1. Legal Ad

   Documents: PB LEGAL AD 4-28-15.PDF
2. Agenda

   Documents: PB AGENDA 4-28-15.PDF
3. 802 Ocean Avenue

   3.I. Memo With Attachments

   Documents: OCEAN AVE. - 802 (MEMO WITH ATTACHMENTS).PDF

   3.II. Applicants Submittal

   Documents: OCEAN AVE. - 802 (APPLICANTS SUBMITTAL).PDF

   3.III. Plans

   Documents: OCEAN AVE. - 802 (PLANS).PDF
4. India Street Historic District Designation

   4.I. Memo

   Documents: INDIA STREET (MEMO AND ATTACHMENTS).PDF

   4.II. Public Comment

   Documents: PUBLIC COMMENT 1.PDF

   4.III. Public Comment

   Documents: PUBLIC COMMENT 2.PDF
5. 777 Stevens Avenue

   5.I. Report

   Documents: STEVENS AVE. - 777 (REPORT).PDF

   5.II. Staff Review Comments

   Documents: STEVENS AVE. - 777 (STAFF COMMENTS).PDF

   5.III. Applicants Submittal

   Documents: STEVENS AVE. - 777 (APPLICANTS SUBMITTAL).PDF

   5.IV. Plans

   Documents: STEVENS AVE. - 777 (PLANS).PDF
6. 138 Kennebec Street

   6.I. Memo

   Documents: KENNEBEC ST. - 138 (MEMO).PDF

   6.II. Staff Attachments

   Documents: KENNEBEC ST. - 138 (STAFF ATTACHMENTS).PDF

   6.III. Applicants Submission (3-23-15)

   Documents: KENNEBEC ST. - 138 (APPLICANT SUBMISSION) DATED 3-23-15.PDF

   6.IV. Applicant Submission (4-22-15)

   Documents: KENNEBEC ST. - 138 (APPLICANT SUBMISSION) DATED 4-22-15.PDF

   6.V. Plans (3-23-15)

   Documents: KENNEBEC ST. - 138 (PLANS) DATED 3-23-15.PDF

   6.VI. Plans (4-22-15)

6.vi. Plans (4-22-15)

Documents: KENNEBEC ST. - 138 (PLANS) DATED 4-22-15.PDF

LEGAL ADVERTISEMENT
PORTLAND PLANNING BOARD MEETING

The Portland Planning Board will hold a meeting on Tuesday, April 28, 2015, Council Chambers, 2nd Floor, City Hall, 389 Congress Street. **Public comments will be taken at this meeting.**

Workshop – 4:30 p.m.

i. 802 Ocean Avenue; Zoning Map Amendment; Portland Retirement Residence; OBO Hawthorn Development, LLC., Applicant. The Board will consider a proposed zoning map amendment with accompanying text amendments to the Residential R-5A zone. The applicant is seeking to extinguish the current C-34 Contract Zone for the site and to zone 10.17 acres of the site to R-5A and 8.16 acres to Recreation Open Space, which are the current underlying zones of the contract. The text amendments to the R-5A include adding congregate care as a permitted use and establishing minimum dimensional standards for congregate care, such as lot size, density, building height and setbacks. The zoning amendments are proposed in order to construct a 4 story congregate care facility with 150 suites.

ii. India Street Historic District Designation; City of Portland, Applicant. The Board will consider a proposal to designate the historic core of the India Street neighborhood as a local historic district.

Public Hearing – 7:30 p.m.

i. 777 Stevens Avenue; Amended Level III Application; The Park Danforth, Applicant. The Board will consider an amended application by The Park Danforth at 777 Stevens Avenue. As part of the amendment application, the applicant seeks to add three (3) one (1) bedroom residential units to increase the total number of new units to fifty-eight (58). The applicant also wants to eliminate the three season dining and mechanical room addition to the existing building and proposes other minor revisions to the site plan.

Evening Workshop (Immediately following the Public Hearing)

i. 138 Kennebec Street; Level III Site Plan; Bo Po, LLC., Applicant. The Board will consider a proposal for a 16,000 sq. ft. addition to Bayside Bowl at 138 Kennebec Street. The 2 story bilding expansion extends the structure to Hanover Street. The proposal adds 8 additional bowling lanes on the 1st floor, squash courts on the 2nd level with a mezzanine and associated service facilities, and a roof deck.

STUART O'BRIEN, CHAIR - PORTLAND PLANNING BOARD

CITY OF PORTLAND, MAINE

PLANNING BOARD

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

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PUBLIC HEARING – 7:30 p.m.

1. ROLL CALL AND DECLARATION OF QUORUM

2. COMMUNICATIONS AND REPORTS

3. REPORT OF ATTENDANCE AT THE FOLLOWING MEETINGS:
APRIL 14, 2015

Workshop: Dundon, Eaton (recused 1st item 6:30), Hall (5:10), Morrissette, and Soley present. O'Brien and Boepple absent.

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

4. REPORT OF DECISIONS AT THE MEETING HELD ON APRIL 14, 2015:

i. 1210 Brighton Avenue; Level III Site Plan; Portland Hotels, Inc., Applicant. Hall moved and Dundon seconded a motion to approve the Level III site plan with eight (8) conditions of approval. The Board voted 5-0 (Boepple and O'Brien absent).

ii. 20 Marginal Way; B-7 Zoning Text Amendment; Bangor Savings Bank, Applicant. Hall moved and Dundon seconded a motion to find the proposed text amendments to modify the B-7 conditional use standards for drive-throughs for bank facilities, is consistent with the Comprehensive Plan and recommends adoption of the amendments to the City Council. The Board voted 5-0 (Boepple and O'Brien absent).

5. NEW BUSINESS

i. 777 Stevens Avenue; Amended Level III Application; The Park Danforth, Applicant. The Board will consider an amended application by The Park Danforth at 777 Stevens Avenue. As part of the amendment application, the applicant seeks to add three (3) one (1) bedroom residential units to increase the total number of new units to fifty-eight (58). The applicant also wants to eliminate the three season dining and mechanical room addition to the existing building and proposes other minor revisions to the site plan.

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STUART O'BRIEN, CHAIR - PORTLAND PLANNING BOARD

Memorandum
Planning and Urban Development Department
Planning Division

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

From: Barbara Barhydt, Development Review Services Manager

Date: April 23, 2015

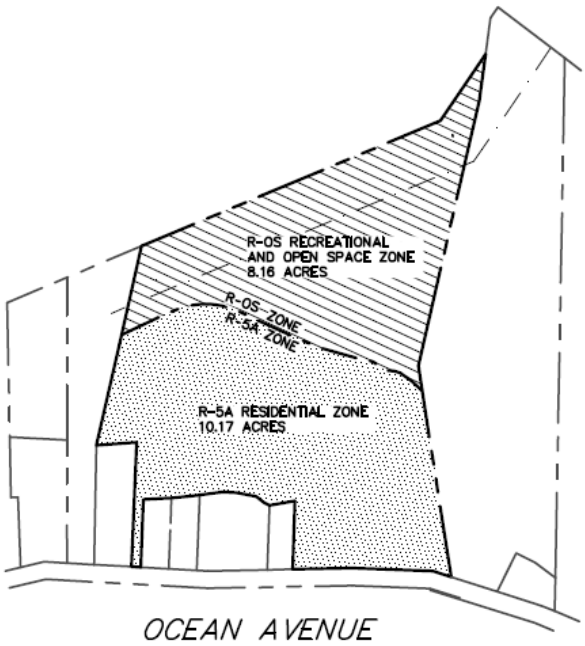
Re: Portland Retirement Residence, 802 Ocean Avenue, OBO Hawthorn Development LLC – Lenity Architecture, LLC.

Project #:2015-039 CBL: 411 A007, 416 A, lots 6, 7 and 21

Meeting Date: April 28, 2015

I. INTRODUCTION

OBO Hawthorn Development LLC and Lenity Architecture, LLC have requested a Planning Board workshop to consider proposed zoning map amendments and R-5A zoning text amendments for the property at 802 Ocean Avenue. The proposed zoning amendments would enable the applicant to construct a 150 suite congregate care facility (also referred to as independent senior housing) called Portland Retirement Residence. The proposed facility would be a four story building with two accessory garages and parking areas for a total of 104 spaces. Presently, this property is regulated under a conditional zoning agreement for the Graves Hill development, which permits a 98 condominium unit project with two mid-rise buildings with a maximum height of 100 feet.



The applicant is seeking to rescind the existing conditional zone and replace it with map amendments to zone 8.16 acres of the site as Recreational Open Space (ROS) and 10.17 acres as Residential R-5A zone. These proposed zone designations represents the same configuration as adopted as part of the 2004 conditional rezoning agreement. The applicant is seeking text amendments to the R-5A zone to accommodate the 150 suite congregate care use proposed for this site.

Applicant:	OBO Hawthorn Development LLC and Lenity Architecture, LLC, represented by Mark Lowen
Property Owner:	Graves Hill Land Company LLC
Engineer:	Robert McSorely, P.E., Sebago Technics
Architect:	Daniel Roach, Lenity Architecture LLC

II. PUBLIC COMMENT

Notices were sent to 333 residents and the interested citizen list. The notice also appeared in the Portland Press Herald on April 20 and 21, as well as being posted on the City's web page. The applicant has held introductory neighborhood meetings and has scheduled the required neighborhood meeting for Wednesday, April 29th at 7 p.m. at the Presumpscot elementary school gymnasium.

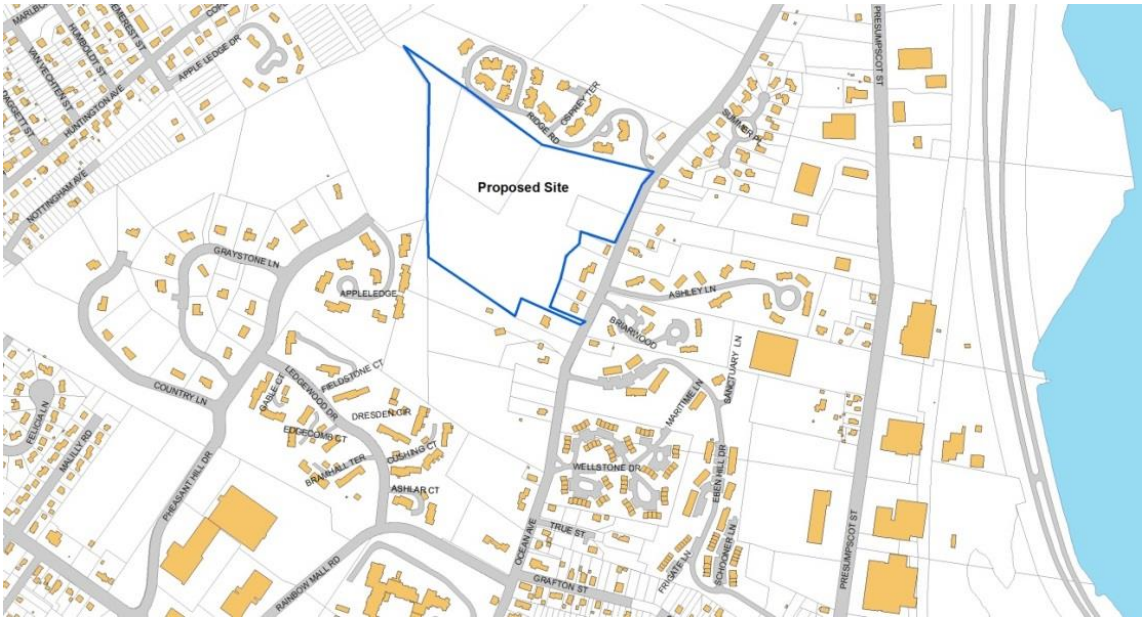
The office has received one e-mail as public comment from Mr. Perkins, which is included in the packet (PC 1). He refers to a hand written note that was part of the Casco Heights Review in 2014.

III. PROJECT DATA

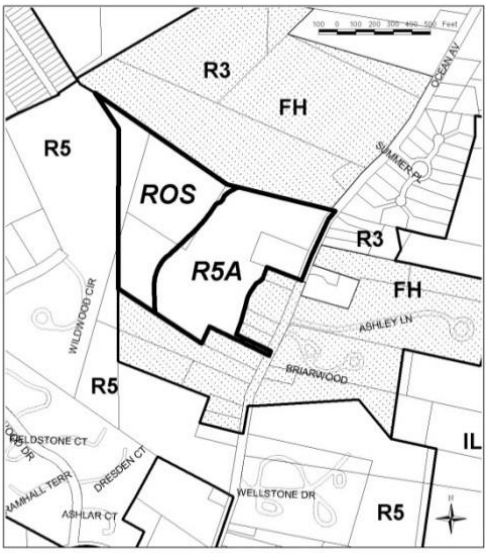
Existing Zoning	R-5A (10. 167 acres) and ROS (8.155 acres) with Conditional Zone Agreement
Proposed Zoning	R-5A (10.167 acres) and ROS (8.155 acres)
Existing Use	Vacant wooded site
Proposed Use	150 suite Congregate Care Facility
Parcel Size	18. 32 acres
Impervious Surface Area	
Total Ground Floor Area	39,869 sf building with a total of 43,035 (includes a garage and van garage)
Total Building Floor Area	136,646 sf
Total Number of Units	150 suites
Bedroom Mix	
Studio	57
One Bedroom	78
Two Bedroom	15
Vehicle Parking	
Total Parking spaces	104 spaces: 87 surface spaces, 12 covered
Handicapped Spaces	5 handicap accessible

IV. BACKGROUND

The roughly 18 acre parcel at 802 Ocean Avenue is a wooded site that has one of the highest elevations in Portland with views of Casco Bay. The Board members may recall walking this site on June 3, 2014, as part of a previous review of proposed revisions to the conditional zone agreement to allow for the redesign of the condominium buildings (Casco Heights Condominiums) as proposed by Ridge Development LLC. There is a 135 foot CMP easement along the rear property line that is located within the ROS land as designated in the conditional zone agreement. The parcel abuts single family homes along Ocean Avenue. The Ocean Ridge Condominium project is located to the north of the site along Ocean Avenue. The rear boundary abuts the condominiums located in the Alden's Walk project on Wildwood Circle. There are single family homes and condominium projects along the easterly side of Ocean Avenue in the vicinity of the site.



The conditional rezoning agreement adopted by the City Council in 2004 changed the underlying Residential R-3 with the Flexible Housing Overlay zone to Residential R-5A for 10.167 acres adjoining Ocean Avenue and to ROS for approximately 8 acres at the site. A copy of the original agreement as passed by the City Council is included as background information to this report (Attachment 4) and the 2004 map amendment showing the two zones is inserted here. OBO Hawthorn Development LLC and Lenity Architecture, LLC are requesting that the conditional rezoning agreement be rescinded and they are seeking zoning map amendments to ROS and R-5A that are the same map configuration as adopted in 2004.



Proposed Rezoning for 802 Ocean Avenue
from R3 and Flexible Housing Ovelay to R5A and ROS
July 2004
Map prepared by the City of Portland's Department of Planning & Development and the GIS Workgroup

V. PROPOSED DEVELOPMENT - 2015

Hawthorn Development LLC is proposing a congregate care facility for the site (refer to Applicant's submission). The facility will not offer medical or nursing care; however there will be emergency pull cords and voice communications in each suite for access to the on-site manager. The proposed services for the facility include three meals per day, housekeeping, laundering service, van transportation and various social and physical activities. As stated in their application, the residents will pay a monthly rent to cover the cost of their suite, all meals, services, transportation, and utilities. The units will not have kitchens. There is a mix of studio, one bedroom and two bedroom units. The facility also will have common areas including a central kitchen, dining area, central atrium, multi-purpose room, beauty shop, exercise room, crafts room, TV room, media/computer room, movie theater and lounges.

As noted in the applicant's description and shown in the exterior elevation drawings, the building's wings and its central entrance area step down from three and four stories to one and two-story sections. The proposed maximum height of the building is measured to the half-way point of the peak (per zoning definition) and is roughly 47 feet and 8 inches. The floor areas for each floor and the entire facility are as follows:

1. First Floor, 39,869 sq. ft.;
2. Second Floor, 31,552 sq. ft.;
3. Third Floor, 32,911 sq. ft.;
4. Fourth Floor, 30,314 sq. ft.;
5. Total Floor Area, 134,646 sq. ft.

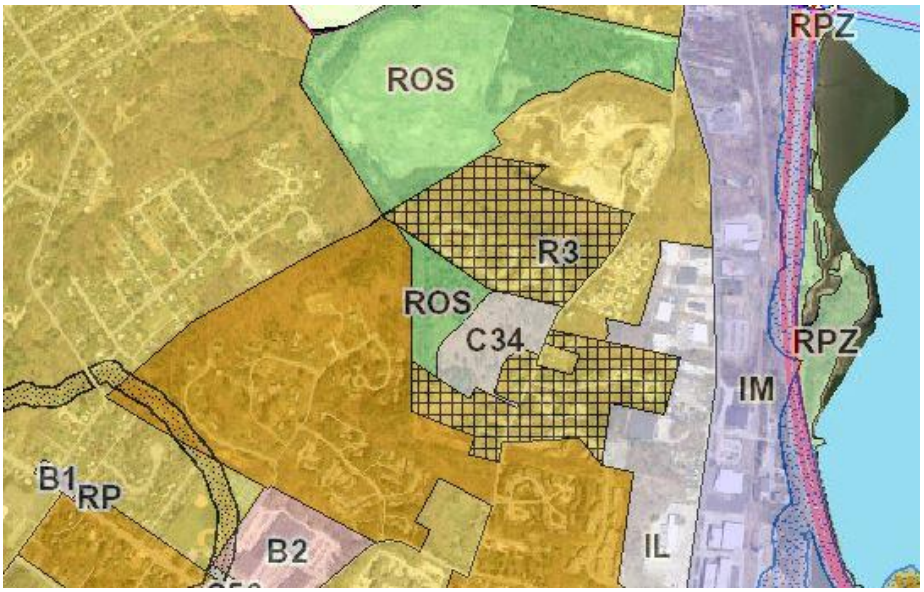
The exterior materials proposed for the building include horizontal siding along with rock or brick along the first level. There are two accessory structures proposed. A garage for 12 vehicles is proposed and a van garage is proposed. Both of these accessory structures are one-story buildings.

Access to the proposed facility is from Ocean Avenue. The single driveway leads to the four story structure which is shown located on the southerly half of the site. Surface parking and fire lanes are shown around three sides of the building. The facility is situated to limit impacts on wetlands and preservation of vegetation is shown along the perimeter and along Ocean Avenue. A storm water detention basin is shown near the driveway on the northerly side of the site. A sidewalk is shown along the proposed drive and around the development. All of the development is proposed within the proposed 10.17 acres of R-5A zone. The proposed ROS area is shown undisturbed.

VI. PROPOSED MAP AMENDMENT

A. Background

The current zoning map shows the site at 802 Ocean Avenue split between the ROS zone and a conditional zoning agreement (#34). Prior to the approval of the CZA, the property was zoned R-3 with the flexible housing overlay. The agreement is attached to this memo as Attachment 3. The agreement designated 10.17 acres as R-5A for the Graves Hill condominium project and the remainder of the site 8.155 acres as ROS, with provisions for public access to the site. The conditional rezoning agreement does not have an expiration date nor does it allow construction of another development. It also does not have a reversion clause to a specified zone should the designated project not move forward. Jennifer Thompson, Associate Corporation Counsel, advised at the pre-application stage that the applicant seek to rescind the conditional rezoning agreement and, to the extent the reversion back to R-3 that would result from that rescission is not consistent with the Applicant's development plans, request the map amendments to ROS and R-5A.



As shown on the zoning map, the property to the west (abutting the

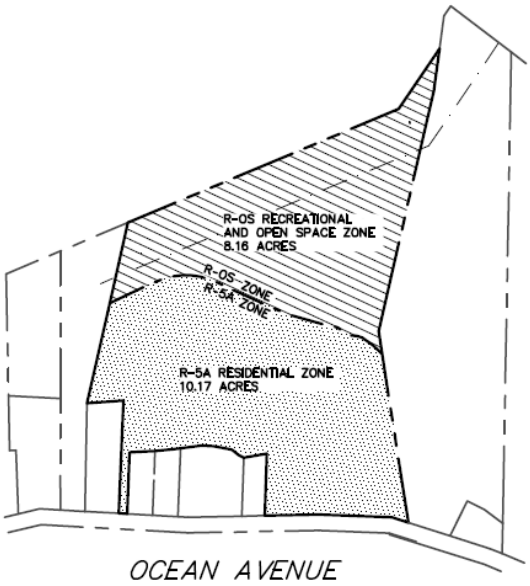
proposed ROS area) is zoned R-5 for Alden's Walk. Prior to the conditional rezoning agreement, the project site had been zoned R-3 with the Flexible Housing Overlay Zone. The abutting properties to the north, east and south are zoned Residential R-3 zone with the Flexible Housing Overlay zone. The purpose of the Flexible Housing Zone is as follows:

> *The intention of this division is to establish an overlay zone in which manufactured housing development is permitted in addition to those uses permitted in the underlying residential zone. The purpose of this division is to accommodate additional housing types in appropriate areas of the city, while protecting the value and integrity of established residential neighborhoods and ensuring a balanced and orderly pattern of residential development.*

The Flexible Housing Zone allows manufactured housing parks or subdivisions. The properties to the north and east of the applicant's site have been developed as planned residential developments under the R-3 provisions. There are single family homes abutting the site along Ocean Avenue and to the south. The Flexible Housing Zone does not address the development scheme contemplated by the applicant.

B. Request for ROS and R-5A Map Amendments

The applicant seeks to develop the R-5A portion of the site for the congregate care facility and seeks to retain the rear of the site in ROS. As advised by Jennifer Thompson, Associate Corporation Counsel, the applicant seeks to rescind the conditional rezoning agreement and request the map amendments to ROS and R-5A. Please note that in order to proceed with the map amendments, the Board must also consider zoning text amendments to remove the requirement in the zoning text that stipulates the R-5A zone is applied through a conditional zoning agreement. Each proposed map amendment is presented below.



1. **<u>Recreation Open Space (ROS)</u>**

The applicant is seeking to rezone the rear portion of the property (8.155 acre) to ROS, which has the following purpose statement

(a) The purpose of this division is:

1. To preserve and protect open space as a limited and valuable resource;

2. To permit the reasonable use of open space, while simultaneously preserving and protecting its inherent open space characteristics to assure its continued availability for public use as scenic, recreation, and conservation or natural resource area, and for the containment and structuring of urban development;

3. To coordinate with and carry out federal, state, regional, and city recreation and open space plans;

4. To provide a suitable location for large-scale regional sports and athletic facilities; and

5. To develop an open space system throughout the downtown, which provides the highest quality parks, plazas, and pedestrian environment.

(b) The recreation open space zone may include parcels of public property, and private property legally restricted from intensive use or development through deed, covenant, or otherwise.

