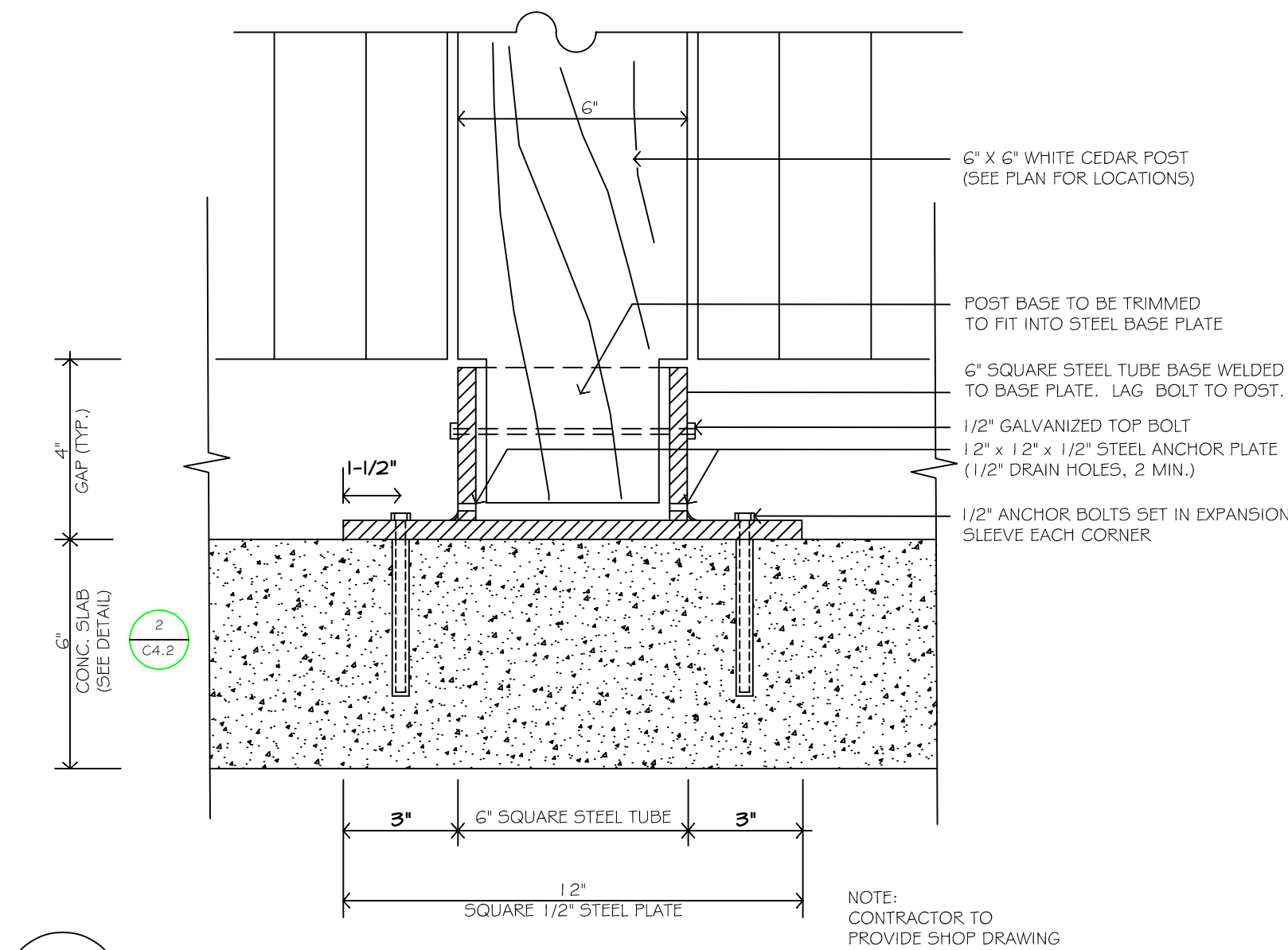
1 DUMPSTER ENCLOSURE: FRONT AND SIDE ELEVATIONS
C4.2 NOT TO SCALE



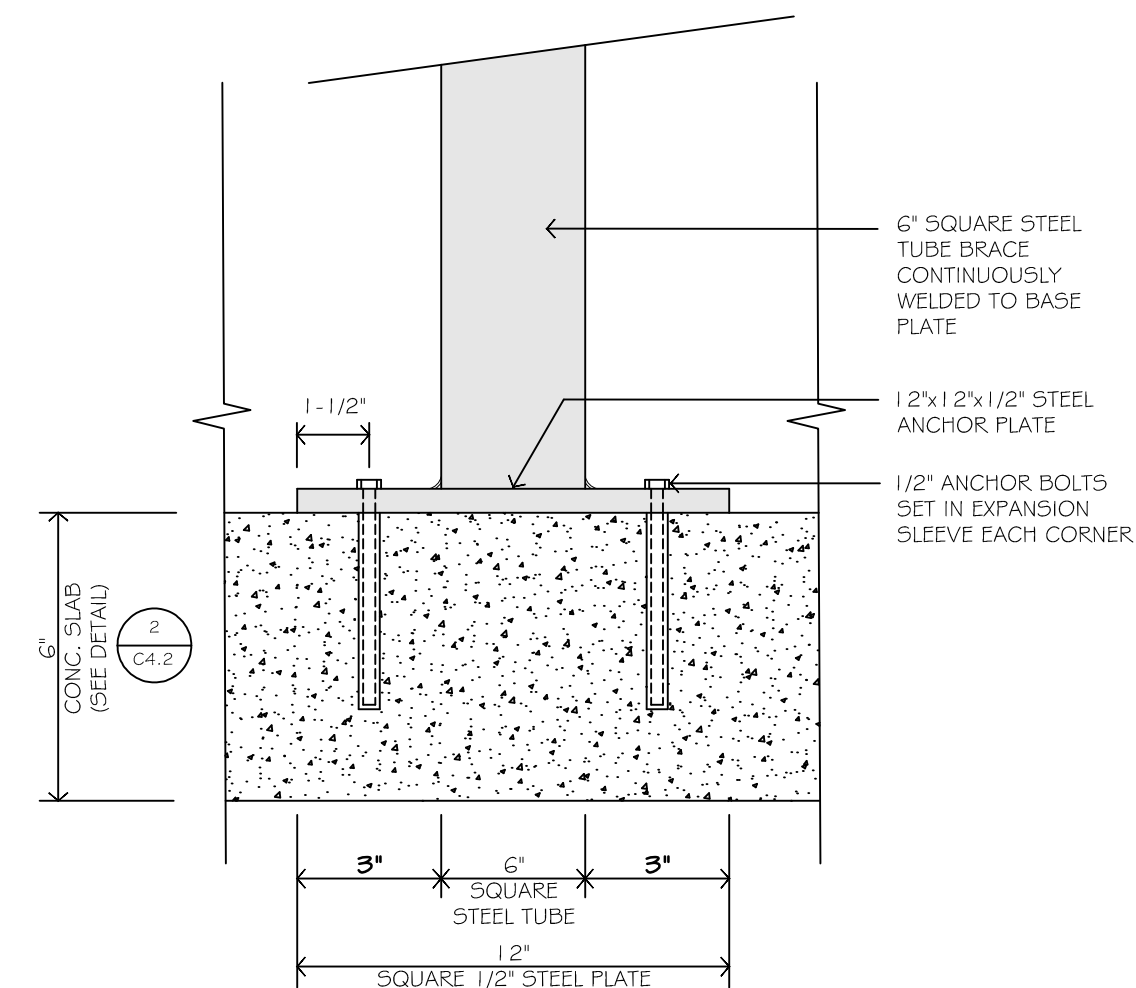
2 CONCRETE PAD AT DUMPSTER PAD
C4.2 NOT TO SCALE



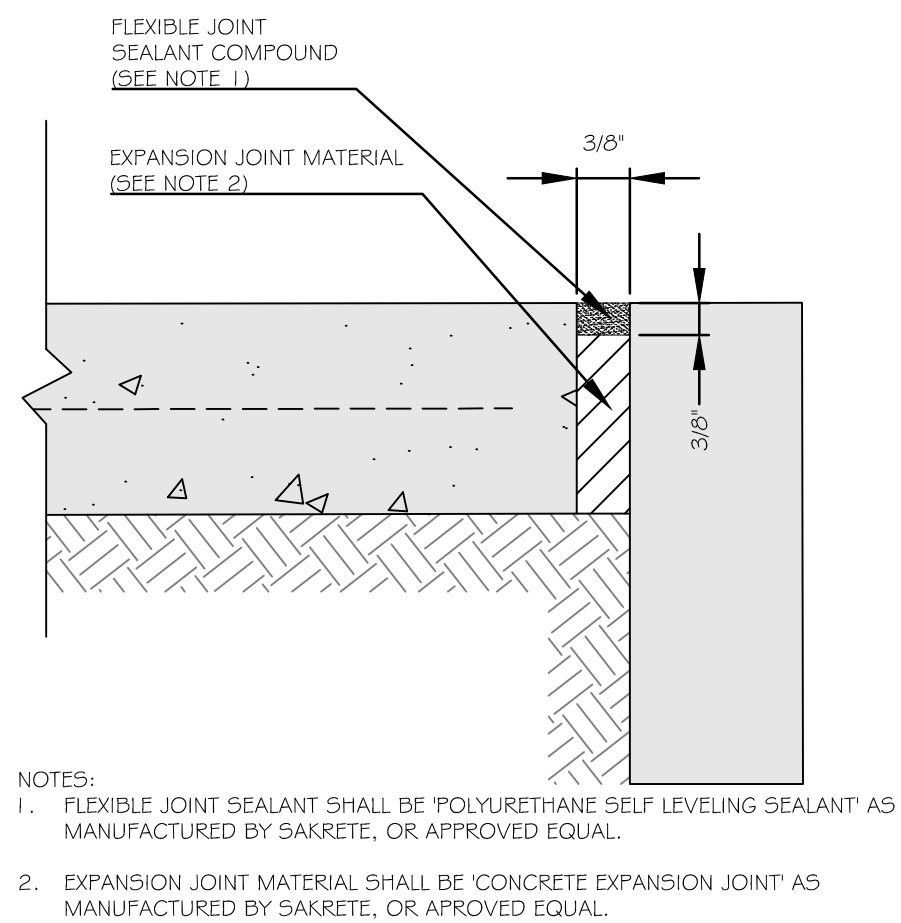
3 DUMPSTER ENCLOSURE MAN-DOOR ELEVATION
C4.2 NOT TO SCALE



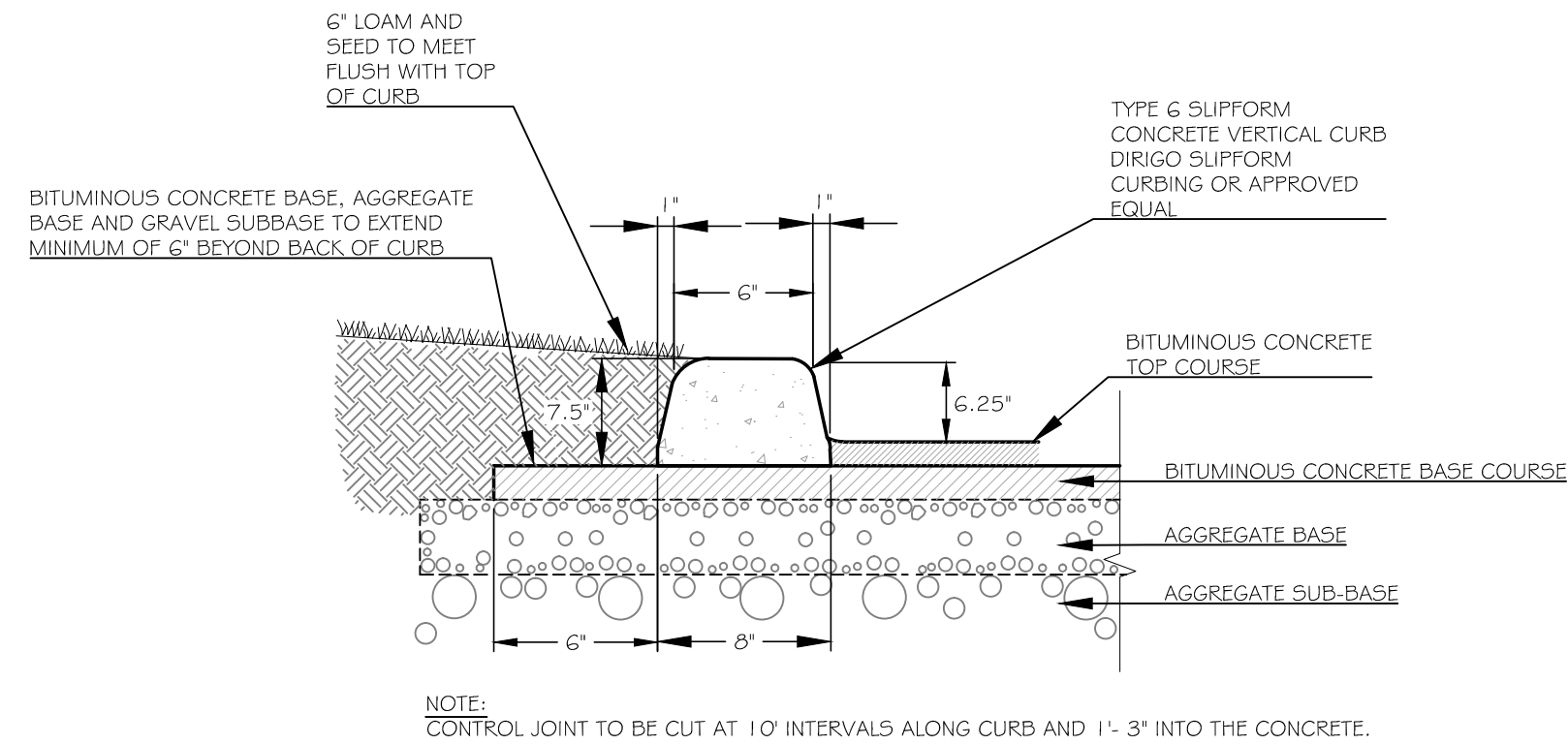
4 BASE PLATE / WOOD POST DETAIL
C4.2 NOT TO SCALE



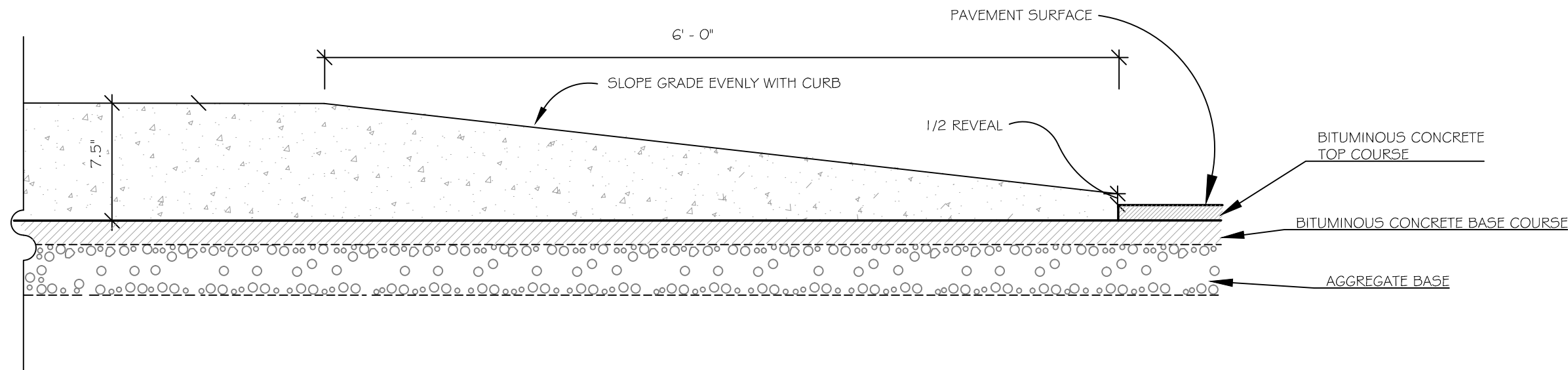
5 BASE PLATE / STEEL POST DETAIL
C4.2 NOT TO SCALE



6 EXPANSION JOINT DETAIL
C4.2 NOT TO SCALE



7 VERTICAL CURB DETAIL (SLIPFORM CONCRETE OR BIT. CONCRETE)
C4.2 NOT TO SCALE



8 CURB TIPDOWN DETAIL (SLIPFORM CONCRETE OR BIT. CONCRETE)
C4.2 NOT TO SCALE

WALSH
ENGINEERING ASSOCIATES, INC.

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

Copyright © 2014

STATE OF MAINE

WILLIAM R. WALSH, III
No. 8204

3/6/15

Plan 12

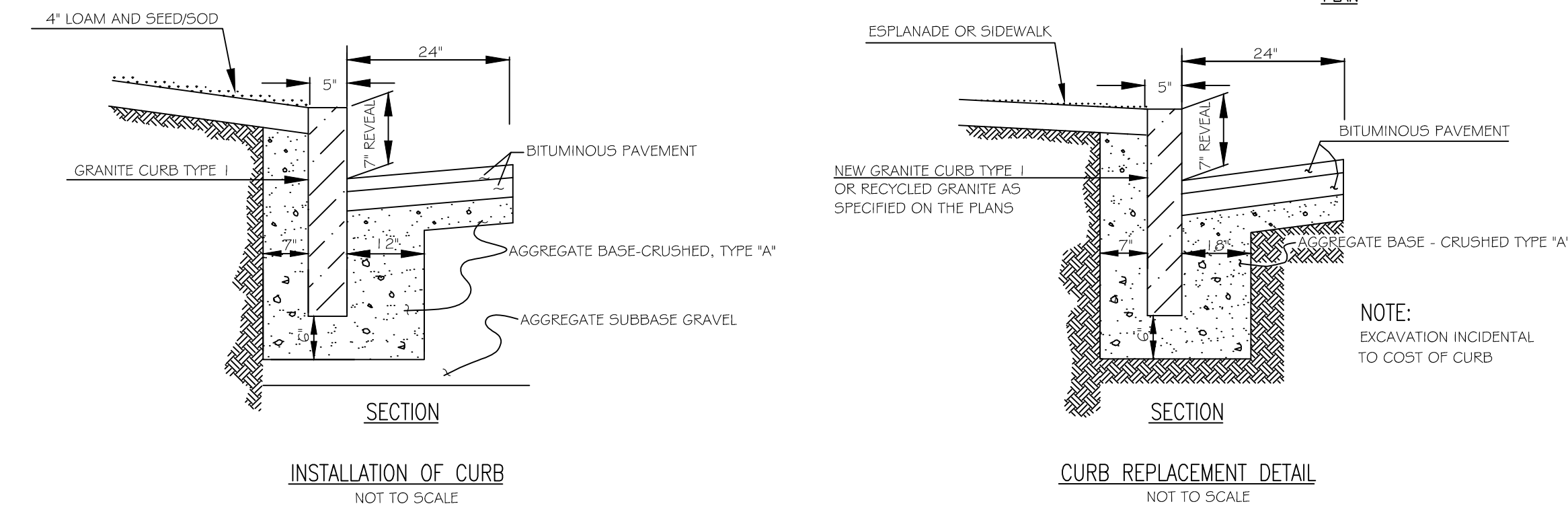
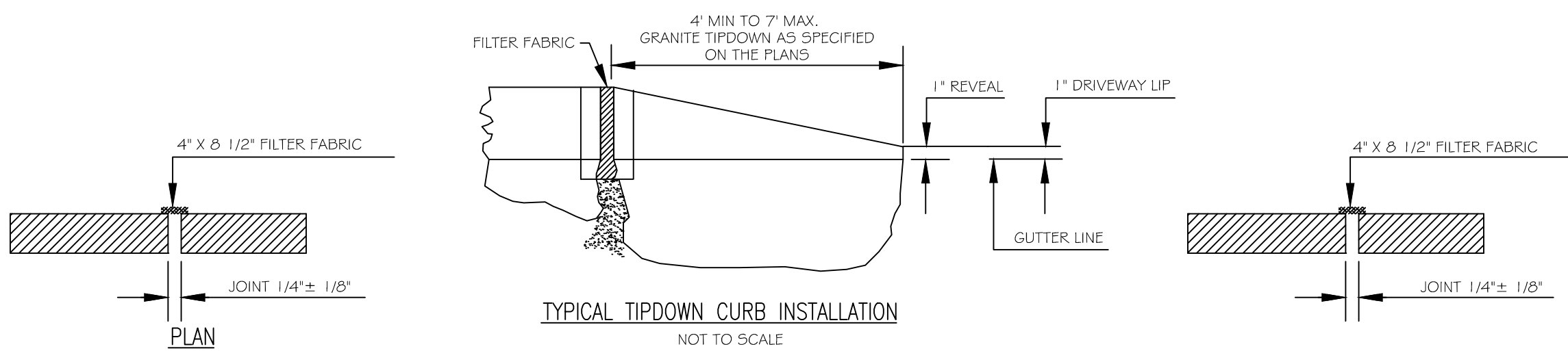
HOTEL REDEVELOPMENT

1210 Brighton Avenue
Portland, Maine

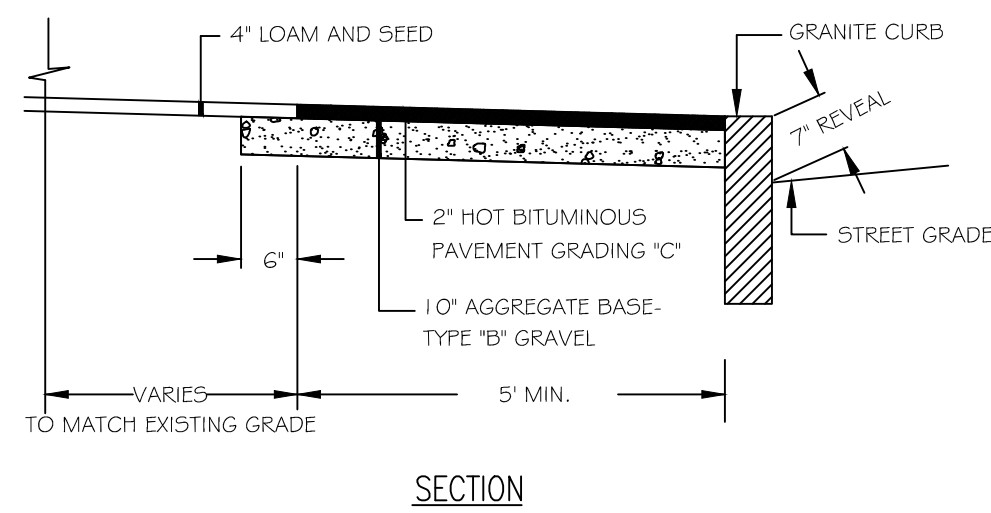
Portland Hotels, Inc.
1200 Brighton Avenue
Portland, Maine 04102

Rev.	Date	Description	Drawn	Check
1	11/14/14	Submitted for Prelim. Level II Site Plan Application	SWC	WRW
2	11/18/14	Revised Cover Sheet and Zoning Summary	SWC	WRW
3	2/17/15	Revised Per City Staff Review Comments	SWC	WRW
4	3/6/15	Revised Per City Staff Review Comments	SWC	WRW
Sheet Title:				
SITE DETAILS				

ISSUED FOR PERMITTING - NOT FOR CONSTRUCTION



TYPICAL INSTALLATION OF CURB
NOT TO SCALE



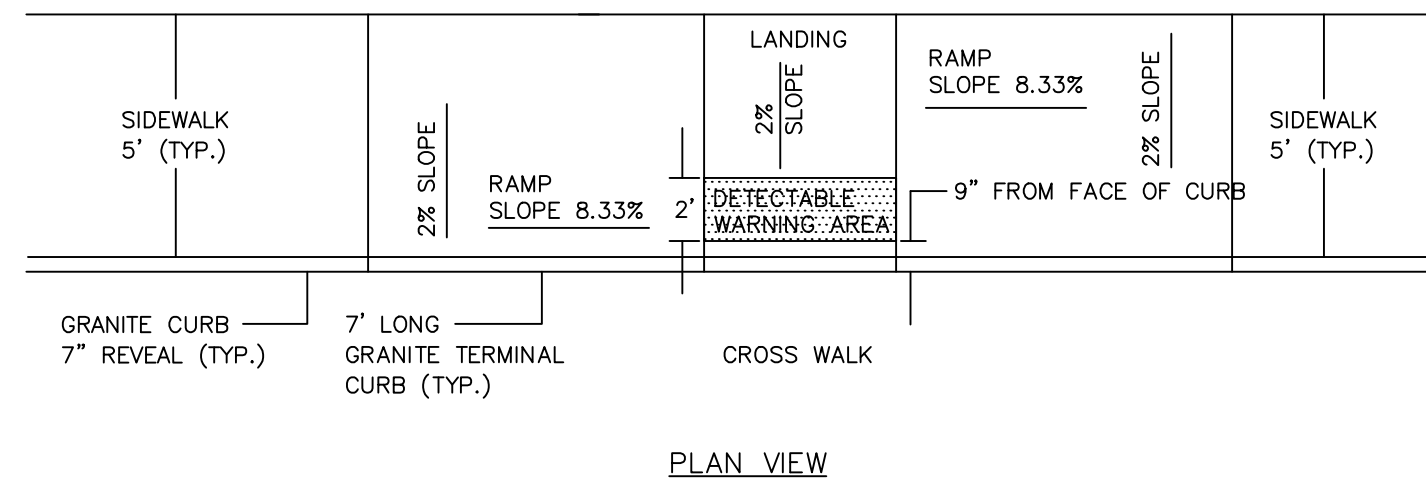
BITUMINOUS SIDEWALK DETAIL - NO ESPLANADE
NOT TO SCALE

NOTES:

ALL RAMPS SHALL COMPLY WITH ADA STANDARDS.