The proposed ROS zone would encompass one of the highest points in Portland, known as Graves Hill, with views of Casco Bay. The land is near the ROS land owned by the City, which includes trails and a dog park, but the two properties do not abut each other. The proposed ROS portion of the site is next to Alden's Walk condominiums (R-5 to the west) and the Ocean Ridge Condominiums (R-3 and FH to the north). As part of the 2004 conditional zone agreement, the Graves Hill Development Co LLC was to provide an agreement to Portland Trails or to the city for public access. Hawthorn Development LLC has indicated that they would provide for access to this land and there is a sidewalk shown from Ocean Avenue to the facility. The ROS purpose statement indicates that the ROS can be applied to privately held land within protective deed covenants. The staff will be working with the applicant on an appropriate mechanism to bring forward with this proposal. The pedestrian network for the proposal would be part of the development review, should the ROS map amendment be recommended by the Board and adopted by the City Council.

2. **Residential R-5A**

a) Purpose Statement

The purpose statement for R-5A is as follows:

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 ability 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 proposed site does possess a high degree of natural site amenities that can provide a unique residential living experience. The land surrounding the site is either Residential R-3 with a Flexible Housing overlay or Residential R-5. While the proposed use does not propose affordable housing, the concept is to address the growing housing needs of senior citizens with a congregate care facility. This site addresses the applicable locations for the R-5A zone.

b) R-5A Build-out Potential and Traffic Impacts

The applicant has provided calculations of the maximum build out potential of the site under the existing conditional zoning agreement with 98 units; the proposed 150 unit congregate care facility and the maximum number of units under the current and proposed net residential density calculations. The projected build-out for the proposed R-5A land of 10.17 acres (refer to Applicant's submission) under the current net density definition is 188 and under the proposed staff amendments the maximum number of units would be 225.

The applicant has provided Tom Errico, Consulting Traffic Engineer, with the estimated trips (Applicant's submission and Tom's comments Attachment 6) that would be generated under all of the above scenarios. Tom Errico's comments are as follows:

I have reviewed the application materials including the trip generation comparison analysis between the current contract zone agreement and the proposed project. The following summarizes my initial comments.

- The applicant has provided an estimate of trips for three scenarios; the proposed project, under the current contract zone agreement, and under the proposed R5-A zoning. My comments on the trip generation estimate are noted below:
    - The proposed project is not projected to generate a significant level of new trips to the area street system (23 AM peak hour trips and 36 PM peak hour trips). This level of traffic generation would not require a Traffic Movement Permit, and likely would not require a detailed traffic impact study. I would note that the trip generation estimate is preliminary and I would need to review specific project characteristics and confirm that the ITE Trip Manual appropriately matches the proposed project.
    - The current contract zone agreement allows for the construction of 98 residential units. According to the applicant, assuming the residential units are condominium units, 51 trips would be generated during the AM peak hour and 60 trips during the PM peak hour. This level of traffic is approximately twice as high at that predicted for the proposed project. Accordingly, the proposed project would have less impact to the public street system.
    - Assuming a R5-A zone and the possibility for construction of 225 residential condominium units, the site would generate 99 trips during the AM peak hour and 117 trips during the PM peak hour. This level of traffic is significantly greater than the previous two scenarios and would require a Traffic Movement Permit. A full traffic impact study would be required and may require review of the Washington Avenue/Ocean Avenue intersection and the Ocean Avenue/Presumpscot Street intersection. I would also note that other locations could be included if safety problems were identified through a review of crash data.

In general I find the layout of the site to be acceptable. The project provides a sidewalk along the driveway to Ocean Avenue. The key traffic issues that will be need to be considered at this site will be the location of the driveway on Ocean Avenue and how it complies with standards for driveway spacing and sight distance. In addition pedestrian accommodations on Ocean Avenue would need to be reviewed. Given that there is a gap in the sidewalk on the south side on Ocean Avenue, improvements will need to be considered. I want to emphasize that the pedestrian generation includes both residents and employees of the site.

c) <u>Other R-5A Locations</u>

The R-5 Residential zone is the medium-density residential zone located off Portland's Peninsula. It encompasses portions of East Deering, Deering Center, North Deering, Rosemont, Outer Congress Street, and Riverton. The R-5A zone was created as a floating zone and it is applied to a site through a conditional zoning agreement for PRUD development. Following are the R-5A locations that the staff has identified:

1. Graves Hill, 802 Ocean Avenue (Conditional Zone Agreement-C-34): This is the agreement that regulates the site of the proposed Portland Retirement Residence. It appears to be the first agreement to utilize the R-5A map designation. The agreement is included as Attachment 4.

2. Canco Woods (Conditional Zone Agreement- C-42): It appears as if Canco Woods was the second conditional rezoning agreement that zoned the land to R-5A. This project was developed by Holiday Retirement Corporation, which includes some of the same members of the development team as the current Portland Retirement Residence proposal. That proposal included rezoning a portion of the property to ROS and to R-5A to allow for a retirement residence and an assisted living facility. At that time there was a proposed text amendment to allow intermediate, extended and long-term facilities with a minimum of 1.5 acres in the R-5A zone. Attachment 5 is the council request form and the agreement.

McAuley Place has also requested an R-5A zone for their proposal at 605 Stevens Avenue in order to support the redevelopment of the convent to affordable independent senior citizen housing and for the construction of a congregate care facility along with additional age-restricted independent living units.

As noted above, the R-5A zone is intended for suitable locations off peninsula that have natural amenities; proximity to the peninsula; have adequate municipal services and can accommodate a more intensive use of land and be compatible with surrounding neighborhoods and increase affordable housing opportunities. The R-5 and R-3 zones are found along several of the city's collectors and arterials, such as Washington Avenue, Allen Avenue, outer Congress Street, and near the Forest Avenue corridor, which may offer opportunities for a moderate density infill project. As noted above, the Board has a pending application before it for a request to rezone a portion of the McAuley site at 605 Stevens Avenue to R-5A, which also has natural amenities features on-site, is adjacent to Baxter Woods and across for the Evergreen Cemetery.

VII. PROPOSED TEXT AMENDMENTS

In conjunction with the requested map amendments, the applicant has requested R-5A text amendments to accommodate the proposed development. The applicant's request is included as Attachment 1. Attachment 2 is the complete R-5A zone with the staff recommendations tracked in the document. A comparison chart of the existing contract zone, current R-5A provisions, the applicant's proposal and the staff recommendations are included as Attachment 3.

The planning staff has been working with Hawthorn Development LLC since a pre-application meeting in November 2014. As the Board is aware, McAuley Place submitted an application for a map change and text amendments to the R-6A for the site at 605 Stevens Avenue. The McAuley Place developers are now seeking an R-5A map amendment with text amendments and two workshops have been held on that project. The staff has made suggestions for amendments in order to improve the consistency and applicability of the R-5A zone for both applications and for other potential applications. Following is a summary of the text amendments as revised by the staff along with summary statements that highlight the source of the proposed, the purpose of the proposed text amendments, and specific points for the Board's consideration.

A. Definitions - Sec. 14-47. Definitions.

1. Congregate Care Definition

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.

Staff Summary: Hawthorne Development LLC proposed a change to the existing congregate care definition that would accommodate a multiunit development. The current term living units in the existing definition of congregate care is well suited for the Portland Retirement Residence, as those units do not have a full kitchen as called for in the city's definition for a dwelling unit. While congregate care facilities may be living units or independent units with kitchens, the term dwelling units is proposed for the definition.

2. **Net Residential Density Definition**

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.~~

Staff Summary: Hawthorn Development did not propose any revisions to the definition of net residential density which is defined in the zoning code and used for Planned Residential Unit Developments. The Planning staff recommended streamlining the definition and providing more clarity on the overall density during the discussions regarding McAuley Place. The proposed edits eliminate the following deductions contained in the Net Residential Density:

1) stormwater retention and detention areas, which are deductions for required site improvements and infrastructure that cannot be determined at the start of a project;
2) inaccessible areas, which is an undefined term in the code;
3) areas encumbered by existing easements, dedications or similar restrictions; and
4) a general 20% deduction, which is assumed to be calculation to cover the road infrastructure.

These provisions are difficult to assess and become apparent or determined as a project moves forward. The provisions limit the build out potential for parcels and are not directly related to the site's natural amenities or natural constraints. The planning staff is suggesting that these deductions from the overall land area be eliminated in order to encourage moderate density housing off the peninsula. At the April 12th workshop, the Board raised the question whether the 20% deduction should be retained or whether to include a percentage open space requirement. The R-5A open space requirement for PRUD'S is stated in the dimensional standards and calls for 200 square feet per dwelling unit. The staff is seeking the Board's input on the proposed revisions to this definition and whether the current open space standard is sufficient for multi-family and congregate care facilities.

B. **Permitted Used - Sec. 14-127. Permitted uses.**

There are no changes proposed for the purpose statement. Below is an excerpt of the R-5A zone is below with the proposed revisions to the permitted uses. Please refer to Attachment 2 for the full text of R-5A.

(a) *Residential:*

1. Single, two-family and three-family dwellings.

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. Multifamily dwellings;
7. Congregate Care.

Staff Summary: The R-5A zone currently allows single, two, family and three-family structures. No changes are proposed for the one, two and three family dwellings as a permitted use, but there are questions under the dimensional standards for the Board's consideration regarding this particular use category (refer to C below).

Planned residential unit developments (PRUD) are also permitted along with handicapped family unit, and manufactured housing (Attachment 2 for full text). The R-5A zone was created as a floating zone and it is under the PRUD provisions, which stipulates the R-5A zone for a PRUD is to be implemented through a conditional or contract zone. A conditional zoning agreement was used for the Graves Hill condominiums at 802 Ocean Avenue and for the Canco Woods assisted living and independent units on Canco Road. The staff is recommending that the conditional zoning requirement for PRUD'S be deleted, so that R-5A map amendments may be designated for appropriate off-peninsula sites. In addition to 802 Ocean Avenue, the Board has a separate application pending for an R-5A map amendment at 605 Stevens Avenue.

Hawthorn Development LLC proposed adding "Congregate care" as a permitted use in the R-5A zone. The city's definition fits the type of facility that the applicant is seeking to construct. The R-5A zone does permit intermediate, extended and long-term care facilities under the category of other use, but as defined, all of these facilities must include a medical component.

The Planning Staff is suggesting that multi-family dwellings be added as a permitted use, in order to build greater flexibility and encourage housing in this zone. The R-5 zone permits multiplex housing, but it does not list multifamily housing, as it is listed in R-6 and R-7. The multiplex housing is defined in R-5 as follows:

Multiplex development with three (3) or more horizontally or vertically attached dwelling units or a series of such attached dwelling units and the construction of at least one (1) building on a parcel of less than two (2) acres, provided that:

a. The land area requirement for a multiplex shall be six thousand (6,000) square feet of land area per dwelling unit; except that a multiplex with two hundred fifty (250) feet or more of street frontage needs only forty-five hundred (4,500) square feet of land area per dwelling unit;

b. No dwelling unit shall have less than six hundred (600) square feet of floor area, exclusive of common hallways and storage in basement and attic;

c. No open outside stairways or fire escapes above the ground floor shall be constructed;

d. No habitable space in a dwelling unit shall be below grade, except basements that are a part of and below aboveground units;

e. Such development shall be subject to article V (site plan) of this chapter for site plan review approval and shall conform to the R-5 Design Standards.

The R-5A zone seeks to promote moderate density housing, so including multifamily housing as a permitted use, rather than a multiplex, is proposed for the Board's consideration. The staff poses questions in C below regarding the dimensions for multifamily developments for the Board's consideration.

C. Dimensional Standards for R-5A

The proposed revisions to the dimensional standards are listed below and the staff comments follow each of the subcategories. Please note that the Planning Staff is looking at converting the dimensional standards of the R-5A into a table similar to those recently included in the B-2 and R-6 zones.

1. Minimum Lot Size

(a) *Minimum lot size:*

Residential (single- and two-family and three- 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 and a maximum lot size up to two (2) acres. 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: Two (2) 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.

Staff Summary: The current residential minimum lot size for a 1, 2 or 3 unit building is 6,000 square feet. The proposal presented at the workshop on April 12th, modified this section to just one and two-family buildings and then listed multi-family dwellings (defined in the ordinance as 3 or more dwelling units) as requiring a minimum of three acres. The earlier draft inadvertently restricted the development potential in the R-5A. Allowing a 6,000 square foot lot to have a three

unit building is consistent with the objective of encouraging moderate density housing. The staff is suggesting that the three unit buildings be retained for the minimum 6,000 square foot lot, which is calculated on the gross land area (not net area). Since the zone is to support moderate density and preserve natural amenities, the staff is proposing that these provisions reflect the current R-5 multiplex standards and cap the lot area at 2 acres to ensure that unbuildable areas do not inadvertently allow excessive densities. Thus a lot with less than two acres could be developed based upon the gross land with 1, 2 or 3 unit buildings at the density of 1,600 per unit.

Currently, the R-5A zone sets a minimum lot size for PRUD's at 3 acres, in order to encourage housing and protect the natural features of sites. At the April 12th workshop, the draft amendments set a minimum lot area of 3 acres for multifamily developments, which in that draft would have applied to projects with three or more dwellings units. In this version, the staff have drafted the minimum lot area for multifamily housing development to be a minimum of 2 acres of gross land area and that the overall density would be calculated using the net residential density regulations.

The Hawthorne Development LLC proposed establishing a minimum lot size of 3 acres for Congregate Care facilities, which mirrors the R-5A minimum standard for a PRUD. This appears to be a reasonable minimum lot size considering the size and scope of congregate care facilities.

The staff is seeking the Board's input on the proposed minimum lot areas.

2. Minimum Lot Area per dwelling unit

(b) *Minimum lot area per dwelling unit* for single-, two-and three-family dwellings*:* Sixteen hundred (1,600) square feet

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.

Staff summary: The minimum lot area per unit is 1,600 for dwelling units and PRUDs. Currently only one, two and three family units are allowed as residential units. The current draft proposes that the 1600 square foot per dwelling unit would apply to all residential and congregate care proposals. The residential development of one, two and three unit developments on lots between 6,000 sq ft and two acres, would be calculated on the gross land area. All other proposals would be calculated on the net residential area. The density provisions for intermediate care facilities are the requirements that had been in place for such uses in the R-6 zone prior to its recent update, which allows for greater density.

3. Minimum Street Frontage

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

Staff Summary: The staff is suggesting simplifying this standard to state 50 feet, which would then apply to all uses.

4. Maximum Structure Height

The R-5A zone does not contain any height limits, which were to be determined during the conditional zone process. Hawthorne Development proposed height limits similar to the R-5 zone with the addition of a 35 foot height limit for PRUDs and a 50 height limit for congregate care and intermediate, assisted and long-term facilities (below). At the April 12th workshop on McAuley Place, the proposal before the board set a maximum building height for principal structures at 60 feet and accessory structures at 18 feet. The Planning Staff has modified proposed maximum height limitations which are included below:

Hawthorn Development Proposed Height Limits

(e) Maximum structure height:

Principal or attached accessory structure: Thirty-five (35) feet.

Accessory detached structure: Eighteen (18) feet.

Principal and accessory attached structure (PRUD): Thirty-five feet.

Principal or attached accessory structure for Congregate Care and Intermediate, extended or long-term care facilities: Fifty (50) feet

Planning Staff Proposal

e) Maximum structure height:

Principal residential (single, two and three-family) or attached accessory structure: Thirty-five (35) feet.

Accessory detached structure: Eighteen (18) feet.

Principal or attached accessory structure for PRUD, Multifamily, Congregate Care and Intermediate, extended or long-term care facilities: Sixty (60) feet

Staff Summary: The R-5A zone does not contain any maximum structure height as it was to be applied through a contract or conditional zone with the plans included as part of the agreement. With the intent of eliminating the requirement for a conditional rezoning agreement, then the maximum heights of structures needs to be addressed in the zone. Hawthorn Development proposed the above height restrictions, which to reflect heights established in the R-5 zone, and to add a 50 foot height limit for congregate care. The draft proposal of text amendments presented at the April 12th workshop proposed a 60 foot height limit for all principal or attached accessory structure and a maximum height of 18 for accessory structures. The 60 foot height limit is proposed to accommodate the McAuley proposal (they have confirmed that this is essential for their proposal). For this workshop, the Planning staff is suggesting that the maximum height limits for single, two and three-family units be established at 35 feet and to establish a 60 foot height limit for PRUDs, Congregate Care, Multifamily, and Intermediate, Extended and Long-term care facilities.

5. Minimum Building Setback from external property lines.

(g) 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.

Staff Summary: The minimum setbacks from external property lines for multifamily development PRUD, Congregate Care and the institutional uses of intermediate, extended or long-term care facilities are proposed, which reflect the setbacks applied to PRUD's in the R-5A zone.

6. Minimum Recreation Area

(h) Minimum recreation open space area (PRUD multifamily, Congregate Care, and Intermediate, extended or long-term care facilities): 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.~~

Staff Summary: This is the minimum recreation space required for PRUD's. The Planning Staff is recommending deleting the text that defined what the recreation space would be in order to simplify the language and allow for more flexibility. The staff is suggesting that the minimum recreation open space apply to PRUDs, multifamily, congregate care, and intermediate, extended, or long-term care facilities.

VIII. CONSISTENCY WITH COMPREHENSIVE PLAN

The applicant lists how their proposal addresses the State goals contained in Portland's Comprehensive Plan. Please refer to the applicant's submission.

The relevant goals and policies as identified by staff are as follows:

<u>Housing Sustaining Portland's Future</u>

Housing Policy #1

Ensure an Adequate and Diverse Supply of Housing for All

- Ensure the construction of a diverse mix of housing types that offers a continuum of options across all income levels for both renter and owner-occupied, including
    - 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;

Housing Policy #3

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.
    - Evaluate and update, as needed, the current zoning and subdivision codes to encourage new residential development that:
        - Offers diverse and quality living options;
        - Provides traditional neighborhood elements;
        - Promotes a walkable city; and
        - Is compatible with Portland's existing neighborhoods.
- 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
- Encourage neighborhood populations that are economically, socially, culturally and ethnically diverse.
    - Encourage a mix of housing types for all ages, household sizes, and incomes throughout the city.
    - Increase density where appropriate in order to achieve neighborhood diversity.
- Locate and design housing to reduce impacts on environmentally sensitive areas.

<u>Green Spaces, Blue Edges: An Open Space and Recreation Plan</u>

Conservation of natural resources should include a complete array of natural features and habitats, so that the public may learn about and experience the full realm of Portland's natural environment.

- Develop high point parks, open spaces located on the higher elevations of the city, in neighborhoods throughout the city such as the Ocean Avenue landfill, hilltop on Ocean Avenue by rock shop, Rocky Hill and hills in Stroudwater.

NEXT STEPS

1. Provide additional and/or revised materials as requested by staff and the Planning Board;
2. Schedule a workshop or public hearing on the proposed map amendments and text amendments. The public hearing on the McAuley proposed map and text amendments is scheduled for May 12th.

Attachments

Memo Attachments

1. Applicant's Proposed Amendments
2. R-5A Text Amendments – Prepared by Planning Division
3. Comparison Chart of Zoning
4. Contract Zone for 802 Ocean Avenue
5. Contract Zone for Canco Woods
6. Thomas Errico, P.E. Traffic Engineering Reviewer 4/23/2015

Public Comments

PC1 Richard Perkins, e-mail, April 23, 2015

Applicant's Submittal

A. Application
B. Narrative
C. Proposed R-5A Text Amendments
D. P & S Agreement
E. Vesting Deed
F. Net Density Calculations for full site
G. Net Density Calculations for R-5A
H. Net Density Calculations proposed Net Density
I. Traffic Projects

Plans

P1. Portland ALTA Survey
P2. Site Plan
P3. Exterior Elevations
P4. Floor Plans

Att. 1

Rev #1 (3-12-15)

PROPOSED DRAFT AMENDMENTS TO CITY OF PORTLAND CODE OR ORDINANCES, ZOING ORDINANCES 14-47, AMENDING THE DEFINITION OF "CONGREGATE CARE FACILITY, 14-127(a) ZONE CLASSIFICATION R-5A AMENDING THE ALLOWED USES AND 14-130, DIMENSIONAL STANDARDS:

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.

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.

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Sec. 14-127. Permitted uses.

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

(a) *Residential:*

Add:

6. Congregate Care

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: 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.

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.

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

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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.

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

(d) *Minimum yard dimensions:*

(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

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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: Thirty-five (35) feet.

Accessory detached structure: Eighteen (18) feet.

Principal and accessory attached structure (PRUD): Thirty-five (35) feet.

Principal or attached accessory structure for Congregate Care and Intermediate, extended or long-term care facilities*:* Fifty (50) 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 PRUD, Congregate Care, and Intermediate, extended or long-term 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

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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.

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Proposed Text Amendments – April 28, 2015
Prepared by Portland Planning Staff

Sec. 14.47 Definitions.

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.~~

DIVISION 6.5. R-5A RESIDENTIAL ZONE

Sec. 14-126. Purpose.

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:*

1. Single-, two-and three-family dwellings.

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.

3. Handicapped family unit, as defined in section 14-47 (definitions) of this article, for handicapped persons plus staff.

4. Single-family, multiple-component manufactured housing, as defined in section 14-47 (definitions) of this article, except in a National Register Historic District.

5. Single-family, single-component manufactured housing, as defined in section 14-47 (definitions) of this article, on individual lots under separate and distinct ownership, except in a National Register Historic District, provided that each unit meets the performance standards listed below:

   a. More than half of the roof area of each unit shall be a double pitched Class C rated shingled roof with a minimum pitch of 3/12.

   b. Each unit shall be installed on a full foundation or a concrete frost wall in accordance with all applicable codes and regulations. Any hitch or tow bar shall be removed from the unit after it is placed on its foundation or frost wall. In the case of a frost wall, vermin proof skirting shall be installed on all sides of the unit. The skirting may consist of either (a) concrete or masonry block or (b) manufactured skirting. If concrete or masonry block skirting is installed, either the exterior siding of the unit shall extend within one (1) foot of grade or decorative masonry siding shall be applied. If manufactured skirting material is installed, the color shall be identical to or compatible with the exterior

siding of the unit.

c. Each unit shall have exterior siding that is residential in appearance, including but not limited to natural materials such as wood clapboards or shakes, or exterior materials which simulate wood. Clapboards or simulated clapboards shall have less than eight (8) inches of exposure and sheet metal type siding shall not be permitted.

d. Each unit shall have the long side of the unit parallel to the street line where the required street frontage is met.

e. Each unit shall be provided with at least two (2) trees meeting the city's arboricultural specifications and which are clearly visible from the street line and are located so as to visually widen the narrow dimension or proportion of the unit.

f. Each unit shall have all fuel oil supply systems constructed and installed within the foundation wall or underground in accordance with all applicable codes and regulations.

g. No unit shall be horizontally or vertically attached to any other unit or other structure, provided however, that this provision shall not be deemed to prohibit building additions, such as porches, garages, room additions or solar greenhouses.