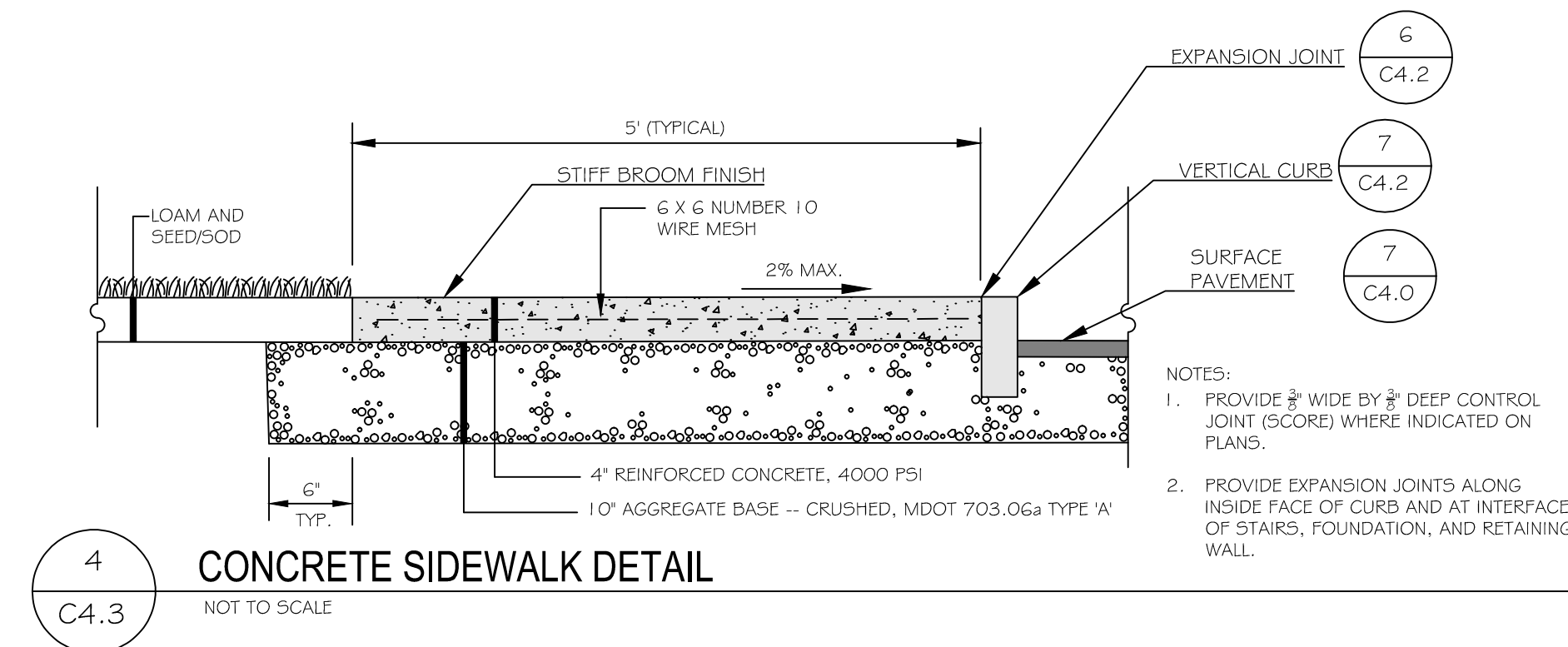
GRANITE CURB ADJACENT TO LANDING SHALL BE FLUSH WITH STREET.

SIDEWALK MATERIAL PER CITY SIDEWALK MATERIAL POLICY.



PARALLEL SIDEWALK RAMP LAYOUT FOR NARROW SIDEWALK WITH NO ESPLANADE
NOT TO SCALE

1 GRANITE CURB INSTALLATION DETAIL (BRIGHTON AVE R.O.W.)
C4.3 NOT TO SCALE

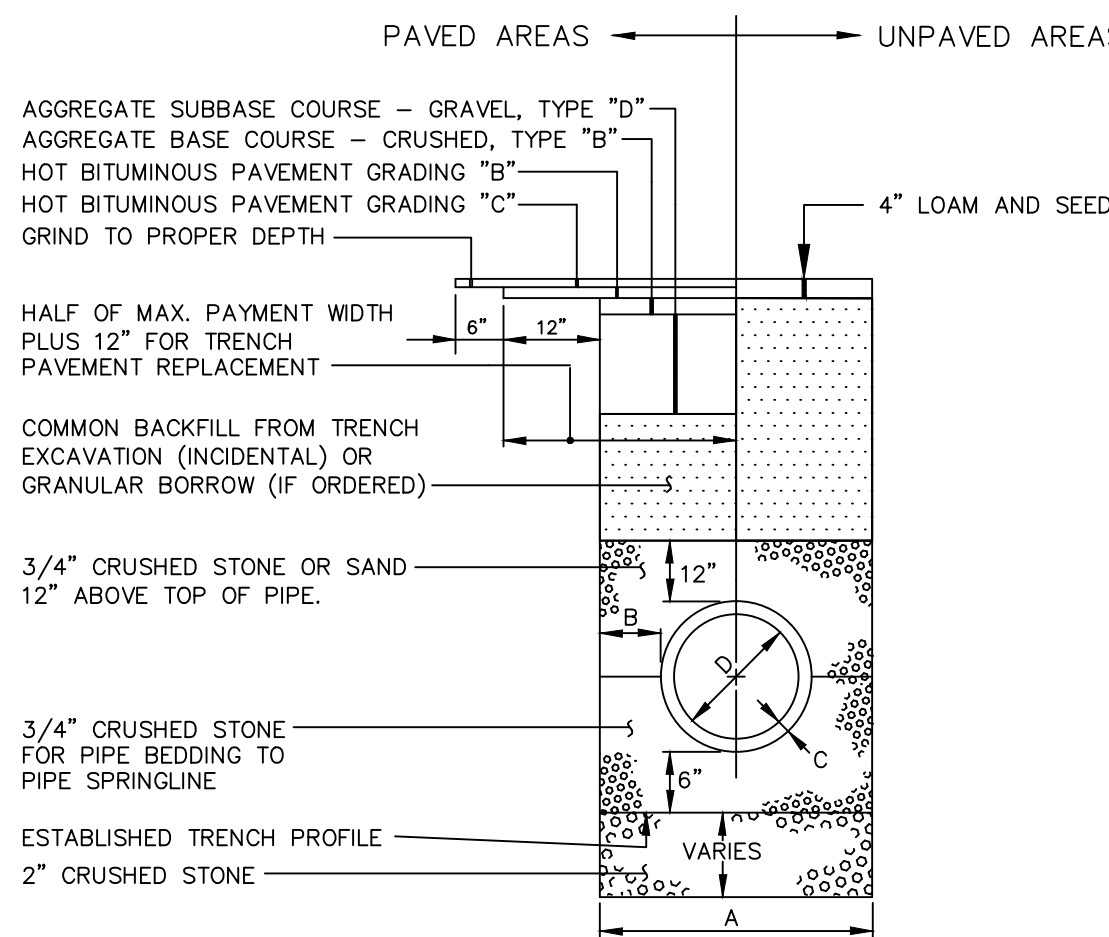


NOTES:
DEPTH OF BITUMINOUS PAVEMENT AND AGGREGATE COURSES SHALL BE DETERMINED BY STREET CLASSIFICATION.
ANY ALTERNATE TRENCHING OR PAYMENT METHODS SHALL BE APPROVED IN ADVANCE BY THE CITY OF PORTLAND, DEPARTMENT OF PUBLIC SERVICES.

NOTES:

1. ALTERNATIVE CONSTRUCTION METHODS OR PAYMENT METHODS SHALL BE APPROVED IN ADVANCE BY THE CITY. IN PAVED AREAS, DEPTHS OF GRAVEL AND HOT MIX ASPHALT PAVEMENT SHALL MATCH THE GREATER OF EXISTING CONDITIONS OR THE REQUIREMENTS FOR THE CORRESPONDING STREET CLASSIFICATION.
2. DIMENSION B SHALL BE SUFFICIENT TO ALLOW CRUSHED STONE BEDDING TO BE PLACED AND COMPACTED UNDER THE HAUNCHES OF THE PIPE; BUT IN ALL CASES DIMENSION B SHALL BE AT LEAST 9\"/>
3. DIMENSION A IS THE MAXIMUM WIDTH ALLOWED FOR CALCULATING PAY QUANTITIES UNDER GRANULAR BORROW, CRUSHED STONE, STRUCTURAL EARTH EXCAVATION, AND STRUCTURAL ROCK EXCAVATION. DIMENSION A SHALL BE BASED ON PIPE DIAMETER D, AS SET FORTH IN THE FOLLOWING TABLE.

PIPE DIAMETER, D (INCHES)	MAX. TRENCH WIDTH, A (FEET)
4	4.0
6	4.0
8	4.0
10	4.0
12	5.0
15	5.0
18	5.0
21	5.0
24	6.0
27	6.0
30	6.0
36	6.0
42	7.0
48	7.0

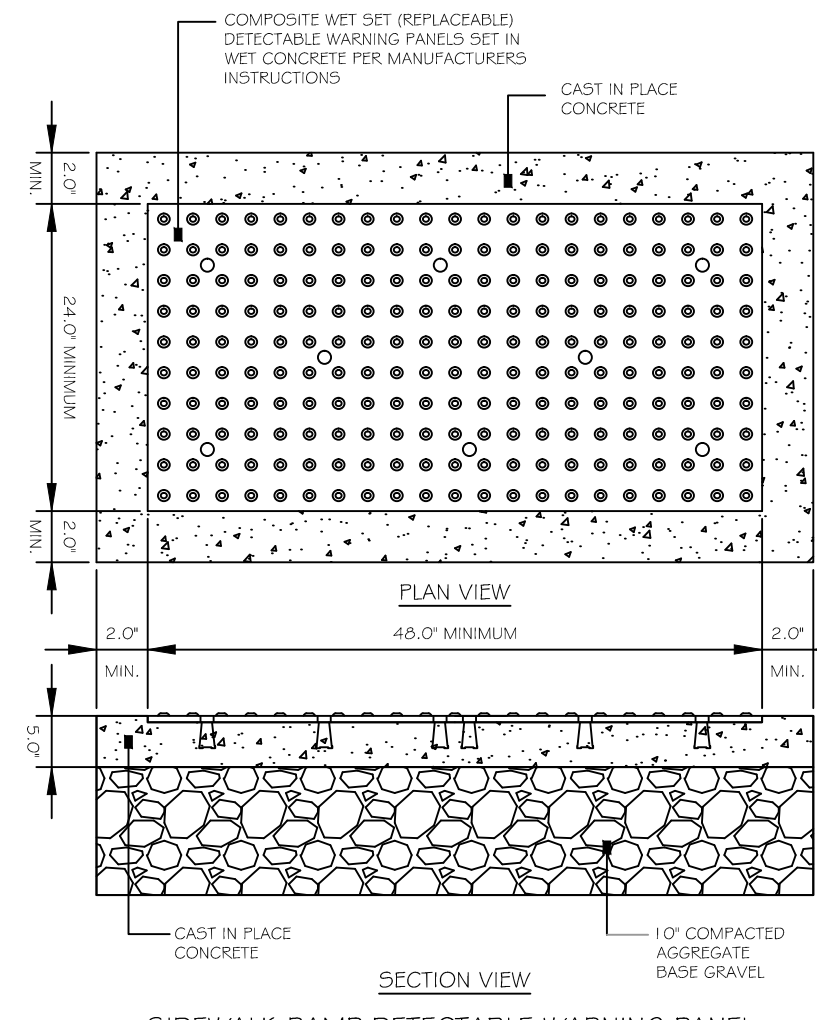


TYPICAL PIPE TRENCH INSTALLATION
NOT TO SCALE

TYPICAL PIPE INSTALLATION - NOTES
NOT TO SCALE

6 PIPE TRENCH DETAIL (BRIGHTON AVE R.O.W.)
C4.3 NOT TO SCALE

2 SIDEWALK RECONSTRUCTION (BRIGHTON AVE)
C4.3 NOT TO SCALE

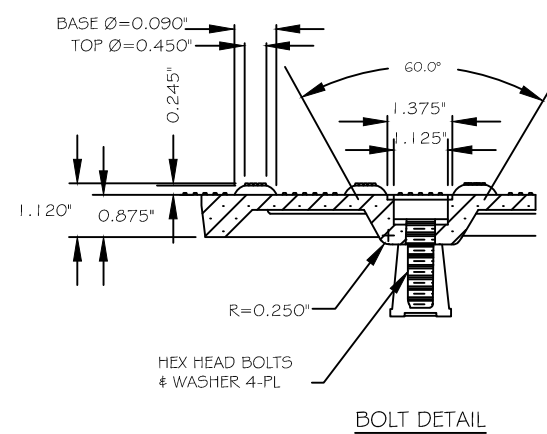


SIDEWALK RAMP DETECTABLE WARNING PANEL
NOT IN OR ADJACENT TO HISTORIC DISTRICT

5 SIDEWALK RAMP DETECTABLE WARNING PANEL
C4.3 NOT TO SCALE

NOTES:

1. COMPOSITE WET SET (REPLACEABLE) DETECTABLE WARNING PANELS SHALL BE AS MANUFACTURED BY ADA SOLUTIONS, INC. (WWW.ADATILE.COM), OR APPROVED EQUAL.
2. CAST IN PLACE CONCRETE SHALL MEET SPECIFICATIONS FOR MAINE D.O.T. CLASS A STRUCTURAL CONCRETE. MINIMUM COMPRESSIVE STRENGTH 4000 PSI. THE CONCRETE SHALL BE SEALED PRIOR TO SETTING PANELS. THE SPOSED CONCRETE BORDER SHALL RECEIVE A GROOVED EDGE BETWEEN THE PANEL AND CONCRETE, ALONG WITH A UNIFORM BROOM FINISH PERPENDICULAR TO THE FLOW OF PEDESTRIAN TRAFFIC.
3. TRUNCATED DOMES SHALL BE ALIGNED IN ROWS, PARALLEL AND PERPENDICULAR TO THE PREDOMINANT DIRECTION OF TRAVEL. TRUNCATED DOME BRICKS AND GRANITE PAVERS ARE NOT ALLOWED.
4. FOR ALL DETECTABLE WARNING PANELS (EXCEPT AS SPECIFIED IN FIGURE 1-7A AND TECHNICAL MANUAL SECTION 1.8.4.1), FEDERAL YELLOW COLORED (#33535) PANELS SHALL BE USED. FOLLOW MANUFACTURERS INSTRUCTIONS FOR INSTALLATION.
5. SIZE: THE DETECTABLE WARNING PANEL(S) SHALL EXTEND 24 INCHES MINIMUM IN THE DIRECTION OF TRAVEL AND THE FULL WIDTH OF THE CURB RAMP, LANDING, OR BLUNDED TRANSITION TO THE STREET.
6. ORIENTATION: THE DETECTABLE WARNING PANEL SHALL BE LOCATED SO THAT THE EDGE NEAREST THE CURB LINE IS 2 INCHES MINIMUM AND 4 INCHES MAXIMUM FROM THE BACK OF THE CURB LINE. THE PANEL SHALL BE ORIENTED TO THE DIRECTION OF TRAVEL AS IDENTIFIED BY THE POINT OF EGRESS.



ISSUED FOR PERMITTING - NOT FOR CONSTRUCTION

Plan 13

HOTEL REDEVELOPMENT

1210 Brighton Avenue
Portland, Maine

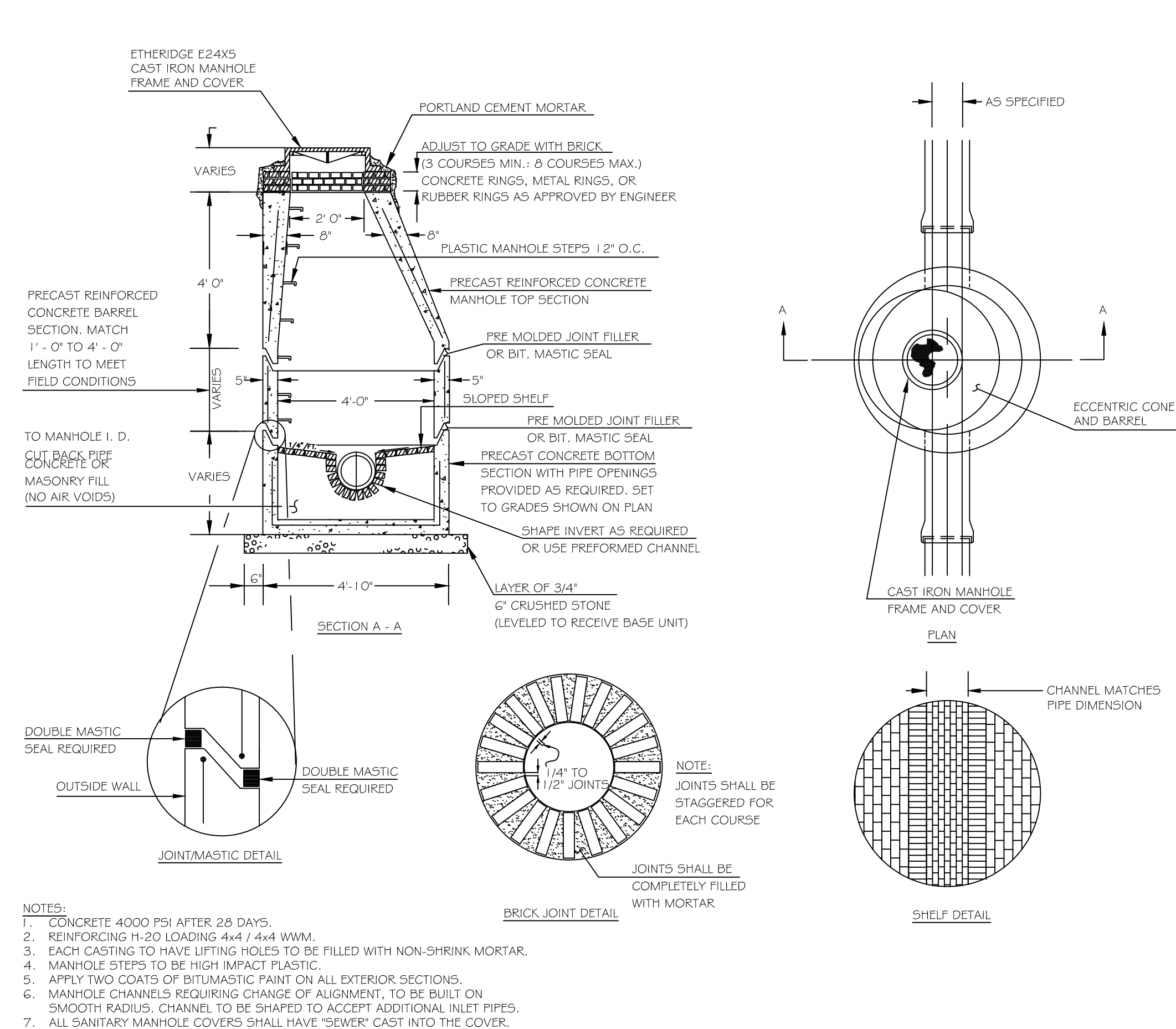
Portland Hotels, Inc.
1200 Brighton Avenue
Portland, Maine 04102

Rev.	Date	Description	Drawn	Check
1	11/14/14	Submitted for Prelim. Level II Site Plan Application	SWC	WRW
2	11/18/14	Revised Cover Sheet and Zoning Summary	SWC	WRW
3	2/17/15	Revised Per City Staff Review Comments	SWC	WRW
4	3/6/15	Revised Per City Staff Review Comments	SWC	WRW

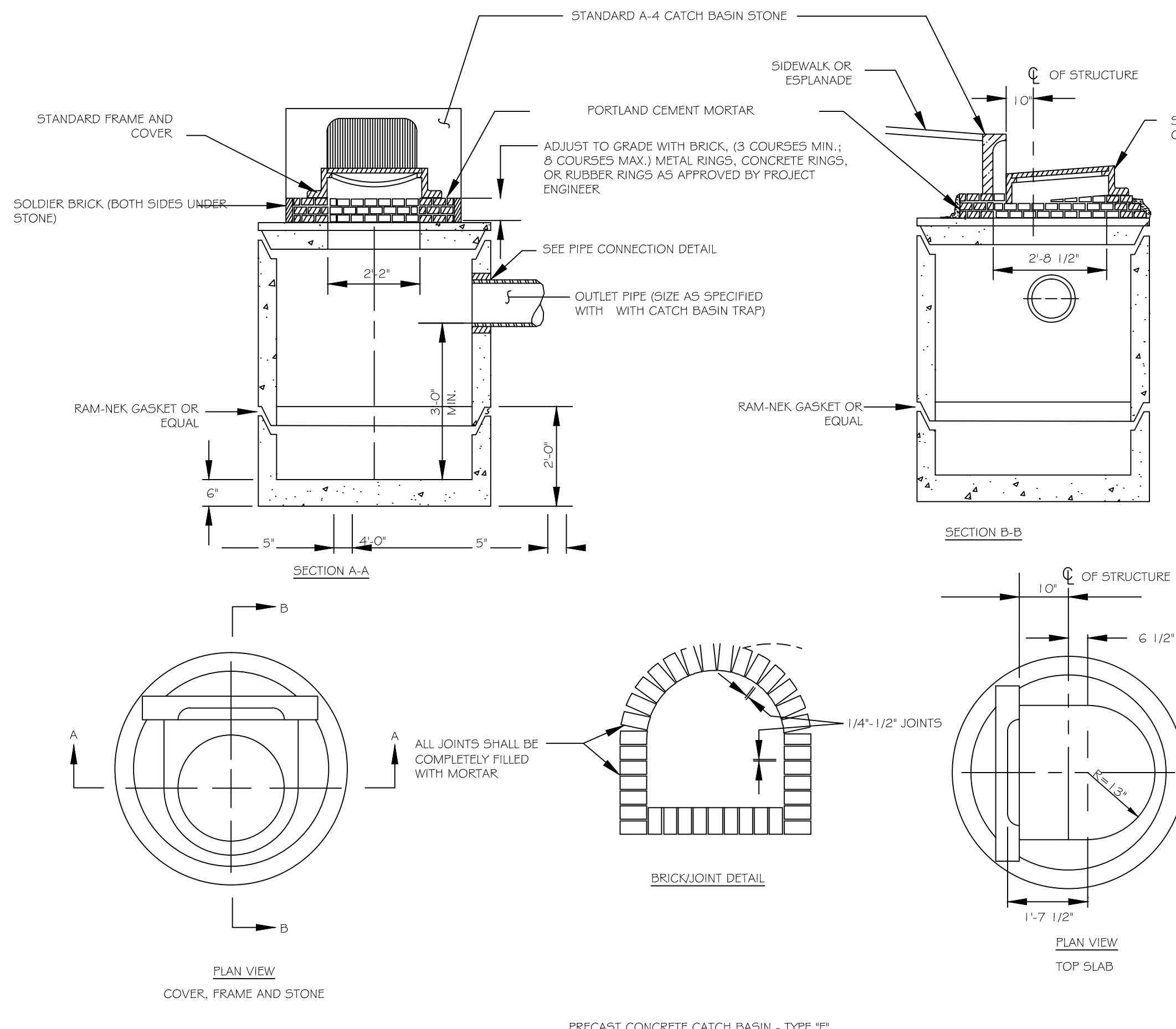
Sheet Title:
SITE DETAILS

Job No.:	257	Sheet No.:	
Date:	Nov. 14, 2014		
Scale:	NTS		
Drawn:	SWC		
Checked:	WRW		

C4.3



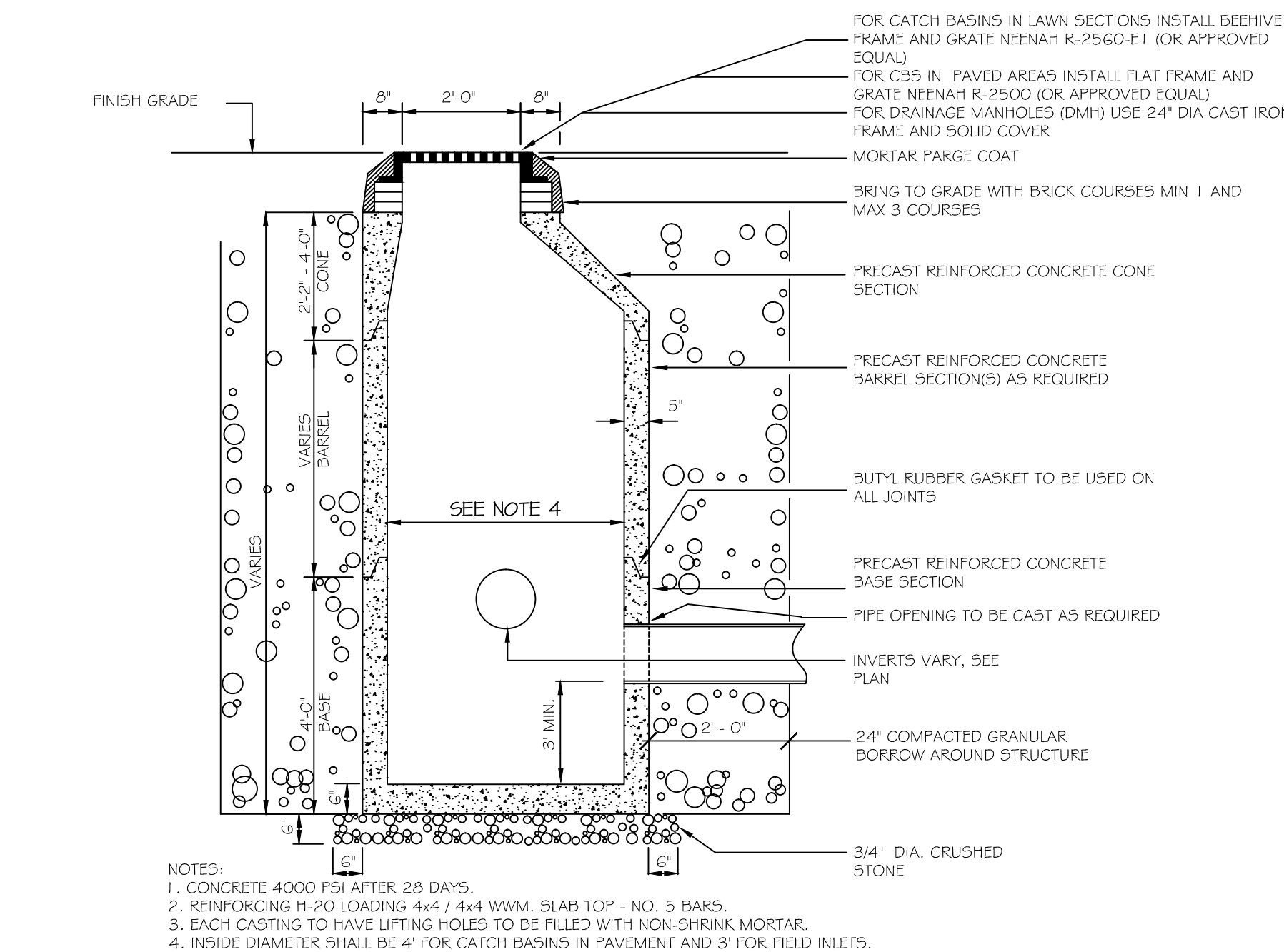
1 TYPICAL SANITARY MANHOLE
C4.4 NOT TO SCALE



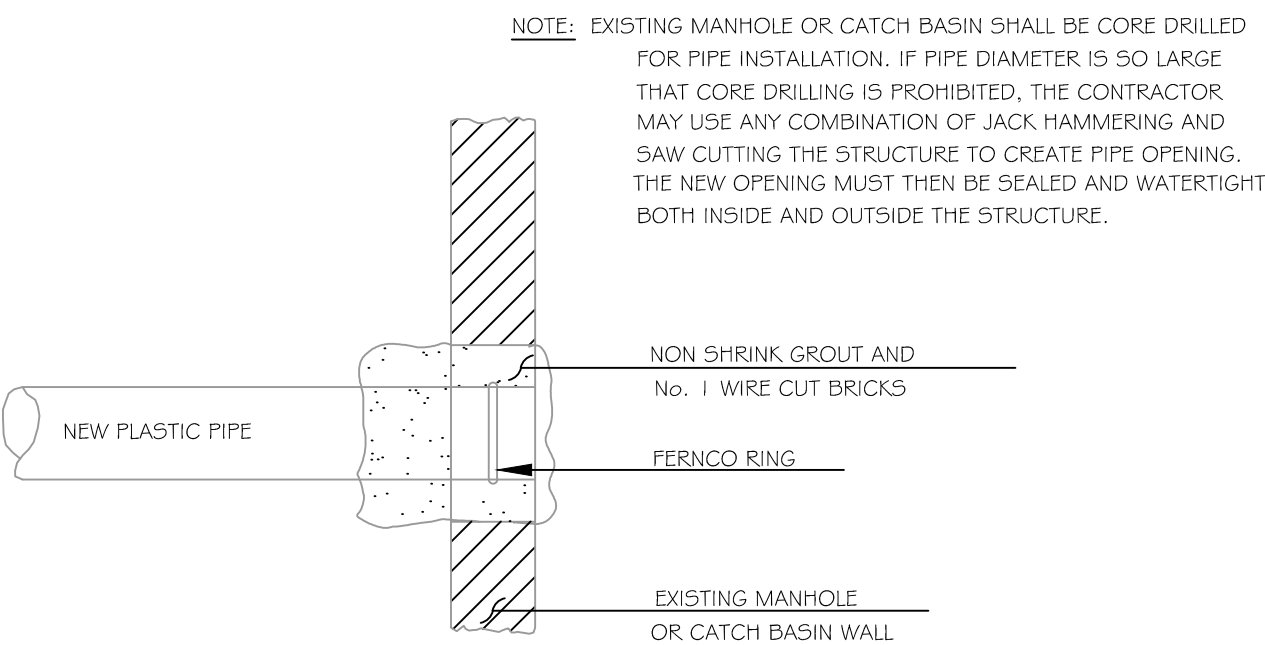
2 TYPICAL CATCH BASIN AT CURB IN BRIGHTON AVE R.O.W.
C4.4 NOT TO SCALE

1. ALL CONCRETE SHALL BE CLASS "A" AND HAVE A MINIMUM ULTIMATE COMPRESSIVE STRENGTH OF 4000 lbs. PER SQ. INCH AT THE END OF 28 DAYS, UNLESS OTHERWISE NOTED.
2. PRECAST REINFORCED CONE BARREL MANUFACTURED PER ASTM SPEC. C-478-67
3. SEWER BRICK SHALL CONFORM TO ASTM SPEC. DESIGNATE ON C-32-63, GRADE MA AND SA.
4. ALL MANHOLES SHALL HAVE A BITUMINOUS WATERPROOFING APPLIED TO THE EXTERIOR SURFACE. IF CONSTRUCTED OF BRICK MASONRY, SURFACE SHALL BE PLASTERED WITH A SMOOTH MORTAR FINISH 3/8" THICK. AFTER THE MORTAR HAS SET, THE SURFACE SHALL BE WATERPROOFED AS REQUIRED BY SUPPLEMENTAL SPECIFICATIONS SECTION 604.
5. CASTINGS SHALL CONFORM TO ASTM DESIGNATION A48-CLASS 35. ALL PARTS OF CASTINGS, EXCEPT FINISHED SURFACE, SHALL RECEIVE A COAT OF COAL TAR PITCH VARNISH OR ASPHALTUM PAINT WHICH SHALL BE SMOOTH AND TOUGH BUT NOT BRITTLE.
6. MANHOLES MAY BE CONSTRUCTED OF MASONRY, PRECAST REINFORCED CONCRETE, OR CAST IN PLACE.
7. ALL PRECAST MANHOLES AND CATCH BASINS SHALL BE IDENTIFIED BY STATION AND OFFSET, PAINTED ON THE SIDE OF THE STRUCTURE BY THE MANUFACTURER.
8. STORM AND SEWER MANHOLES SHALL HAVE SOLID COVERS WITH ONE DRILLED PICK HOLE.
9. EXISTING MANHOLES, CATCH BASINS, FRAMES, AND COVERS SHALL BE SALVAGED BY THE CONTRACTOR, AND SHALL REMAIN THE PROPERTY OF THE CITY OF PORTLAND.

3 GENERAL NOTES FOR MANHOLES AND CATCH BASINS
C4.4 NOT TO SCALE

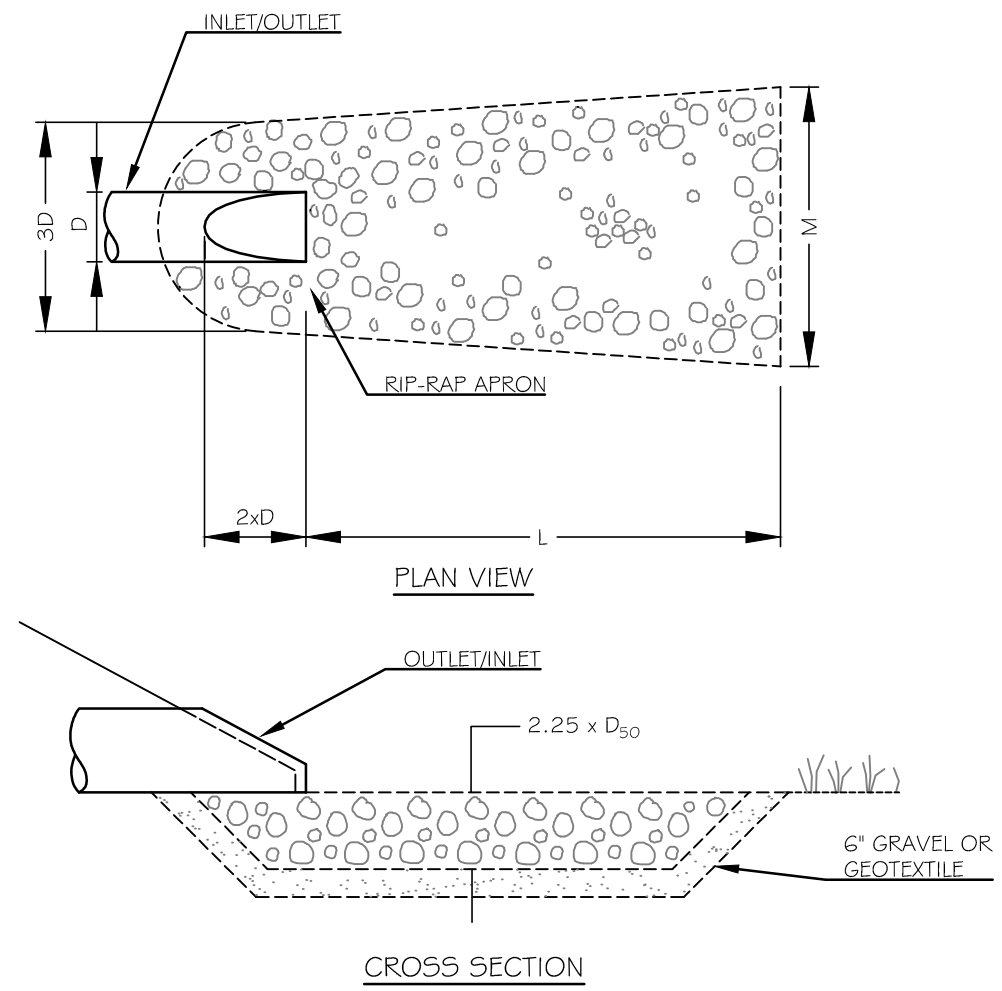


4 PRECAST CONCRETE CATCH BASIN / DRAINAGE MANHOLE (ONSITE)
C4.4 NOT TO SCALE



5 TYPICAL PIPE CONNECTION TO EXISTING STRUCTURE DETAIL
C4.4 NOT TO SCALE

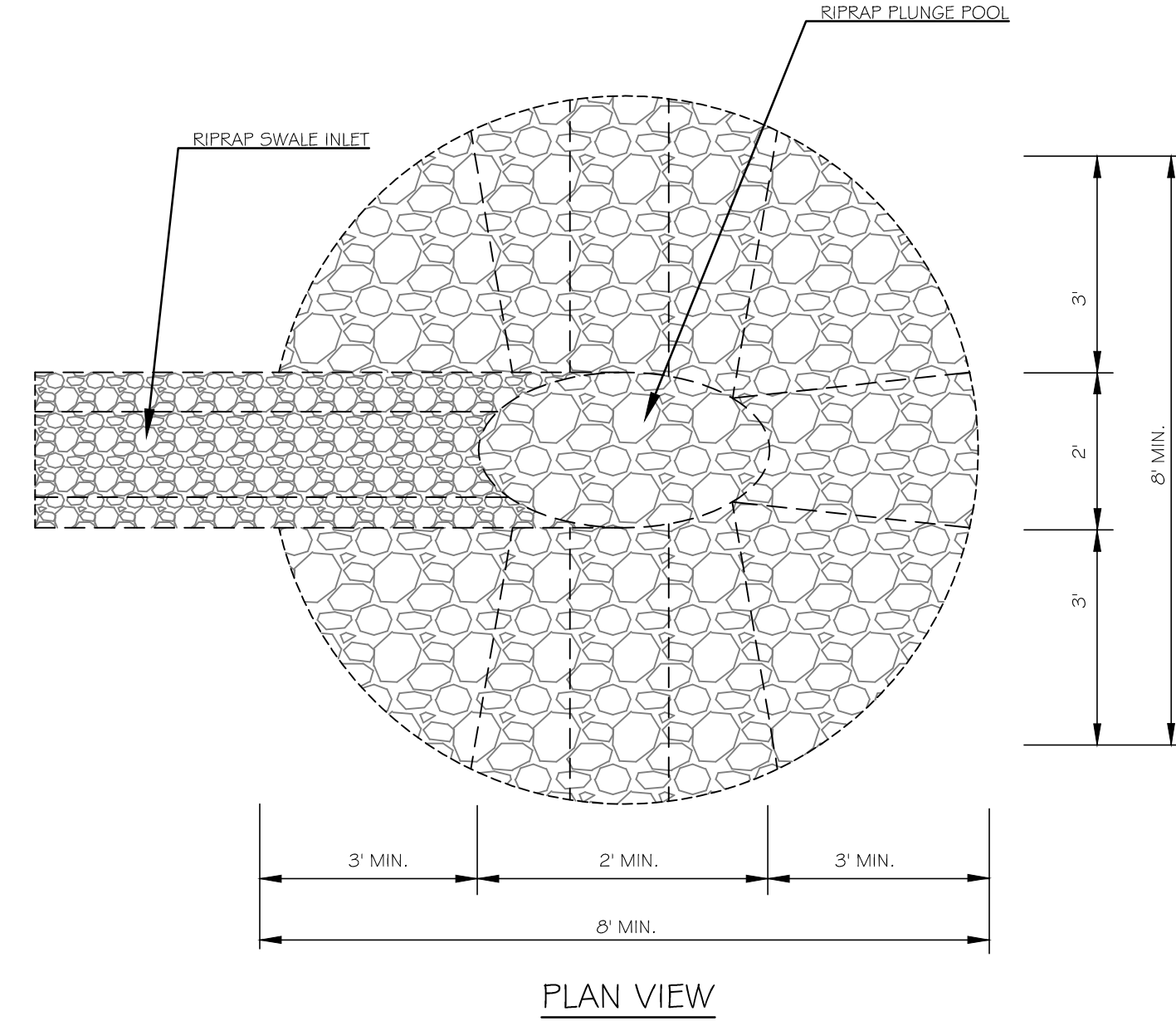
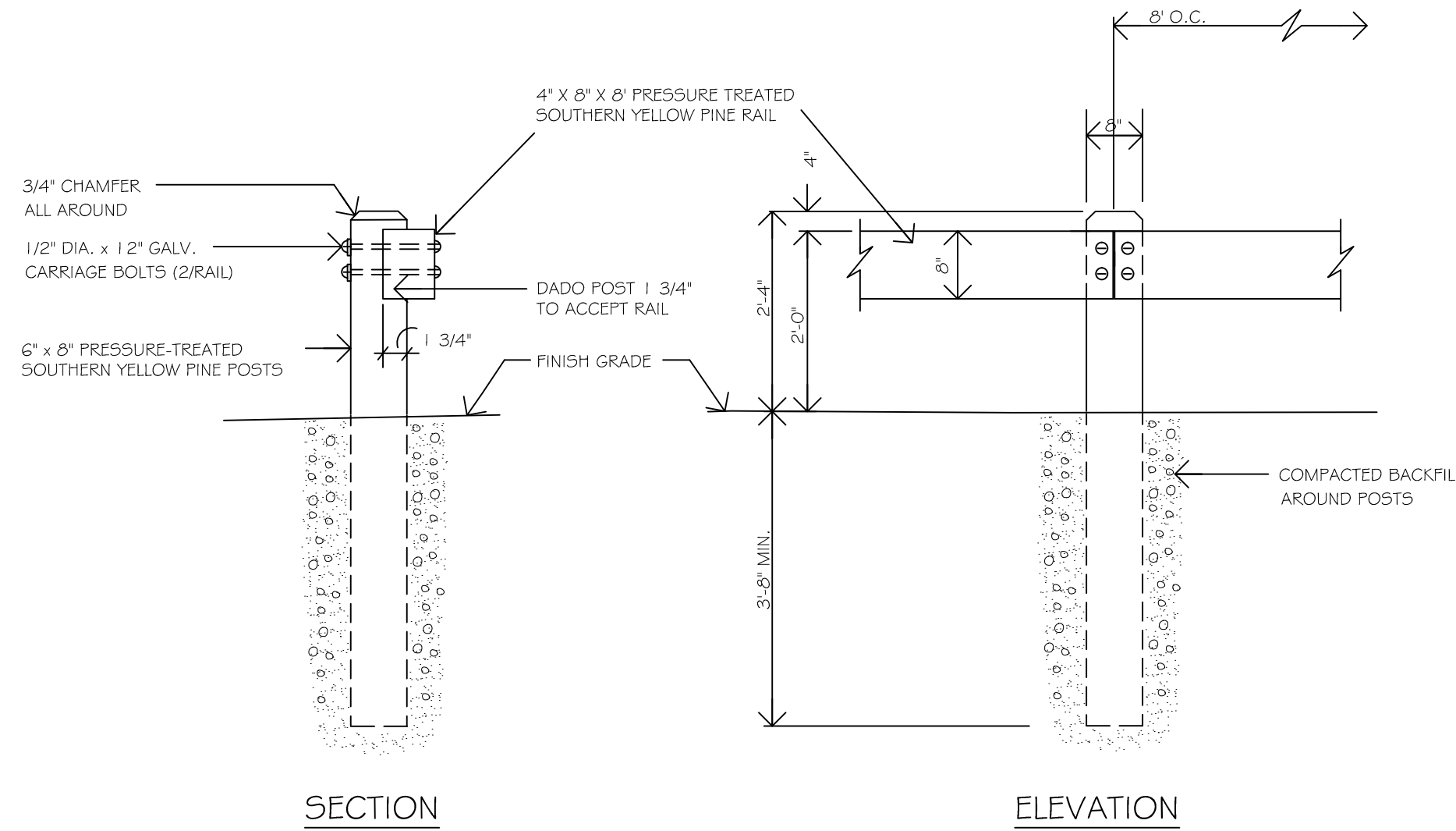
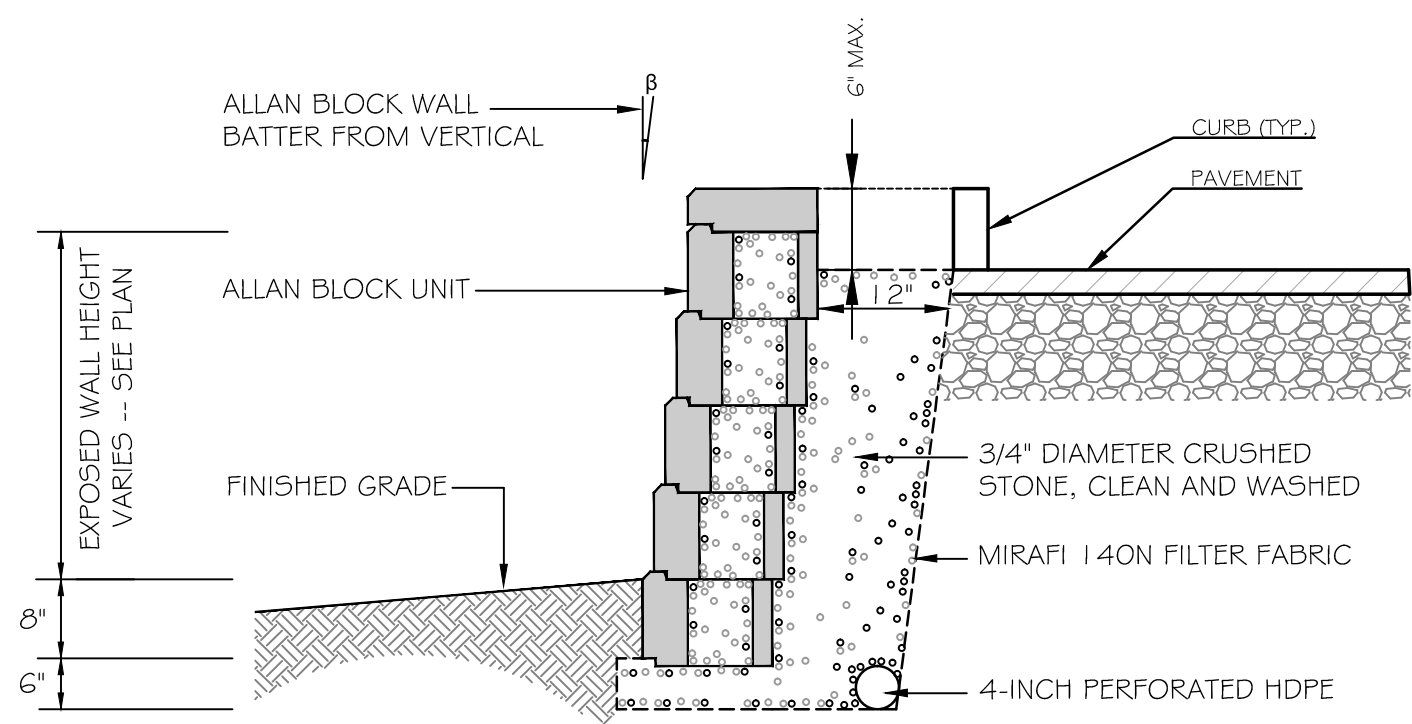
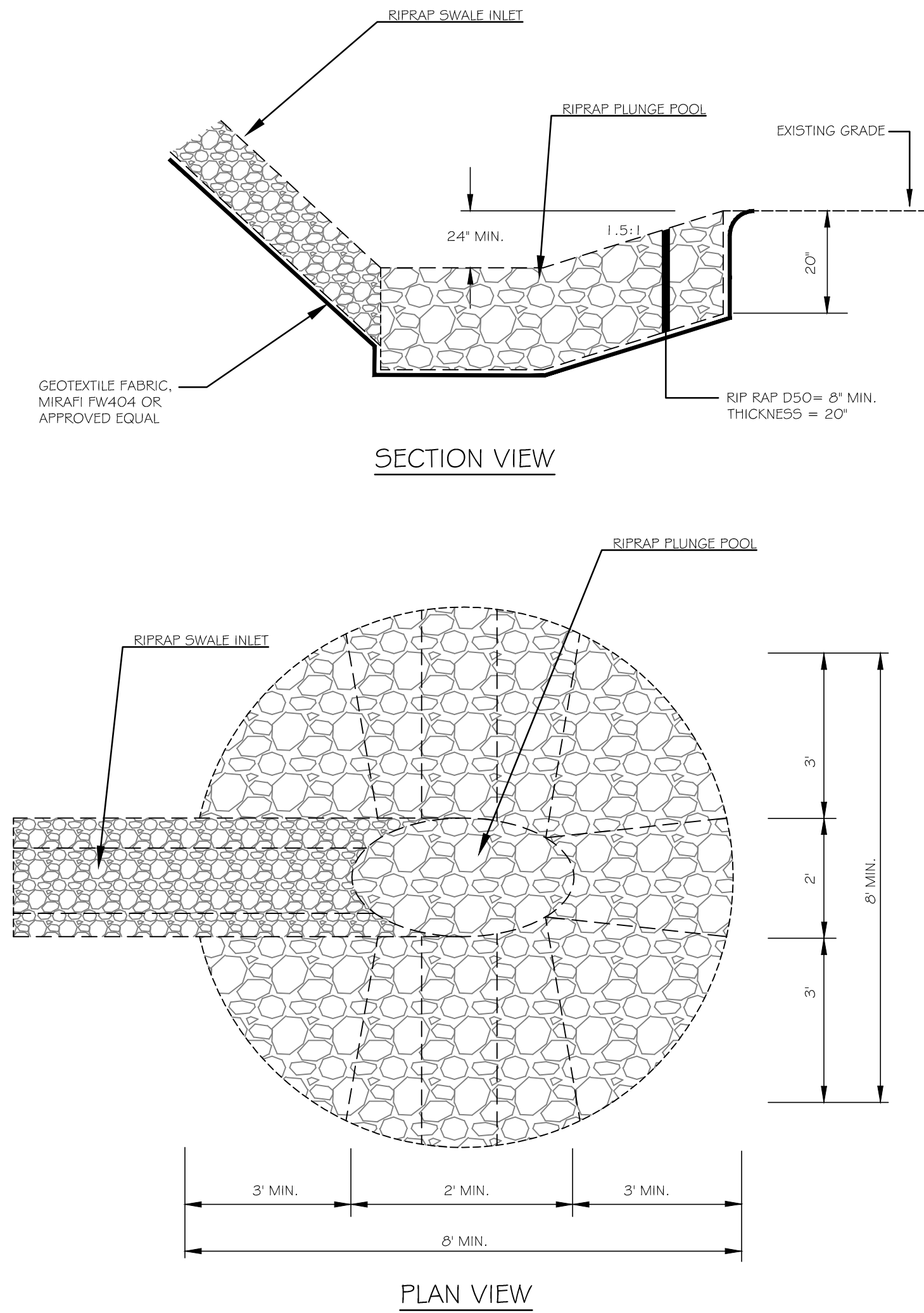
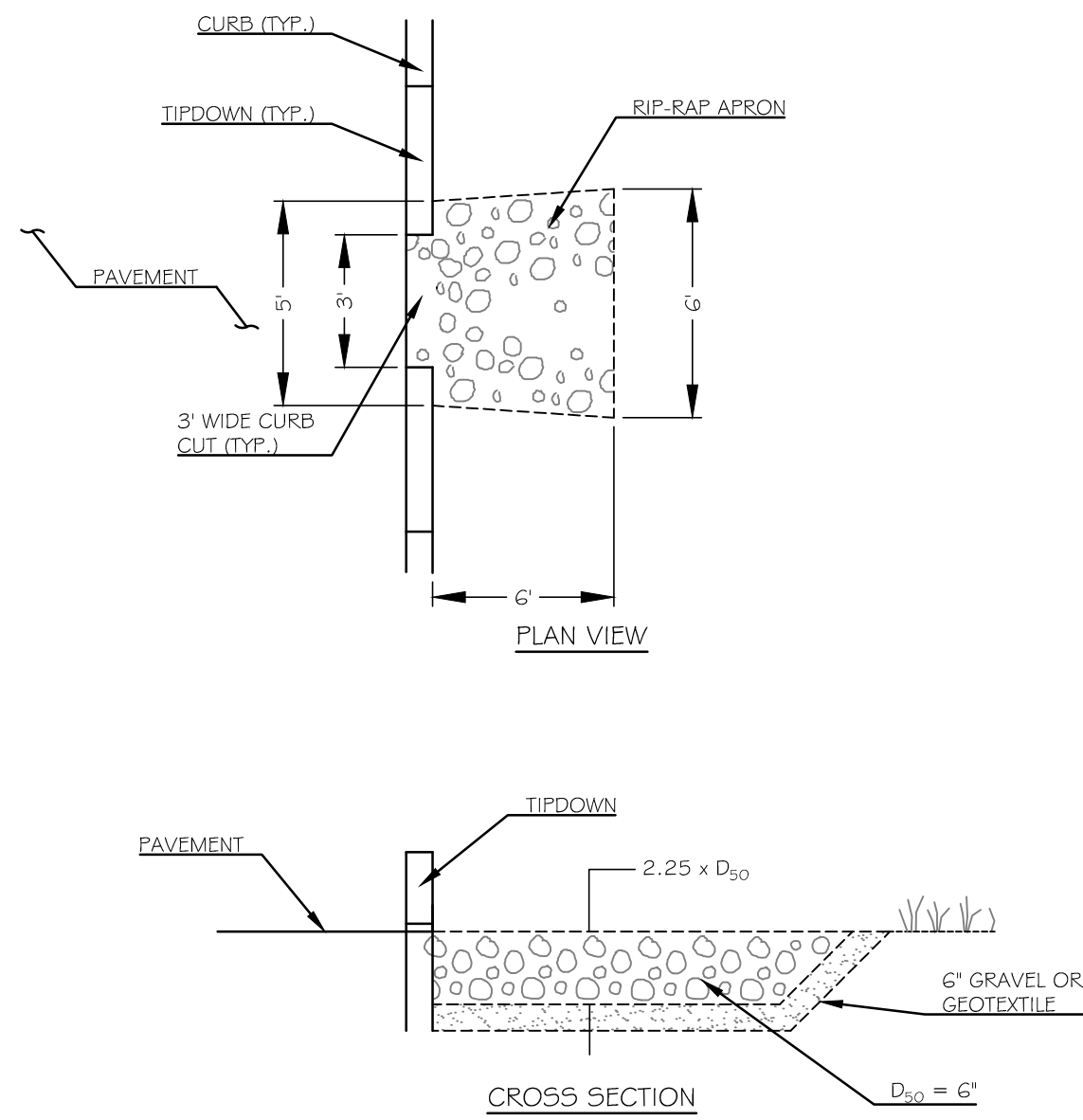
Rev.	Date	Description	Drawn	Check
1	11/14/14	Submitted for Prelim. Level III Site Plan Application	SWC	WRW
2	11/18/14	Revised Cover Sheet and Zoning Summary	SWC	WRW
3	2/17/15	Revised Per City Staff Review Comments	SWC	WRW
4	3/6/15	Revised Per City Staff Review Comments	SWC	WRW
Sheet Title:				
SITE DETAILS				
Job No.: 257			Sheet No.:	
Date: Nov. 14, 2014			C4.4	
Scale: NTS				
Drawn: SWC				
Checked: WRW				