6. Multifamily dwellings.

7. Congregate care.

(b) *Other:*

1. Parks and other active and passive noncommercial recreation spaces;

2. Accessory uses customarily incidental and subordinate to the location, function, and operation of principal uses, subject to the provisions of section 14-404 (accessory use) of this article;

3. Home occupation, subject to the provisions of section 14-410 (home occupation) of this article;

4. Municipal use;

5. Intermediate, extended and long-term care facilities.

6. Wind energy systems, as defined and allowed in Article X, ALtenrative Energy.

Sec. 14-128. Conditional use.

The following uses shall be permitted only upon the issuance of a conditional use permit, subject to the provisions of section 14-474 (conditional uses) of this article and any special provisions, standards or requirements specified below:

(a) *Residential:*

1. Sheltered care group homes, as defined in section 14-47 of this article, for up to twelve (12) individuals, plus staff, and serving a primary population which is not handicapped persons, parolees, persons involved in correctional prerelease programs, or current illegal drug users, provided that:

   a. A sheltered care group home shall not be located within five hundred (500) feet of another, as measured along street lines to the respective property lines.

   b. There shall be no open outside stairways or fire escapes above the ground floor.

   c. The facility shall make provision for adequate on-site staffing in accordance with applicable state licensing requirements. If a facility is not licensed by the state, there shall be a minimum of one (1) staff person for every ten (10) residents or fraction thereof.

   The board of appeals may impose conditions upon a conditional use permit concerning the creation or operation of a sheltered care group home including but not limited to the following: site and building maintenance; lighting, fencing, and other appropriate security measures; screening and buffering of parking areas; compatibility of any additions or alterations with the existing residential structure; compatibility of new structures with the architectural character of the surrounding area; and limitation on the duration of the sheltered care group home permit.

(b) *Other:*

1. Utility substations, including water and sewage

pumping stations and standpipes, electric power substations, transformer stations and telephone electronic equipment enclosures, and other similar structures, provided that such uses are suitably screened and landscaped so as to ensure compatibility with the surrounding neighborhood.

2. Nursery schools and kindergartens.

3. Day care facilities or home babysitting services not permitted as a home occupation under section 14-410, subject to the following conditions:

   a. The facility shall be located in a structure in which there is one (1) or more occupied residential units or in an existing accessory structure, unless the facility is located in a principal structure that has not been used as a residence in whole or in part within the five (5) years immediately preceding the application for a day care or home babysitting use or in a nonresidential structure accessory to the principal nonresidential use.

   b. The maximum capacity shall be twelve (12) children for facilities located in residential or existing structures accessory thereto, unless the additional standards in subsection v. are met. There shall be no maximum limit on the number of children in a facility located in a principal structure that has not been used as a residence in whole or in part within the five (5) years immediately preceding the application for a day care or home babysitting use, or in a nonresidential structure accessory thereto, provided that any such structure that serves more than twelve (12) children shall be subject to review under article V of this chapter.

   c. Outdoor play areas shall be screened and buffered from surrounding residences with landscaping and/or fencing to minimize visual and noise impacts.

   d. Solid waste shall be stored in covered containers. Such containers shall be screened on all four (4) sides.

   e. Day care facilities, nursery schools and kindergartens located either in structures that have been in residential use within the past five (5) years or in existing accessory structures and

that serve between thirteen (13) and twenty-four (24) children shall meet the following additional standards:

i. The facility shall provide a minimum of seventy-five (75) square feet of outdoor play area per child;

ii. The play area shall be located in the side and rear yards only and shall not be located in front yards;

iii. Outside play areas shall be separated from abutting properties by a fence at least forty-eight (48) inches in height;

iv. A ten-foot wide landscaped buffer shall be required outside of the fenced play area, and shall be established in accordance with the landscaping standards of the City's Technical Standards and Guidelines;

v. The minimum lot size for a day care facility located in a residential or existing accessory structure and serving more than twelve (12) children shall be twenty thousand (20,000) square feet;

vi. *Off-street parking*: Off-street parking is required as provided in division 20 (off-street parking) of this article.

vii. The maximum number of children in a day care facility located in a residential or existing accessory structure shall be twenty-four (24); and

viii. Any additions or exterior alterations such as facade materials, building form, roof pitch, and exterior doors shall be designed to be compatible with the architectural style of the building and preserve the residential appearance of the building.

4. Temporary wind anemometer towers, as defined in Sec 14-47, are permitted provided the following standards are met in addition to Sec 14-430:

a. Towers may be installed for the purpose of wind data collection for no more than two (2) years after the issuance of a Certificate of Occupancy for the tower. At

the conclusion of the aforementioned two (2) years, the tower must be dismantled and removed from the site within sixty (60) days; and

b. Towers shall be constructed according to plans and specifications stamped by a licensed professional engineer, which shall be provided to the Board of Appeals with the application; and

c. Towers shall be set back from habitable buildings by a distance equal to 1.1 times the tower height; and

d. The applicant shall provide a safety report prepared and stamped by a licensed professional engineer to the Board of Appeals with their application for conditional use, which demonstrates how the proposed temporary wind anemometer tower is safe in terms of strength, stability, security, grounding, icing impacts and maintenance; and

e. The applicant shall provide evidence of commercial general liability insurance, such insurance to be satisfactory to Corporation Counsel and cover damage or injury resulting from construction, operation or dismantling of any part of the temporary wind anemometer tower; and

f. Towers and associated guy wires shall be sited to minimize their prominence from and impacts on public ways (including pedestrian ways); and

g. Towers shall be used for installing anemometers and similar devices at a range of heights from the ground to measure wind characteristics (speed, direction, frequency) and related meteorological data, but shall not be used for any other purpose; and

h. A performance guarantee shall be required for the cost of removal of the tower, guy wires and anchors. This requirement may be satisfied by surety bond, letter of credit, escrow account or by evidence, acceptable to the City, or the financial and technical

ability and commitment of the applicant or its agents to remove the facility at the end of the use period.

5. Wind energy systems, as defined and allowed in Article X, Alternative Energy.

Sec. 14-129. Prohibited uses.

Uses that are not expressly enumerated herein as either permitted uses or conditional uses are prohibited.

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-, two-and three-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, and a maximum lot size up to two (2) acres. 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.

Multifamily dwellings: Two (2) 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* for Single-, two-and three-family dwellings*:* Sixteen hundred (1,600) square feet.

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:*

(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 residential (single, two and three-family) or attached accessory structure: Thirty-five (35) feet.

Accessory detached structure: Eighteen (18) feet.

Principal or attached accessory structure for PRUD, Multifamily, Congregate Care and Intermediate, extended or long-term care facilities: Sixty (60) feet

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

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

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

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.

(~~g~~i) Minimum recreation open space area (PRUD multifamily, Congregate Care, and Intermediate, extended or long-term care facilities)): 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.~~

Sec. 14-131. Other requirements.

[Other requirements are as follows:]

(a) *Off-street parking:* Off-street parking is required as provided in division 20 (off-street parking) of this article.

(b) *Shoreland and flood plain management regulations:* Any lot or portion of a lot located in a shoreland zone as identified on the city shoreland zoning map or in a flood hazard zone shall be subject to the requirements of division 26 and/or division 26.5.

(c) *Storage of vehicles:* Only one (1) unregistered motor vehicle may be stored outside on the premises for a period not exceeding thirty (30) days.

Att. 3

	Conditional Zone # 34	*Existing R5A (14-126)*	*Hawthorn Proposed R-5A Amendments*	*Staff Proposed R-5A Amendments*
Purpose Statement	Whereas, the City, and through its City Council has determined that because of the bold and innovative design which: • promotes efficient land use and conservation of natural resources, • protects the natural environment by locating the development so as to reduce the impact on environmentally sensitive areas, • utilizes one of the last large undeveloped tracts of residentially-zoned land to provide housing of a type not currently available in Portland, • reduces the impact on surrounding properties by minimizing the area to blasted, preserving natural site amenities, and providing substantial buffers, and • enhances the recreational trail system in Portland, it is necessary and appropriate to impose with **GRAVES HILL's** agreement the conditions and restrictions set forth herein, in order to insure that said rezoning is consistent with the **CITY'S** comprehensive land use plan	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.	*[No Changes Proposed]*	*[No Changes Proposed]*
Residential permitted uses	**GRAVES HILL** is authorized to establish and maintain the following uses on the **R-5A** portion of the property: a. Up to 98 residential units located in two buildings, each building containing up to 49 units, which may be sold as condominium units, resulting in a maximum total of ninety-eight (98) residential units within the Property; and b. a community room in each building available for use by the residents of the PRUD; and c. a small office in each building to be used by employees of the condominium owners' association, only for on-site property management and concierge services for 802 Ocean Avenue, if determined necessary by the condominium owners' association; and d. a fitness and special events room in each building available for use by the residents of the PRUD; and e. a cross country ski center/locker room in each building available for use by the residents of the PRUD; and f. parking in an amount of not less than 2 spaces per residential unit, plus at least 28 additional surface visitor parking spaces; and g. a trail system traversing the site, extending from Ocean Avenue to connect with the trail system on the R-OS portion of the site. The uses specified herein supersede the otherwise permitted uses contained within the underlying R-3 and R-5A zones.	• Single-, two-and three-family dwellings • PRUD thru Contract Zone • Handicapped family unit • Single family manu. hsg (with conditions)	**Add:** Congregate Care	1. Single-, two-and three-family dwellings (see staff summary) 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. Add 6. Multi family dwellings, 7. Congregate Care
Other permitted uses	• a trail system, for pedestrian, bicycle and/or other non-motorized use, together with associated benches, bridges, raised walkways, or similar improvements as necessary to facilitate access. The R-OS portion of the Property not used as aforesaid shall be left in its natural state, and natural features, mature trees and natural surface drainageways, shall be preserved to the greatest possible extent consistent with the uses of the property.	• Parks and rec spaces • Accessory uses • Home occupation • Municipal uses • Intermediate, extended and long term care facilities • Wind energy systems	*[No Changes Proposed]*	*[No Changes Proposed]*

	Conditional Zone # 34	*Existing R5A (14-126)*	*Hawthorn Proposed R-5A Amendments*	*Staff Proposed R-5A Amendments*
Conditional Uses -Resid.		• Sheltered care group homes (subject to conds)	*[No Changes Proposed]*	*[No Changes Proposed]*
Conditional Uses - Other		• Utility substations • Nursery schools and kindergartens • Day care facilities (subject to conds) • Temp wind anemometers • Wind energy systems	*[No Changes Proposed]*	*[No Changes Proposed]*
Minimum Lot Size		• Res: 6000 sf • PRUD: 3 acres gross • Intermediate, extended or long term care facilities: 1.5 acres	**Add:** Congregate Care: Three (3) acres gross area, as defined in section 14-47 (definitions) of this article, of contiguous land.	• Residential (single- two- and three-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 and a maximum lot size up to 2 acres. (See staff summary) • PRUD – 3 acres Intermediate, extended or long term care facilities: 1.5 acres • Multi-family dwellings: Two (2) 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.
Min. Lot Area/ Dwelling Unit		• Res: 1600 sf • PRUD: 1600 sf of net land area	**Add:** 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 lot area per dwelling unit* for single- two- and three-family dwellings*:* Sixteen hundred (1,600) square feet. • 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.
Max # of units/bldgs	• 49 units per building • Maximum 2 buildings			
Minimum ST frontage		50 feet PRUD – 50 feet	*[No Changes Proposed]*	*Minimum street frontage:* Fifty (50) feet. ~~PRUD development: Fifty (50) feet.~~
Maximum Height	• 100 feet as measured by zoning ordinance	Not listed	• Principal or attached accessory structure: 35 feet • Accessory detached structure: 18 feet • Principal and accessory attached structure (PRUD): 35 feet • Principal or attached accessory structure for Congregate Care and Intermediate, extended or long-term care facilities: 50 feet	(e). *Maximum structure height:* • Principal residential (single- two- and three-family) or attached accessory structure: 35 feet • Accessory detached structure: 18 feet • Principal or attached accessory structure for PRUD, Multifamily, Congregate Care and Intermediate, extended or long-term care facilities: Sixty (60) feet
Maximum Lot Coverage		30%	*[No Changes Proposed]*	*[No Changes Proposed]*
Minimum Lot Width		60 feet	*[No Changes Proposed]*	*[No Changes Proposed]*
Minimum Building Setback		Minimum building setback from external subdivision property lines (PRUD): 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.	Minimum building setback from external subdivision property lines (PRUD): 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.	(h) Minimum building setback from external subdivision property lines for Multifamily, PRUD, Congregate Care, and Intermediate, extended or long-term care: 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.

	Conditional Zone # 34	***Existing R5A (14-126)***	***Hawthorn Proposed R-5A Amendments***	***Staff Proposed R-5A Amendments***
Minimum Recreation OS required	• Outdoor passive recreation in the form of pedestrian trails of not less than 3,207 linear feet shall be provided on the Property (excerpt) • So long as at least the minimum passive recreational open space is provided as specified above, no additional active recreational open space is required. However, the developer may provide more than the minimum required, at its option, and subject to site plan review.	For 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.	*[No Changes Proposed]*	(i) Minimum recreation open space area (PRUD, Multifamily, Congregate Care, and Intermediate, extended or long-term care facilities): 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.~~
Parking Req	• 2 per unit plus 28 visitor spaces			
Sec. 14-47 Definitions		*Congregate care facility:* A planned residential unit 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.	*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.	*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.	*[No Changes Proposed]*	*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.~~

Att. 4

Order 67 – 04/05
Given first reading 9/20/04
Postponed on 10/4/04
Public Hearing and Passage 10/18/04 7-1 (Smith abstaining, O'Donnell opposed)

NATHAN H. SMITH (MAYOR)(3)
WILLIAM R. GORHAM (1)
KAREN A. GERAGHTY (2)
CHERYL A. LEEMAN (4)
JAMES I. COHEN (5)

CITY OF PORTLAND
IN THE CITY COUNCIL

PETER E. O'DONNELL (A/L)
JAMES F. CLOUTIER(A/L)
JILL C. DUSON (A/L)
NICHOLAS M. MAVODONES (A/L)

ORDER AUTHORIZING AMENDMENT TO CITY CODE
SEC. 14-49 (ZONING MAP AMENDMENT)
RE: CONDITIONAL REZONING FOR 802-828 OCEAN AVENUE

ORDERED, that the Zoning Map of the City of Portland, dated December 2000 as amended and on file in the Department of Planning & Development, and incorporated by reference into the Zoning Ordinance by Sec. 14-49 of the Portland City Code, is hereby amended to reflect a conditional rezoning as detailed below;

BE IT FURTHER ORDERED, that the conditional rezoning amendment authorized herein shall become effective thirty (30) days following this rezoning.

CONDITIONAL ZONE AGREEMENT
GRAVES HILL LAND COMPANY, LLC

This Agreement made this _____ day of _____, 2004 by **GRAVES HILL LAND COMPANY, LLC**, a Maine limited liability company with an office in Saco, Maine (hereinafter "**GRAVES HILL** ").

WITNESSETH:

WHEREAS, GRAVES HILL owns a parcel of land consisting of approximately 18.32 acres located at 802-828 Ocean Avenue in Portland, consisting of parcels shown on City of Portland Tax Map 411, Block A, Lot 7 and Tax Map 416, Block A, Lots 6, 7 and 21, and more particularly described in a deed recorded in Cumberland County Registry of Deeds in Book 21500, Page 269 (collectively the "Property"); and

WHEREAS, GRAVES HILL proposes to construct upon a portion of the Property a maximum of 98 condominium units in two mid-rise buildings in a Planned Residential Unit Development ("PRUD") while preserving and protecting a portion of the Property as open space, by utilizing a pattern of development designed to minimize the clearing of natural vegetation, to minimize the area to be blasted, to provide a unique residential living experience with a high degree of natural site amenities, and to promote public recreational use of trails which integrate with a larger trail system; and

WHEREAS, GRAVES HILL has requested the rezoning of 10.167 acres of the Property from R-3 to R-5A Residential Zone and the simultaneous approval of a contract zone to implement a planned residential unit development (PRUD) for dwelling units on that portion of the property, and the rezoning of 8.155 acres of the Property from R-3 to Recreation and Open Space Zone (R-OS) ; and

WHEREAS, the Planning Board of the **CITY OF PORTLAND** (hereinafter "**CITY**"), pursuant to 30-A M.R.S.A. § 4352(8) and Portland City Land Use Code (the "Code") §§ 14-60 to 14-62 and 14-127, after notice and hearing and due deliberation thereon, recommended the rezoning of the Property as aforesaid, subject, however, to certain conditions; and

WHEREAS, the **CITY,** by and through its City Council has determined that because of the bold and innovative design which:

- promotes efficient land use and conservation of natural resources,
- protects the natural environment by locating the development so as to reduce the impact on environmentally sensitive areas,
- utilizes one of the last large undeveloped tracts of residentially-zoned land to provide housing of a type not currently available in Portland,
- reduces the impact on surrounding properties by minimizing the area to blasted, preserving natural site amenities, and providing substantial buffers, and
- enhances the recreational trail system in Portland,

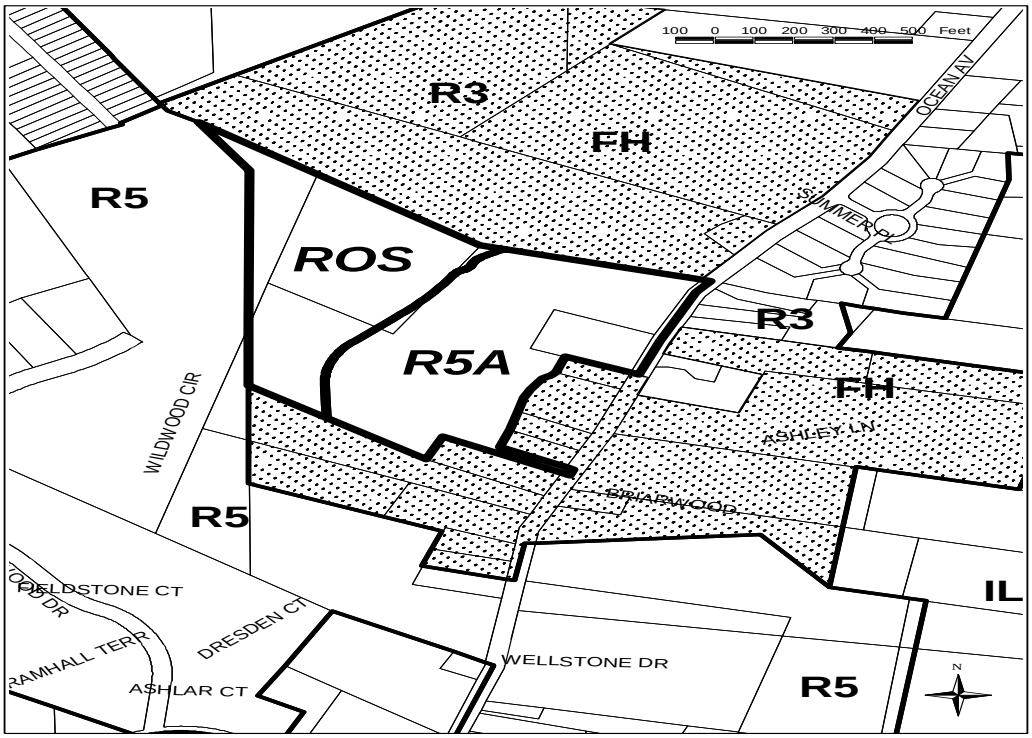
it is necessary and appropriate to impose with **GRAVES HILL's** agreement the conditions and restrictions set forth herein, in order to insure that said rezoning is consistent with the **CITY'S** comprehensive land use plan; and

WHEREAS, the City Council of the **CITY** authorized the execution of this Agreement on _____, 200_, by City Council Order No._____, a true copy of which is attached hereto as Attachment 1; and

WHEREAS, GRAVES HILL has agreed to enter into this contract, with its concomitant terms and conditions, which shall hereinafter bind **GRAVES HILL**, its successors or assigns;

NOW, THEREFORE, in consideration of the rezoning of the Property, **GRAVES HILL** contracts to be bound by the following terms and conditions:

1. The **CITY** hereby amends the Zoning Map of the City of Portland dated December 2000, as amended from time to time and on file in the Department of Planning and Development, and incorporated by reference into the Zoning Ordinance by Section 14-49 of the Code, by adopting the map change amendment shown below (rezoning to R-5A and R-OS). If this Agreement is not recorded within thirty (30) days of the City Counsel's approval of said rezoning, then the rezoning shall become null and void and the zoning of the Property shall revert to the pre-existing R-3 zone.



Proposed Rezoning for 802 Ocean Avenue
from R3 and Flexible Housing Ovelay to R5A and ROS

July 2004

Map prepared by the City of Portland's Department of Planning & Development and the GIS Workgroup

2. **GRAVES HILL** is authorized to establish and maintain the following uses on the **R-5A** portion of the property:

a. Up to 98 residential units located in two buildings, each building containing up to 49 units, which may be sold as condominium units, resulting in a maximum total of ninety-eight (98) residential units within the Property; and

b. a community room in each building available for use by the residents of the PRUD; and

c. a small office in each building to be used by employees of the condominium owners' association, only for on-site property management and concierge services for 802 Ocean Avenue, if determined necessary by the condominium owners' association; and

d. a fitness and special events room in each building available for use by the residents of the PRUD; and

e. a cross country ski center/locker room in each building available for use by the residents of the PRUD; and

f. parking in an amount of not less than 2 spaces per residential unit, plus at least 28 additional surface visitor parking spaces; and

g. a trail system traversing the site, extending from Ocean Avenue to connect with the trail system on the R-OS portion of the site.

The uses specified herein supersede the otherwise permitted uses contained within the underlying R-3 and R-5A zones.

3. The use of the **R-5A** portion of the property, by virtue of this contract rezoning, shall be limited to that of a residential PRUD with the accessory uses described in paragraph 2. The Property may be developed in two phases, Phase I to consist of all necessary blasting for both buildings, one structure containing up to forty-nine (49) dwelling units plus all accessory uses associated with that structure, and the entire trail system in both the R-5A and R-OS portions of the Property (excluding only the portion of the trail accessing the building to be constructed in Phase II) and Phase II to consist of the second structure, containing up to forty-nine (49) dwelling units plus all accessory uses associated therewith and trail sections and roads serving only that structure, all as more fully set forth in the Site Plans.

4. Separate performance guarantees shall be issued for Phases I and II. The amounts and terms of such performance guarantees shall be determined by the Planning Authority at the time of Site Plan and Subdivision approval for each Phase, but each Phase must provide minimum financial guarantees such that each Phase constitutes a separate and complete project. Surface stabilization of any portions of the project area located in Phase II that have been affected by blasting performed during Phase I shall be shall be accomplished prior to the issuance of a Certificate of Occupancy for Phase I, unless construction of Phase II has commenced. The intent of this condition is to ensure a complete site in the event Phase II is never built.

5. **GRAVES HILL** is authorized, and is hereby required pursuant to this Contract Zone Agreement, to establish and maintain the following use on the **R-OS** portion of the Property:

a trail system, for pedestrian, bicycle and/or other non-motorized use, together with associated benches, bridges, raised walkways, or similar improvements as necessary to facilitate access.

The R-OS portion of the Property not used as aforesaid shall be left in its natural state, and natural features, mature trees and natural surface drainageways, shall be preserved to the greatest possible extent consistent with the uses of the property.

6. **GRAVES HILL** shall grant to **Portland Trails**, a Maine nonprofit corporation, a recreational trail easement at least five feet in width for trails on the R-5A portion of the Property and ten feet in width for trails on the R-OS portion of the property, extending for a distance of not less than 3,207 linear feet, to allow for passive recreational use by the general public. The easement may impose reasonable restrictions upon the trail use, including the following: Permitted uses are limited to low-impact recreational uses, including, without limitation, walking, hiking, nature viewing, photography, mountain biking, cross-country skiing, snowshoeing, walking

dogs on leashes as long as dog owners pick up after their dogs, and educational programs. Prohibited uses include, but are not necessarily limited to, motorized vehicles (except for authorized trail construction, repair or maintenance), camping, fires, horses, removing, cutting, or otherwise altering trees, branches, and other vegetation (except for authorized trail construction, repair and maintenance, to restore native flora and fauna, or to remove invasive or dangerous flora and fauna), any filling, excavation or alteration of the surface of the earth other than for authorized trail construction, repair or maintenance purposes, any disposal of rubbish, garbage or other waste material, hunting, trapping, wildlife collecting, any loud activities which disturb others, all overnight uses, and other activities which have a high impact by degrading or destroying the natural resource values of the property or which conflict with the rights of other users for a quiet, peaceful and contemplative experience in a natural area. In no event shall any of the above prohibited uses interfere with the right to construct, repair and maintain a recreational trail and associated recreational structures. The hours of use may be strictly limited to daylight hours. The easement may authorize **GRAVES HILL**, its successors and assigns, Graves Hill Condominium Owners' Association, and Portland Trails to enforce those restrictions. In the alternative, instead of granting a trail easement on the R-OS portion of the Property, **GRAVES HILL** may opt to convey the R-OS portion of the Property to **Portland Trails** in fee, with such conveyance made subject to use conditions and reserved rights of enforcement as aforesaid . The form of such easement and/or deeds shall be reviewed and approved by Corporation Counsel in connection with the Site Plan approval process for Phase I. If a conveyance, by easement or in fee, is to be made to **Portland Trails**, the certificate of occupancy for the residential units shall not be delayed due to the status of completion of the trail system on the R-OS portion of the site so long as **GRAVES HILL** has made the required conveyance, by easement and/or in fee, to Portland Trails and funds sufficient to complete construction the trails on the R-OS portion of the site have been placed in escrow. If, for any reason, Portland Trails declines to accept said trail easements and/or conveyances upon the terms offered, **GRAVES HILL** may satisfy this contract zone requirement by constructing the trails pursuant to the approved site plan and granting trail easements to the City of Portland, upon the same terms and conditions stated above, granting the City of Portland (rather than Portland Trails) the right to enforce the restrictions, with the form of the easement subject to review and approval by Corporation Counsel.

7. The Property will be developed substantially in accordance with the Preliminary Site Plans, Zone Identification and Phasing Identification submitted by Richardson and Associates (last revised August 16, 2004) and the Proposed Building Design site sections, building sections and floor plans submitted by Scott Simons Architects (last revised July 8, 2004) and the preliminary elevation from Mackworth Island (undated, submitted August 17, 2004), attached hereto. The Graves Hill entrance on Ocean Avenue shall be at the location shown on said Site Plan and the City hereby grants such waivers as may be necessary to permit the entrance in that proximity to adjacent driveways; provided, however, that at the request of **GRAVES HILL**, with the approval of the Planning Board, the location of the entrance may be moved up to 20 feet southerly of the location shown on the attached site plan without any further amendment to this Contract Zone Agreement. So long as the two residential structures include an approved fire sprinkler system, the required fire access shall be satisfied by the provision of one access road, as shown on the site plan. **GRAVES HILL** shall provide sidewalk and granite curb along the property's frontage on Ocean Avenue and also as along the frontage of the four intervening residential parcels, or, at the option of the Planning Board, **GRAVES HILL** shall instead contribute funds

equal to the cost of installing sidewalk and granite curbs as aforesaid to the **CITY** for the **CITY** to apply toward installing granite curbs and sidewalk in the vicinity of the **PROPERTY**.

GRAVES HILL shall provide a planted buffer as shown on the site plan in the vicinity of the rear lot lines of the abutters whose lots front on Ocean Avenue, with precise specifications subject to final site plan review. Such planted buffer, in addition to the areas on the site plan designated as "preserve existing trees" and "no cut area" shall remain in perpetuity and shall not be eliminated by **GRAVES HILL** or its successors, provided that, to the extent applicable, the planted buffer may be maintained according to standards contained within the *National Arborist Association, Inc. Standards for Tree Care Operations*. Furthermore, while **GRAVES HILL** shall provide at least 3,207 linear feet of pedestrian trails in the general configuration shown on the plans, it is stipulated that the pedestrian trails shown on the attached plans are for diagrammatic purposes only, and actual proposed trail locations will be submitted to and reviewed by the Planning Board as part of the site plan process.

8. The Planning Board shall review and approve Phase I and Phase II of this development according to the subdivision and site plan provisions of the Portland Land Use Code.

9. Any change in ownership shall be brought to the Planning Board for its review and approval, but this requirement shall not apply to the granting of mortgages by **GRAVES HILL** or any successor in interest, or to the enforcement by the mortgagees of their rights under such mortgages, or to the assignment or conveyance of the ownership to an entity in which GRAVES HILL and/or Diane Doyle holds at least a 30% interest, nor shall this requirement apply to the conveyance of individual condominium units or to the granting of mortgages upon individual condominium units. Similarly, **GRAVES HILL** or any successor in interest may convey the R-OS portion of the Property to Portland Trails in fee simple and/or may grant trail easements and conservation easements to Portland Trails and/or to the City of Portland as provided above without any further review of the change in ownership by the Planning Board.

10. For the portion of the Property rezoned **R-5A**, the dimensional requirements and other zoning requirements for the Property shall be those of the underlying R-5A zone with respect to PRUDs except as follows:

Maximum number of units per building: 49

Maximum number of buildings containing residential dwelling units: 2

Maximum building height: 100 feet, as measured per zoning ordinance, and in accordance with the plans attached hereto and in accordance with the location on the site plan

Parking: Minimum of 2 spaces per unit plus 28 visitor spaces, half in Phase I and half in Phase II

Minimum recreation open space area: Outdoor passive recreation in the form of

pedestrian trails of not less than 3,207 linear feet shall be provided on the Property, generally as shown on the Preliminary Site Plans, Zone Identification. Such trails shall be composed of stone dust, asphalt or similar materials, and, if environmentally necessary or advisable, shall include bridges, raised walkways, or similar improvements as necessary to facilitate access, together with a reasonable number of wooden benches. The non-trail portion of the Property located in the R-OS zone shall otherwise remain in its natural vegetative state. A public recreational trail easement over the trails on the Property shall be conveyed to **Portland Trails** or, in the alternative, to the **City of Portland** granting the public the right to use the trails subject to such restrictions on hours, manner and intensity of use outlined in Paragraph 6, above. In the alternative, **GRAVES HILL** may convey an easement over the recreational trails on the R-5A portion of the Property and convey the R-OS portion of the Property to **Portland Trails** in fee, both subject to such restrictions on hours, manner and intensity of use outlined in Paragraph 6, above. So long as at least the minimum passive recreational open space is provided as specified above, no additional active recreational open space is required. However, the developer may provide more than the minimum required, at its option, and subject to site plan review.

Except as set forth above, all provisions in Sections 14-126 through 14-131 of the **CITY**'s zoning ordinance shall apply to the portion of the Property rezoned R-5A.

11. For the portion of the Property rezoned **R-OS**, the dimensional requirements and other zoning requirements of the R-OS zone shall apply, except as follows: despite any requirement to the contrary in § 14-158 (g), due to the linkage of the trail system to publicly-owned property which will provide public parking, no off-street parking need be provided on any portion of the Property for visitors projected to use the R-OS portion of the Property and **GRAVES HILL** need not submit any parking needs projections.

12. The above stated restrictions, provisions and conditions are an essential part of the rezoning, shall run with the Property, shall bind and benefit **GRAVES HILL**, its successors and assigns, and any party in possession or occupancy of said Property or any part thereof, and shall inure to the benefit and be enforceable by the **CITY**, by and through its duly authorized representatives.

13. If any of the restrictions, provisions, conditions, or portions thereof set forth herein is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portions shall be deemed as a separate, distinct and independent provision and such determinations shall not affect the validity of the remaining portions thereof.

14. In the event **GRAVES HILL** or its successors should fail to utilize the **PROPERTY** in accordance with this Agreement, or in the event of **GRAVES HILL'S** breach of any condition(s) set forth in this Agreement which differs from the provisions of Portland's Land Use Code which would otherwise be applicable to property situated in the R-5A or ROS zone, the **CITY** may prosecute such violations in accordance with 30-A M.R.S.A. §4452, M.R.Civ.P. 80K, or in any other manner available by law.

In addition, if such an enforcement action should result in a finding that **GRAVES HILL** has breached the Agreement, then either the Portland Planning Board on its own initiative, or at the

request of the Planning Authority, may make a recommendation to the City Council that the Conditional Rezoning be modified or the **PROPERTY** rezoned.

15. **GRAVES HILL** shall file a counterpart original of this Agreement in the Cumberland County Registry of Deeds.

16. Except as expressly modified herein, the development, use and occupancy of the Property shall be governed by and comply with the applicable provisions of the Portland City Code and any applicable amendments thereto or replacements thereof.

WITNESS: GRAVES HILL LAND COMPANY, LLC

_____ By:_____
Diane Doyle
Its Manager

STATE OF MAINE
CUMBERLAND, SS. _____, 200_

Then personally appeared the above-named Diane Doyle, Manager of GRAVES HILL LAND COMPANY, LLC as aforesaid, and acknowledged the foregoing instrument to be her

free act and deed in her said capacity and the free act and deed of said limited liability company.

Before me,

_____
Notary Public/Attorney-at-Law

Printed name: _____

My Commission Expires: _____

Att. 5

59

ORDER

AMENDMENT TO ZONING MAP RE: R-5A AND R-OS CONDITIONALREZONING/VICINITY CANCO ROAD - SPONSORED THE PLANNING BOARD, CYRUS HAGGE, CHAIR.

IN THE CITY COUNCIL

AUGUST 4, 1997

Attest: Karen M. Daniels
City Clerk

Yeas *Nays*

August 4, 1997: This order received a first reading.

August 18, 1997: Motion made by Councilor Dawson to accept Order 59; seconded by Councilor McDonough. Roll Call vote, Passed 7-0.

Motion made by Mayor Campbell to reconsider Order 59; seconded by Councilor Dawson. Passed 7-0.

Motion made by Councilor Dawson to amend Order 59 by leaving the 60' x 102' out parcel in the R-5A rather than R-OS zone (Attachment 8); seconded by Councilor Mavodones. Passed 7-0.

Order 59
Tab 20 8-4-97

City of Portland, Maine

IN THE CITY COUNCIL

AMENDMENT TO ZONING MAP
RE: R-5A AND R-OS CONDITIONAL REZONING/VICINITY CANCO ROAD

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF PORTLAND, MAINE IN CITY COUNCIL ASSEMBLED AS FOLLOWS:

That the Zoning Map of the City of Portland, dated March 1958, as amended and on file in the Department of Planning and Urban Development, and incorporated by reference into the Zoning Ordinance by §14-49 of the Portland City Code, be and hereby is amended by adopting the map change amendments shown on Attachment A.

BE IT FURTHER ORDAINED that such rezoning shall be subject to the following conditions:

1. The development shall be substantially as shown on the plan attached hereto as Attachment B, subject to final approval by the Planning Board.

2. In the event that the property is transferred to a non-profit entity, the current owner attains non-profit status, or the property, together with any improvements thereon, is otherwise determined to be exempt from municipal taxation, the owner shall make a payment in lieu of taxes in the full amount of the taxes that would be due and payable on the property if it were taxable. Such payments shall be made at the same time that property tax bills are due. Notwithstanding the foregoing, any present or future owner of the property who may be obligated by reason of this conditional rezoning to make a payment in lieu of taxes may appeal the valuation of the property, but not the obligation to make such a payment, pursuant to 36 M.R.S.A. §841. Failure to make payments required under this section shall result in a rezoning of the property to O-P, or a successor zone, after notice to the then owner of the property and a hearing by the City Council.

In the event that this condition is determined by a court of law to be unenforceable, then the use of the property permitted in the R-5A zone shall cease and the zoning classification shall revert to O-P or any successor zone after notice to the owner and a hearing by the City Council.

3. Public access shall be provided as shown on Attachment B. The Owner shall provide a deed for such access, in a form acceptable to the City's Corporation Counsel. Areas shown on

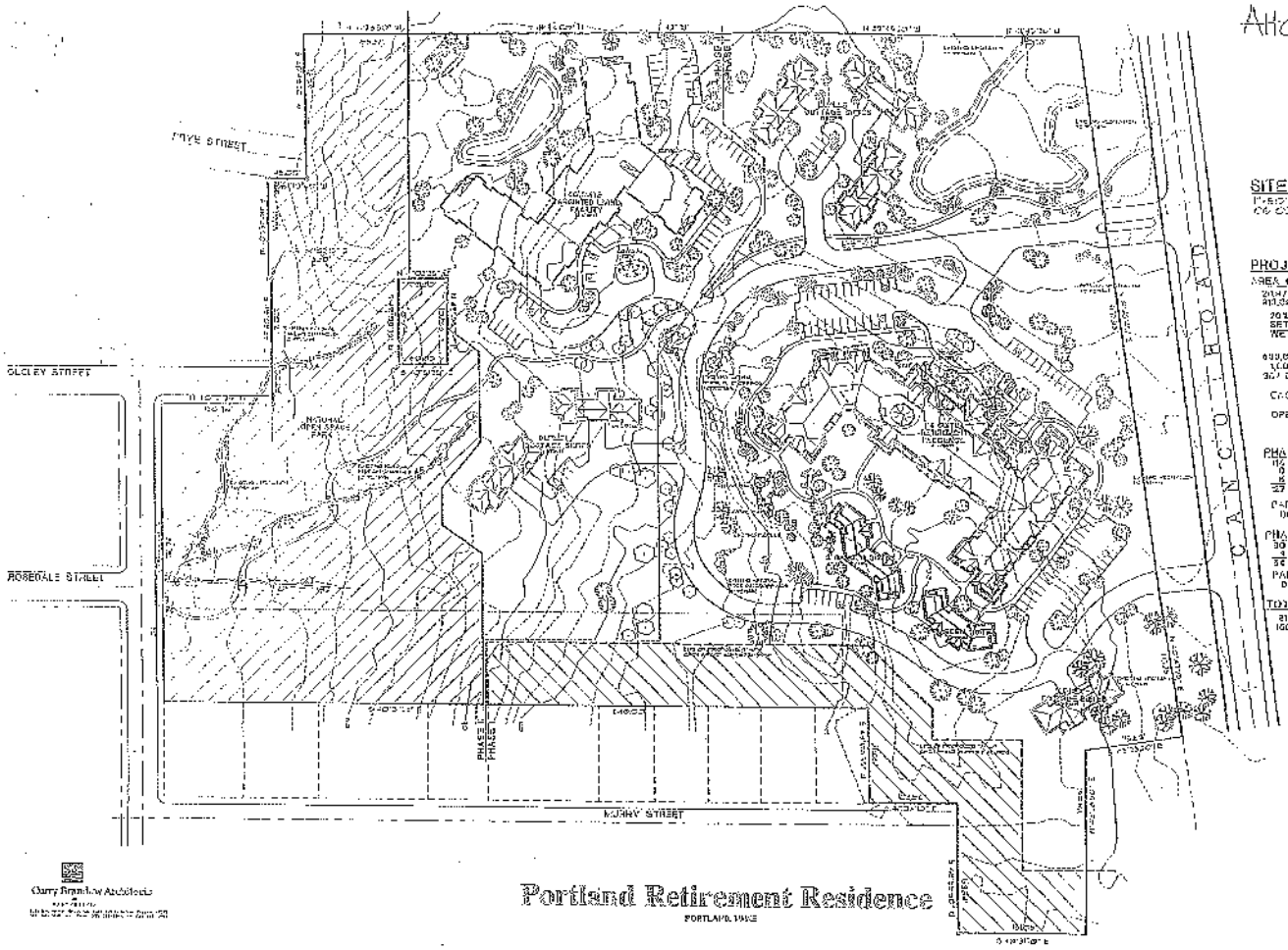
Attachment B as open space park and easement areas shall remain undeveloped and shall not be disturbed, except for removal of dead or diseased trees or other vegetation, planting of new vegetation, installation and maintenance of utilities if areas are appropriately restored after such work, and construction and maintenance of trails.

4. This rezoning shall run with the land and shall be binding upon the owner, its successors and assigns, and any users of the property.

5. An attested copy of this conditional rezoning order shall be recorded in the Cumberland County Registry of Deeds.

R-5ACANCREPB.FIN
07.23.97

Attachment 8



SITE PLAN

PROJECT STATISTICS:

AREA CALCULATIONS:

20% RECREATION
SETBACKS
WETLANDS/STREAMS

CONCEPT

OPEN SPACE PARK

PHASE I
110 RETIREMENT SUITES
5 COTTAGE SUITES
15 CARGIN SUITES
127 TOTAL SUITES

PARKING:
80 PARKING SPACES

PHASE II
30 ASSISTED LIVING SUITES
4 COTTAGE SUITES
34 TOTAL SUITES

PARKING:
30 PARKING SPACES

TOTAL, ALL PHASES
161 RETIREMENT SUITES
110 PARKING SPACES

Garry Brandow Architects

Portland Retirement Residence

PORTLAND, MAINE

Att. 6

Barbara Barhydt - 802 Ocean Avenue - Portland Retirement Residence

From: Tom Errico <thomas.errico@tylin.com>
To: Barbara Barhydt <BAB@portlandmaine.gov>
Date: Thursday, April 23, 2015 10:26 AM
Subject: 802 Ocean Avenue - Portland Retirement Residence
CC: "Margolis-Pineo, David" <DMP@portlandmaine.gov>, "Earley, Katherine" <KA...

Hi Barbara – I have reviewed the application materials including the trip generation comparison analysis between the current contract zone agreement and the proposed project. The following summarizes my initial comments.

- The applicant has provided an estimate of trips for three scenario's; the proposed project, under the current contract zone agreement, and under the proposed R5-A zoning. My comments on the trip generation estimate are noted below:
  - The proposed project is not projected to generate a significant level of new trips to the area street system (23 AM peak hour trips and 36 PM peak hour trips). This level of traffic generation would not require a Traffic Movement Permit, and likely would not require a detailed traffic impact study. I would note that the trip generation estimate is preliminary and I would need to review specific project characteristics and confirm that the ITE Trip Manual appropriately matches the proposed project.
  - The current contract zone agreement allows for the construction of 98 residential units. According to the applicant, assuming the residential units are condominium units, 51 trips would be generated during the AM peak hour and 60 trips during the PM peak hour. This level of traffic is approximately twice as high at that predicted for the proposed project. Accordingly, the proposed project would have less impact to the public street system.
  - Assuming a R5-A zone and the possibility for construction of 225 residential condominium units, the site would generate 99 trips during the AM peak hour and 117 trips during the PM peak hour. This level of traffic is significantly greater than the previous two scenarios and would require a Traffic Movement Permit. A full traffic impact study would be required and may require review of the Washington Avenue/Ocean Avenue intersection and the Ocean Avenue/Presumpscot Street intersection. I would also note that other locations could be included if safety problems were identified through a review of crash data.

- In general I find the layout of the site to be acceptable. The project provides a sidewalk along the driveway to Ocean Avenue. The key traffic issues that will be need to be considered at this site will be the location of the driveway on Ocean Avenue and how it complies with standards for driveway spacing and sight distance. In addition pedestrian accommodations on Ocean Avenue would need to be reviewed. Given that there is a gap in the sidewalk on the south side on Ocean Avenue, improvements will need to be considered. I want to emphasize that the pedestrian generation includes both residents and employees of the site.

If you have any questions or comments, please contact me.

Best regards,

Thomas A. Errico, PE
Senior Associate
Traffic Engineering Director

Att. A

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: Portland Retirement Reisdence

PROPOSED DEVELOPMENT ADDRESS:

802-828 Ocean Ave, Portland ME 04103

PROJECT DESCRIPTION: 150 Suite (Living Unit) 4 Story, Congregate Care Facility

1) Requesting Text Amendment to the Division 6.5, R-5A Residential Zone adding Congregate Care to the 14-127 Allowed Uses, and amend the dimensional standards to accomodate this use

2) Rescind and extinguish the existing C-34 Contract Zone for the R-5A portion of this site. Document #88949 Recorded in Book 21999. Pages 113-138

CHART/BLOCK/LOT: Tax Map 411, Block A, Lot 7
Tax Map 416, Block A Lots 6, 7 & 21
Cumberland County Registry of Deeds, Book 21500. Page 269

CONTACT INFORMATION:

Applicant – must be owner, Lessee or Buyer Name: Mark D. Lowen / Lenity Architecture OBO Hawthorn Development LLC Business Name, if applicable: Lenity Architecture LLC Address: 3150 Kettle Court SE City/State : Salem, Oregon Zip Code: 97301	**Applicant Contact Information** Work # 503-399-1090 Home# Cell # 503-586-4104 Fax# 503-399-0565 e-mail: markl@lenityarchitecture.com
Owner – (if different from Applicant) Name: Graves Hill Land Company LLC Address: 16 Tiffany Lane City/State : Saco, Maine Zip Code: 04072	**Owner Contact Information** Work # Home# Cell # Fax# e-mail:
Agent/ Representative Name: Malone Commercial Brokers, Joe Malone / Jennifer Small Address: 5 Moulton Street, Suite #3 City/State : Portland, Maine Zip Code: 04101	**Agent/Representative Contact information** Work # 207-773-6000 Cell # Joe - 207-773-2254 Jennifer - 307-233-6752 e-mail: joe@malonecb.com jennifer@malonecb.com
Billing Information Name: Lenity Architecture LLC / Mark D. Lowen Address: 3150 Kettle Court SE City/State : Salem, Oregon Zip Code: 97301	**Billing Information** Work # 503-399-1090 Cell # 503-586-4104 Fax# 503-399-0565 e-mail: markl@lenityarchitecture.com

Engineer	Engineer Contact Information
Name: Sebago Technics - Rob McSorley Address: 75 John Roberts Road, Suite 1-A City/State : Portland Maine Zip Code: 04106	Work # 207-856-0277 Cell # 207-939-1809 Fax# 207-856-2206 e-mail:
Surveyor	**Surveyor Contact Information**
Name: Sebago Technics - Charles D. Marchese Address: 75 John Roberts Road, Suite 1-A City/State : Portland Maine Zip Code: 04106	Work # 207-200-2100 Cell # Fax# 207-856-2206 e-mail:
Architect	**Architect Contact Information**
Name: Lenity Architecture LLC - Daniel S. Roach Address: 3150 Kettle Court SE City/State : Salem. Oregon Zip Code: 97301	Work # 503-399-1090 Cell # 503-871-5908 Fax# 503-399-0565 e-mail: dan@lenityarchitecture.com
Attorney	**Attorney Contact Information**
Name: Address: City/State : Zip Code:	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:

Hawthorn Development is a purchaser under contract. See attached

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:

Undeveloped

Current Zoning Designation(s): R-5A / C34 (10.167) Acres & R-OS (8.155 Acres)

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.