NOTES:

- USE D₅₀ NOTED ON TABLE UNLESS OTHERWISE SPECIFIED ON PLANS.
- UNDERLAY RIP-RAP WITH 6" OF GRAVEL OR GEOTEXTILE
- USE WIDTHS NOTED ABOVE OR CONFORM TO NATURAL CHANNEL OR TOPOGRAPHY.

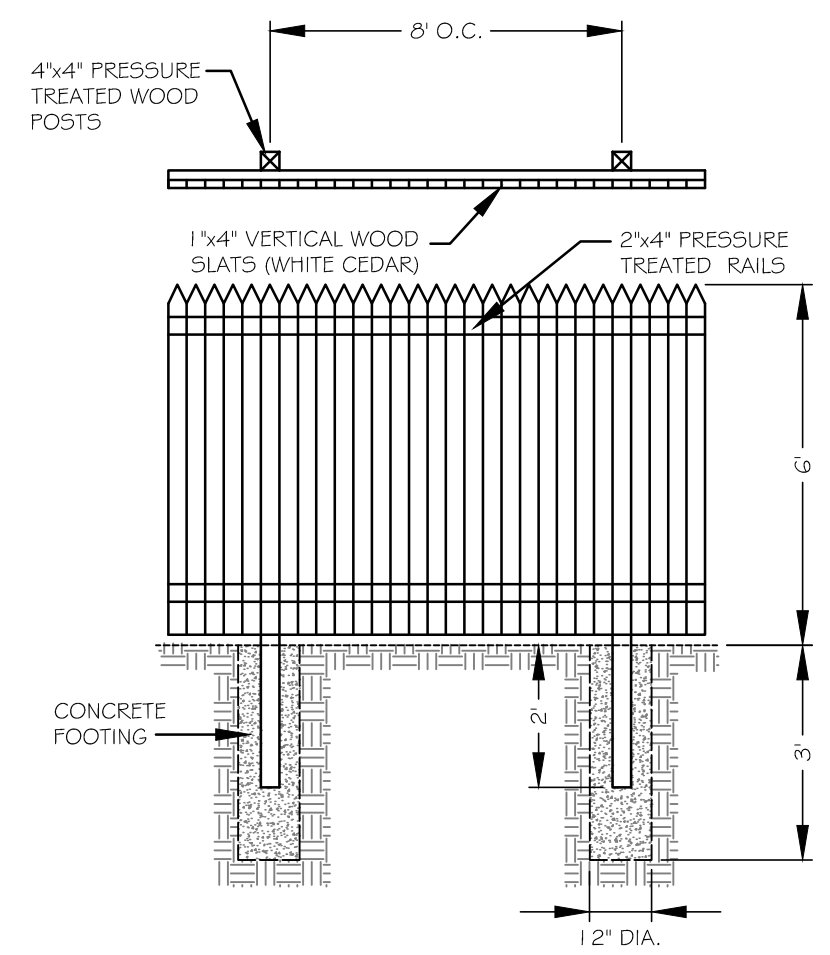
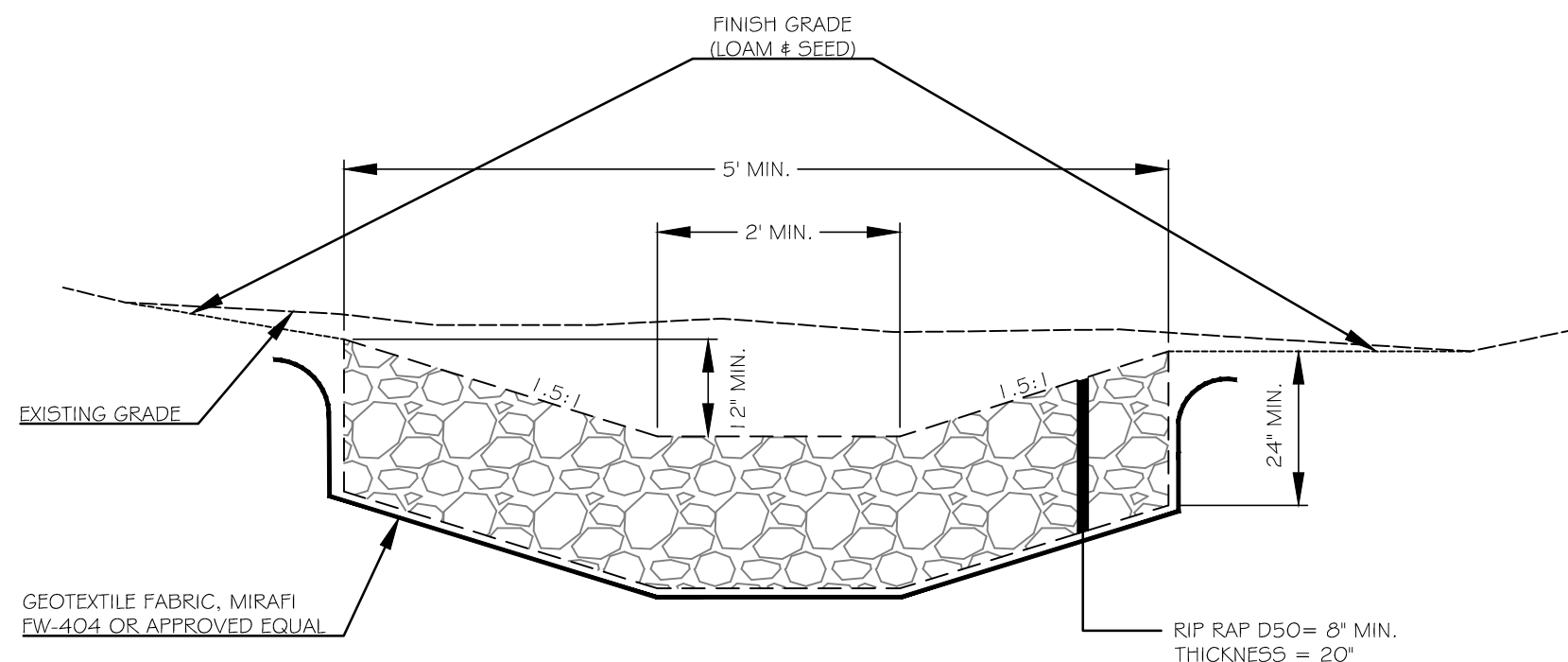
D	L	W	D ₅₀
6"	2.25'	2'	6"
12"	4.5'	4'	8"
15"	5.63'	5'	8"
18"	6.75'	6'	8"



3
C4.5
ALLAN BLOCK RETAINING WALL
NOT TO SCALE

4
C4.5
WOODEN GUARD RAIL SECTION
NOT TO SCALE

5
C4.5
RIP-RAP PLUNGE POOL DETAIL
NOT TO SCALE



6
C4.5
RIPRAP SWALE DETAIL
NOT TO SCALE

7
C4.5
WOOD FENCE DETAIL
NOT TO SCALE

EROSION AND SEDIMENTATION CONTROL NOTES:

INTRODUCTION

THE FOLLOWING PLAN FOR CONTROLLING SEDIMENTATION AND EROSION IN THIS PROJECT IS BASED ON CONSERVATION PRACTICES FOUND IN THE MAINE EROSION & SEDIMENT CONTROL BMPs MANUAL, MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, MARCH 2003, OR LATEST EDITION. THE CONTRACTOR WHO IMPLEMENTS THIS PLAN SHALL BE FAMILIAR WITH THIS PUBLICATION AND ADHERE TO IT AND THE PRACTICES PRESENTED HEREIN.

REFERENCE IS MADE TO THE GRADING AND DRAINAGE PLANS (C3.0) WITHIN THE PLAN SET, SHOWING THE LOCATIONS AND TYPES OF PROPOSED MEASURES TO BE IMPLEMENTED.

GENERAL EROSION AND SEDIMENTATION CONTROL PRACTICES

THE FOLLOWING IS A LIST OF GENERAL EROSION CONTROL PRACTICES THAT WILL BE USED TO PREVENT EROSION AND SEDIMENTATION BEFORE, DURING AND AFTER THE CONSTRUCTION OF THIS PROJECT. IN ADDITION, SPECIAL CARE SHALL BE USED AT ALL TIMES TO:

- 1) LIMIT DISTURBANCE AND, HENCE, EROSION
- 2) CORRECT ANY EROSION PROBLEMS IMMEDIATELY
- 3) REGULARLY MONITOR THE IMPLEMENTED PRACTICES, ESPECIALLY AFTER EVERY RAINFALL
- 4) REVEGETATE DISTURBED AREAS AS SOON AS POSSIBLE AFTER CONSTRUCTION
- 5) CONFORM TO ALL REQUIREMENTS/STANDARDS OF THE STATE'S MAINE DEP EROSION & SEDIMENT CONTROL BMP MANUAL.

SILT FENCE AND/OR EROSION CONTROL MIX SEDIMENT BARRIERS

AS NOTED ON THE PLANS, SILT FENCE AND/OR EROSION CONTROL MIX SEDIMENT BARRIERS WILL BE INSTALLED ALONG THE DOWN GRADIENT SIDE OF THE PROPOSED GROUND DISTURBANCE AREAS PRIOR TO ANY CONSTRUCTION ACTIVITIES.

CATCH BASIN PROTECTION

AS NOTED ON THE PLANS, CATCH BASIN PROTECTION WILL BE INSTALLED AT EACH EXISTING CATCH BASINS IN STREET PRIOR TO ANY CONSTRUCTION ACTIVITIES.

CONSTRUCTION PHASE

THE FOLLOWING GENERAL PRACTICES WILL BE IMPLEMENTED TO PREVENT EROSION DURING CONSTRUCTION ON THIS PROJECT:

1. ONLY THOSE AREAS UNDER ACTIVE CONSTRUCTION WILL BE CLEARED AND LEFT IN AN UNTREATED OR UNVEGETATED CONDITION. ONCE CONSTRUCTION OF AN AREA IS COMPLETE, FINAL GRADING, LOAMING AND SEEDING SHALL OCCUR IMMEDIATELY (REFER TO "POST CONSTRUCTION REVEGETATION" SECTION). IF DURING FINAL GRADING, LOAMING AND SEEDING CAN NOT OCCUR IMMEDIATELY, IT SHALL BE DONE PRIOR TO ANY STORM EVENT AND WITHIN 15 DAYS OF COMPLETING CONSTRUCTION IN THE AREA. IF FINAL GRADING, LOAMING AND SEEDING CANNOT OCCUR WITHIN 7 DAYS, OR IF THE AREA IS NOT UNDER ACTIVE CONSTRUCTION FOR A PERIOD LONGER THAN 7 DAYS, SEE ITEM NO. 4 BELOW.
2. PRIOR TO THE START OF CONSTRUCTION IN A SPECIFIC AREA, SILT FENCING SHALL BE INSTALLED ON DOWNGRADIENT PORTIONS OF THE SITE AS LOCATED ON THE PLANS TO PROTECT AGAINST ANY CONSTRUCTION RELATED EROSION.
3. TOPSOIL WILL BE STOCKPILED WHEN NECESSARY IN AREAS WHICH HAVE MINIMUM POTENTIAL FOR EROSION AND WILL BE KEPT AS FAR AS POSSIBLE FROM EXISTING DRAINAGE AREAS AND WETLANDS. ALL STOCKPILES EXPECTED TO REMAIN LONGER THAN 7 DAYS SHALL BE :
 - A. TREATED WITH ANCHORED MULCH (WITHIN 5 DAYS OF THE LAST DEPOSIT OF STOCKPILED SOIL).
 - B. SEEDED WITH CONSERVATION MIX AND MULCHED IMMEDIATELY.STOCKPILES SHALL BE EITHER PLACED UPHILL OF AN EXISTING SEDIMENT BARRIER ON THE SITE OR ENCIRCLED BY A HAY BALE OR SILT FENCE BARRIER THE FIRST DAY THAT STOCKPILING COMMENCES.
4. ALL DISTURBED AREAS EXPECTED TO REMAIN LONGER THAN 7 DAYS SHALL BE :
 - A. TREATED WITH STRAW AT A RATE OF 70-90 LBS. PER 1,000 SQUARE FEET FROM 4/1/6 TO 1/0/1, OR AT A RATE OF 150-200 LBS. PER 1,000 SQUARE FEET FROM 1/0/1 TO 4/1/5.
 - B. SEEDED WITH CONSERVATION MIX OF PERENNIAL RYE GRASS (1.0 LBS/1,000 SQ.FT.) AND MULCHED IMMEDIATELY. FROM 1/0/1 TO 4/1/5, FOLLOW THE SEEDING RATES AS OUTLINED BELOW IN SUB-SECTION 4.D. OF THE "POST CONSTRUCTION REVEGETATION" SECTION.
 - C. MONITORED EVERY TWO WEEKS UNTIL SEEDING CAN OCCUR AND REMULCHED AS NEEDED TO PROTECT SLOPES.
5. ALL GRADING WILL BE HELD TO A MAXIMUM 3:1 SLOPE WHERE PRACTICAL. GREATER SLOPES MAY BE USED WHERE THE BANKS ARE PROTECTED WITH SOFT ARMOUR MATTING, EROSION CONTROL MATTING, OR RIPRAP. ALL SLOPES WILL BE STABILIZED WITH PERMANENT SEEDING IMMEDIATELY AFTER FINAL GRADING IS COMPLETE. (IT IS UNDERSTOOD THAT IMMEDIATELY MEANS WITHIN 5 DAYS OF THE COMPLETION OF WORK. SEE POST-CONSTRUCTION REVEGETATION FOR SEEDING SPECIFICATION.)

6. CONSTRUCTION TRAFFIC WILL BE DIRECTED OVER THE EXISTING SITE ENTRANCE. THE ROAD SHALL BE SWEEP DAILY SHOULD SEDIMENT BE TRACKED ONTO IT.

DEWATERING

1. ALL DEWATERING DISCHARGE LOCATIONS SHALL BE LOCATED ON RELATIVELY FLAT GROUND AT LEAST 75' FROM STREAMS AND 25' FROM WETLANDS. THE CONTRACTOR SHALL UTILIZE DIRT BAGS, EROSION CONTROL MIX BERMS, OR SIMILAR METHODS FOR FILTRATION OF DEWATERING AND SHALL CONFORM TO THE MAINE EROSION AND SEDIMENT CONTROL BMPs G-1, G-2, AND G-3.

POST CONSTRUCTION REVEGETATION

THE FOLLOWING GENERAL PRACTICES WILL BE IMPLEMENTED TO PREVENT EROSION AS SOON AS AN AREA IS READY TO UNDERGO FINAL GRADING:

1. A MINIMUM OF 6" OF LOAM WILL BE SPREAD OVER DISTURBED AREAS AND GRADED TO A UNIFORM DEPTH AND NATURAL APPEARANCE.
2. LAWN AREAS: "ESTATE GREEN" GRASS SEED BY ALLEN, STERLING & LOTHROP (FALMOUTH, MAINE), OR APPROVED EQUAL.
3. MULCH SHALL BE HAY OR STRAW MULCHES THAT ARE DRY AND FREE FROM UNDESIRABLE SEEDS AND COARSE MATERIALS.
 - A. APPLICATION RATE MUST BE 2 BALES (70-90 LBS.) PER 1,000 SQUARE FEET OR 1.5 TO 2 TONS (90-100 BALES) PER ACRE TO COVER 75 TO 90% OF THE GROUND SURFACE.
 - B. DRIVE OVER WITH TRACKED CONSTRUCTION EQUIPMENT ON GRADES OF 5% AND LESS.
 - C. BLANKET WITH TACKED PHOTODEGRADABLE/BIODEGRADABLE NETTING ON GRADES GREATER THAN 5%.
4. HYDRO-MULCH SHALL CONSIST OF A MIXTURE OF ASPHALT, WOOD FIBRE OR PAPER FIBRE AND WATER, WHICH IS SPRAYED OVER A SEEDED AREA. HYDRO-MULCH SHALL NOT BE USED BETWEEN 1/0/1 AND 4/1/5.
5. CONSTRUCTION SHALL BE PLANNED TO ELIMINATE THE NEED FOR SEEDING BETWEEN OCTOBER 1ST AND APRIL 15TH. SHOULD SEEDING BE NECESSARY BETWEEN THESE DATES, THE FOLLOWING PROCEDURE SHALL BE FOLLOWED:
 - A. ONLY UNFROZEN LOAM SHALL BE USED.
 - B. LOAMING, SEEDING AND MULCHING WILL NOT BE DONE OVER SNOW OR ICE COVER. IF SNOW EXISTS, IT MUST BE REMOVED PRIOR TO PLACEMENT OF SEED.
 - C. WHERE PERMANENT SEEDING IS NECESSARY, ANNUAL WINTER RYE (1.2 LBS/1,000 S.F.) SHALL BE SOWN INSTEAD OF THE PREVIOUSLY NOTED SEEDING RATE.
 - D. WHERE TEMPORARY SEEDING IS REQUIRED, ANNUAL WINTER RYE (2.5 LBS/1,000 S.F.) SHALL BE SOWN INSTEAD OF THE PREVIOUSLY NOTED SEEDING RATE.
 - E. FERTILIZING, SEEDING AND MULCHING SHALL BE DONE ON LOAM THE DAY THE LOAM IS SPREAD.
 - F. HAY MULCH SHALL BE SECURED WITH PHOTODEGRADABLE/BIODEGRADABLE NETTING. TRACKING BY MACHINERY ALONE WILL NOT SUFFICE. WINTER MULCHING RATES, AS SPECIFIED ABOVE IN SUBSECTION 5.A. OF THE "CONSTRUCTION PHASE" SECTION, SHOULD BE APPLIED DURING THIS PERIOD.
5. FOLLOWING FINAL SEEDING, THE SITE WILL BE INSPECTED EVERY 30 DAYS UNTIL 80% COVER HAS BEEN ESTABLISHED. RESEEDING WILL BE CARRIED OUT BY THE CONTRACTOR WITHIN 10 DAYS OF NOTIFICATION BY THE DESIGN PROFESSIONAL THAT THE EXISTING CATCH IS INADEQUATE.

MONITORING SCHEDULE

THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING, MONITORING, MAINTAINING, REPAIRING, REPLACING AND REMOVING ALL OF THE EROSION AND SEDIMENTATION CONTROLS OR APPOINTING A QUALIFIED SUBCONTRACTOR TO DO SO.