4 Story, 145,000 sq. ft (+/-) Congregate Care Facility with 2-4 single story accessory buildings. Associated driveways, parking, walkways, stromwater and other necessary on site improments

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 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** ___ $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:
	3/2/15

Portland Maine Retirement Residence
Proposed Zoning Map & Text Amendments

I. INTRODUCTION – PORTLAND MAINE RETIREMENT RESIDENCE

Site Description
The subject parcel is located on 18.33 acres located at 802 - 828 Ocean Ave in Portland Maine. The proposed site is irregular in shape with a combined frontage of 452' (+/-)

Abutted by:

- A few single family homes on large lots & undeveloped land along the southerly and easterly portion of the site.
- A 135' wide Central Maine Power Company right of way along the westerly side of the site that abuts Alden's Walk Subdivision
- Ocean Ridge Condominium Development to the north of the site

Current Zoning:
R5-A Residential with a Contract / Conditional Rezone Agreement
C-34 the (Easterly 10.17 acres)
ROS: Recreation and Open Space (Westerly 8.16 Acres)

Current Use: Vacant Wooded Site

Chart/Block/Lot: Tax Map #411, Block A, Lot 7
Tax Map #416, Block A, Lots 6, 7 & 21

Acreage
The parcel is 18.33 acres (798,363 Sq Ft) in size and is currently undeveloped.

Proposed Development
Hawthorn Development LLC proposes a Zoning Map / Text Amendment to allow the use of Congregate Care Facility for this site, with the intent to develop a 150-suite, 4-story, Congregate Care / Independent Senior Housing Facility.

Independent Senior Housing / Congregate Care Facility Concept
The Congregate Care concept is designed for residents with an average age of 82 who are still ambulatory. The facility does not offer medical or nursing care. This development will be privately funded and operated, and will not receive government subsidies.

Each private suite offers the advantages of independent living while the services included provide support, security, and friendship. The private suites include studio, one, and two bedroom versions. Suites do not contain kitchens, therefore they are not dwelling units, and all resident meals are served in a central dining room.

Services for residents include three prepared meals daily, housekeeping, laundering service, private van transportation, and various social and physical activities. The Management Team lives on the premises and is available to residents 24 hours a day. The residents monthly rent payment covers the cost of their private suite, all meals, services and utilities, no “buy in fee” is required.

Our typical resident is a single woman in her late 70’s or 80’s who lives within 10 miles of the site. Approximately 10% of suites will be rented by couples resulting in a total building population of approximately 165.

Fewer than 20% of the residents will be driving their own cars. Because most of our residents prefer not to drive, we provide private van transportation for their use. Van service is included in the monthly rent, available 24/7 and offers residents independence and mobility while providing their families peace of mind.

This type of use does not create the problems typically associated with higher density developments, such as traffic, noise, or increased demand on public services.

Site Design

The Site design and configuration has taken into account the need for efficient land use in order to provide careful conservation of the onsite and nearby natural resources. The location of the building, accessory structures, parking, drive access, and other site improvements have been intentionally located in order to protect environmentally sensitive areas on the site. Additional care and attention has been devoted to providing substantial buffers and the preservation of natural site amenities benefiting both our residents and the surrounding neighbors.

Building Design

The building is designed to be residential in nature. Neighborhood compatibility is achieved in the site planning and building design process. The wing ends and the building center step down from four and three stories to two to one-story sections. This arrangement provides for privacy and a gentle change of scale. Care is taken to minimize the impact to the existing community as well as to complement the surrounding local architecture. Exterior siding materials will include horizontal siding and rock or brick. The roofing material will be architectural composition shingles.

The retirement residence building features common areas for a variety of uses; A central dining room and kitchen for shared meals, multi-purpose room, beauty shop, crafts room, TV room, media/computer room, movie theater, lounges, and an exercise room. The circulation is organized around a central atrium. The common areas are the “social hub” and an essential part of the residents’ lifestyle.

Residents will be able to contact the manager with both emergency pull cords and voice communications in each suite.

Proposed vehicle access is provided from a single access point on Ocean Avenue. Since our residents prefer not to drive and van service is available at all times, the traffic impact to Ocean Avenue and the surrounding area will be minimal. Peak-hour traffic impact is very low as our resident's mealtime and activities take place on site during those hours.

II ZONING, LAND USE AND DENSITY

Intent of the proposed Zoning Map Amendment / Text Amendment

The current land use for this site is a combination of R-5A / C-34 for the front (Easterly) 10.17 acres and ROS for the back (Westerly) 8.16 acres.
It is our intent to maintain the existing R-5A / ROS zoning designations and add the use of Congregate Care Facility to the R-5A zoning classification as an allowed use. We propose amending the Ordinance definition for Congregate Care Facility for clarity, and amending the dimensional standards to accommodate this use. Additionally the existing C-34 Contract / Conditional Rezoning Agreement would be rescinded in order to allow the development of our Congregate Care Facility.

III. COMPATIBILITY WITH THE PORTLAND COMPREHENSIVE PLAN

The Portland Retirement Residence is in harmony with the Portland's Comprehensive Plan. Our proposed development addresses the planning goals of the Portland Comprehensive Plan (November 2002, updated 2005) as follows:

Goal "A" – Encourage Orderly Growth

This Development will contribute to the inventory of Senior Housing in the Greater Portland Area. The growing senior demographic both nationally and in Portland and the surrounding area is increasing demand for this and other senior housing options.

The proposed site design carefully considers the most efficient layout, emphasizing minimal impact to environmentally sensitive areas.

Goal "B" – Accommodate Anticipated Growth

Senior Housing, as stated in Goal "A", is a critical segment of future housing inventory options for Portland. Our proposed Congregate Care Facility allows for lower impact on traffic, utilities, schools, and other public infrastructures compared with other possible uses for this site.

Goal ‘C” – Promote Economic Development

Short Term: The development and construction budget for the proposed Portland Retirement Residence is approximately $15,000,000. A large amount of these funds will be spent locally- hiring local trades and consultants as well as purchasing building materials and services.

Long Term: Upon completion, the Portland Retirement Residence will provide:

18 - Full time employees
17 - Part time employees

Estimated local contributions annually:

Wages, taxes and benefits costs of approximately $675,000
Expenditures for energy and utility cost of approximately $175,000
Local contracts for services and supplies estimated at $36,000.
Properly Tax contribution $280,000

Goal “D” –Encourage Decent Housing

The Portland Retirement Residence will meet the “wide variety of new housing” recommendation as called out in Goal “D”. It also addresses the policy objective of “insuring a diverse mix of housing types that offers a continuum of options” and the goal to Identify vacant and redevelopment land opportunities throughout the city to facilitate the construction of new housing”.

More specifically, this site will address a portion of item 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”.

Goal “E” – Protect Water Resources

The design of the onsite stormwater facilities will serve to protect water resource areas from increased or negative impact.

Sanitary Sewer outflow volumes are much less that other possible development on this site, creating less overall impact that other allowed uses.

Goal “F” – Protect Critical Natural Resources

The site design protects the onsite natural resources, by:

A) Setting aside over 8 acres under a ROS, Residential Open Space zoning designation
B) Minimizing the building footprint and hard surfaces to avoid wetlands and other sensitive areas
C) Site design allows for approximately 84% of the site to stand as landscaped and open spaces, providing ample opportunity and protection for flourishing wetlands, wildlife and critical natural resources.

Goal "G" – Protect Marine Resources

The location of this site does not create any direct impact on local marine resources. The onsite stormwater facilities will include pretreatment features to outflow lessening any downstream impact.

Goal "H" – Safeguard Agricultural and Forrest Resources

The ROS zoning designation as well as the substantial amount of open and landscape areas of the overall site contributes to further safeguarding the forest resources on the site.

Goal "I" – Protect Historic and Archeological Resources

As a part of the early development process we have contacted the Maine Historical Commission and confirmed that this site does not have any historical or archeological significance.
Note: Near the north central portion of the site a USGS Reference Disk and two additional reference markers are located. These are identified as the "West Graves" USGS marker. The site design will leave this area untouched but accessible.

Goal "J" – Promote Outdoor Recreation

The ROS zoned portion of the site (8.16 acres) establishes over 45% of the Portland Retirement Residence site as undisturbed open space for future recreational opportunities.

Compatibility with the Portland Comprehensive- Summary:

Our Congregate Care Facility will be an important part of future housing in the Greater Portland area. The Portland Retirement Residence uses careful site placement to complement the surrounding community and to co-exist with the natural environment. Additionally, it meets housing needs for local seniors and contributes to the local economy.

IV. DESIGN STANDARDS

Access

The point of access will be from Ocean Avenue near the Northeast corner of the site. (See site plan)

Building Height

Proposed Building Height will not exceed 50 feet as defined in the City of Portland Maine Code of Ordinances, Chapter 14 Land Use

Building, height of: *The vertical measurement from grade, or the predevelopment grade on the islands, to the highest point of the roof beams in flat roofs; to the highest point of the roof beams or the highest*

point on the deck of mansard roofs; to a level midway between the level of the eaves and highest point of pitched roofs or hip roofs; or to a level two-thirds of the distance from the level of the eaves to the highest point of gambrel roofs. For this purpose, the level of the eaves shall be taken to mean the highest level where the plane of the roof intersects the plane of the outside wall on a side containing the eaves.

Parking

104 parking spaces proposed:
- 87 open spaces
- 12 covered spaces
- 5 accessible spaces

Parking Ratio: 0.70 spaces per living unit

Hawthorn Retirement Group has developed over 300 retirement residences in North America. Experience from this extensive portfolio has shown that 0.70 parking space per suite ratio is an ideal parking space standard for our residents, staff, and visitors. In part, the reason for this parking ratio is because most of our residents do not drive, (less than 20%) therefore we provide private van transportation for their use. The van is available to take the residents to places they need to visit, such as church, banks, medical offices, shopping areas, etc.

Additionally this parking ratio allows us to increase landscaping and open space areas on the site to create a better residential environment for our residents and adjacent property owners.

Site Parking		
Classification	**Current Standard**	**Proposed Parking**
Congregate Care Facility	One (1) parking space for every three (3) living units = 50 Parking Spaces	104 Parking Spaces

Area Regulations		
	Current Standard	**Provided**
Minimum Lot Size	3 Acres	18.33 acres
Minimum Lot Area Per DU (LU) **	1600 sq ft	2934 sq ft
Minimum Front Setback	35 feet	92 ft.
Minimum Side Setback	16 feet	South 48 ft. North 390 ft.
Minimum Rear Setback	25 feet	344 ft.

Maximum Building Height	NA	4 stories / 50 feet
Maximum Bld Coverage	30%	5.5%
Minimum Recreational / Open Space Areas	200 ft per LU	440,053 sq ft

**based on net calculated area of 440,053 sq ft

Dedications
Any additional easements, rights of ways or agreements to accommodate rights of way, utilities, and services to the site will be accommodated as needed.

Fences & Screening
Fences and screening will be provided per the City of Portland Ordinances.

IV. Overview and Summary

Existing Zoning:	R-5A / C-34 & ROS
Proposed Zoning:	R-5A & ROS
Land Area:	18.33 acres (798,363 sq ft) 10.17 acres (442,954 sq ft) - R-5A 8.16 (355,409 sq ft) - ROS
Existing Use:	Undeveloped
Proposed Use:	150-suite Congregate Care Facility
Proposed Parking:	104 total spaces: 87 open spaces 12 covered spaces 5 handicap accessible (Ratio of 0.70 spaces per living unit/suite)

V. PHASING

This 150-suite retirement facility and accessory buildings will be developed in a single phase.

Construction expected in 2016 - 2017

VI. SUPPORTING DOCUMENT AND DRAWINGS

Drawings Provided (24' x 36") – 1 copy folded + Digital Disk

- Signed Zoning Map & Text Amendment Application
- Draft R5A Zone Text Amendment (Word Format)
- Portland Application Narrative
- Redacted Purchase and Sale Agreement
- Vesting Deed
- ALTA Survey
- Conceptual Portland Retirement Residence Site Plans for reference
- Conceptual Portland Retirement Residence Exterior Elevations for reference
- Conceptual Portland Retirement Residence Floor Plans for reference

VII. JUSTIFICATION

We respectfully request a Zoning Map Amendment and Text Amendment for the 18.33-acre site located at 802 - 828 Ocean Avenue in Portland Maine. This land use action is sought to allow the development of a 150-suite Congregate Care Facility on the site. This development will provide a positive, quality, low impact addition to the neighborhood and the greater community of Portland.

This site is ideally suited for our senior housing use. It has close proximity to services such as shopping, recreation, and medical services while being near established residential uses. The proposed residence provides an attractive and quiet home that meets the growing demand for senior housing in the Greater Portland Area. This benefits local seniors by providing a quality option to "age in place" within their own community.

Hawthorn Development intends to utilize the Zoning Map Amendment, Text Amendment, and Site Plan Approval Process to acquire the approvals needed to develop a 150-suite Congregate Care Facility for seniors. This process also provides assurance to the City of Portland and the adjacent neighbors as to what will be developed on this site. These approvals will prevent a more intensive use from occurring on the site without input from the community as well as the required reviews and approvals from the City of Portland.

This proposed development is an important component in meeting the current needs and changing demands of seniors in Portland and the surrounding community.

This project offers benefits, which include:

- Large open spaces and generous setbacks - Over 84% of the site will be landscaped open space, providing a park-like setting and ample buffers to neighboring properties.

- Quiet Senior Residential Use – The proposed retirement residence has 150-suites, which include studios, one bedroom, and two bedroom types.

- Low Traffic Generation – Our project will generate less than 30 peak hour trips per day.

- Increases Local Tax Base – It is estimated that this project will contribute:
  $280,000 annually in taxes
  $650,000 annually in salaries and benefits to local staff
  $180,000 annually in additional local utility and service contracts
  This project is privately funded. It will not receive tax credits or government assistance.

- Low Impact on Public Services - Including parks, schools, libraries, utilities, and transportation systems.

- Fulfills Need for Retirement Housing - Our research has found there is a high demand in the area for Hawthorn Retirement's unique program. Recent reports by the HGAC have determined that the demand for senior housing outpaces development in the coming years. This development will complement other senior housing choices available in the area and allows seniors in Portland to remain near neighborhoods they have enjoyed for many years.

VIII. CONCLUSION

In conclusion, this site is ideally suited for this use and the proposed retirement residence would be a positive addition to Portland and the surrounding community.

Thank you for your consideration.

Att. C

Rev #1 (3-12-15)

PROPOSED DRAFT AMENDMENTS TO CITY OF PORTLAND CODE OR ORDINANCES, ZOING ORDINANCES 14-47, AMENDING THE DEFINITION OF "CONGREGATE CARE FACILITY, 14-127(a) ZONE CLASSIFICATION R-5A AMENDING THE ALLOWED USES AND 14-130, DIMENSIONAL STANDARDS:

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.

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.

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Sec. 14-127. Permitted uses.

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

(a) *Residential:*

Add:

6. Congregate Care

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: 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.

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.

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

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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.

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

(d) *Minimum yard dimensions:*

(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

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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: Thirty-five (35) feet.

Accessory detached structure: Eighteen (18) feet.

Principal and accessory attached structure (PRUD): Thirty-five (35) feet.

Principal or attached accessory structure for Congregate Care and Intermediate, extended or long-term care facilities*:* Fifty (50) 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 PRUD, Congregate Care, and Intermediate, extended or long-term 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

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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.

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Att. D

HAWTHORN DEVELOPMENT LLC
Real Estate and Acquisition Dept.
Vancouver, WA

OFFER AND CONTRACT TO PURCHASE REAL ESTATE

DATE: October 13, 2014

TO: Graves Hill Land Company LLC, 16 Tiffany Lane, Saco, Maine 04072, Owner of Record of the following described property in Portland, Cumberland County, Maine

THROUGH: Malone Commercial Brokers, 5 Moulton Street, Suite 3, Portland, Maine 04101, Joe Malone, Phone: 207-773-2554, Email: joe@malonecb.com; and Jennifer Small, Phone: 207-233-6782, Email: jennifer@malonecb.com.

Malone Commercial Brokers, 5 Moulton Street, Suite 3, Portland, Maine 04101, Mark Malone, Phone: 207-773-6000, Email: mark@malonecb.com.

The following constitutes a firm offer by HAWTHORN DEVELOPMENT LLC or its assignee ("Purchaser") to purchase property located in Portland, Maine, from GRAVES HILL LAND COMPANY LLC, the owner of record, ("Seller") under the following conditions:

1. PROPERTY DESCRIPTION

Approximately 18.3 acres of land with an address of 802 Ocean Avenue in Portland, Cumberland County, Maine ("the Property") as shown on Exhibit A.

The Property is further identified by Assessor's Parcel ID Number 411A007001.

2. TOTAL CONSIDERATION

[redacted]

3. TERMS OF PAYMENT

[redacted]

[redacted]

4. CONDITIONS OF PURCHASE

Purchaser's obligation to close is subject to Purchaser's satisfaction of the following conditions at its sole discretion: [redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

REPORT

A. As a courtesy, Purchaser will provide to Seller a written status report ("Status Report") outlining the known outstanding issues that relate to the entitlement process for Purchaser's intended use.

[redacted]

[redacted]

[redacted]

6. CLOSING/ POST CLOSING

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

9. REMEDIES

IN THE EVENT OF PURCHASER'S DEFAULT UNDER THIS CONTRACT, AND PROVIDED THAT SELLER HAS FULLY PERFORMED ALL OF ITS OBLIGATIONS HEREUNDER, THE EARNEST MONEY SHALL BE PAID TO SELLER AS FULL LIQUIDATED DAMAGES AND PURCHASER SHALL BE RELEASED FROM ALL LIABILITY OR OBLIGATION HEREUNDER TO SELLER AND NO OTHER REMEDY, INCLUDING THE REMEDY OF SPECIFIC PERFORMANCE, SHALL BE AVAILABLE FOR PURCHASER'S BREACH OF THIS CONTRACT. PURCHASER AND SELLER ACKNOWLEDGE THAT IT WOULD BE DIFFICULT TO ASCERTAIN THE ACTUAL DAMAGES SUFFERED BY SELLER AS A RESULT OF ANY DEFAULT BY PURCHASER AND AGREE THAT SUCH LIQUIDATED DAMAGES ARE AN AGREED UPON REASONABLE ESTIMATE OF THE AMOUNT OF LOSS SELLER WOULD SUFFER AS A RESULT OF PURCHASER'S DEFAULT, AND ARE NOT INTENDED AS A PENALTY.

IF SELLER DEFAULTS AT CLOSING, THEN THE EARNEST MONEY AND ANY OTHER DEPOSITS THERETOFORE MADE BY PURCHASER SHALL BE RETURNED TO PURCHASER IMMEDIATELY AND PURCHASER MAY CLAIM DAMAGES AGAINST SELLER FOR THE AMOUNT NO GREATER THAN $25,000, OR, AT PURCHASER'S OPTION, PURCHASER MAY SEEK THE REMEDY OF SPECIFIC PERFORMANCE.

/s/ Myrle M. Davis _____ _____

Purchaser Seller

10. TERMINATION

Unless accepted by Seller in writing, this offer shall expire at 5:00 p.m. Pacific time, seven (7) days from the date of this letter.

Seller agrees that after acceptance of the offer contained herein and until the Contract is terminated, it shall not sell, contract to sell, nor enter into a letter of

intent or negotiate for the sale of Property to another party, and that there shall be no material change to the Property through the date of closing.

The parties hereby agree that copies of this document, and signatures, transmitted by telecopier (fax), and electronic mail (email) shall be for all purposes considered as originals. This Contract may be executed in multiple counterparts, each of which shall be deemed to be an original, but all of which, together, shall constitute one and the same instrument.

The ("Effective Date") of this Contract for the purposes of performance of all obligations is the date the escrow agent receipts this Contract after all parties execute this Contract.

If the time for the performance of any obligation or taking any action under this Contract expires on a Saturday, Sunday or legal holiday, the time for performance or taking such action will be extended to the next succeeding day which is not a Saturday, Sunday or legal holiday. Time is of the essence of this agreement.

Sincerely,

HAWTHORN DEVELOPMENT LLC
/s/ Myrle M. Davis
Myrle M. "Mick" Davis
Representative Agent for Purchaser

AGREED AND ACCEPTED:

Seller By:_____

Date:_____

By:_____

Date:_____

By:_____

Date:_____

ESCROW RECEIPT:

Escrow agent acknowledges receipt of the Contract on this date:

_____ (Effective Date) and earnest money in the

amount of $_____ in the form of _____

on _____.