MAINTENANCE MEASURES WILL BE APPLIED AS NEEDED DURING THE ENTIRE CONSTRUCTION CYCLE. IMMEDIATELY FOLLOWING ANY SIGNIFICANT RAINFALL, AND AT LEAST ONCE A WEEK, A VISUAL INSPECTION WILL BE MADE OF ALL EROSION AND SEDIMENTATION CONTROLS AS FOLLOWS:

1. SILT FENCE SHALL BE INSPECTED AND REPAIRED. SEDIMENT TRAPPED BEHIND THESE BARRIERS SHALL BE EXCAVATED WHEN IT REACHES A DEPTH OF 6" AND REDISTRIBUTED TO AREAS UNDERGOING FINAL GRADING.
2. CONSTRUCTION ENTRANCE SHALL BE VISUALLY INSPECTED AND REPAIRED AS NEEDED. ANY AREAS SUBJECT TO RUTTING SHALL BE STABILIZED IMMEDIATELY. IF THE VOIDS OF THE CONSTRUCTION ENTRANCE BECOME FILLED WITH MUD, MORE CRUSHED STONE SHALL BE ADDED AS NEEDED. THE PUBLIC ROADWAY SHALL BE SWEEP SHOULD MUD BE DEPOSITED/TRACKED ONTO THEM.

STANDARDS FOR STABILIZING SITES FOR THE WINTER

THE FOLLOWING STANDARDS AND METHODOLOGIES SHALL BE USED FOR STABILIZING THE SITE DURING THE WINTER CONSTRUCTION PERIOD

1. STANDARD FOR THE TIMELY STABILIZATION OF DISTURBED SLOPES (ANY AREA HAVING A GRADE GREATER THAN 25%) - THE CONTRACTOR WILL SEED AND MULCH ALL SLOPES TO BE VEGETATED BY SEPTEMBER 15TH. IF THE CONTRACTOR FAILS TO STABILIZE ANY SLOPE TO BE VEGETATED BY SEPTEMBER 15TH, THEN THE CONTRACTOR WILL TAKE ONE OF THE FOLLOWING ACTIONS TO STABILIZE THE SLOPE FOR LATE FALL AND WINTER.
 - A. STABILIZE THE SOIL WITH TEMPORARY VEGETATION AND EROSION CONTROL MATS - BY OCTOBER 1ST THE CONTRACTOR WILL SEED THE DISTURBED SLOPE WITH WINTER RYE AT A RATE OF 3 POUNDS PER 1,000 SQUARE FEET AND THEN INSTALL EROSION CONTROL MATS OR ANCHORED HAY MULCH OVER THE SEEDING. THE CONTRACTOR WILL MONITOR GROWTH OF THE RYE OVER THE NEXT 30 DAYS.
 - B. STABILIZE THE SLOPE WITH WOOD-WASTE COMPOST - THE CONTRACTOR WILL PLACE A SIX-INCH LAYER OF WOOD-WASTE COMPOST ON THE SLOPE BY NOVEMBER 15TH. THE CONTRACTOR WILL NOT USE WOOD-WASTE COMPOST TO STABILIZE SLOPES HAVING GRADES GREATER THAN 50% (2H:1V) OR HAVING GROUNDWATER SEEPS ON THE SLOPE FACE.
 - C. STABILIZE THE SLOPE WITH STONE RIPRAP - THE CONTRACTOR WILL PLACE A LAYER OF STONE RIPRAP ON THE SLOPE BY NOVEMBER 15TH. THE DEVELOPMENT'S OWNER WILL HIRE A REGISTERED PROFESSIONAL ENGINEER TO DETERMINE THE STONE SIZE NEEDED FOR STABILITY ON THE SLOPE AND TO DESIGN A FILTER LAYER FOR UNDERNEATH THE RIPRAP.
2. STANDARD FOR THE TIMELY STABILIZATION OF DISTURBED SOILS - BY SEPTEMBER 15TH THE CONTRACTOR WILL SEED AND MULCH ALL DISTURBED SOILS ON THE SITE. IF THE CONTRACTOR FAILS TO STABILIZE THESE SOILS BY THIS DATE, THEN THE CONTRACTOR WILL TAKE ON OF THE FOLLOWING ACTIONS TO STABILIZE THE SOIL FOR LATE FALL AND WINTER.
 - A. STABILIZE THE SOIL WITH TEMPORARY VEGETATION - BY OCTOBER 1ST THE CONTRACTOR WILL SEED THE DISTURBED SOIL WITH WINTER RYE AT A SEEDING RATE OF 3 POUNDS PER 1,000 SQUARE FEET, LIGHTLY MULCH THE SEEDED SOIL WITH HAY OR STRAW AT 75 POUNDS PER 1,000 SQUARE FEET, AND ANCHOR THE MULCH WITH PLASTIC NETTING. THE CONTRACTOR WILL MONITOR GROWTH OF THE RYE OVER THE NEXT 30 DAYS. IF THE RYE FAILS TO GROW AT LEAST THREE INCHES OR FAILS TO COVER AT LEAST 75% OF THE DISTURBED SOIL BEFORE NOVEMBER 1, THEN THE CONTRACTOR WILL MULCH THE AREA FOR OVER-WINTER PROTECTION AS DESCRIBED IN ITEM III OF THIS STANDARD.
 - B. STABILIZE THE SOIL WITH SOD - THE CONTRACTOR WILL STABILIZE THE DISTURBED SOIL WITH PROPERLY INSTALLED SOD BY OCTOBER 1ST. PROPER INSTALLATION INCLUDES THE CONTRACTOR PINNING THE SOD ONTO THE SOIL WITH WIRE PINS, ROLLING THE SOD TO GUARANTEE CONTACT BETWEEN THE SOD AND UNDERLYING SOIL, AND WATERING THE SOD TO PROMOTE ROOT GROWTH INTO THE DISTURBED SOIL.
 - C. STABILIZE THE SOIL WITH MULCH - BY NOVEMBER 15TH THE CONTRACTOR WILL MULCH THE DISTURBED SOIL BY SPREADING HAY OR STRAW AT A RATE OF AT LEAST 150 POUNDS PER 1,000 SQUARE FEET ON THE AREA SO THAT NO SOIL IS VISIBLE THROUGH THE MULCH. IMMEDIATELY AFTER APPLYING THE MULCH, THE CONTRACTOR WILL ANCHOR THE MULCH WITH NETTING OR OTHER METHOD TO PREVENT WIND FROM MOVING THE MULCH OFF THE DISTURBED SOIL.

EROSION CONTROL REMOVAL

AN AREA IS CONSIDERED STABLE IF IT IS PAVED OR IF 80% GROWTH OF PLANTED SEEDS IS ESTABLISHED. ONCE AN AREA IS CONSIDERED STABLE, THE EROSION CONTROL MEASURES CAN BE REMOVED AS FOLLOWS:

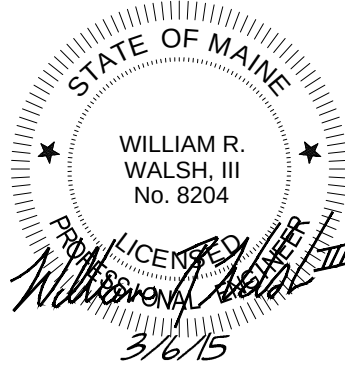
1. SILT FENCE
SILT FENCE SHALL BE DISPOSED OF LEGALLY AND PROPERLY OFF-SITE. ALL SEDIMENT TRAPPED BEHIND THESE CONTROLS SHALL BE DISTRIBUTED TO AN AREA UNDERGOING FINAL GRADING OR REMOVED AND RELOCATED OFF-SITE.
2. CATCH BASIN PROTECTION
CATCH BASIN INLET PROTECTION SHALL BE REMOVED FOLLOWING PERMANENT STABILIZATION OF UPGRADEMENT AREAS. SEDIMENT SHALL BE REMOVED FROM THE SACK AND LEGALLY DISPOSED. SEDIMENT SHALL NOT BE WASHED INTO THE CATCH BASIN.
3. MISCELLANEOUS
ONCE ALL THE TRAPPED SEDIMENTS HAVE BEEN REMOVED FROM THE TEMPORARY SEDIMENTATION DEVICES THE DISTURBED AREAS MUST BE REGRADED IN AN AESTHETIC MANNER TO CONFORM TO THE SURROUNDING TOPOGRAPHY. ONCE GRADED THESE DISTURBED AREAS MUST BE LOAMED (IF NECESSARY), FERTILIZED, SEEDED AND MULCHED IN ACCORDANCE WITH THE RATES PREVIOUSLY STATED.

THE ABOVE EROSION CONTROLS MUST BE REMOVED WITHIN 30 DAYS OF FINAL STABILIZATION OF THE SITE. CONFORMANCE WITH THIS PLAN AND FOLLOWING THESE PRACTICES WILL RESULT IN A PROJECT THAT COMPLIES WITH THE STATE REGULATIONS AND THE STANDARDS OF THE NATURAL RESOURCES PROTECTION ACT, AND WILL PROTECT WATER QUALITY IN AREAS DOWNSTREAM FROM THE PROJECT.

WALSH
ENGINEERING ASSOCIATES, INC.

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

Copyright © 2014



Plan 16

HOTEL REDEVELOPMENT

1210 Brighton Avenue
Portland, Maine

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

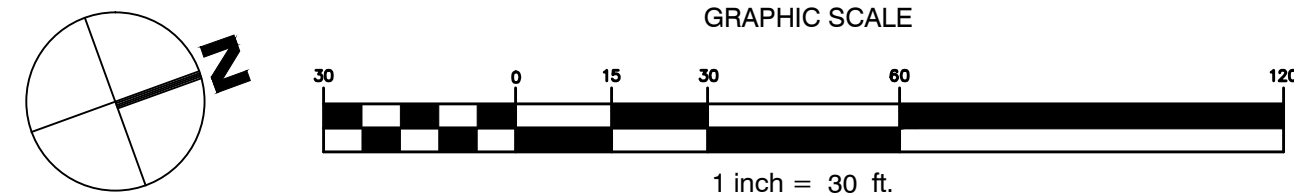
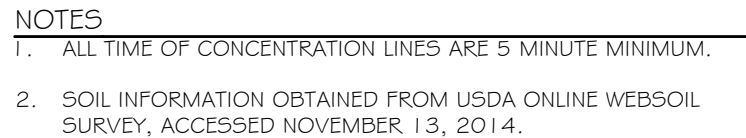
ISSUED FOR PERMITTING - NOT FOR CONSTRUCTION

Rev.	Date	Description	Drawn	Check
1	11/14/14	Submitted for Prelim. Level II Site Plan Application	SWC	WRW
2	11/18/14	Revised Cover Sheet and Zoning Summary	SWC	WRW
3	2/17/15	Revised Per City Staff Review Comments	SWC	WRW
4	3/6/15	Revised Per City Staff Review Comments	SWC	WRW

Sheet Title:

EROSION AND
SEDIMENTATION
CONTROL NOTES

Job No.:	257	Sheet No.:	C4.6
Date:	Nov. 14, 2014	Scale:	
Drawn:	SWC	Checked:	
Checked:	WRW		

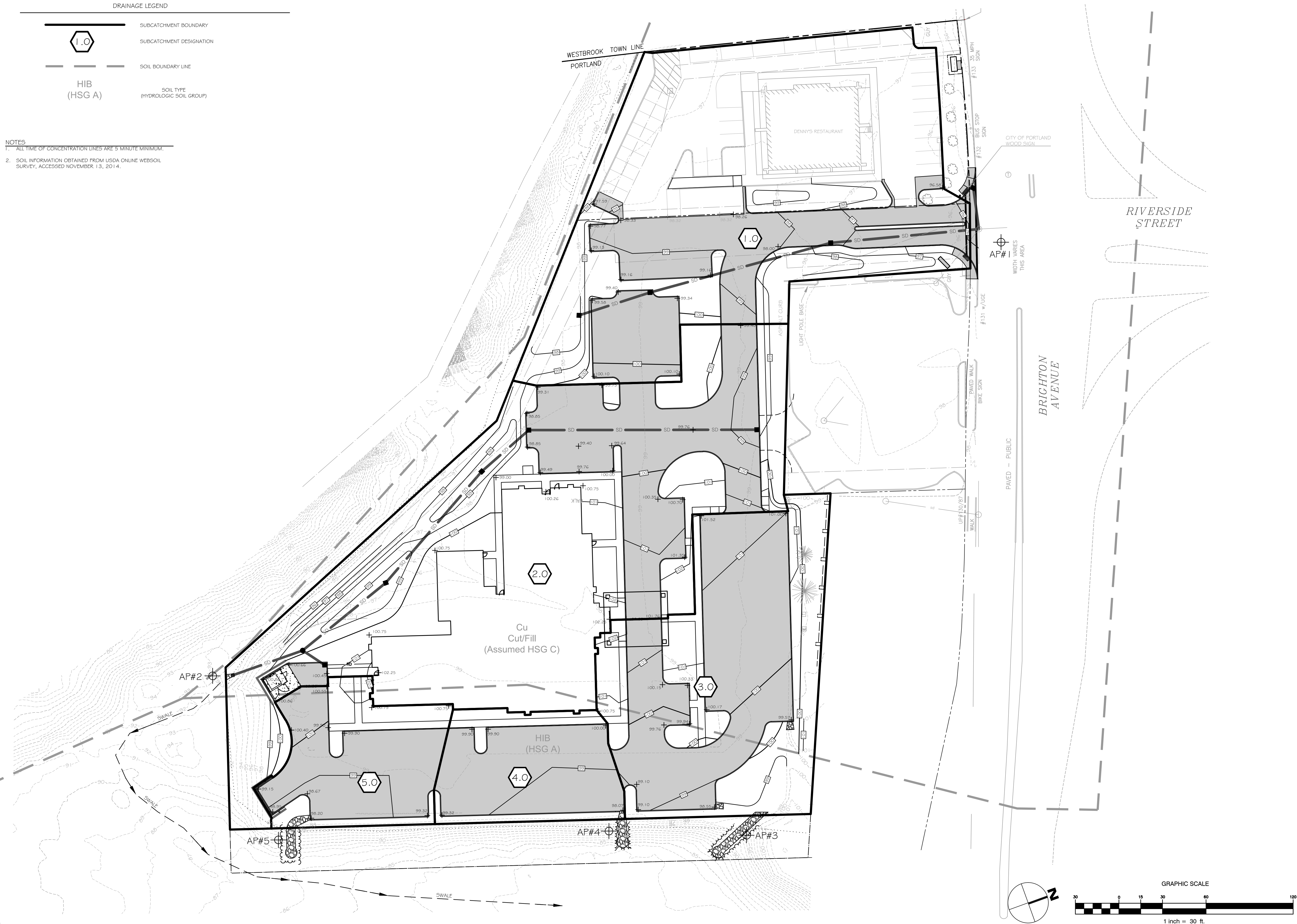


Portland Hotels, Inc.
1200 Brighton Avenue
Portland, Maine 04102

Job No.: 257	Sheet No.:
Date: Nov. 14, 2014	D1.0
Scale: 1"=30'	
Drawn: SWC	
Checked: WRW	

ISSUED FOR PERMITTING - NOT FOR CONSTRUCTION

C:\01 - HARRIS\14 - PORTLAND\140425_2014\140425_2014.dwg, 3/15/2014 2:03 PM



WALSH
ENGINEERING ASSOCIATES, INC.

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

Copyright © 2014

STATE OF MAINE

WILLIAM R. WALSH, III
No. 8204

3/6/15

P lan 18

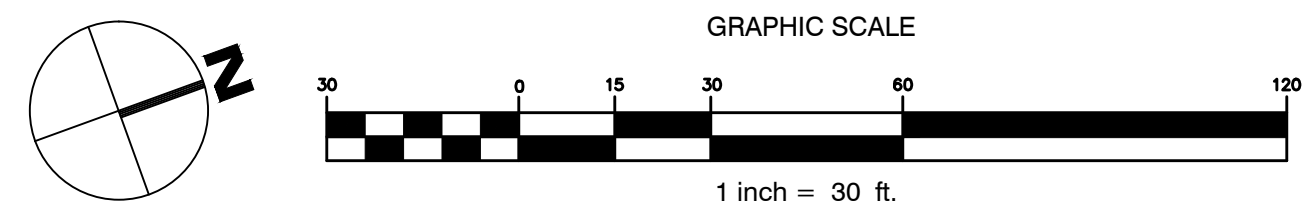
HOTEL REDEVELOPMENT
1210 Brighton Avenue
Portland, Maine

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

ISSUED FOR PERMITTING - NOT FOR CONSTRUCTION				
Rev.	Date	Description	Drawn	Check
1	11/14/14	Submitted for Prelim. Level II Site Plan Application	SWC	WRW
2	11/18/14	Revised Cover Sheet and Zoning Summary	SWC	WRW
3	2/17/15	Revised Per City Staff Review Comments	SWC	WRW
4	3/6/15	Revised Per City Staff Review Comments	SWC	WRW
Sheet Title:				
Post Development Drainage Plan				
Job No.: 257			Sheet No.:	
Date: Nov. 14, 2014			D2.0	
Scale: 1"=30'				
Drawn: SWC				
Checked: WRW				

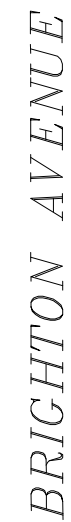
Technical drawing of the B-40 (BUS) showing side profile and dimensions:

- Overall length: 40'
- Front wheel offset: 6,00'
- Wheelbase: 25,85'
- Rear wheel offset: 8,15'



B1.0

1. ALL PAVEMENT MARKINGS, SIGNAGE, AND SIGNALIZATION SHALL MEET THE STANDARDS OF THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND THE CITY OF PORTLAND.
2. TRAFFIC AND PEDESTRIAN SIGNALIZATION IMPROVEMENTS AT BRIGHTON AVENUE INTERSECTION TO BE SUBMITTED TO CITY OF PORTLAND FOR REVIEW PRIOR TO CONSTRUCTION.
3. PAVEMENT LINES AND MARKINGS SHALL BE INSTALLED WITH RETROREFLECTIVE PAVEMENT MARKING PAINT OR REFLECTORIZED PLASTIC PAVEMENT MARKING.



TM 265 LOT A-8
N/F
PORTLAND HOTELS REALTY, INC.
26152 / 307



 WALSH ENGINEERING ASSOCIATES, INC. One Karen Dr., Suite 2A Westbrook, Maine 04092 ph: 207.553.9898 www.walsh-eng.com Copyright © 2014																																																		
 STATE OF MAINE WILLIAM R. WALSH, III No. 6204 <i>William R. Walsh III</i> 4/15																																																		
Plan 20																																																		
HOTEL REDEVELOPMENT 1210 Brighton Avenue Portland, Maine Portland Hotels, Inc. 1200 Brighton Avenue Portland, Maine 04102																																																		
<table><tr><th>Rev.</th><th>Date</th><th>Description</th><th>Drawn</th><th>Check</th></tr><tr><td>1</td><td>4/1/15</td><td>Submitted for Final Site Plan Review</td><td>SWC</td><td>WRW</td></tr><tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr></table>						Rev.	Date	Description	Drawn	Check	1	4/1/15	Submitted for Final Site Plan Review	SWC	WRW																																			
Rev.	Date	Description	Drawn	Check																																														
1	4/1/15	Submitted for Final Site Plan Review	SWC	WRW																																														
Sheet Title: PAVEMENT MARKING AND SIGNAGE PLAN																																																		
Job No.: 257 Date: April 1, 2015 Scale: 1"=10' Drawn: SWC Checked: WRW Sheet No.: C2.1																																																		

PHOTOMETRIC PLAN NOTES:

1. FIXTURE LAYOUT, SCHEDULE, NOTES AND PHOTOMETRIC CALCULATIONS WERE PREPARED BY SWANEY LIGHTING ASSOCIATES OF SCARBOROUGH, MAINE.

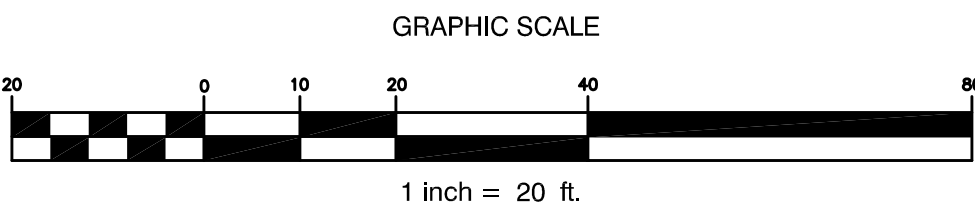
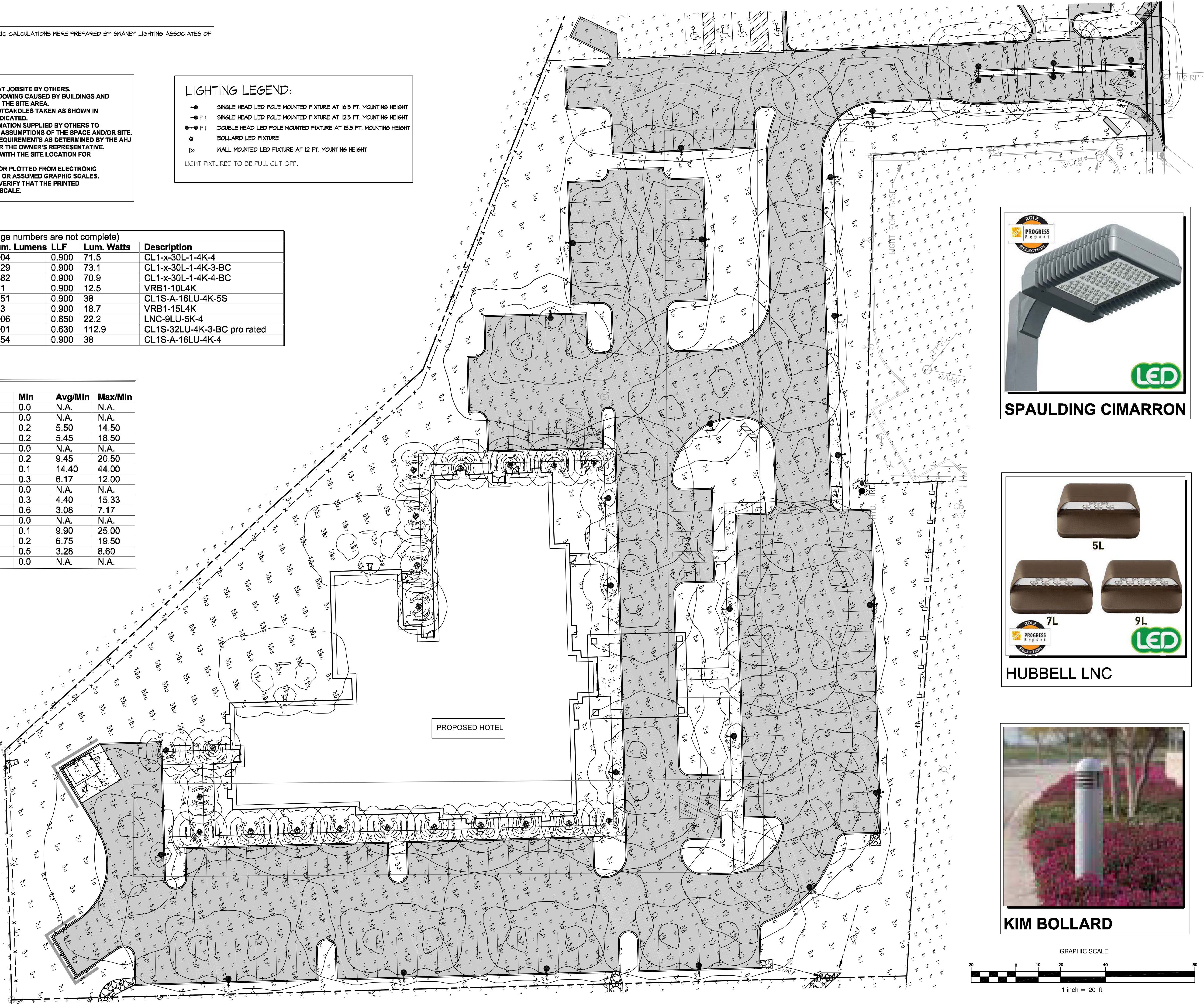
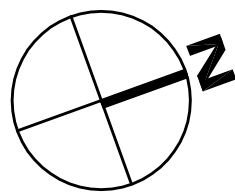
- NOTES:
- 1) EXACT MOUNTING DETAILS TO BE DETERMINED AT JOBSITE BY OTHERS.
 - 2) CALCULATIONS MAY SHOW THE EFFECT OF SHADOWING CAUSED BY BUILDINGS AND OBJECTS WITHIN THE CALCULATED SPACE OR IN THE SITE AREA.
 - 3) READINGS SHOWN ARE INITIAL HORIZONTAL FOOTCANDLES TAKEN AS SHOWN IN CALCULATION SUMMARY UNLESS OTHERWISE INDICATED.
 - 4) THIS CALCULATION IS BASED ON LIMITED INFORMATION SUPPLIED BY OTHERS TO SWANEY LIGHTING ASSOCIATES AND STANDARD ASSUMPTIONS OF THE SPACE AND/OR SITE.
 - 5) CONFORMANCE TO CODES AND OTHER LOCAL REQUIREMENTS AS DETERMINED BY THE AHJ ARE THE RESPONSIBILITY OF THE OWNER AND/OR THE OWNER'S REPRESENTATIVE.
 - 6) THIS LAYOUT DRAWING MUST BE COORDINATED WITH THE SITE LOCATION FOR CORRECT FIXTURE ORIENTATION.
 - 7) CHECK GRAPHIC SCALE. DOCUMENTS PRINTED OR PLOTTED FROM ELECTRONIC FILES MAY OCCUR AT OTHER THAN THE DESIRED OR ASSUMED GRAPHIC SCALES. IT IS THE RESPONSIBILITY OF THE RECIPIENT TO VERIFY THAT THE PRINTED OR PLOTTED-TO-SCALE DRAWING IS PRINTED TO SCALE.

LIGHTING LEGEND:

- SINGLE HEAD LED POLE MOUNTED FIXTURE AT 16.5 FT. MOUNTING HEIGHT
 - P1 SINGLE HEAD LED POLE MOUNTED FIXTURE AT 12.5 FT. MOUNTING HEIGHT
 - P1 DOUBLE HEAD LED POLE MOUNTED FIXTURE AT 13.5 FT. MOUNTING HEIGHT
 - BOLLARD LED FIXTURE
 - ▷ WALL MOUNTED LED FIXTURE AT 12 FT. MOUNTING HEIGHT
- LIGHT FIXTURES TO BE FULL CUT OFF.

Luminaire Schedule (note fixture catalogue numbers are not complete)						
Type	Symbol	Qty	Lum.	Lumens	LLF	Lum. Watts
C4		5	6104	0.900	71.5	CL1-x-30L-1-4K-4
C3B		6	4029	0.900	73.1	CL1-x-30L-1-4K-3-BC
C4B		7	4882	0.900	70.9	CL1-x-30L-1-4K-4-BC
B1		7	491	0.900	12.5	VRB1-10L4K
CS5S		3	3451	0.900	38	CL1S-A-16LU-4K-5S
B3		14	703	0.900	18.7	VRB1-15L4K
W1		2	1806	0.850	22.2	LNC-9LU-5K-4
CS3MB		1	5801	0.630	112.9	CL1S-32LU-4K-3-BC pro rated
CS4L		3	3254	0.900	38	CL1S-A-16LU-4K-4

Calculation Summary					
Label	Avg	Max	Min	Avg/Min	Max/Min
Back Lawn	0.29	1.2	0.0	N.A.	N.A.
Beyond property	0.01	1.7	0.0	N.A.	N.A.
Drop Pick up Drive	1.10	2.9	0.2	5.50	14.50
East Parking	1.09	3.7	0.2	5.45	18.50
East Property line	0.08	0.1	0.0	N.A.	N.A.
Entrance Drive	1.89	4.1	0.2	9.45	20.50
Front walk	1.44	4.4	0.1	14.40	44.00
North Parking	1.85	3.6	0.3	6.17	12.00
North Property line	0.01	0.1	0.0	N.A.	N.A.
North walk at parkin	1.32	4.6	0.3	4.40	15.33
SE walk	1.85	4.3	0.6	3.08	7.17
South Property line	0.03	0.1	0.0	N.A.	N.A.
West Annex parking	0.99	2.5	0.1	9.90	25.00
West parking	1.35	3.9	0.2	6.75	19.50
West Walk	1.64	4.3	0.5	3.28	8.60
Whole Site	1.00	4.2	0.0	N.A.	N.A.



WALSH
ENGINEERING ASSOCIATES, INC.

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

Copyright © 2014

LAND DESIGN SOLUTIONS
LANDSCAPE ARCHITECTURE

P.O. BOX 316, LONGWOODS RD.
CUMBERLAND, ME 04081
TEL: 939-1717

Plan 21

HOTEL REDEVELOPMENT

1210 Brighton Avenue
Portland, Maine

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

ISSUED FOR PERMITTING – NOT FOR CONSTRUCTION

Rev.	Date	Description	Drawn	Check
1	04/15	SUBMITTED FOR CITY REVIEW	PBB	PBB
2	04/15	REVISED PER CITY COMMENTS	PBB	PBB

Sheet Title:
PHOTOMETRIC PLAN

Job No.:	257	Sheet No.:	P1
Date:	Nov. 14, 2014		
Scale:	1"=20'		
Drawn:	PBB		
Checked:	PBB		



PLANNING BOARD REPORT PORTLAND, MAINE

B-7 Bank Drive Through Text Amendment
20 Marginal Way
Bangor Savings Bank, Applicant
Project #: #2015-015
CBL 113 A025001

Submitted to: Portland Planning Board
Public Hearing Date: April 14th, 2015

Prepared by: Jean Fraser, Planner
Date: April 10th, 2015

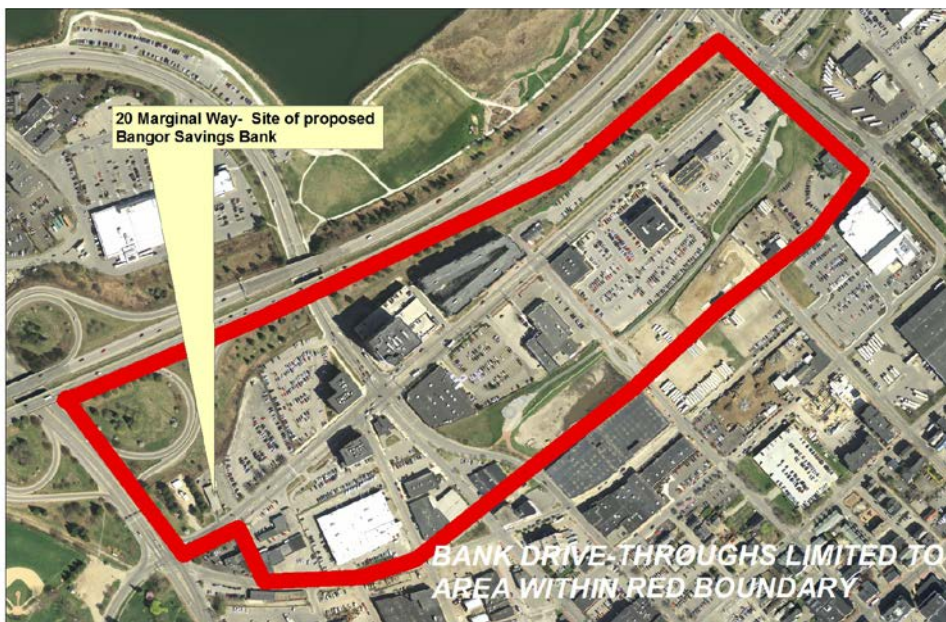
I. INTRODUCTION

David Latulippe is requesting a text amendment on behalf of Bangor Savings Bank in order to develop a small lot on the edge of the B-7 zone as a three story bank with drive through (Attachment A; Plans P1. to P4.). The proposed zoning text amendment would amend the drive-through requirements of the B-7 Conditional Use standards (§14-296(a)1(c)). These include the requirement that bank drive-throughs must be within a building of at least 20,000 sq ft. An exception to this requirement is requested as a building of this size would not be feasible on this small lot of 17,352 sq ft.

Bank drive-throughs are the only type of drive-through allowed in the B-7 zone; they are only allowed in the northern portion of the B-7 zone between (generally) Somerset/Kennebec Streets and I-295 (red outline on aerial below). This use requires a conditional use permit to be approved by the Planning Board.

A Workshop was held on March 24, 2015 to consider the request. Key issues were:

- Whether there is a need for bank drive-throughs given the increase in internet banking;
- Traffic implications of a bank drive-through;
- Extent to which the text amendment should be narrowed to existing small lots;
- The importance of a strong pedestrian orientation.
- The confusing/awkward draft language.



(Staff plan based on 2012 GIS data)

II. SUMMARY OF REQUEST

The applicant is proposing to build a three story bank building of approximately 7000 sq ft, with a two lane drive-through located at the rear of the building, on the site of the existing car wash building at 20 Marginal Way.

The proposed bank building and its associated site layout (Concept Plan in Plan P1 and as superimposed on an aerial in Plan P2) and renderings in Plan P4) meets, or could be revised to meet the standards at the site plan review stage along with the other conditions of the zoning ordinance.

The proposed bank building is shown below:

O:\PLAN\Ordinance Amend\B7- Drive thrus\20 Marginal Way (former car wash to bank drive thru)\Planning Board Hearing 4.14.2015\Staff PB Reports\PB Hearing B7 Bank Drive Thrus - final.doc



(from applicant; also in Plan P2. Attached; Site Plan in P1)

The existing site is a busy car wash housed in a single-story building (approx. 2500 sq ft). The owner obtained traffic generation information in mid-2014 (second part of Attachment D) that indicated that this use generates up to 120 trips/hour during the peak hour. The existing site is shown below:



The proposed bank use and drive-through are permitted as a conditional use under §14-296(a)1(c) which allows “drive-up banking” as a commercial use subject to meeting seven conditions. The applicant has stated that the lot size of 17,352 sq ft prevents the construction of a building of 20,000 sq ft and thus the proposal could not meet the second condition that limits a bank drive-through to being attached or included within a building with a minimum floor area of twenty thousand (20,000) square feet. (Staff note that a 20,000 sf office would require 50 parking spaces, which would require a lot area of approximately 7,000 sf for the building footprint plus at least 15,000 square feet for parking if provided totally on-site, for a total of 22,000 square feet.) The applicant has stated that their proposal would be able to meet the other six (6) standards for a conditional use.

The text amendment is proposed to allow bank drive-throughs in buildings with a smaller floor area than 20,000 sq ft. The trade-off proposed would enable redevelopment of the car wash site, a one-story grandfathered use, to construct a three story building facing on Marginal Way, which is more in keeping with the pattern of development envisioned in the Bayside Plan.

III. PUBLIC COMMENT AND WORKSHOP SUMMARY

A notice of this Workshop was sent to 43 property owners within 500 feet and interested citizens, and appeared in the April 6th / 7th, 2015 editions of the *Portland Press-Herald*. A Neighborhood Meeting is not required for this

project and the Planning Division has received one written comment of support from the owner of nearby property (PC1).

The Planning Board members raised the following issues at the March 2015 Workshop on this project:

- Whether there is a need for bank drive-throughs given the increase in internet banking; Bangor Savings Bank was requested to clarify why the drive-through is an important component of the development and it is understood they will bring further information to the Planning Board hearing;
- Confirmation needed of the traffic implications of a drive-through, compared to a bank without a drive-through and compared to other drive-through uses; the applicant has submitted additional traffic information in Attachment D (discussed below);
- Extent to which the text amendment should be narrowed to an exception for existing small sites and buildings of less than 20,000 sq ft .
- The Board emphasized the Bayside Vision goals for building height and pedestrian oriented development as priorities.
- The need for any bank drive-throughs to have a strong pedestrian orientation and for this to be articulated within the text amendment (the revised text amendment includes new text to address this concern);
- That the proposed text (in the Workshop Memo) was tortuous and the Board also asked for it to be re-worded and also whether a more comprehensive text amendment was appropriate as several of the existing conditions are “technical”.

IV. PROPOSED TEXT AMENDMENT TO §14-296(a)1(c) [Conditional uses; B-7 Zone]

A. Proposed Text Amendment at the Workshop

The original submission included a “minimal” text amendment (Attachment B) to the conditional use standards for a bank drive-through in the B-7 zone. The PB Workshop memorandum included an expanded text amendment as follows:

[AS PRESENTED AT THE WORKSHOP FOR REFERENCE]

c. Drive-up banking provided that:

- The drive-up is accessory to a banking service occupying a minimum floor area of four thousand (4,000) square feet; and*
- The drive-up is attached to or included within a building with a minimum floor area of twenty thousand (20,000) square feet, except that a drive-up banking facility may be included in an existing or proposed building of less than 20,000 sq ft meeting the minimum number of floors specified in the B-7 height overlay map and located on a lot of less than 20,000 sq ft that was in existence as of March 9, 2005. The exception for building additions contained in Section 14-298 (h) (5) does not apply in this case ; and**

B. Revised Text Amendments

At the workshop, the Board found the language of the proposed text amendment to be complicated and directed the staff to clarify the language while maintaining the intent of the amendments. The Board also sought to clarify the need for strong pedestrian orientation for this conditional use. The revised text amendment below clarifies condition ii for large buildings and includes an exception for small lots. Two conditions are added to require all buildings that include a bank drive-through to meet the minimum height requirements of the zone, with no minimum height exemptions as contained in the ordinance for buildings, historic buildings and additions, and to require greater pedestrian orientation. The amendment of the last condition is unchanged from the version presented at the workshop and clarifies the description of the area where bank drive-throughs would be allowed. The revised B-7 text amendments are as follows for the Board’s consideration:

The **REVISED TEXT AMENDMENTS** are outlined in **red**:

Sec.14-296. Conditional uses.

- (a) The following uses shall be permitted as conditional uses in the B-7 zone as provided in section 14-474 (conditional uses), provided that, notwithstanding section

14-474 (a) or any other provision of this code, the planning board shall be substituted for the board of appeals as the reviewing authority:

1. *Commercial use:*

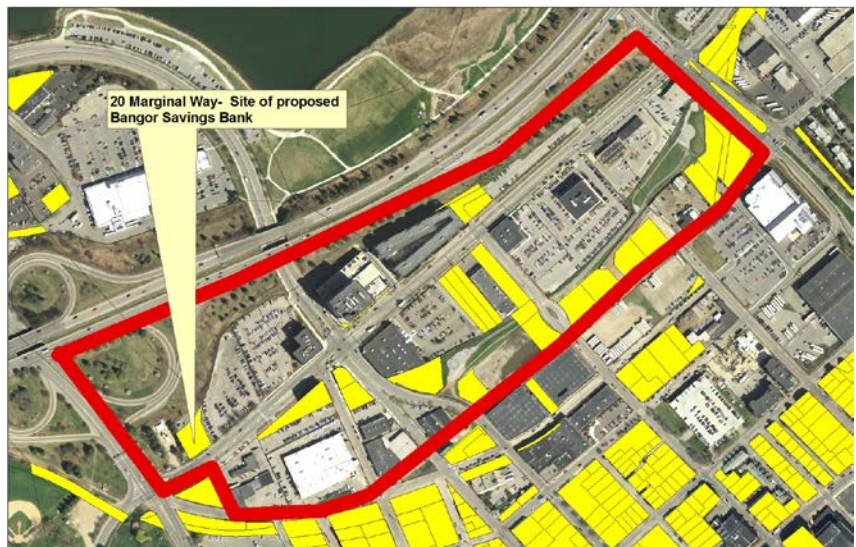
- a. Meeting, convention and exhibition halls limited to a total of twenty-five thousand (25,000) gross square feet of interior floor area.
- b. Wholesaling, providing that the wholesale operation is associated with an onsite retail establishment and that the wholesaling component of the facility occupies a building gross floor area of less than fifteen thousand (15,000) square feet.
- c. Drive-up banking provided that:
 - i. The drive-up is accessory to a banking service occupying a minimum floor area of four thousand (4,000) square feet; and
 - ii. The drive-up is attached to or included within a building with a minimum floor area of twenty thousand (20,000) square feet, except that **for lots of less than 20,000 square feet and in existence as of March 9, 2005, a drive-up may be included in a building of less than 20,000 sq ft.**
 - iii. **The drive-up facility is attached or included within a building and/or addition meeting the minimum height of four stories in the Bayside Height District A and three stories in the Bayside Height Districts B and C. For the purposes of this conditional use, the minimum height exceptions contained in Section 14-298 (h) 5, 7, and 8 shall not apply.**
 - iv. **The first floor of the building shall include banking or other retail storefront uses with storefront windows, entries, and interior public space oriented to and visible from the street, with front entry access facing the street and directly accessible from the public sidewalk; and**
- iv. All drive-up features, such as automated teller machines and service windows, shall not extend nearer than twenty-five (25) feet to the street right-of-way line; and
- v. The site must have adequate stacking capacity for vehicles waiting to use these service features without impeding vehicular or pedestrian circulation or creating hazards to vehicular or pedestrian circulation on adjoining streets; and
- vi. Drive-up vehicle circulation shall not be located between the building and any adjacent public streets; and
- vii. The drive-up shall be limited to two vehicle drive-up lanes; and
- viii. The location of any drive-up shall be limited to the geographic area between Somerset/**Kennebec** Streets/ I-295/Franklin ~~Arterial~~ **Street**/Forest Avenue.

V. STAFF REVIEW

A. Limits on Drive-throughs

When the B-7 Zoning Ordinance was drafted, the aim was to limit drive-through uses to banking facilities only. The intent was to limit the overall number of drive-throughs in the area and to allow only bank facilities which have a low use levels. The drive-throughs for banks were allowed under very defined circumstances, as outlined in the conditions of the conditional use that included the requirement for the 20,000 sq ft building (also see COMPREHENSIVE PLAN ANALYSIS in Section VI below).

The text amendment as presented to the PB workshop approached the amendment as being an exception to the requirement for the 20,000 sq ft building and that the exception would only



Red outline is the area where bank drive-throughs are allowed .

apply to the limited number of lots less than as of March 9, 2005 as shown in yellow on the plan at right (and in the submitted map/table in Attachment Ca and Cb):

The proposed text amendments retain the the minimum building-size of 20,000 sq ft, for a drive-through with the proposed exception that lots of less than 20,000 sq ft and in existence at the time of enactment of the B-7 zone (March 9, 2005) could include a bank drive-through in a building of less than 20,000 square. A new condition is proposed that requires the minimum building height to apply to all structures proposed for a bank drive-through and the minimum building height exceptions for additions (#5), historic structures (#7) and buildings 50 feet from a street line (#8) shall not be permitted. The current exceptions contained in the ordinance (Sec. 14-298 (h)) are as follows:

- (h) *Minimum building height: Newly constructed buildings shall have the required minimum of floors as provided by the bayside height overlay map within fifty (50) feet of any street frontage. Such floors shall be occupiable or habitable and above the average grade of the abutting street.*

This minimum floor provision shall not apply to:

- 1. Accessory building components such as truck loading docks, mechanical equipment enclosures and refrigeration units.*
- 2. Information kiosks and ticketing booths.*
- 3. Parking garages.*
- 4. Public transportation facilities.*
- 5. Additions to buildings existing as of (March 9, 2005) provided that the cumulative additions since (March 9, 2005) does not exceed fifty percent (50%) of the ground floor building footprint on (March 9, 2005) except that such restriction shall not apply to those portions of the building addition(s) that are constructed closer to the street line than the building footprint existing as of (March 9, 2005).*
- 6. Utility substations, including sewage collection and pumping stations, water pumping stations, transformer stations, telephone electronic equipment enclosures and other similar structures.*
- 7. Additions to and/or relocation of designated historic structures or structures determined by the historic preservation committee to be eligible for such designation.*
- 8. Portions of buildings more than fifty (50) feet from the street line.*

B. Adding text re pedestrian orientation vs comprehensive rewrite of the conditions:

The proposed text amendment adds in a new “condition” that addresses the Board’s direction at the Planning Board workshop. This is a new element of the conditional use standards and would apply regardless of the size of the building associated with the bank drive-through and is proposed to be an added condition in either version of the amendment text.

C. Traffic implications:

The applicant’s Traffic Engineer understood the Planning Board requested clarification as to how the proposed Bangor Savings Bank would fit in to this part of Bayside and has provided a Memo in Attachment D covering trip generation and other issues such as the closure of the curb cuts and the adequacy of the queuing area. Although this includes a peak hour trip generation of 140 trips for the bank and offices, it is understood that the bank and bank drive-through lanes account for approximately half of these trips, with the offices accounting for the remainder.

The submitted data regarding the existing car wash (Attachment D, second part- 2014 memo from Sebago Technics) suggest it generates up to 120 trips in the peak hour.

The 2014 Memo from Sebago Technics (second part of Attachment D) also includes data for peak hour trip generation for various drive through uses. Together with research by staff (with assistance from Tom Errico, the City’s Traffic Engineering Reviewer) these appear to be indicative peak hour levels associated with various drive-throughs based on the ITE Trip Generation Manual/MDOT data:

Use	Range of likely peak hour trips
-----	---------------------------------

Dunkin Donuts with drive-through	204-276 (AM)
Generic coffee shop with drive-through	49-92
Bank with drive-through (based on sq ft floor area as 2500 sf*)	12-67
Bank with 2 drive-through lanes (based on a per drive-through lane data)	44-60
Bank without a drive-through (“walk-in” bank)	The national ITE data is based on 3 California samples (“walk in” banks are rare) with data that does not agree & not considered reliable as such a small sample. The lowest sample is about half of the above for banks, but in Maine climate there may be fewer walk-ins and more customers would drive.

*Note that the proposed Bangor Savings Bank is likely to be 2100 sq ft

D. Status of the current Bangor Savings Bank proposals

It should be noted that if the City Council approves the proposed Zoning Text amendments, the Concept Plans (Plan P1 and Plan P2) and renderings (Plan P4) would be subject to Conditional Use and Site Plan review and would come back to the Planning Board regarding the Conditional Use review. Also, these submitted graphics are not binding on the applicant and a different proposal could come forward.

Any proposed building would need to meet the Site Plan ordinance requirements and B-7 Design Standards in addition to the bank drive-through conditions mentioned in this PB Memo. A preliminary staff review of the applicant’s specific proposals (in Plans P1, P2 and P4) indicates that the project is along the right lines and no major issues are anticipated to arise during the Site Plan review.

VI. COMPREHENSIVE PLAN ANALYSIS

The Planning Board will need to evaluate the proposed text amendments in the context of the Comprehensive Plan to determine whether they are consistent. The Comprehensive Plan includes two policy documents that are relevant:

- A. The COMMUNITY COMMERCIAL POLICIES AND LAND USE PLAN – September 1987-1988, which was adopted as part of the Comprehensive Plan and has the following goals:

Development Goals

- Accommodate the City's commercial activity within a range of functionally and physically defined commercial centers.
 - Promote preservation and revitalization of its existing commercial centers and maintain a scale within them that is compatible and integrated with other land use.
- B. A NEW VISION FOR BAYSIDE (BAYSIDE PLAN) (December, 1999) which was adopted as part of the Comprehensive Plan. It is the underlying land use policy in Bayside and envisions Bayside as a dense urban mixed use district as an extension of the downtown. Several of the Development Principles of the Bayside Plan are listed below along with key words or phrases of the principle.
- **Urban Gateway:** “Bayside will be an attractive urban gateway and extension of the downtown business district”...“this district will create a new front face of the City, and present the character of Portland which will encourage people to stop, visit”...“compact blend of uses”.
 - **Economic and Employment Opportunities:** “significant economic and market opportunity to be planned and managed to create the best value for development and quality of life improvements”...“Bayside represents prime real estate development prospect to expand the central business district”.
 - **A Walkable District:** “Bayside will contain housing, work place, services, transportation, recreation, dining and shopping, all within comfortable distance of each other and the downtown”...“sidewalks,

bicycle and pedestrian trail linkages will connect these uses, designed for full and maximum accessibility”.

- **Transit-oriented Development:** “Mixed use, compact and intensive land development, and quick and convenient transit service combine to make Bayside a neighborhood that has genuine mobility choice. This model for the peninsula and beyond will be designed from the ground up, free from dependence upon the automobile”.

B-7 Zone: Likewise the purpose section of the B-7 zone utilizes includes such phrases as “distinctly urban form through dense development”; “emphasizes a quality pedestrian experience” and “utilization of transportation, other than automobile is strongly encouraged”.

Staff Comments: The present treatment of regulating drive-up facilities in the B-7 zone is reflective of the underlying land use policies outlined above. The B-7 zoning language was structured to encourage a dense mixed use development pattern advocated in the Bayside Plan. To achieve the goal of a dense urban pattern, the B-7 zoning text includes a number of measures to encourage a certain threshold or scale of development such as minimum building height, placement of buildings near the street, emphasizing building mass over surface parking and no limit on building lot coverage or housing density.