Escrow Agent:_____

By:_____

Address:_____

_____

Phone:_____

Fax:_____

Email:_____

9. REMEDIES

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Sincerely,

HAWTHORN DEVELOPMENT LLC
/s/ Myrle M. Davis
Myrle M. "Mick" Davis
Representative Agent for Purchaser

AGREED AND ACCEPTED:

Seller By:_____

Date:_____

By:_____

Date:_____

By:_____

Date:_____

9. REMEDIES

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/s/ Myrle M. Davis
Purchaser

Seller

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Sincerely,

HAWTHORN DEVELOPMENT LLC
/s/ Myrle M. Davis
Myrle M. "Mick" Davis
Representative Agent for Purchaser

AGREED AND ACCEPTED:

Seller By:_____

Date: 10/17/14

By:_____

Date:_____

By:_____

Date:_____

EXISTING CONDITIONS

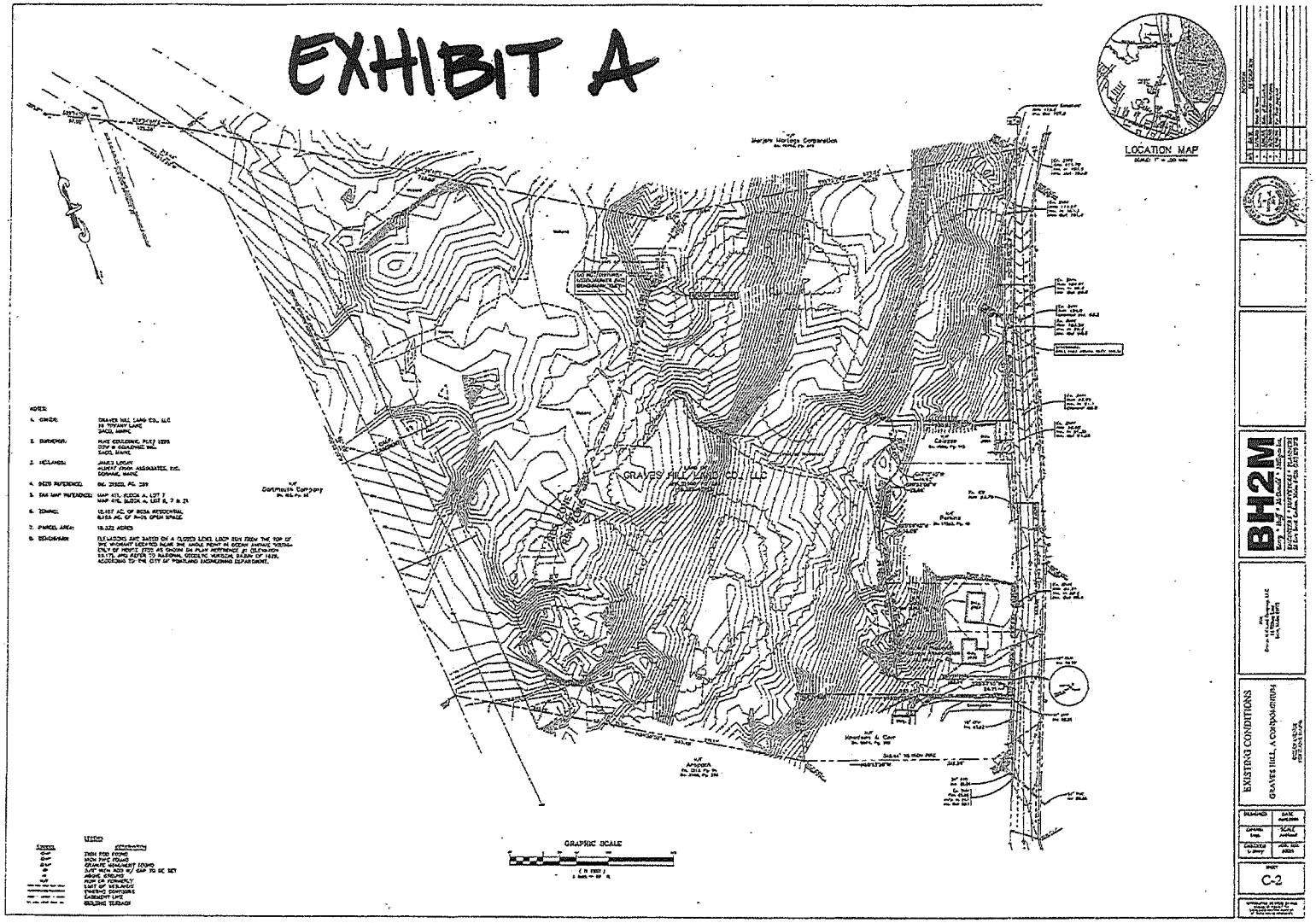
A full size electronic copy of this Existing Conditions Plan conducted in 2009 is available on request.

Contact broker for a copy and further details that may be available.

Broker:

Mark Malone, CCIM
(207) 773-6000 direct
(207) 358-7912 direct fax
mark@malonecb.com

EXHIBIT A



HAWTHORN DEV.

Att. E

Doc#: 51655 Bk:21500 Pg: 269

QUITCLAIM DEED WITH COVENANT

Leo J. Delicata and Jeanne B. Delicata, husband and wife, both of Portland, Cumberland County, Maine, for consideration paid, grant to

Graves Hill Land Company, L.L.C. a Maine Limited Liability Company with a principle place of business in Saco, York County, Maine

whose mailing address is:
16 Tiffany Lane, Saco, Maine 04072

with quitclaim covenants,

A certain lot or parcel of land comprising 18 acres more or less, located on the Northwesterly side of Ocean Avenue in Portland, Maine more particularly bounded and described on a survey plan entitled Plan Showing Boundary Survey and Topographic Survey made for Diane Doyle by Dow & Coulombe, Inc. Land Surveyors & Land Planners dated July 8, 2002 and recorded in the Cumberland County Registry of Deeds in Plan Book 204, Pages 293 and 294.

Meaning and intending to convey a portion of the real property described in a Deed from CRE I Real Estate Corp. to the Grantors herein dated August 14, 1992 and recorded in the Cumberland County Registry of Deeds in Book 10226 Page 236.

Witness our hands and seals this 1st day of July, 2004.

SIGNED, SEALED, AND DELIVERED
in the presence of

Leo J. Delicata

Jeanne B. Delicata

State of Maine
Cumberland, ss

July 1 2004

Personally appeared before me the above named Leo J. Delicata and Jeanne B. Delicata and acknowledged the foregoing instrument to be his or her free act and deed.

Notary Public

SEAL

Received
Recorded Register of Deeds
Jul 02,2004 02:23:37P
Cumberland County
John B OBrien

JAMES B. BARNS
Notary Public, Maine
My Commission Expires October 26, 2008

Att. F

SEBAGO TECHNICS, INC.
75 John Roberts Road Suite 1A
South Portland, Maine 04106
Tel. (207) 200-2100

JOB	14432 Property Calculation		
SHEET NO.	1	OF	2
CALCULATED BY	RAM	DATE	3/5/2015
FILE NAME	14432 Net Res Calc	PRNT DATE	3/5/2015

Site located in the R-3 residential zone in Portland, Maine (Division 4, Sec 14-86 to 14-96)

Total parcel area	798184.49	SF	18.324	

Per Section 14-47 definition of Net Land Area as set forth in Sec 14-90

Subtract the following from the gross area

a.1	Stormwater Retention Area	12325.91	SF	
a.2	Stormwater Detention Area	13779.76	SF	
b	Existing watercourses	0	SF	assumed at 0
c	Inaccessible Areas	0	SF	assumed at 0
d	Wetlands	36851	SF	
e	Areas encumbered by easements, etc.	139137	SF	CMP
f	Slopes of >25%	46025	SF	
	Subtotal a-f	*248118.67*	*SF*	
	Net land with a-f deduct	*550065.82*		
g	20% of area remaining after deductions a-f above	110013.164	SF	
	NET LAND AREA	440052.66	SF	
	MIN AREA PER LOT	1600	SF	
	NET DENSITY	440052.66	SF	= 275.03
		1600	SF	
				275.00

* areas of overlap, such as wetlands within easement, the deduction was made once under the steep slopes, to excluding "double dipping"

SEBAGO TECHNICS, INC.
75 John Roberts Road Suite 1A
South Portland, Maine 04106
Tel. (207) 200-2100

JOB	14432 Residential Zoned Property		
SHEET NO.	2	OF	2
CALCULATED BY	RAM	DATE	3/5/2015
FILE NAME	14432 Net Res Calc	PRNT DATE	3/5/2015

Site located in the R-3 residential zone in Portland, Maine (Division 4, Sec 14-86 to 14-96)

Total parcel area	442874.52	SF	

Per Section 14-47 definition of Net Land Area as set forth in Sec 14-90

Subtract the following from the gross area

a.1	Stormwater Retention Area	12325.91	SF	
a.2	Stormwater Detention Area	13779.76	SF	
b	Existing watercourses	0	SF	assumed at 0
c	Inaccessible Areas	0	SF	assumed at 0
d	Wetlands	6481	SF	
e	Areas encumbered by easements, etc.	0	SF	CMP
f	Slopes of >25%	32650	SF	
	Subtotal a-f	*65236.67*	*SF*	
	Net land with a-f deduct	*377637.85*		
g	20% of area remaining after deductions a-f above	75527.57	SF	
	NET LAND AREA	302110.28	SF	
	MIN AREA PER LOT	1600	SF	
	NET DENSITY	302110.28	SF	= 188.82
		1600	SF	
				188.00

* areas of overlap, such as wetlands within easement, the deduction was made once under the steep slopes, to excluding "double dipping"

Att. G

SEBAGO TECHNICS
75 John Roberts Road, Suite 1A
South Portland, Maine 04106
(207) 200-2100 FAX (207) 856-2206

JOB	Portland Retirement - Hawthorn		
SHEET NO.	1	OF	1
CALCULATED BY	RAM	DATE	4/17/15
CHECKED BY		DATE	
FILE NAME	14432 Net Res Calc	SCALE	

Site located in the R-5A residential zone in Portland, Maine (Division 4, Sec 14-86 to 14-96)

Total parcel area	**442,875**	**SF**	**10.17**	**AC**	

Per Section 14-47 definition of Net Land Area as set forth in Sec 14-90

PER CURRENT NET RESIDENTIAL DEFINITION

Subtract the following from the gross area

a.1	Stormwater Retention Area	12,326	SF	
a.2	Stormwater Detention Area	13,780	SF	
b	Existing watercourses	0	SF	Assummed at 0
c	Inaccessible Areas	0	SF	Assummed at 0
d	Wetlands	6,481	SF	
e	Areas encumbered by easements, etc.	0	SF	CMP Easement
f	Slopes of >25%	32,650	SF	
	Subtotal a-f	65,237	SF	
	Net land with a-f deduct	377,638	SF	
g	20% of area remaining after deductions a-f above	75,528	SF	
	Net Land Area	302,110	SF	
	Min Area per Unit	1600	SF/Unit	

$$\text{Net Density} = \frac{302{,}110 \text{ SF}}{1600 \text{ SF/Unit}} = \mathbf{188.82} \text{ units}$$

Att. H

SEBAGO TECHNICS
75 John Roberts Road, Suite 1A
South Portland, Maine 04106
(207) 200-2100 FAX (207) 856-2206

JOB	Portland Retirement - Hawthorn		
SHEET NO.	1	OF	1
CALCULATED BY	RAM	DATE	4/17/15
CHECKED BY		DATE	
FILE NAME	14432 Net Res Calc	SCALE	

Site located in the R-5A residential zone in Portland, Maine (Division 4, Sec 14-86 to 14-96)

Total parcel area	**442,875**	**SF**	**10.17**	**AC**

Per Section 14-47 definition of Net Land Area as set forth in Sec 14-90

PER PROPOSED NET RESIDENTIAL DEFINITION

Subtract the following from the gross area

~~a 1~~	~~Stormwater Retention Area~~	~~0~~	~~SF~~	
~~a 2~~	~~Stormwater Detention Area~~	~~0~~	~~SF~~	
b	Existing watercourses	0	SF	Assummed at 0
~~c~~	~~Inaccessible Areas~~	~~0~~	~~SF~~	Assummed at 0
d	Wetlands	36,851	SF	
~~e~~	~~Areas encumbered by easements, etc.~~	~~0~~	~~SF~~	CMP Easement
f	Slopes of >25%	46,025	SF	
	Subtotal a-f	82,876	SF	
	Net land with a-f deduct	359,999	SF	
~~g~~	~~20% of area remaining after deductions a-f above~~	~~0~~	~~SF~~	
	Net Land Area	359,999	SF	
	Min Area per Unit	1600	SF/Unit	

$$\text{Net Density} = \frac{359{,}999 \text{ SF}}{1600 \text{ SF/Unit}} = \mathbf{225.00} \text{ units}$$

HAWTHORN
RETIREMENT GROUP
9310 NE Vancouver Mall Dr., Suite 200
Vancouver, WA 98662-8210
(360) 213-1550 Fax (360) 213-1540

Att. I

PROPOSED 150 SUITE ASSISTED LIVING LAND USE 254							
BY NUMBER OF BEDS	BEDS	RATE (Trips/Bed)	TOTAL	ENTER (%)	EXIT (%)	ENTER#	EXIT#
Weekday	165	2.66	438.9	50.00%	50.00%	219.5	219.5
Weekday Morning Peak Hour of Roadway	165	0.14	23.1	65.00%	35.00%	15.0	8.1
Weekday Afternoon Peak Hour of Roadway	165	0.22	36.3	44.00%	56.00%	16.0	20.3
Saturday	165	2.20	363.0	50.00%	50.00%	181.5	181.5
Saturday Peak Hour	165	0.33	54.5	46.00%	54.00%	25.0	29.4

Reference - ITE Trip Generation Manual, 7th Edition.

PROPOSED 150 SUITE CONGREGATE CARE FACILITY LAND USE 253							
BY NUMBER OF DWELLING UNITS	UNITS	RATE (Trips/Bed)	TOTAL	ENTER (%)	EXIT (%)	ENTER#	EXIT#
Weekday	150	2.02	303.0	50.00%	50.00%	151.5	151.5
Weekday Morning Peak Hour of Roadway	150	0.06	9.0	59.00%	41.00%	5.3	3.7
Weekday Afternoon Peak Hour of Roadway	150	0.02	2.6	55.00%	45.00%	1.4	1.1
Saturday	150	NA	NA	NA	NA	NA	NA
Saturday Peak Hour	150	NA	NA	NA	NA	NA	NA

Reference - ITE Trip Generation Manual, 7th Edition.

SEBAGO TECHNICS

HAWTHORN
RETIREMENT GROUP
9310 NE Vancouver Mall Dr., Suite 200
Vancouver, WA 98662-8210
(360) 213-1550 Fax (360) 213-1540

PROPOSED 98 UNIT CONDOMINIUM USE 230							
BY NUMBER OF BEDS	**BEDS**	**RATE (Trips/Bed)**	**TOTAL**	**ENTER (%)**	**EXIT (%)**	**ENTER#**	**EXIT#**
Weekday	98	Ln(T)=0.85Ln(X)+2.55	630.95	50.00%	50.00%	315.5	315.5
Weekday Morning Peak Hour of Roadway	98	Ln(T)=0.80Ln(X)+0.26	50.80	17.00%	83.00%	8.6	42.2
Weekday Afternoon Peak Hour of Roadway	98	Ln(T)=0.80Ln(X)+0.26	59.13	67.00%	33.00%	39.6	19.5
Saturday	98	T=3.62(X)+427.93	782.69	50.00%	50.00%	391.3	391.3
Saturday Peak Hour	98	T=0.29(X)+42.63	71.05	54.00%	46.00%	38.4	32.7

Reference - ITE Trip Generation Manual, 7th Edition.

SEBAGO TECHNICS

HAWTHORN
RETIREMENT GROUP
9310 NE Vancouver Mall Dr., Suite 200
Vancouver, WA 98662-8210
(360) 213-1550 Fax (360) 213-1540

PROPOSED 225 UNIT CONDOMINIUM USE 230							
BY NUMBER OF BEDS	**BEDS**	**RATE (Trips/Bed)**	**TOTAL**	**ENTER (%)**	**EXIT (%)**	**ENTER#**	**EXIT#**
Weekday	225	Ln(T)=0.85Ln(X)+2.55	1,278.81	50.00%	50.00%	639.4	639.4
Weekday Morning Peak Hour of Roadway	225	Ln(T)=0.80Ln(X)+0.26	98.78	17.00%	83.00%	16.8	82.0
Weekday Afternoon Peak Hour of Roadway	225	Ln(T)=0.80Ln(X)+0.26	116.89	67.00%	33.00%	78.3	38.6
Saturday	225	T=3.62(X)+427.93	1,242.43	50.00%	50.00%	621.2	621.2
Saturday Peak Hour	225	T=0.29(X)+42.63	107.88	54.00%	46.00%	58.3	49.6

Reference - ITE Trip Generation Manual, 7th Edition.

SEBAGO TECHNICS

HAWTHORN
RETIREMENT GROUP
9310 NE Vancouver Mall Dr., Suite 200
Vancouver, WA 98662-8210
(360) 213-1550 Fax (360) 213-1540

PROPOSED 189 UNIT CONDOMINIUM USE 230							
BY NUMBER OF BEDS	**BEDS**	**RATE (Trips/Bed)**	**TOTAL**	**ENTER (%)**	**EXIT (%)**	**ENTER#**	**EXIT#**
Weekday	189	Ln(T)=0.85Ln(X)+2.55	1,102.66	50.00%	50.00%	551.3	551.3
Weekday Morning Peak Hour of Roadway	189	Ln(T)=0.80Ln(X)+0.26	85.92	17.00%	83.00%	14.6	71.3
Weekday Afternoon Peak Hour of Roadway	189	Ln(T)=0.80Ln(X)+0.26	101.31	67.00%	33.00%	67.9	33.4
Saturday	189	T=3.62(X)+427.93	1,112.11	50.00%	50.00%	556.1	556.1
Saturday Peak Hour	189	T=0.29(X)+42.63	97.44	54.00%	46.00%	52.6	44.8

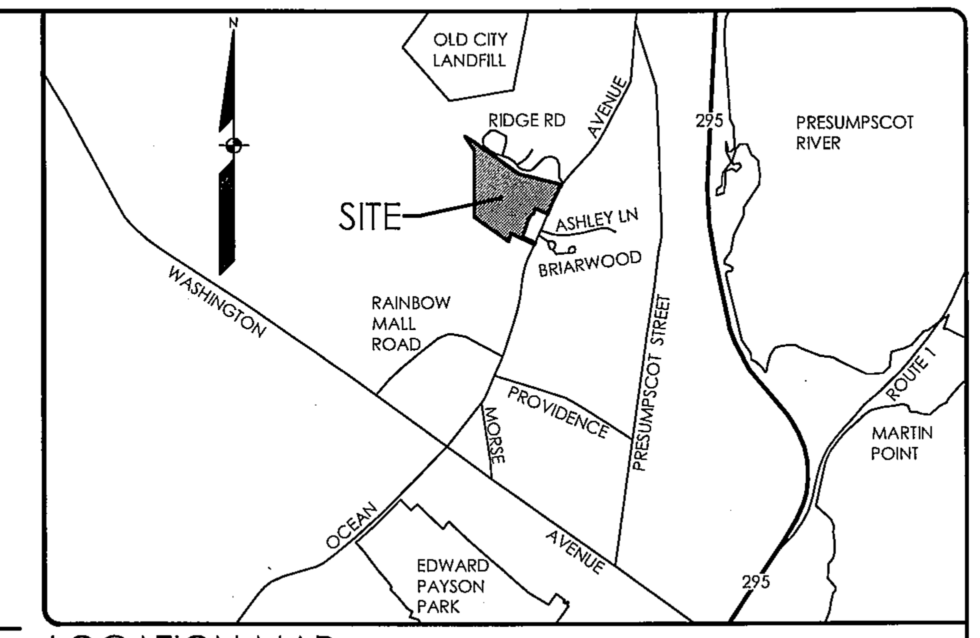
Reference - ITE Trip Generation Manual, 7th Edition.

SEBAGO TECHNICS

LEGEND

EXISTING

- PROPERTY LINE/R.O.W.
- ABUTTER LINE/R.O.W.
- 5/8" REBAR W/CAP STI PLS 2009 TO BE SET
- DRILL HOLE TO BE SET
- DEED LINE/R.O.W.
- SETBACK
- EASEMENT
- CENTERLINE
- MONUMENT
- IRON PIPE/ROD
- DRILL HOLE
- C1/L1 DEED CALL
- C1/L1 CURVE/LINE NO.
- ZONE LINE
- BENCHMARK DESCRIPTION WITH ELEVATION — BENCHMARK
- MW-1 MONITORING WELL
- B-1 BORING
- BUILDING
- EDGE WETLAND
- WETLANDS
- SEASONAL RUN
- LEDGE
- EDGE PAVEMENT
- EDGE CONCRETE
- PAVEMENT PAINT
- EDGE GRAVEL
- CURB LINE
- TREELINE
- 120 --118-- CONTOURS
- ×120.00 SPOT GRADE
- STOCKADE FENCE
- STONE WALL
- DECIDUOUS TREE
- CONIFEROUS TREE
- SIGN
- W WATER
- WATER GATE VALVE
- WATER SHUT OFF
- HYDRANT
- WATER STANDPIPE
- S SANITARY SEWER
- SANITARY MANHOLE
- SD STORM DRAIN
- CULVERT
- DRAINAGE MANHOLE
- CATCH BASIN
- OHU OVERHEAD UTILITY
- TELEPHONE MANHOLE
- LIGHT POLE
- UTILITY POLE
- GUY WIRE
- RIPRAP
- 23147/129 DEED POOK/PAGE



LOCATION MAP N.T.S.

GENERAL NOTES:

1. *THE RECORD OWNER OF THE PARCEL IS GRAVES HILL LAND COMPANY, LLC BY DEED DATED JULY 1, 2004 AND RECORDED AT THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 21500, PAGE 269.*
2. *THE PROPERTY IS SHOWN AS LOTS A006, A007 AND A021 ON TAX MAP 416 AND LOT A007 ON TAX MAP 411 OF THE CITY OF PORTLAND TAX MAPS AND IS LOCATED IN THE BOTH THE R-5A RESIDENTIAL ZONE AND R-OS RECREATION AND OPEN SPACE ZONING DISTRICTS.*
3. *SPACE AND BULK CRITERIA FOR THE R5A AND ROS DISTRICTS ARE AS FOLLOWS:*

	R5A	ROS
LOCUS AREA WITHIN ZONING DISTRICT:	10.171 ACRES	8.157 ACRES
MINIMUM FRONT YARD:	25 FEET	25 FEET
MINIMUM SIDE YARD:	16 FEET	12 FEET
MINIMUM REAR YARD:	25 FEET	25 FEET
MAXIMUM BUILDING HEIGHT:	100 FEET PER ZONING ORDINANCE	N/A

** SEE ORDINANCE FOR MORE PARTICULAR INFORMATION.*

4. *TOTAL AREA OF PARCEL IS APPROXIMATELY 798,387.448 SQUARE FEET OR 18.328 ACRES.*
5. *BOUNDARY AND TOPOGRAPHIC INFORMATION SHOWN HEREON IS BASED UPON FIELD WORK PERFORMED BY SEBAGO TECHNICS, INC. IN DECEMBER 2014 AND JANUARY 2015.*
6. *PLAN REFERENCES:*

   A. "PLAN SHOWING A BOUNDARY SURVEY AND TOPOGRAPHIC SURVEY MADE FOR DIANE DOYLE, (MAILING ADDRESS: 16 TIFFANY LANE, SACO, ME 04072) PARCEL LOCATED AT OCEAN AVENUE, PORTLAND, MAINE" DATED JULY 8, 2002 AND REVISED THROUGH FEBRUARY 11, 2005 BY DOW & COULOMBE, INC, SHEETS 1 & 2 OF 2. THIS PLAN IS RECORDED AT THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN PLAN BOOK 204, PAGE 293 & PAGE 294.

   B. "ASBUILT SURVEY PLAN OF OCEAN RIDGE CONDOMINIUMS, 852 OCEAN AVENUE, PORTLAND, MAINE FOR RECORD OWNER OCEAN RIDGE REALTY, LLC, 91 OLD OCEAN HOUSE ROAD, CAPE ELIZABETH, MAINE 04107" DATED NOVEMBER 29, 2005 BY SEBAGO TECHNICS, INC., PROJECT NO. 84180.

   C. "BOUNDARY SURVEY & LOT DIVISION 752 OCEAN AVENUE, PORTLAND, MAINE MADE FOR DONALD ANSPACH, 752 OCEAN AVENUE, PORTLAND, MAINE" DATED MAY 25, 2004 AND REVISED THROUGH JUNE 18, 2008 BY TITCOMB ASSOCIATES, JOB NO. 87114.1.

   D. "STANDARD BOUNDARY SURVEY PLAN OF PROPERTY OCEAN AVENUE, PORTLAND, MAINE MADE FOR THE FINCH GROUP, 160 FEDERAL STREET, BOSTON, MA." DATED JULY 30, 1992 BY TITCOMB ASSOCIATES, JOB NO. 87114M.