During the initial drafting of the B-7 zoning text, all drive-ups were prohibited because it was felt such uses did not support an urban development pattern nor contribute toward a quality pedestrian experience. Prior to enactment the text was amended to allow drive-ups as a conditional use, but only for banks. This distinction was made because bank buildings are generally more substantial in building mass, floor area and height in contrast to a fast food drive-up restaurant. The traffic volume generated by a drive-up bank teller is substantially less than burger or donut type drive-throughs.

It was felt bank buildings of sufficient size could make a positive contribution toward redeveloping vacant or underutilized properties in Bayside. As a safeguard, bank drive-ups were listed as a conditional use along with certain standards such as floor area to assure a minimum scale of development. The smaller lots do not have the capacity to support the current 20,000 square foot minimum building size, but a new three story building of less than 20,000 square feet will contribute more to the development of the district than would result from reuse and expansion of the one-story non-conforming structure, as might likely be the case without this amendment.

VII. STAFF RECOMMENDATION

The staff recommends the proposed B-7 text amendments. The proposal retains the incentive for a bank drive-through, if the building has 20,000 square. The existing exceptions for would still be available for the larger structures. For the smaller lots in existence when the B-7 zone was first enacted in 2005, a bank drive-through could be included in a building of less than 20,000 subject to the structure meeting the height requirements of the zone and the exceptions of Section 14-298 (h) of #5, 7 and 8 shall not apply. A new condition is added that incorporates clear pedestrian orientation in a financial institution that includes a drive-through facility.

VIII. MOTIONS FOR THE BOARD TO CONSIDER

On the basis of the application, plans, reports and other information submitted by the applicant, findings and recommendations contained in the Planning Board Report for the public hearing on April 14, 2015 for application #2015-015 (related to 20 Marginal Way proposals) and on the basis of the testimony presented at the public hearing, the Planning Board finds that the following zoning text amendment to §14-296(a)1(c). (Conditional uses. (B-7 zone) **[is or is not]** consistent with Portland’s Comprehensive Plan and **(recommends or does not recommend)** adoption of the following amendment to the City Council.

Sec.14-296. Conditional uses.

- (a) The following uses shall be permitted as conditional uses in the B-7 zone as provided in section 14-474 (conditional uses), provided that, notwithstanding section 14-474 (a) or any other provision of this code, the planning board shall be substituted for the board of appeals as the reviewing authority:

2. Commercial use:

- a. Meeting, convention and exhibition halls limited to a total of twenty-five thousand (25,000) gross square feet of interior floor area.
- b. Wholesaling, providing that the wholesale operation is associated with an onsite retail establishment and that the wholesaling component of the facility occupies a building gross floor area of less than fifteen thousand (15,000) square feet.
- c. Drive-up banking provided that:
 - i. The drive-up is accessory to a banking service occupying a minimum floor area of four thousand (4,000) square feet; and
 - ii. The drive-up is attached to or included within a building with a minimum floor area of twenty thousand (20,000) square feet, except that **for lots of less than 20,000 square feet and in existence as of March 9, 2005, a drive-up may be included in a building of less than 20,000 sq. ft.**
 - v. **The drive-up facility is attached or included within a building and/or addition meeting the minimum height of four stores in the Bayside Height District A and three stories in the Bayside Height Districts B and C. For the purposes of this conditional use, the minimum height exceptions contained in Section 14-298 (h) 5, 7, and 8 shall not apply.**
 - iii. **The first floor of the building shall include banking or other retail storefront uses with storefront windows, entries, and interior public space oriented to and visible from the street, with front entry access facing the street and directly accessible from the public sidewalk; and**
 - iv. All drive-up features, such as automated teller machines and service windows, shall not extend nearer than twenty-five (25) feet to the street right-of-way line; and
 - v. The site must have adequate stacking capacity for vehicles waiting to use these service features without impeding vehicular or pedestrian circulation or creating hazards to vehicular or pedestrian circulation on adjoining streets; and
 - vi. Drive-up vehicle circulation shall not be located between the building and any adjacent public streets; and
 - vii. The drive-up shall be limited to two vehicle drive-up lanes; and
 - viii. The location of any drive-up shall be limited to the geographic area between Somerset/~~Kennebec~~ Streets/ I-295/Franklin ~~Arterial~~ **Street**/Forest Avenue.

ATTACHMENTS:

Memo Attachments

(None)

Public Comments

PC1. P Quesada

Applicant's Submittal

- A. Application
- B. Applicants original text amendment
- Ca. B-7 lots less than 20K (map)
- Cb. B-7 lots less than 20k (table)
- D. Traffic Memos from Gorrill Palmer and Sebago Technics

Plans

- P1. Concept Plan for Bangor Savings Bank proposal
- P2. Bank concept on aerial
- P3. Previous renderings (as for workshop)
- P4. Revised renderings of proposal- for hearing on text amendments

April 8, 2015

Ms. Jean Fraser
Portland Planning Staff
Portland City Hall
389 Congress Street
Portland, ME 04101

re: Bangor Savings /Car Wash on Marginal Way

Dear Ms. Fraser,

I understand that the Planning Board will be considering a re-do of the car wash site on Marginal Way into a 3 story bank office for Bangor Savings. I am writing on behalf of several nearby Marginal Way properties owned by us, as follows:

- 87 Marginal Way LLC (Trader Joe)
- Back Cove Company; 127 Marginal Way (Walgreens and others)
- Five Liver Company; 145 Marginal Way (Planet Fitness)
- 161 Marginal Way LLC (DHHS).

We think the proposed re-development is a good change for our neighborhood and is a clever design for what we have always thought of as a tiny, difficult lot. We think it nicely follows your design goals for the neighborhood –built on the front lot line, 3 stories (who would have thought it possible), durable materials, parking and drive in buried at the rear. We understand that the building volume is slightly less than your minimum threshold, because of the limitations of the site size, and we encourage you to give a variance in this case, in recognition that this is likely the best / biggest that this site will accommodate. And, the proposal does a nice job of presenting its long façade to the street, creating a sense of a building with more mass than is in fact the case—perceived mass in keeping with the pattern on Marginal Way.

We therefore respectfully suggest that the Planning Board allow this proposed project to proceed.

Sincerely,



Peter W. Quesada

Portland, Maine



Yes. Life's good here.

Planning & Urban Development Department

To request a pre-application meeting please fill out the form below with as much detail as possible. Two 30 minute meetings will be scheduled each Wednesday from 12:00-1:00 p.m. in Room 209, 2nd Floor of City Hall. These meetings are by appointment only and will be scheduled upon receipt of this request.

CONTACT INFORMATION			
Name:	David Latulippe	Phone:	207-865-4323
E-Mail Address:	ddlatulip@aol.com		
PROPOSED PROJECT INFORMATION			
Chart, Block, Lot (s) Need help? Go to Property Lookup	Map 113, Block A, Lot 25		
Address	10 Marginal Way		
Is the project located in the Historic District?	No	Does the project involve food?	No
What is the Current Use of this property?	Car Wash		
What is the Proposed Use of this property?	Bank with Drive thru and offices		
Is a zone change being requested?	Yes	What is the Lot Size?	0.35
New Building or Addition Sq. Ft.	7,300	New impervious surface area	0
Please provide a brief description of the proposed project. (200 character limit) Replace the current car wash with a 3 story bank/office building and a single ^{double} drive thru. The Bank shall include a walk-up ATM, solar panels on the roof and 2 electric vehicle charging stations.			

Submit this form and attach any additional electronic drawings or supporting documentation to your email.

Submit Form Now

If you have any questions e-mail Desiree Kelly at dmk@portlandmaine.gov.

FOR INTERNAL USE ONLY					
Meeting set for:					
Public Services		Historic Preservation		Planning	
Fire		Inspections		Traffic	
Health & Human Services		Parking		Zoning	
Internal Comments:					



Zoning Map/Text Amendment Application Portland, Maine

Planning and Urban Development Department
Planning Division and Planning Board

Portland's Planning and Urban Development Department coordinates the development review process for requests for zoning map amendments, zoning text amendments and contract or conditional rezoning. The Division also coordinates site plan, subdivision and other applications under the City's Land Use Code. The **Application Process for a Zone Change** is summarized below under Section I and the associated costs for reviews are found under Section II, **Development Review Fees, Public Notices and Guarantees**, and are listed on the fee structure sheet.

I. APPLICATION SUBMITTAL

Pre-application meeting

Prior to submitting a zoning amendment application, the Planning Division recommends that the applicant or the designated representative schedule a pre-application meeting to discuss the review process and applicable standards for a proposal. Please contact Barbara Barhydt, Development Review Services Manager at 874-8699 to schedule a meeting.

Zoning Amendment Application

All plans and written application materials must be uploaded to a website for review. At the time of application, instructions for uploading the plans will be provided to the applicant. One paper set of the plans, written materials and application fee must be submitted to the Planning Division Office to start the review process.

- Submit one (1) complete paper set of the zoning amendment application with a concept plan and a written narrative. Contract and conditional rezoning applications must include site plans and written material that address physical development and operation of the property to ensure that the rezoning and subsequent development are consistent with the comprehensive plan, meet applicable land use regulations, and compatible with the surrounding neighborhood. Applications may be submitted between 8 a.m. and 4:30 p.m. Monday through Friday at the Planning Division on the 4th floor of City Hall, 389 Congress Street, Portland.
- All applications are processed in the order in which they are received.
- In order for the Planning Division's Administrative Staff to accept and log-in an application, the application form must be complete, it shall be signed by the applicant's or the applicant's designated representative, and all applicable fees paid at the time of submittal.
- The Land Use Code is available on the City's website at www.portlandmaine.gov.
- If the application is found to be incomplete, the applicant will be informed in writing of the required plans and materials.

II. DEVELOPMENT REVIEW FEES, PUBLIC NOTICES AND GUARANTEES

Zoning Application Fees

- Each application must be submitted with the applicable fees as listed in the fee structure on page 4. The fees cover general administrative processing costs.
- Application fees may be paid in cash or by check (addressed to the City of Portland).
- An application will not be processed without the required application fees.

Fee for City Review Services

- The City of Portland charges fees for service to cover the cost of reviews by Planning and Legal staff members. The charges will be billed at an hourly rate and will be invoiced monthly for reimbursement.
- Current billing rates: Planning services, \$40.00/ hour and Legal services: \$75.00/hour.

Fee for Third Party Review

- Portland contracts with local engineering firms to conduct engineering reviews of development proposals. The direct cost of all engineering services or third-party consultant reviews, such as the civil engineering review of stormwater management plans, traffic impact reviews and such other reviews as required under the City's Ordinances, will be included in the monthly invoices for reimbursement.

Public Notices

- Public notices must be sent to property owners within 500 for all proposals at the time an application is received. Zoning map amendments for Industrial zones require notices to be sent to property owners within 1,000 feet.
- In advance of a Planning Board workshop or public hearing, public notices for projects must be sent to property owners and are posted in a legal ad in the Portland Press Herald and on the City's web site.
- In addition, zoning map amendments, text amendments and conditional rezoning agreements require individual notices to be posted in the Portland Press Herald.
- The Planning Division mails public notices and posts notices in the newspaper. The applicant will be billed for actual or apportioned costs for advertising and sending mailed notices.
- The applicant is required to hold a neighborhood meeting under the City's regulations for zone change requests. The mailing labels must be purchased from the Planning Division for the neighborhood meeting invitation. A request for labels requires a minimum of two business days to generate the mailing labels and a charge of \$1.00 per sheet will be payable upon receipt of the labels.

Third Party Review Fees

- Engineer and Third Party Review Fees - The fees are assessed by the Consulting Engineers and Third Party Reviewers.
- Inspection Fee - This fee is 2% of the Performance Guarantee or as assessed by Planning or Public Works Engineer with \$300.00 being the minimum.

Noticing/Advertisements Planning Board/City Council Review

- Legal Advertisement: Percent of total bill
- Notices: .75 cents each
(notices are sent to neighbors upon receipt of an application, workshop and public hearing meetings for Planning Board and public hearing meeting for City Council)

Planning Division
Fourth Floor, City Hall
389 Congress Street
(207) 874-8721 or 874-8719

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

PROJECT ADDRESS: 10 Marginal Way

CHART/BLOCK/LOT: 113 / A / 25

DESCRIPTION OF PROPOSED ZONE CHANGE AND PROJECT:

3-story Bank/office building w/ a drive
throughs on a small parcel of land. The conditional
use requires a 20,000 s.f building which is not
physically possible
on this small parcel.

CONTACT INFORMATION:

Applicant's Contact for electronic plans Name: <u>David Latulippe</u> e-mail Address: <u>ddlatulip@aol.com</u> work #: <u>207-865-4323</u>	
Applicant – must be owner, Lessee or Buyer Name: <u>Susan Snowden</u> Business Name, if applicable: <u>Bangor Savings</u> Address: <u>99 Franklin St Bangor</u> City/State: <u>Bangor ME</u> Zip Code: <u>04401</u>	Applicant Contact Information Work #: <u>207-541-2715</u> Home#: Cell #: Fax#: e-mail: <u>susan.snowden@bangor.com</u>
Owner – (if different from Applicant) Name: <u>Northern Pride Auto Wash</u> Address: <u>PO Box 2147</u> City/State: <u>So. Portland ME</u> Zip Code: <u>04116</u>	Owner Contact Information Work #: <u>207-776-5565</u> Home#: Cell #: Fax#: e-mail: <u>wdeseng@maine.nn.com</u>
Agent/ Representative Name: <u>David Latulippe</u> Address: <u>35 Primrose Ln</u> City/State: <u>Freeport, ME</u> Zip Code: <u>04032</u>	Agent/Representative Contact information Work #: <u>207-865-4323</u> Cell #: <u>207-240-1074</u> e-mail: <u>ddlatulip@aol.com</u>
Billing Information Name: <u>Wendy Dunrah</u> Business Name: <u>Bangor Savings Bank</u> Address: <u>99 Franklin St</u> City/State: <u>Bangor ME</u> Zip Code: <u>04401</u>	Billing Information Work #: Cell #: Fax#: e-mail: <u>wendy.dunrah@bangor.com</u>
Engineer Name: <u>AL Palmer</u> Address: <u>Gornill-Palmer</u> City/State: <u>Gray, ME</u> Zip Code:	Engineer Contact Information Work #: <u>207-657-6910</u> Cell #: <u>207-415-5903</u> Fax#: e-mail: <u>apalmer@gornillpalmer.com</u>

Surveyor Name: Address: City/State : Zip Code:	Surveyor Contact Information Work # Cell # Fax# e-mail:
Architect Name: Address: City/State : Zip Code:	Architect Contact Information Work # Cell # Fax# e-mail:
Attorney Name: Address: City/State : Zip Code:	Attorney Contact Information Work # Cell # Fax# e-mail:

Right, Title, or Interest: Please identify the status of the applicant's right, title, or interest in the subject property:

Letter of intent to enter into a long term ground lease subject to a zoning text amendment and site plan approvals.

Provide documentary evidence, attached to this application, of applicant's right, title, or interest in the subject property. (For example, a deed, option or contract to purchase or lease the subject property.)

Vicinity Map: Attach a map showing the subject parcel and abutting parcels, labeled as to ownership and/or current use. (Applicant may utilize the City Zoning Map or Parcel Map as a source.)

Existing Use: Describe the existing use of the subject property:

Car wash

Current Zoning Designation(s):

B7- Mixed Development District

Proposed Use of Property: Please describe the proposed use of the subject property. If construction or development is proposed, please describe any changes to the physical condition of the property.

Replace the current car wash with a 3 story bank/office building and a ~~single~~ drive through lanes. The Bank shall include a walk-up ATM, solar panels on the roof and 2 electric vehicle charging stations.

Site Plan: On a separate sheet, please provide a site plan of the property showing existing and proposed improvements, including such features as buildings, parking, driveways, walkways, landscape and property boundaries. This may be a professionally drawn plan, or a carefully drawn plan, to scale, by the applicant. (Scale to suit, range from 1" = 10' to 1" = 50'.) Contract and conditional rezoning applications may require additional site plans and written material that address physical development and operation of the property to ensure that the rezoning and subsequent development are consistent with the comprehensive plan, meet applicable land use regulations, and compatible with the surrounding neighborhood.

APPLICATION FEE:

Check the type of zoning review that applies. Payment may be made in cash or check payable to the City of Portland.

Zoning Map Amendment ___ \$2,000.00 (from ___ zone to ___ zone)	Fees Paid (office use) ___	The City invoices separately for the following: • Notices (\$.75 each) (notices are sent to neighbors upon receipt of an application, workshop and public hearing meetings for Planning Board and public hearing meeting for City Council) • Legal Ad (% of total Ad) • Planning Review (\$40.00 hour) • Legal Review (\$75.00 hour) Third party review is assessed separately.
Zoning Text Amendment ✓ \$2,000.00 (to Section 14- <u>296</u>) (For a zoning text amendment, attach on a separate sheet the exact language being proposed, including existing relevant text, in which language to be deleted is depicted as crossed out (<u>example</u>) and language to be added is depicted as underline (<u>example</u>))	___	
Combination Zoning Text Amendment and Zoning Map Amendment ___ \$3,000.00	___	
Conditional or Contract Zone ___ \$3,000.00 (A conditional or contract rezoning map be requested by an applicant in cases where limitations, conditions, or special assurances related to the physical development and operation of the property are needed to ensure that the rezoning and subsequent development are consistent with the comprehensive plan, meet applicable land use regulations, and compatible with the surrounding neighborhood. Please refer to Division 1.5, Sections 14-60 to 62.)	___	

Signature of Applicant: 	Date: 1-28-15
---	-------------------------

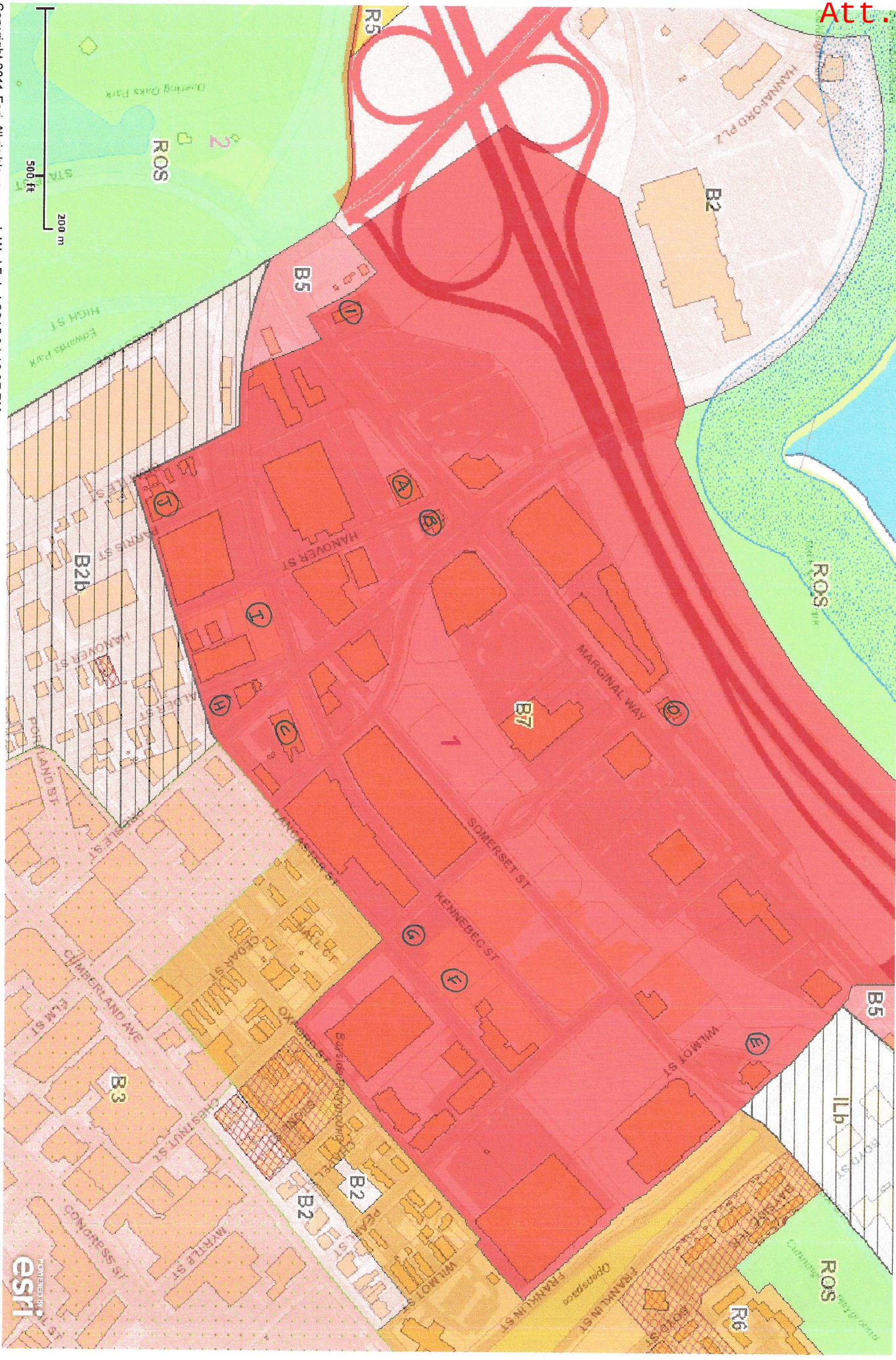
Further Information

In the event of withdrawal of the zoning amendment application by the applicant, a refund of two-thirds of the amount of the zone change fee will be made to the applicant as long as the request is submitted to the Planning Division prior to the advertisement being submitted to the news paper.

- a. Meeting, convention and exhibition halls limited to a total of twenty-five thousand (25,000) gross square feet of interior floor area.
- b. Wholesaling, providing that the wholesale operation is associated with an onsite retail establishment and that the wholesaling component of the facility occupies a building gross floor area of less than fifteen thousand (15,000) square feet.
- c. Drive-up banking provided that:
 - i. The drive-up is accessory to a banking service occupying a minimum floor area of four thousand (4,000) square feet; and
 - ii. *For parcels of 20,000 sq. ft. or greater in area,* The drive-up is attached to or included within a building with a minimum floor area of twenty thousand (20,000) square feet; and
 - iii. All drive-up features, such as automated teller machines and service windows, shall not extend nearer than twenty-five (25) feet to the street right-of-way line; and
 - iv. The site must have adequate stacking capacity for vehicles waiting to use these service features without impeding vehicular or pedestrian circulation or creating hazards to vehicular or pedestrian circulation on adjoining streets; and
 - v. Drive-up vehicle circulation shall not be located between the building and any adjacent public streets; and
 - vi. The drive-up shall be limited to two vehicle drive-up lanes; and
 - vii. The location of any drive-up shall be limited to the geographic area between Somerset Street/I-295/Franklin Arterial/Forest Avenue.
- d. The expansion of automotive repair facilities existing as of March 9, 2005, but in no case shall such expansion over the life of the building exceed

B7 Zoning Map

Att. Ca



**B7 Parcels Less Than 20,000 s.f.
Portland, Maine**

Property	Map/Lot	Address	Owner	Size	Use	Business	Comments
1	113-A-25	20 Marginal Way	Northern Pride Auto Wash	15285.2	Car Wash	Northern Pride Car Wash	Subject Site
A	34-C-1	49 Marginal Way	Bayside Ventures, LLC	18,740	Office & Business	Turner Barker	Multi- Story building w/ an unused drive-thru
B	34-K-2-3	71 Marginal Way	71 Marginal Way, LLC	14,370	Retail & Personal serv	Gorham Savings Bank	Bank w/ a drive-thru
C	34-I-1-2	125 Kennebec St	Portland Architectural Salvag	15,590	Commercial Condos	Architectural Salvage	Multi-Story building
D	442-A-6	140 Marginal Way	Tomaks, LLC	6,011	Multi-Use Commercial	Miss Portlan Diner	Too Small
E	24-C-2	131 Wilmont St	Carbo Company	14,732	Vacant Land	Vacant Land	Development Site
	24-C-6	135 Wilmont St	Somerset Development	15,041	Vacant Land	Vacant Land	
	24-C-23	5 Somerset St	Somerset Development	12,140	Vacant Land	Vacant Land	
F	25-D-6	131 Lancaster St	Perry Iron & Metal	3,942	Perry Iron	Parking Lot	
	25-D-7	137 Lancaster St	Perry Iron & Metal	16,501	Perry Iron	Parking Lot	
	25-D-8	145 Lancaster St	Perry Iron & Metal	11,983	Perry Iron	Parking Lot	
G	25-D-10	149 Lancaster St	Bayside IV, LLC	8,512	Apartments	Parking Lot	Supporting Apartment Complex
	25-D-9	103 Chestnut St	Bayside IV, LLC	6,730	Apartments	Parking Lot	
H	33-O-1	114 Preble St	114 Preble Block, LLC	3,049	Retail & Personal serv	G.R Dimillos	Tri-angular Shape
	33-O-4	120 Preble St	114 Preble Block, LLC	1,782	Retail & Personal serv	G.R Dimillos	
	33-O-2	106 Preble St	114 Preble Block, LLC	7,331	Retail & Personal serv	G.R Dimillos	
I	34-H-1	138 Kennebec St	BOPO LLC	15,172	Multi-Use Commercial	Parking Lot	Supporting Commercial Use
J	34-F-8	41 Brattle St	Roswell Furman	2,274	Single Family	Single Family	
	34-F-4	51 Brattle St	Roswell Furman	1,498	Single Family	Single Family	
	34-F-3	53 Brattle St	Roswell Furman	1,220	Single Family	Single Family	
	34-F-5-7-9	78 Parris St	New Systems Realty, LLC	15,198	Retail & Personal serv	Multi-Tenant	
	34-F-6	47 Brattle St	Virginia Doyle	1,851	Single Family	Single Family	

April 3, 2015

Mr. David Latulippe
CJ Developers, Inc.
35 Primrose Lane
Freeport, Maine 04032

Subject: Response to Planning Board comments
Proposed Bangor Savings Bank
Marginal Way, Portland, Maine

Dear David,

At the Portland planning board workshop meeting on Tuesday, March 24th, it was requested that GP provide our opinion on how the proposed Bangor Savings Bank fits into the area from a traffic point of view.

Project Background

The site is located adjacent to the northeast corner of the intersection of Marginal Way and Forest Avenue and is currently occupied by Northern Pride Car Wash and Detailing Center. The Car Wash is located approximately 250' from the above referenced intersection. The existing easterly driveway for the car wash is located at the beginning of a two way left turn lane within Marginal Way. The available stacking extending towards Forest Avenue, within the two way left turn lane at the existing easterly driveway, is approximately 50' or two vehicles. The existing westerly driveway (an exit) is approximately 160' from the intersection of Marginal Way and Forest Avenue.

Bangor Savings Bank intends to demolish the existing building and construct an approximately 2,100 sf branch with 2 drive-thru lanes. The structure would also include two additional stories of approximately 2,500 sf each for use as office space. Certain districts, including but not limited to Bayside, lie at the perimeter of the established downtown and contain significant redevelopment opportunities. The B-7 zone encourages these districts to acquire a distinctly urban form through dense development featuring a mix of uses such as housing, retail, offices, research and development, and artisan studios that emphasizes a quality pedestrian experience, promotes public transit, and demonstrates exemplary urban design. Office space is a permitted use and banks with drive-thrus are a conditional use within the B-7 Zone.

Consistency with Other Uses in the Area from a Traffic Point of View

GP has reviewed the proposed project and it is our opinion it is consistent and complimentary with the other uses in the area from a traffic point of view after considering the following factors.

Trip Generation

Our office has had the opportunity to work on many projects in the vicinity of the proposed site over the years including the Gorham Savings Bank retail branch at the corner of Preble and Marginal, the Gorham Savings Bank offices at the corner of Hanover and Marginal, and the AAA and Intermed buildings at the corner of Marginal Way and Preble Street Extension, and the student housing project on Marginal Way. With the exception of the



Mr. David Latulippe
March 30, 2014
Page 2 of 2

Gorham Savings Bank retail building, each of these buildings are multistory office buildings with uses similar to that proposed by Bangor Savings Bank. The proposed Bangor Savings Bank and offices are forecast to generate approximately 140 peak hour trip ends which is relatively consistent with the PM peak hour of the student housing project of 131 PM peak hour trip ends but below the 256 PM peak hour trips ends associated with the Intermed office building.

Drive Thru Traffic

There are two proposed drive-thru lanes in the rear of the building to serve the retail portion of Bangor Savings Bank. This is similar to the two drive-thru positions to the rear of the Gorham Savings Bank building (as viewed from Marginal Way). The trip generation is expected to be similar for both banks and significantly less than the existing car wash.

Pedestrian accommodations

A key to the projects we have been involved with in the vicinity of the proposed Bangor Savings site has been the emphasis on pedestrian circulation and safety. Those buildings have been brought to the front of the lot to facilitate pedestrian access to the front of the buildings and the number of curb cuts serving the sites limited to enhance pedestrian safety. The proposed Bangor Savings Bank building will also be close to the road, fronted by a sidewalk to facilitate convenient pedestrian access to the building, and the number of driveways reduced to one.

Furthermore, the existing car wash has two curb cuts on Marginal Way. The proposed Bangor Savings Bank project will eliminate one of the existing curb cuts which improves pedestrian safety.

In summary, it is our opinion that the proposed Bangor Savings Bank building will be consistent with the other uses in the area from a pedestrian and vehicular circulation point of view.

Please contact me with any questions you may have.

Sincerely,

Gorrill Palmer

Thomas L. Gorrill, PE, PTOE

Copy: Mr. Jason Donovan, Ms. Wendy Durrah (Bangor Savings Bank)

TLD/JN 2970/Corr out/Latulip 4-3-15.doc

Memorandum

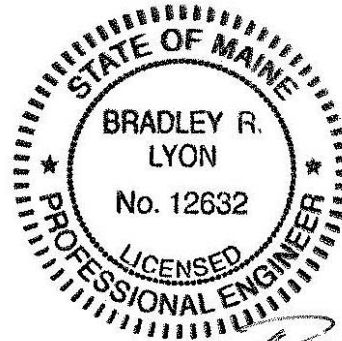
To: William DeSena

From: Bradley R. Lyon, P.E., PTOE,
Senior Transportation Engineer

Job #: 14313

Date: August 29, 2014

Subject: Trip Generation Calculations for
20 Marginal Way, Portland, Maine



8/29/14

The purpose of this memorandum is to calculate what the peak hour trip generation is on 20 Marginal Way in Portland, Maine for the existing 2,500 sf "Northern Pride" automated car wash and compare it to the following three proposed land uses:

- 2,500 sf Dunkin Donuts w/Drive Thru
- 2,500 sf Generic Coffee Shop w/Drive Thru
- 2,500 sf Drive-In Bank w/1 Drive Thru Lane

Existing 2,500 sf "Northern Pride" Automated Car Wash

The latest edition, 8th, of the Institute of Transportation Engineers (ITE) Trip Generation Manual was referenced using Land Use Code 948, Automated Car Wash in an attempt to estimate peak hour traffic. Analysis of the land use found that only 2 observations were available, therefore existing sales data was requested. Existing hourly sales data was provided to us for weekdays in January, April and December of 2013 and a Sunday in April of 2013. The results, as well as the calculated weekday average are as follows:

Table 1
“Northern Pride Auto Wash” Sales Data

Time Period	Wed., Dec. 11, 2013	Tues., Jan. 8, 2013	Thurs., Jan. 10, 2013	Tues., April 20, 2013	Sat., Feb. 23, 2013	Sun., April 7, 2013	Weekday Average
07:30 AM – 08:00 AM	18	22	20	20	24	19	20
08:00 AM – 09:00 AM	49	36	36	57	43	43	45
09:00 AM – 10:00 AM	71	37	46	56	54	42	53
10:00 AM – 11:00 AM	52	46	51	55	43	46	51
11:00 AM – 12:00 PM	48	51	57	51	42	52	52
12:00 PM – 1:00 PM	69	57	59	51	58	56	59
1:00 PM – 2:00 PM	60	51	54	46	43	56	53
2:00 PM – 3:00 PM	45	55	58	43	52	43	50
3:00 PM – 4:00 PM	61	58	64	44	47	53	57
4:00 PM – 5:00 PM	49	52	54	52	54	60	52
5:00 PM- 6:00 PM	34	60	45	44	47	45	46

Given this data, it was determined that the existing weekday AM Peak Hour was from 9:00 AM to 10:00 AM, generating **106 trips** (53 sales * 2 (entering and exiting vehicles)) and the existing weekday PM Peak Hour was from 12:00 PM to 1:00 PM, generating **118 trips** (weekday average of 59 sales * 2 (entering and exiting vehicles)). The Saturday Peak Hour occurred from 12:00 PM to 1:00 PM on February 23, 2013 with **116 trips** (58 sales * 2 (entering and exiting vehicles)). The Sunday Peak Hour occurred from 4:00 PM to 5:00 PM on April 7th, 2013 with **120 trips** (60 sales * 2 (entering and exiting vehicles)). A summary of this can be found in Table 2 below:

Table 2
Proposed Trip Generation based on Sales Data
“Northern Pride Auto Wash”

	Total Trips
Weekday AM Peak Hour of Generator	106
Weekday PM Peak Hour of Generator	118
Saturday Peak Hour of Generator	116
Sunday Peak Hour of Generator	120

Proposed 2,500 sf Dunkin Donuts w/Drive Thru

Dunkin Donuts stores are unique in their trip generating characteristics and as such a special study was conducted in 2005 by Gorrill - Palmer Engineers (G-P) to better define these relationships, since MaineDOT determined that standard ITE data did not seem to provide reasonable estimates. The G-P Study outlined three means of more accurately forecasting trip generation by these facilities based on their location and the traffic volumes in the vicinity of the sites. We used these methodologies to arrive at the following results, which have been averaged to determine the AM Peak Hour of the generator. It should be noted that the Annual Average Daily Traffic in front of the site was recorded by MaineDOT in 2010 to be 8,050 vehicles per day. In addition, the AM peak hour is generally considered to be 8% of the average daily traffic, which in this case would be 644 vehicles.

Trip Gen by Store Size	=	$0.0536 \times (2,500 \text{ S.F.}) + 142.75$	=	276.75 trips
Trip Gen by AADT	=	$0.0081 \times (8,050 \text{ AADT}) + 139.36$	=	204.57 trips
Trip Gen by AM Peak Hr	=	$0.1061 \times (644 \text{ vehicles}) + 144.49$	=	212.82 trips
Average			=	231 trips

The above figure will place this Project in the “over 200” Traffic Movement Permit category. However, Dunkin Donuts stores have only a 15% Primary (or new) Trip production rate, (i.e. most patrons are already on the roadway network and stop in on their way by). Very few are new trips to the roadway. In this case the 231 Dunkin Donuts trips will only represent about 35 new trips or approximately 18 new trips in and 17 new trips out of the site. Given the presence of an existing shared left turn lane on Marginal Way, offsite improvements should be minimal but the extent of improvements wouldn’t be able to be determined until a “Scoping Meeting” is held with MaineDOT. The application fees to the state for permit of this level are \$2,000 plus our engineering costs to produce the application and perform a formal traffic study of the area.

Proposed 2,500 sf Generic Coffee Shop w/Drive Thru

Similar to the trip generation estimate for the existing “Northern Pride” automated car wash, the proposed 2,500 sf Generic Coffee Shop w/Drive Thru was estimated using the 8th Edition of the ITE Trip Generation Manual. Land Use Code 940 Bread/Donut/Bagel Shop with Drive-Through Window was used. Data was only available for the peak hour of adjacent street traffic, one hour between 7 and 9 AM and one hour between 4 and 6 PM. The results are as follows:

Table 3
Proposed Trip Generation by Square Feet
Land Use Code 940, Bread/Donut/Bagel Shop with Drive-Through Window

By Square Feet	Square Feet	Rate (Trips / 1,000 sf)	Total Trips
Weekday Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 AM	2,500	36.92	92
Weekday Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 PM	2,500	19.56	49

Given this information a Traffic Movement Permit would not be required from the MaineDOT due to the fact that the development would generate less than 100 peak hour trips.

Proposed 2,500 sf Drive-In Bank w/1 Drive Thru Lane

Similar to the trip generation estimate for the existing “Northern Pride” automated car wash and the Generic Coffee Shop, the proposed 2,500 sf Drive-In Bank w/1 Drive Thru Lane was estimated using the 8th Edition of the ITE Trip Generation Manual. Land Use Code 912 Drive-in Bank was used by using rates per 1,000 square feet of gross floor area averaged with rates by drive-in lanes. The results are as follows:

Table 4
Proposed Trip Generation by Square Feet
Land Use Code 912 Drive-in Bank

By Square Feet	Square Feet	Rate (Trips / 1,000 sf)	Total Trips
Weekday AM Peak Hour of Generator	2,500	17.31	43
Weekday PM Peak Hour of Generator	2,500	26.69	67
Saturday Peak Hour of Generator	2,500	26.53	66
Sunday Peak Hour of Generator	2,500	4.78	12

Table 5
Proposed Trip Generation by Drive-In Lane
Land Use Code 912 Drive-in Bank

By Drive-In Lane	Drive-In Lanes	Rate (Trips / Drive-In Lane)	Total Trips
Weekday AM Peak Hour of Generator	1	21.64	22
Weekday PM Peak Hour of Generator	1	29.05	29
Saturday Peak Hour of Generator	1	29.88	30
Sunday Peak Hour of Generator	1	N/A	N/A

Table 6
Proposed Trip Generation Total Average
Land Use Code 912 Drive-in Bank

By Drive-In Lane	Trips by Square Foot	Trips by Drive-In Lane	Average Trips
Weekday AM Peak Hour of Generator	43	22	33
Weekday PM Peak Hour of Generator	67	29	48
Saturday Peak Hour of Generator	66	30	48
Sunday Peak Hour of Generator	12	N/A	12

Given this information a Traffic Movement Permit would not be required from the MaineDOT due to the fact that the development would generate less than 100 peak hour trips.

Conclusion

In conclusion, the trip generation for each of the uses is as follows:

Table 7
Overall Trip Generation Comparison

	Existing 2,500 sf Automated Car Wash	2,500 sf Dunkin Donuts	2,500 sf Generic Coffee Shop	2,500 sf Drive- In Bank
AM Peak Hour of Generator	106	231	92	33
PM Peak Hour of Generator	118	N/A	49	48
Saturday Peak Hour of Generator	116	N/A	N/A	48
Sunday Peak Hour of Generator	120	N/A	N/A	12
Traffic Movement Permit Required?	N/A	Yes (200+ Trips)	No	No

Given the above information, it is our opinion that a Traffic Movement Permit would only be required for the Dunkin Donuts which would generate 231 AM Peak Hour trips, putting it into the 200+ Traffic Movement Permit category. The remaining two uses all generate below 100 peak hour trips and therefore would not require a Traffic Movement Permit.

From: David Latulippe <ddlatulip@aol.com>
To: <JF@portlandmaine.gov>
Date: 4/8/2015 4:26 PM
Subject: Fwd: Traffic Generation for 20 Marginal Way

Jean,

Below is an email from Tom Gorrill which basically says that there is little to no traffic data on banks without drive throughs. This kind of validates Bangor's position that a bank without an drive through is not currently a viable business option. Hopefully, sometime in future our society will become less car centric.

David

-----Original Message-----

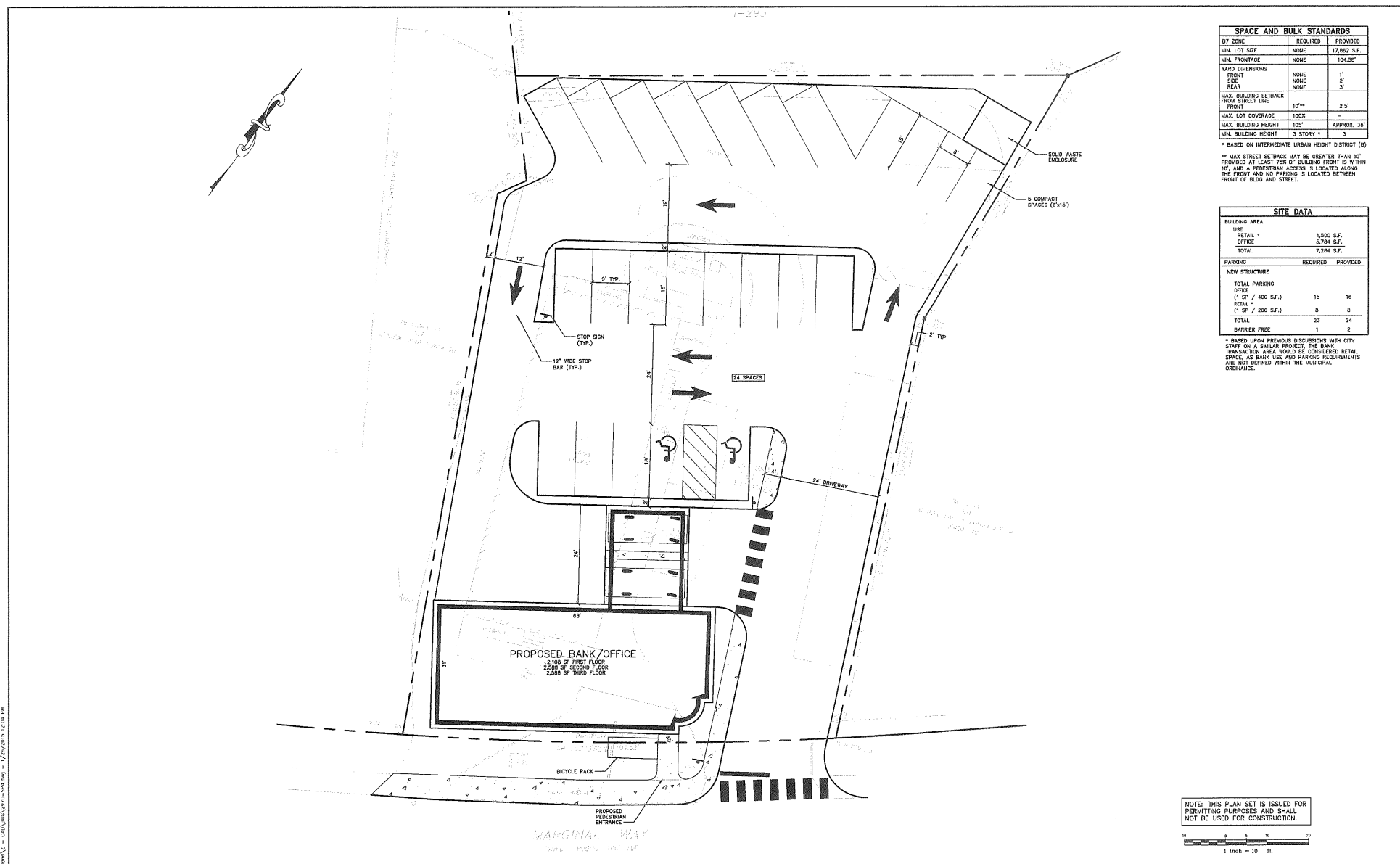
From: Thomas Gorrill <TGorrill@gorrillpalmer.com>
To: David Latulippe <ddlatulip@aol.com>
Sent: Wed, Apr 8, 2015 4:16 pm
Subject: RE: Traffic Generation for 20 Marginal Way

David:

There are only 3 studies for walk-in banks in the latest edition of the ITE Trip Generation Manual all of which were done in California. ITE has a disclaimer to use the limited data cautiously since it is a very small sample. ITE gets its data by compiling information sent in by traffic engineers across the country. Since banks without drive-thru lanes are fairly rare except within an downtown urban block, there is no reliable data available.

tom

Plan 1



U:\310 - Marginal Way Portland\1 - Concept\310-SP-Plan.dwg - 1/26/2015 12:04 PM

Rev.	Date	Revision

CLIENT REVIEW	Date	By

Design: AMP	Scale: 1"=10'	Date: DEC 2014
Checked: AMP	Scale: 1"=10'	Job No.: 2070
File Name: 310-SP.dwg		

This plan shall not be modified without written permission from Gorrill-Palmer Consulting Engineers, Inc.(GPCEI). Any alterations, authorized or otherwise, shall be at the user's sole risk and without liability to GPCEI.

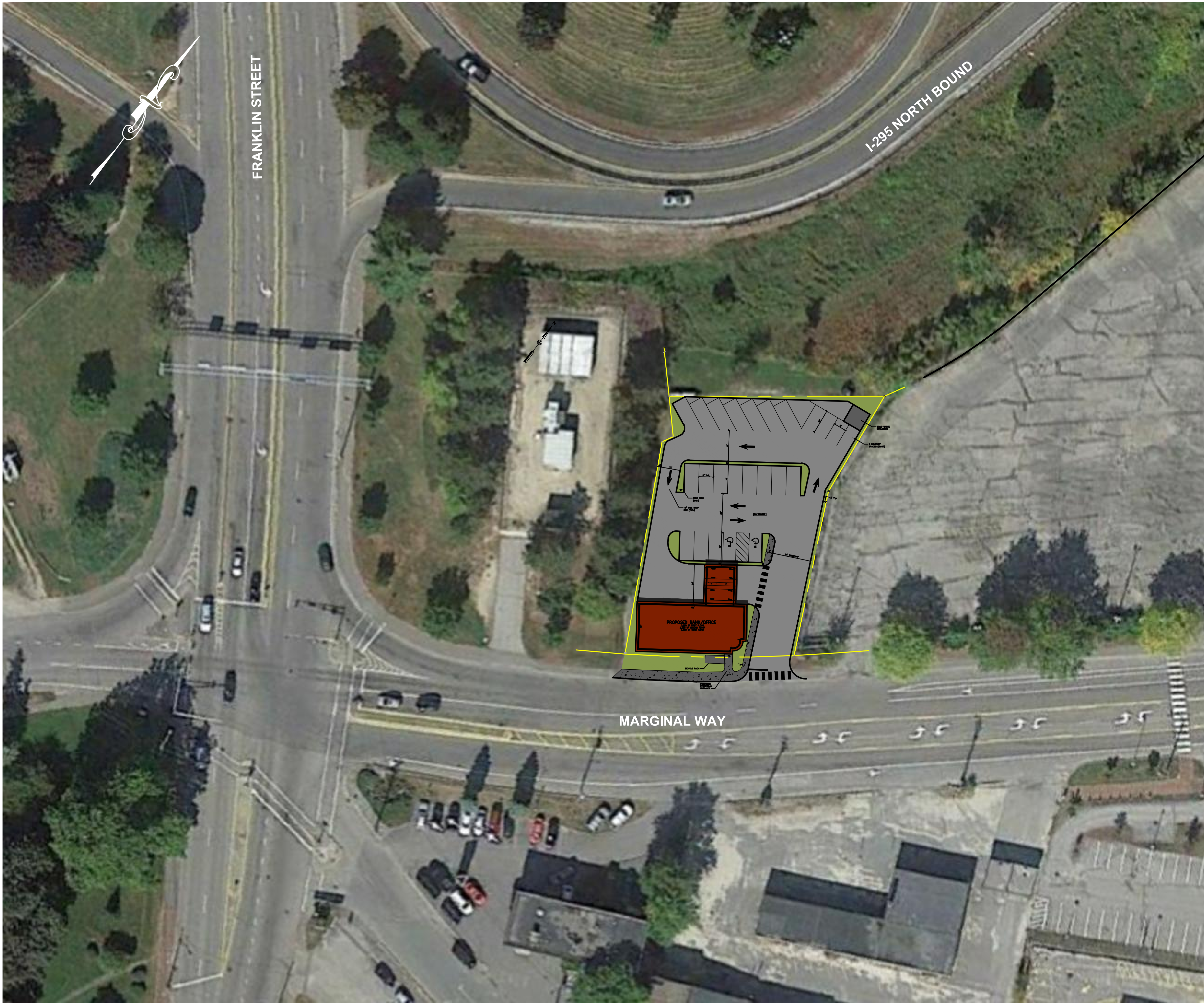


Relationships. Responsiveness. Results.
www.gorrillpalmer.com
207.657.6910

Drawing Name:	Concept Plan
Project:	Bangor Savings Bank 20 Marginal Way, Portland, Maine
Client:	Bangor Savings Bank 99 Franklin Street, Bangor, Maine 04401

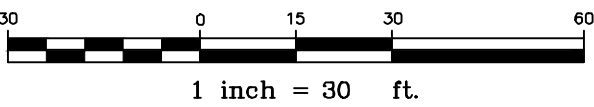
Drawing No.
C101

U:\2970 - Marginal Way Portland\Z - CAD\DWG\2970-SP4.dwg - 3/23/2015 9:26 AM



Plan 2

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES AND SHALL NOT BE USED FOR CONSTRUCTION.



Rev.	Date	Revision

CLIENT REVIEW	12/15/14	AMP	
Issued For	Date	By	

Design: AMP	Draft: CG	Date: DEC 2014
Checked: AMP	Scale: 1"=30'	Job No.: 2970
File Name: 2970-SP4.dwg		
This plan shall not be modified without written permission from Gorrill-Palmer Consulting Engineers, Inc.(GPCEI). Any alterations, authorized or otherwise, shall be at the user's sole risk and without liability to GPCEI.		



Relationships. Responsiveness. Results.
www.gorrillpalmer.com
207.657.6910

Drawing Name:	Overall Concept Plan
Project:	Bangor Savings Bank 20 Marginal Way, Portland, Maine
Client:	Bangor Savings Bank 99 Franklin Street, Bangor, Maine 04401

Drawing No.
C100