   E. "OCEAN AVENUE STORM DRAIN AND SANITARY SEWER EXTENSION OF OCEAN RIDGE CONDOMINIUMS, 852 OCEAN AVENUE, PORTLAND, MAINE FOR OCEAN RIDGE REALTY, LLC, 91 OCEAN HOUSE ROAD, CAPE ELIZABETH, MAINE 04107" DATED APRIL 3, 2001 AND REVISED THROUGH DECEMBER 3, 2002 BY SEBAGO TECHNICS, INC., PROJECT NO. 84180, SHEETS 15 & 16 OF 18 SHEETS.

   F. "OCEAN AVENUE RECONSTRUCTION PHASE 3 AND PHASE 4, PLAN AND PROFILE STA. 122+00 TO STA. 127+50" DATED AUGUST 31, 2007 BY CITY OF PORTLAND, MAINE DEPARTMENT OF PUBLIC WORKS ENGINEERING SECTION, PROJECT NO. C04517, SHEETS 6 & 7 OF 23 SHEETS

   G. "AMENDED SUBDIVISION PLAN OF OCEAN RIDGE CONDOMINIUMS, 852 OCEAN AVENUE, PORTLAND, MAINE FOR RECORD OWNER OCEAN RIDGE REALTY, LLC, 91 OLD OCEAN HOUSE ROAD, CAPE ELIZABETH, MAINE 04107" DATED MARCH 6, 2001 AND REVISED THROUGH MARCH 13, 2003 BY SEBAGO TECHNICS, INC. THIS PLAN IS RECORDED AT THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN PLAN BOOK 203, PAGE 264 AND SUPERCEDES A PLAN RECORDED IN PLAN BOOK 202, PAGE 725.

7. *PLAN ORIENTATION IS GRID NORTH, MAINE STATE PLANE COORDINATE SYSTEM, WEST ZONE 1802-NAD83, ELEVATIONS DEPICTED HEREON WERE OBSERVED IN NAVD88, BASED ON DUAL FREQUENCY GPS OBSERVATIONS. ELEVATIONS HAVE BEEN CONVERTED TO NGVD29 UTILIZING THE U.S.ARMY CORPS OF ENGINEERS CORPSCON 6.0.1 SOFTWARE. THE CONVERSION IN THIS VICINITY IS 0.70 FEET HIGHER THAN NAVD88. ELEVATIONS ARE TIED TO THE CITY OF PORTLAND, MAINE VERTICAL DATUM.*
8. *UTILITY INFORMATION DEPICTED HEREON IS COMPILED USING PHYSICAL EVIDENCE LOCATED IN THE FIELD. UTILITIES DEPICTED HEREON MAY NOT NECESSARILY REPRESENT ALL EXISTING UTILITIES. CONTRACTORS AND/OR DESIGNERS NEED TO CONTACT DIG-SAFE SYSTEMS, INC. (1-888-DIG-SAFE) AND FIELD VERIFY EXISTING UTILITIES PRIOR TO CONSTRUCTION AND/OR EXCAVATION.*
9. *THE LOCUS PROPERTY AS DEPICTED HEREON DOES NOT FALL WITHIN A SPECIAL FLOOD HAZARD AREA AS DELINEATED ON THE FLOOD INSURANCE RATE MAP FOR THE CITY OF PORTLAND, MAINE, CUMBERLAND COUNTY, COMMUNITY-PANEL NUMBER 230051 0007 C, HAVING AN EFFECTIVE DATE OF DECEMBER 8, 1998. THE LOCUS FALLS WITHIN AN AREA IDENTIFIED AS AN UNSHADED ZONE X, AREAS DETERMINED TO BE OUTSIDE THE 500-YEAR FLOODPLAIN.*
10. *A WETLAND DELINEATION WAS PERFORMED ON THIS PROJECT SITE IN NOVEMBER 2001 AND REVIEWED IN APRIL 2014 BY GARY M. FULLERTON, CERTIFIED SOIL SCIENTIST OF SEBAGO TECHNICS, INC. THIS DELINEATION CONFORMS TO THE STANDARDS AND METHODS OUTLINED IN THE 1987 WETLANDS DELINEATION MANUAL AND REGIONAL SUPPLEMENT AUTHORED AND PUBLISHED BY THE U.S. ARMY CORPS OF ENGINEERS. WETLAND FLAGS WITHIN THE PROPOSED DEVELOPMENT AREAS WERE LOCATED BY GROUND SURVEY. WETLAND FLAGS OUTSIDE OF THE PROPOSED DEVELOPMENT AREA WERE LOCATED USING GLOBAL POSITIONING SYSTEMS (GPS) TECHNOLOGY. ALL GPS LOCATED POINTS HAVE A VARYING DEGREE OF ACCURACY AND MAY NOT REPRESENT THE ACTUAL FIELD LOCATION.*
11. *WITH REFERENCE TO ITEM 18 OF THE ALTA TABLE A, THE AREA ADJOINING THE NORTHERLY AND WESTERLY SIDELINES OF LAND OF CAIAZZO IS CLUTTERED WITH CONSTRUCTION AND RESIDENTIAL DEBRIS, TWO OLD VEHICLES AND ASSORTED HOUSEHOLD LITTER.*

    THE AREA IN THE VICINITY OF THE USGS CONTROL DISKS IS ALSO BEING USED AS A DUMP SITE FOR LAWN DEBRIS BY THE ADJOINING CONDOMINIUM PROJECT.

PROPERTY LINE TABLE

LINE	DIRECTION	DISTANCE
L1	S 47°12'40" W	14.62'
L2	S 60°52'00" W	28.66'

SURVEYOR'S STATEMENT

THIS SURVEY WAS PERFORMED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY KNOWLEDGE AND BELIEF, IT WAS DONE IN ACCORDANCE WITH CHAPTER 90, PART 1 (PROFESSIONAL STANDARDS OF PRACTICE) AND PART 2 (TECHNICAL STANDARDS OF PRACTICE) OF THE MAINE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS.

CHARLES D. MARCHESE, MAINE PLS 2009 JANUARY 7, 2015

GRAPHIC SCALE

50 0 25 50 100

(IN FEET)
1 INCH = 50 FT.

SURVEYOR'S CERTIFICATION

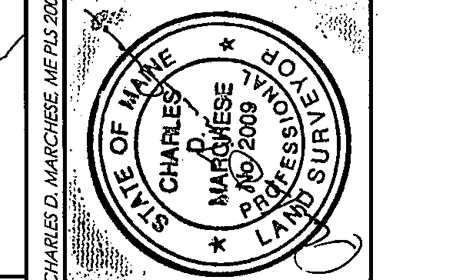
TO HAWTHORN DEVELOPMENT, LLC OR ITS ASSIGNEE AND FIDELITY NATIONAL TITLE INSURANCE COMPANY:
FILE NO. 14030089 (REV. 1-12-15)

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2011 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDE ITEMS 1,2,3,4,5,6a,6b,8,11a,11b,13,14,16,17,18,19,20a AND 21 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON JANUARY 7, 2015.

DATE: JANUARY 7, 2015

CHARLES D. MARCHESE, MAINE PLS 2009
SEBAGO TECHNICS, INC.

Plan 1



CHARLES D. MARCHESE, ME PLS 2009

DESIGNED	CHECKED
CDM	CLB

REV:	BY:	DATE:	STATUS:
C	CDM	01-23-2015	REVISED BORINGS/PROBES
B	CDM	01-23-2015	PLAN REVISED TO REFLECT TITLE COMMITTMENT 14030089 REVISED 1-12-15
A	CDM	01-07-2015	ISSUED TO CLIENT FOR REVIEW

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNICS, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNICS, INC.

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM

75 John Roberts Rd. - Suite 1A South Portland, ME 04106 Tel. 207-200-2100
250 Goddard Rd. - Suite B Lewiston, ME 04240 Tel. 207-783-5656

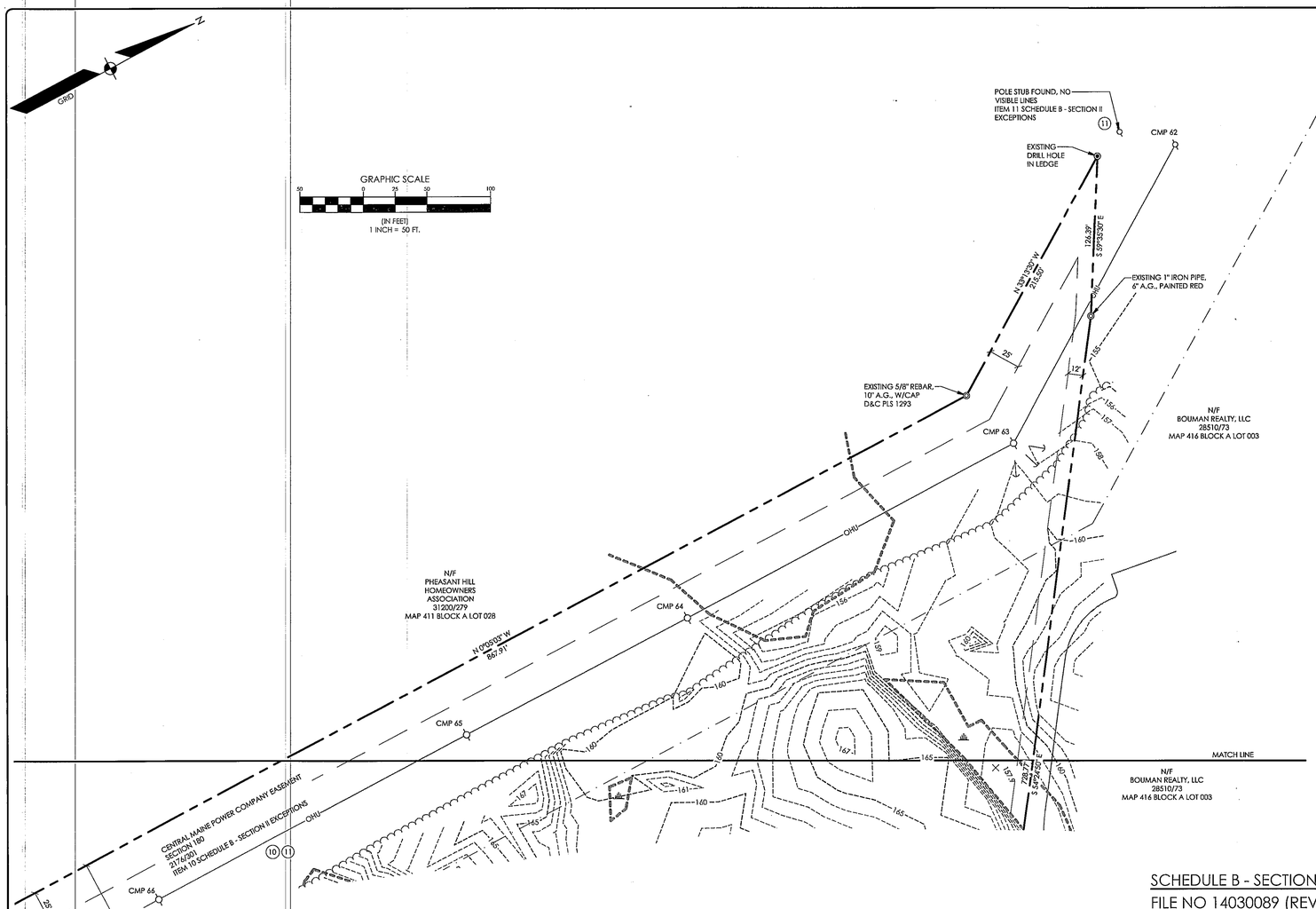
ALTA/ACSM LAND TITLE SURVEY

OF LAND OWNED BY:
GRAVES HILL LAND COMPANY, LLC
802-838 OCEAN AVENUE
PORTLAND, MAINE 04103
PREPARED FOR:
HAWTHORN DEVELOPMENT, LLC
9310 NE VANCOUVER MALL DRIVE, SUITE 200
VANCOUVER, WASHINGTON 98662-8210

PROJECT NO.	SCALE
14432	1" = 50'

SHEET 1 OF 2

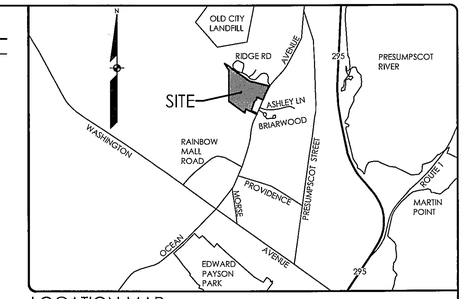
14432EC.dwg, TAB:14432LTS1



LEGEND

EXISTING

- PROPERTY LINE/R.O.W.
- ABUTTER LINE/R.O.W.
- 5/8" REBAR W/CAP STI PLS 2009 TO BE SET
- DRILL HOLE TO BE SET
- DEED LINE/R.O.W.
- SETBACK
- EASEMENT
- CENTERLINE
- MONUMENT
- IRON PIPE/ROD
- DRILL HOLE
- C1/L1 DEED CALL
- C1/L1 CURVE/LINE NO.
- ZONE LINE
- BENCHMARK DESCRIPTION WITH ELEVATION — BENCHMARK
- MW-1 MONITORING WELL
- B-1 BORING
- BUILDING
- EDGE WETLAND
- WETLANDS
- SEASONAL RUN
- LEDGE
- EDGE PAVEMENT
- EDGE CONCRETE
- PAVEMENT PAINT
- EDGE GRAVEL
- CURB LINE
- TREELINE
- 120 CONTOURS
- ×120.00 SPOT GRADE
- STOCKADE FENCE
- STONE WALL
- DECIDUOUS TREE
- CONIFEROUS TREE
- SIGN
- W WATER
- WGV WATER GATE VALVE
- WATER SHUT OFF
- HYDRANT
- W WATER STANDPIPE
- S SANITARY SEWER
- S SANITARY MANHOLE
- SD STORM DRAIN
- CULVERT
- DRAINAGE MANHOLE
- CATCH BASIN
- OHU OVERHEAD UTILITY
- T TELEPHONE MANHOLE
- LIGHT POLE
- UTILITY POLE
- GUY WIRE
- RIPRAP
- 23147/129 DEED POOK/PAGE



LOCATION MAP

N.T.S.

GENERAL NOTES:

1. THE RECORD OWNER OF THE PARCEL IS GRAVES HILL LAND COMPANY, LLC BY DEED DATED JULY 1, 2004 AND RECORDED AT THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 21500, PAGE 269.
2. THE PROPERTY IS SHOWN AS LOTS A006, A007 AND A021 ON TAX MAP 416 AND LOT A007 ON TAX MAP 411 OF THE CITY OF PORTLAND TAX MAPS AND IS LOCATED IN THE BOTH THE R-5A RESIDENTIAL ZONE AND R-OS RECREATION AND OPEN SPACE ZONING DISTRICTS.
3. SPACE AND BULK CRITERIA FOR THE R5A AND ROS DISTRICTS ARE AS FOLLOWS:

	R5A	ROS
LOCUS AREA WITHIN ZONING DISTRICT:	10.171 ACRES	8.157 ACRES
MINIMUM FRONT YARD:	25 FEET	25 FEET
MINIMUM SIDE YARD:	16 FEET	12 FEET
MINIMUM REAR YARD:	25 FEET	25 FEET
MAXIMUM BUILDING HEIGHT:	100 FEET PER ZONING ORDINANCE	N/A

* SEE ORDINANCE FOR MORE PARTICULAR INFORMATION.

4. TOTAL AREA OF PARCEL IS APPROXIMATELY 798,387.448 SQUARE FEET OR 18.328 ACRES.
5. BOUNDARY AND TOPOGRAPHIC INFORMATION SHOWN HEREON IS BASED UPON FIELD WORK PERFORMED BY SEBAGO TECHNICS, INC. IN DECEMBER 2014 AND JANUARY 2015.
6. PLAN REFERENCES:

A. "PLAN SHOWING A BOUNDARY SURVEY AND TOPOGRAPHIC SURVEY MADE FOR DIANE DOYLE, (MAILING ADDRESS: 16 TIFFANY LANE, SACO, ME 04072) PARCEL LOCATED AT OCEAN AVENUE, PORTLAND, MAINE" DATED JULY 8, 2002 AND REVISED THROUGH FEBRUARY 11, 2005 BY DOW & COULOMBE, INC., SHEETS 1 & 2 OF 2. THIS PLAN IS RECORDED AT THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN PLAN BOOK 204, PAGE 293 & PAGE 294.

B. "AS-BUILT SURVEY PLAN OF OCEAN RIDGE CONDOMINIUMS, 852 OCEAN AVENUE, PORTLAND, MAINE FOR RECORD OWNER OCEAN RIDGE REALTY, LLC, 91 OLD OCEAN HOUSE ROAD, CAPE ELIZABETH, MAINE 04107" DATED NOVEMBER 29, 2005 BY SEBAGO TECHNICS, INC., PROJECT NO. 84180.

C. "BOUNDARY SURVEY & LOT DIVISION 752 OCEAN AVENUE, PORTLAND, MAINE MADE FOR DONALD ANSPACH, 752 OCEAN AVENUE, PORTLAND, MAINE" DATED MAY 25, 2004 AND REVISED THROUGH JUNE 18, 2008 BY TITCOMB ASSOCIATES, JOB NO. 87114.1.

D. "STANDARD BOUNDARY SURVEY PLAN OF PROPERTY OCEAN AVENUE, PORTLAND, MAINE MADE FOR THE FINCH GROUP, 160 FEDERAL STREET, BOSTON, MA." DATED JULY 30, 1992 BY TITCOMB ASSOCIATES, JOB NO. 87114A.

E. "OCEAN AVENUE STORM DRAIN AND SANITARY SEWER EXTENSION OF OCEAN RIDGE CONDOMINIUMS, 852 OCEAN AVENUE, PORTLAND, MAINE FOR OCEAN RIDGE REALTY, LLC, 91 OCEAN HOUSE ROAD, CAPE ELIZABETH, MAINE 04107" DATED APRIL 3, 2001 AND REVISED THROUGH DECEMBER 3, 2002 BY SEBAGO TECHNICS, INC., PROJECT NO. 84180, SHEETS 15 & 16 OF 18 SHEETS.

F. "OCEAN AVENUE RECONSTRUCTION PHASE 3 AND PHASE 4, PLAN AND PROFILE STA. 122+00 TO STA. 127+50" DATED AUGUST 31, 2007 BY CITY OF PORTLAND, MAINE DEPARTMENT OF PUBLIC WORKS ENGINEERING SECTION, PROJECT NO. CD4517, SHEETS 6 & 7 OF 23 SHEETS

G. "AMENDED SUBDIVISION PLAN OF OCEAN RIDGE CONDOMINIUMS, 852 OCEAN AVENUE, PORTLAND, MAINE FOR RECORD OWNER OCEAN RIDGE REALTY, LLC, 91 OLD OCEAN HOUSE ROAD, CAPE ELIZABETH, MAINE 04107" DATED MARCH 6, 2001 AND REVISED THROUGH MARCH 13, 2003 BY SEBAGO TECHNICS, INC. THIS PLAN IS RECORDED AT THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN PLAN BOOK 203, PAGE 264 AND SUPERCEDES A PLAN RECORDED IN PLAN BOOK 202, PAGE 725.

7. PLAN ORIENTATION IS GRID NORTH, MAINE STATE PLANE COORDINATE SYSTEM, WEST ZONE 1802-NAD83. ELEVATIONS DEPICTED HEREON WERE OBSERVED IN NAVD88, BASED ON DUAL FREQUENCY GPS OBSERVATIONS. ELEVATIONS HAVE BEEN CONVERTED TO NGVD29 UTILIZING THE U.S.ARMY CORPS OF ENGINEERS CORPSCON 6.0.1 SOFTWARE. THE CONVERSION IN THIS VICINITY IS 0.70 FEET HIGHER THAN NAVD88. ELEVATIONS ARE TIED TO THE CITY OF PORTLAND, MAINE VERTICAL DATUM.
8. UTILITY INFORMATION DEPICTED HEREON IS COMPILED USING PHYSICAL EVIDENCE LOCATED IN THE FIELD. UTILITIES DEPICTED HEREON MAY NOT NECESSARILY REPRESENT ALL EXISTING UTILITIES. CONTRACTORS AND/OR DESIGNERS NEED TO CONTACT DIG-SAFE SYSTEMS, INC. (1-888-DIG-SAFE) AND FIELD VERIFY EXISTING UTILITIES PRIOR TO CONSTRUCTION AND/OR EXCAVATION.
9. THE LOCUS PROPERTY AS DEPICTED HEREON DOES NOT FALL WITHIN A SPECIAL FLOOD HAZARD AREA AS DELINEATED ON THE FLOOD INSURANCE RATE MAP FOR THE CITY OF PORTLAND, MAINE, CUMBERLAND COUNTY, COMMUNITY-PANEL NUMBER 230051 0007 C, HAVING AN EFFECTIVE DATE OF DECEMBER 8, 1998. THE LOCUS FALLS WITHIN AN AREA IDENTIFIED AS AN UNSHADED ZONE X, AREAS DETERMINED TO BE OUTSIDE THE 500-YEAR FLOODPLAIN.
10. A WETLAND DELINEATION WAS PERFORMED ON THIS PROJECT SITE IN NOVEMBER 2001 AND REVIEWED IN APRIL 2014 BY GARY M. FULLERTON, CERTIFIED SOIL SCIENTIST OF SEBAGO TECHNICS, INC. THIS DELINEATION CONFORMS TO THE STANDARDS AND METHODS OUTLINED IN THE 1987 WETLANDS DELINEATION MANUAL AND REGIONAL SUPPLEMENT AUTHORIZED AND PUBLISHED BY THE U.S. ARMY CORPS OF ENGINEERS. WETLAND FLAGS WITHIN THE PROPOSED DEVELOPMENT AREAS WERE LOCATED BY GROUND SURVEY. WETLAND FLAGS OUTSIDE OF THE PROPOSED DEVELOPMENT AREA WERE LOCATED USING GLOBAL POSITIONING SYSTEMS (GPS) TECHNOLOGY. ALL GPS LOCATED POINTS HAVE A VARYING DEGREE OF ACCURACY AND MAY NOT REPRESENT THE ACTUAL FIELD LOCATION.
11. WITH REFERENCE TO ITEM 18 OF THE ALTA TABLE A, THE AREA ADJOINING THE NORTHERLY AND WESTERLY SIDELINES OF LAND OF CAIAZZO IS CLUTTERED WITH CONSTRUCTION AND RESIDENTIAL DEBRIS, TWO OLD VEHICLES AND ASSORTED HOUSEHOLD LITTER.

THE AREA IN THE VICINITY OF THE USGS CONTROL DISKS IS ALSO BEING USED AS A DUMP SITE FOR LAWN DEBRIS BY THE ADJOINING CONDOMINIUM PROJECT.

SURVEYOR'S STATEMENT

THIS SURVEY WAS PERFORMED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY KNOWLEDGE AND BELIEF, IT WAS DONE IN ACCORDANCE WITH CHAPTER 90, PART 1 (PROFESSIONAL STANDARDS OF PRACTICE) AND PART 2 (TECHNICAL STANDARDS OF PRACTICE) OF THE MAINE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS.

CHARLES D. MARCHESE, MAINE PLS 2009 JANUARY 7, 2015

SURVEYOR'S CERTIFICATION

TO HAWTHORN DEVELOPMENT, LLC OR ITS ASSIGNEE AND FIDELITY NATIONAL TITLE INSURANCE COMPANY:
FILE NO. 14030089 (REV. 1-12-15)

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2011 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDE ITEMS 1,2,3,4,5,6a,6b,8,11a,11b,13,14,16,17,18,19,20a AND 21 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON JANUARY 7, 2015.

DATE: JANUARY 7, 2015

CHARLES D. MARCHESE, MAINE PLS 2009
SEBAGO TECHNICS, INC.

LEGAL DESCRIPTION

A CERTAIN LOT OR PARCEL OF LAND LOCATED ON THE WESTERLY SIDELINE OF OCEAN AVENUE, STATE HIGHWAY 9, IN THE CITY OF PORTLAND, COUNTY OF CUMBERLAND, STATE OF MAINE, SAID LOT OR PARCEL OF LAND BEING MORE PARTICULARLY BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT AN EXISTING 5/8" REBAR, 8" BELOW GRADE ON THE APPARENT WESTERLY SIDELINE OF OCEAN AVENUE AT LAND NOW OR FORMERLY OF WILLIAM H. CARR, JR. AND LINDA R. CARR, AS DESCRIBED IN A DEED RECORDED AT THE CUMBERLAND COUNTY REGISTRY OF DEEDS (CCRD) IN BOOK 19165, PAGE 114;

THENCE N 65°03'23" W, ALONG LAND OF SAID CARR, A DISTANCE OF 333.97 FEET TO AN EXISTING BLAZED 12" RED OAK TREE;

THENCE S 18°05'41" W, ALONG LAND NOW OR FORMERLY OF CARR, A DISTANCE OF 107.71 FEET TO AN EXISTING 5/8" REBAR, 6" ABOVE GRADE WITH CAP INSCRIBED TITCOMB ASSOCIATES, PLS 2271 AT LAND NOW OR FORMERLY OF JACOB PAUL STAUB AND SONIA MARIA BARANTES AS DESCRIBED IN A DEED RECORDED AT THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 29398, PAGE 231;

THENCE N 54°32'36" W ALONG LAND NOW OR FORMERLY OF STAUB AND BARANTES, A DISTANCE OF 547.73 FEET TO AN EXISTING DRILL HOLE IN LEDGE AT LAND NOW OR FORMERLY OF TERENCE B. GOODWIN AND BARBARA R. GOODWIN, TRUSTEES AS DESCRIBED IN A DEED RECORDED AT THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 20006, PAGE 118;

THENCE N 00°05'03" W, ALONG LAND NOW OR FORMERLY OF GOODWIN AND LAND NOW OR FORMERLY OF PHEASANT HILL HOMEOWNERS ASSOCIATION AS DESCRIBED IN A DEED RECORDED AT THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 31200, PAGE 279, A DISTANCE OF 867.91 FEET TO AN EXISTING 5/8" REBAR, 10" ABOVE GRADE WITH CAP INSCRIBED DOW & COULOMBE PLS 1293;

THENCE N 33°13'30" W, ALONG LAND NOW OR FORMERLY OF PHEASANT HILL HOMEOWNERS ASSOCIATION, A DISTANCE OF 215.50 FEET TO AN EXISTING DRILL HOLE IN LEDGE AT LAND NOW OR FORMERLY OF BOUMAN REALTY, LLC AS DESCRIBED IN A DEED RECORDED AT THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 28510, PAGE 73;

THENCE S 59°35'30" E, ALONG LAND NOW OR FORMERLY OF BOUMAN REALTY, LLC, A DISTANCE OF 126.39 FEET TO AN EXISTING 1" IRON PIPE, 6" ABOVE GRADE, PAINTED RED;

THENCE S 54°24'50" E, ALONG LAND NOW OR FORMERLY OF BOUMAN REALTY, LLC, A DISTANCE OF 728.77 FEET TO AN EXISTING 1.25" IRON PIPE, 14" ABOVE GRADE IN STONES, TIPPED NORTHWESTERLY;

THENCE S 76°12'22" E, ALONG LAND NOW OR FORMERLY OF BOUMAN REALTY, LLC, A DISTANCE OF 571.55 FEET TO A 5/8" REBAR WITH CAP INSCRIBED "STI PLS 2009" TO BE SET ON THE WESTERLY SIDELINE OF OCEAN AVENUE;

THENCE S 39°55'03" W, ALONG THE WESTERLY SIDELINE OF OCEAN AVENUE, A DISTANCE OF 50.78 FEET TO AN EXISTING 5/8" REBAR, 12" ABOVE GRADE, WITH CAP INSCRIBED DOW & COULOMBE, PLS 1293;

THENCE S 24°55'06" W, ALONG THE WESTERLY SIDELINE OF OCEAN AVENUE, A DISTANCE OF 216.07 FEET TO A 5/8" REBAR WITH CAP INSCRIBED "STI PLS 2009" TO BE SET;

THENCE S 21°29'19" W, ALONG THE WESTERLY SIDELINE OF OCEAN AVENUE, A DISTANCE OF 160.65 FEET TO AN EXISTING EXISTING 5/8" REBAR, 12" ABOVE GRADE WITH CAP INSCRIBED DOW & COULOMBE, PLS 1293 AT LAND NOW OR FORMERLY OF SHIRLEY A. CAIAZZO AND TIMOTHY W. CAIAZZO AS DESCRIBED IN A DEED RECORDED AT THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 4552, PAGE 113;

THENCE N 65°19'11" W, ALONG LAND NOW OR FORMERLY ALONG LAND NOW OR FORMERLY OF CAIAZZO, A DISTANCE OF 183.15 FEET TO AN EXISTING 1" IRON PIPE, 4" ABOVE GRADE, PAINTED RED;

THENCE S 13°22'39" W, ALONG LAND NOW OR FORMERLY OF CAIAZZO, A DISTANCE OF 69.26 FEET TO A DRILL HOLE TO BE SET IN REMAINS OF A STONE WALL AT LAND NOW OR FORMERLY OF RICHARD M. PERKINS AND MARY H. PERKINS AS DESCRIBED IN A DEED RECORDED AT THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 26172, PAGE 343;

THENCE S 47°12'40" W, ALONG LAND NOW OR FORMERLY OF PERKINS AND THE REMAINS OF A STONE WALL, A DISTANCE OF 14.62 FEET TO A DRILL HOLE TO BE SET;

THENCE S 60°52'00" W, ALONG LAND NOW OR FORMERLY PERKINS AND THE REMAINS OF A STONE WALL, A DISTANCE OF 28.66 FEET TO A 5/8" REBAR WITH CAP INSCRIBED "STI PLS 2009" TO BE SET;

LEGAL DESCRIPTION CONTINUED

THENCE S 33°34'00" W, ALONG LAND NOW OR FORMERLY OF PERKINS, A DISTANCE OF 53.42 FEET TO A 5/8" REBAR WITH CAP INSCRIBED "STI PLS 2009" TO BE SET;

THENCE S 25°09'40" W, ALONG LAND NOW OR FORMERLY OF PERKINS AND THE REMAINS OF A STONE WALL, A DISTANCE OF 36.08 FEET TO A 5/8" REBAR WITH CAP INSCRIBED "STI PLS 2009" TO BE SET;

THENCE S 15°19'00" W, ALONG LAND NOW OR FORMERLY OF PERKINS AND LAND NOW OR FORMERLY OF TAI XUAN HUYNH AND TRUC MI THI NGUYEN AS DESCRIBED IN A DEED RECORDED AT THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 28600, PAGE 63, A DISTANCE OF 76.84 FEET TO A 5/8" REBAR WITH CAP INSCRIBED "STI PLS 2009" TO BE SET, FROM WHICH AN EXISTING 5/8" REBAR, 12" ABOVE GRADE BEARS IN 16°17'41" E, A DISTANCE OF 13.46 FEET;

THENCE S 16°45'30" W, ALONG LAND OF HUYNH AND NGUYEN AND THE REMAINS OF A STONE WALL, A DISTANCE OF 59.83 FEET TO A 5/8" REBAR WITH CAP INSCRIBED "STI PLS 2009" TO BE SET AT LAND NOW OR FORMERLY OF HEATHER A. LIEBL AS DESCRIBED IN A DEED RECORDED AT THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 24446, PAGE 17;

THENCE S 19°42'11" W, ALONG LAND NOW OR FORMERLY OF LIEBL, A DISTANCE OF 77.66 FEET TO AN EXISTING 5/8" REBAR, 18" ABOVE GRADE IN A SEASONAL RUN;

THENCE S 65°03'46" E, ALONG LAND NOW OR FORMERLY OF LIEBL, A DISTANCE OF 181.79 FEET TO A 5/8" REBAR WITH CAP INSCRIBED "STI PLS 2009" TO BE SET ON THE WESTERLY SIDELINE OF OCEAN AVENUE;

THENCE S 25°34'21" W, ALONG THE WESTERLY SIDELINE OF OCEAN AVENUE, A DISTANCE OF 24.82 FEET TO THE POINT OF BEGINNING.

BEARINGS HEREIN ARE BASED ON GRID NORTH, MAINE STATE PLANE COORDINATE SYSTEM, WEST ZONE 1802 - NAD83.

THE HEREIN DESCRIBED LOT OR PARCEL OF LAND CONTAINS APPROXIMATELY 798,387.448 SQUARE FEET OR 18.328 ACRES.

THE HEREIN DESCRIBED LOT OR PARCEL OF LAND IS SUBJECT TO AN EASEMENT AS DEPICTED-HEREON GRANTED TO CENTRAL MAINE POWER COMPANY AS DESCRIBED IN A DEED RECORDED AT THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 2176, PAGE 301.

THE HEREIN DESCRIBED LOT OR PARCEL OF LAND IS BENEFITED BY AN EASEMENT AS DEPICTED HEREON AND DESCRIBED IN A DEED RECORDED AT THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 25281, PAGE 148.

THE HEREIN DESCRIBED LOT OR PARCEL OF LAND MAY BE SUBJECT TO RIGHTS AND PRIVILEGES ASSOCIATED WITH THE USGS CONTROL POINTS LOCATED WITHIN THE BOUNDS OF THE LOCUS PROPERTY.

THE HEREIN DESCRIBED LOT OR PARCEL OF LAND MAY ALSO BE SUBJECT TO THE NUMEROUS TRAILS THAT TRAVERSE THE PROPERTY. NO RECORDS WERE FOUND RELATIVE TO THESE OBSERVED WALKING TRAILS. THE TRAILS ARE GENERALLY RUNNING FROM THE WESTERLY SIDE OF THE LOCUS THROUGH THE CENTRAL MAINE POWER COMPANY EASEMENT INTO THE ADJOINING CONDOMINIUM PROJECT OF PHEASANT HILL HOMEOWNERS ASSOCIATION.

SCHEDULE B - SECTION II EXCEPTIONS
FILE NO 14030089 (REV. 1-12-15)

ITEMS 1 THROUGH ITEM 7 INCLUSIVE

THESE ARE NOT SURVEY ISSUES AND ARE NOT ADDRESSED BY SEBAGO TECHNICS, INC.

ITEM 8 (8)

IF THE LAND IS A CONDOMINIUM UNIT: ...

THE LAND IS NOT A CONDOMINIUM UNIT. HOWEVER, THE LOCUS HAS RIGHTS OVER A PORTION OF THE OCEAN RIDGE CONDOMINIUM PROPERTY. SEE ITEM 13 AND 25281/148.

ITEM 9 (9)

TITLE TO RIGHTS OF THE PUBLIC AND OTHERS ENTITLED THERETO IN AND TO ANY PORTION OF THE INSURED PREMISES LOCATED WITHIN THE BOUNDS OF ADJACENT STREETS, ROADS AND WAYS.

THE STREET LINE OF OCEAN AVENUE IS AS DEPICTED HEREON. RIDGE ROAD IS AS DEPICTED ON PLAN REFERENCE 6G HEREON.

ANY RIGHTS THE UNITED STATES GOVERNMENT MAY HAVE IN THE USGS DISK AND ASSOCIATED REFERENCE MARKS AND ACCESS THERETO IS UNKNOWN. NO DATA FURNISHED OR SHOWN ON PREVIOUS SURVEYS.

ITEM 10 (10)

RIGHTS AND EASEMENTS GRANTED FROM FREDERICK T. KNOWLES, GEORGE WILSON, ADAM W. WILSON AND ALICE HANNAH PALMER TO CENTRAL MAINE POWER COMPANY BY DEED DATED MARCH 29, 1954 AND RECORDED IN BOOK 2176, PAGE 301.

THIS EASEMENT IS LOCATED AS DEPICTED HEREON AND RUNS ALONG THE WESTERLY BOUNDARY.

ITEM 11 (11)

STATE OF FACTS SHOWN ON PLAN OF SURVEY ENTITLED "PLAN SHOWING BOUNDARY SURVEY AND TOPOGRAPHIC SURVEY MADE FOR DIANE DOYLE, RECORD OWNER ...". SEE PLAN REFERENCE 6A HEREON.

SEBAGO TECHNICS, INC. HAS EXAMINED THIS PLAN AND HAS RETRACED THE BOUNDARY, TOPOGRAPHIC AND CULTURAL FEATURES AS DEPICTED HEREON. i) THE UTILITY EASEMENT ALONG NORTHERN PORTION OF THE LAND BOOK 2176, PAGE 301 IS DEPICTED HEREON: ii)NEW ENGLAND TELEPHONE AND TELEGRAPH COMPANY EASEMENT IS NOT LOCATED ON THE LOCUS PROPERTY; iii) OCEAN AVENUE IS AS DEPICTED HEREON AND iv) UTILITY LINES AND APPURTENANCES ARE DEPICTED HEREON ALONG THE LENGTH OF OCEAN AVENUE.

ITEM 12 (12)

TERMS AND CONDITIONS OF CONDITIONAL ZONE AGREEMENT GRAVES HILL LAND COMPANY, LLC ...

THESE TWO DOCUMENTS AFFECT THE ENTIRE PROPERTY AND RUN WITH THE LAND.

ITEM 13 (13)

TERMS AND CONDITIONS OF EASEMENT AGREEMENT FROM OCEAN RIDGE REALTY, LLC TO GRAVES HILL LAND COMPANY, LLC DATED JULY 10, 2007 AND RECORDED IN BOOK 25281, PAGE 148. THE AREA IS IDENTIFIED HEREON WITH HATCHING ALONG LAND OF BOUMAN REALTY, LLC.

ITEM 14 (14)

STATE OF FACTS SHOWN ON PLAN OF SURVEY ENTITLED "ALTA/ACSM LAND TITLE SURVEY OF LAND OWNED BY GRAVES HILL LAND COMPANY, LLC, PREPARED FOR HAWTHORN DEVELOPMENT, LLC" BY SEBAGO TECHNICS, INC. DATED JANUARY 7, 2015, INCLUDING: i) UTILITY EASEMENT ALONG NORTHWESTERLY PORTION OF THE LAND, BOOK 2176, PAGE 301; ii) OCEAN AVENUE; iii) UTILITY POLE AND LINE OFF OCEAN AVENUE; iv) ENCROACHMENT OF NORTHEASTERLY CORNER OF THE LAND INTO THE PAVED ACCESS OF RIDGE ROAD; v) SIDELINE SETBACKS; vi) CONTRACT ZONE LINES; vii) EASEMENT AREA ALONG NORTHERLY PORTIC. I OF THE LAND, BOOK 25281, PAGE 148; viii) NOTE #8 THAT NOT ALL UTILITIES MAY BE DEPICTED ON THE PLAN; ix) NOTE #11 THAT ABUTTERS CAIAZZO AND ADJOINING CONDOMINIUM PROJECT MAY BE USING THE LAND AS A DUMP SITE; AND x) NOTE #1 LEGAL DESCRIPTION THAT THE LAND IS SUBJECT TO NUMEROUS TRAILS RUNNING GENERALLY FROM THE WESTERLY SIDE OF THE PROPERTY THROUGH THE CMP COMPANY EASEMENT INTO THE ADJOINING CONDOMINIUM PROJECT.

STATE OF MAINE
CHARLES D. MARCHESE
No. 2009
PROFESSIONAL LAND SURVEYOR
CHARLES D. MARCHESE, ME PLS 2009

DESIGNED	CHECKED
CDM	CLB

REV:	BY:	DATE:	STATUS:
C	CDM	01-23-2015	REVISED BORINGS/PIPE/DBES
B	CDM	01-23-2015	PLAN REVISED TO REFLECT TITLE COMMITMENT 14030089 REVISED 1-12-15
A	CDM	01-07-2015	ISSUED TO CLIENT FOR REVIEW

THIS PLAN SHALL NOT BE ALTERED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNICS, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNICS, INC.

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd., Suite A
South Portland, ME 04106
Tel. 207-200-2100
250 Goddard Rd., Suite 8
Lewiston, ME 04240
Tel. 207-783-5656

ALTA/ACSM LAND TITLE SURVEY
OF LAND OWNED BY:
GRAVES HILL LAND COMPANY, LLC
802-836 OCEAN AVENUE
PORTLAND, MAINE 04103
PREPARED FOR:
HAWTHORN DEVELOPMENT, LLC
9310 NE VANCOUVER MALL DRIVE, SUITE 200
VANCOUVER, WASHINGTON 98662-6210

PROJECT NO.	SCALE
14432	1" = 50'

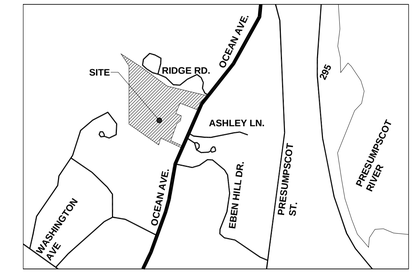
SHEET 2 OF 2

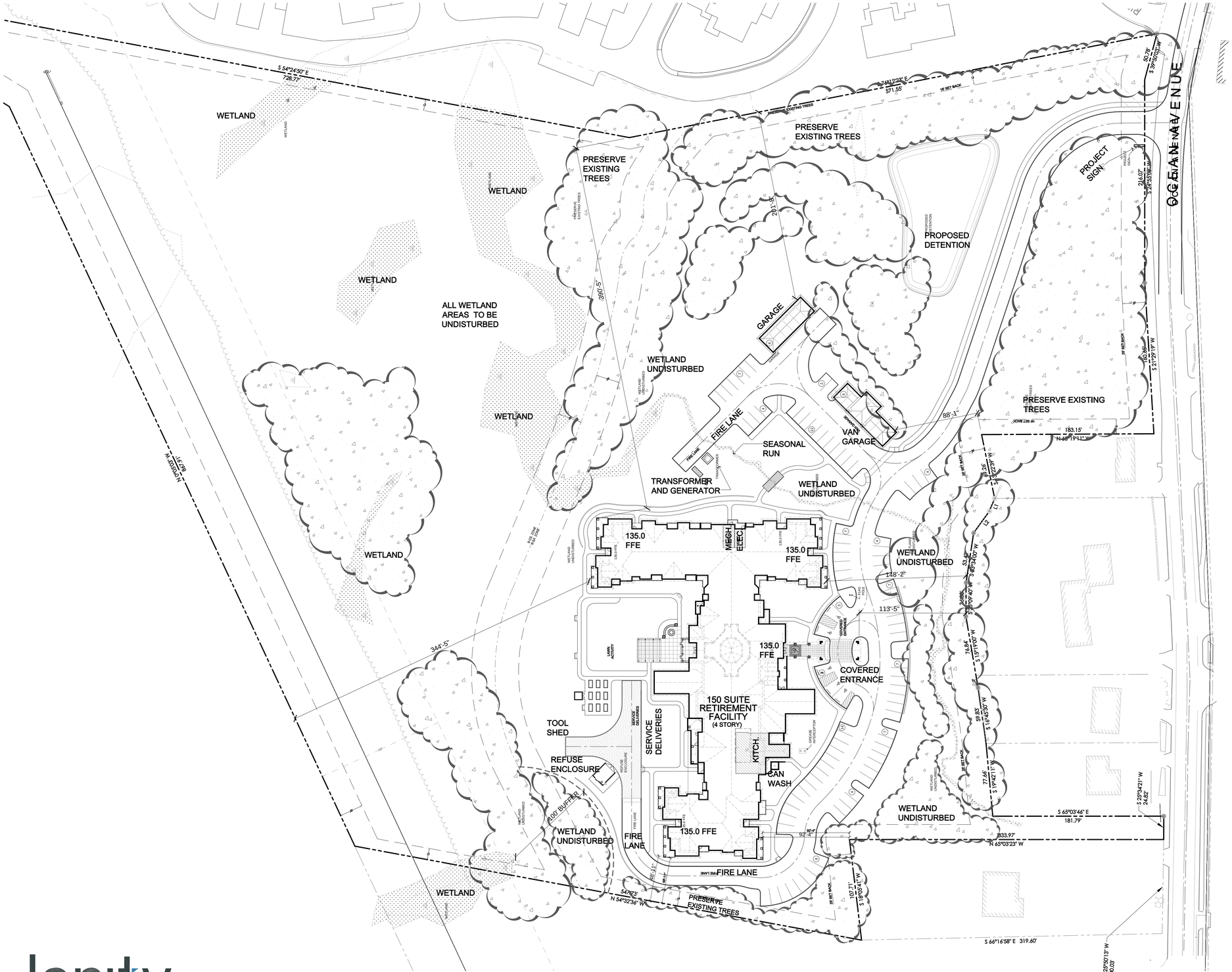
14432EC.dwg, TAB:14432LTS2

Plan 2

Portland Vicinity Map

SCALE: N.T.S.





PROJECT STATISTICS:

PROJECT AREA:

TOTAL AREA 18.33 ACRES NET 798,363 SQ. FT.

TOTAL BUILDING COVERAGE: 43,035 SQ FT 5.5%

AREA CALCULATIONS:

RETIREMENT BUILDING:	39,885 SQ. FT.	5.0%
GARAGES:	3,022 SQ. FT.	0.4%
ACCESSORY BUILDINGS:	128 SQ. FT.	0.1%
DRIVES:	61,106 SQ. FT.	7.6%
WALKS AND PATIOS:	20,480 SQ. FT.	2.5%
LANDSCAPED OPENSPACE:	673,742 SQ. FT.	84.4%

PERVIOUS / IMPERVIOUS AREA

IMPERVIOUS AREA: 15.6% PERVIOUS AREA: 84.4%

PARKING:

RETIREMENT PROJECT:
87 OPEN SPACES
12 COVERED SPACES
5 ACCESSIBLE SPACES

104 TOTAL SPACES

REFERENCE SITE PLAN

DATE: 06 Feb 2015
SCALE: 1" = 60'-0"

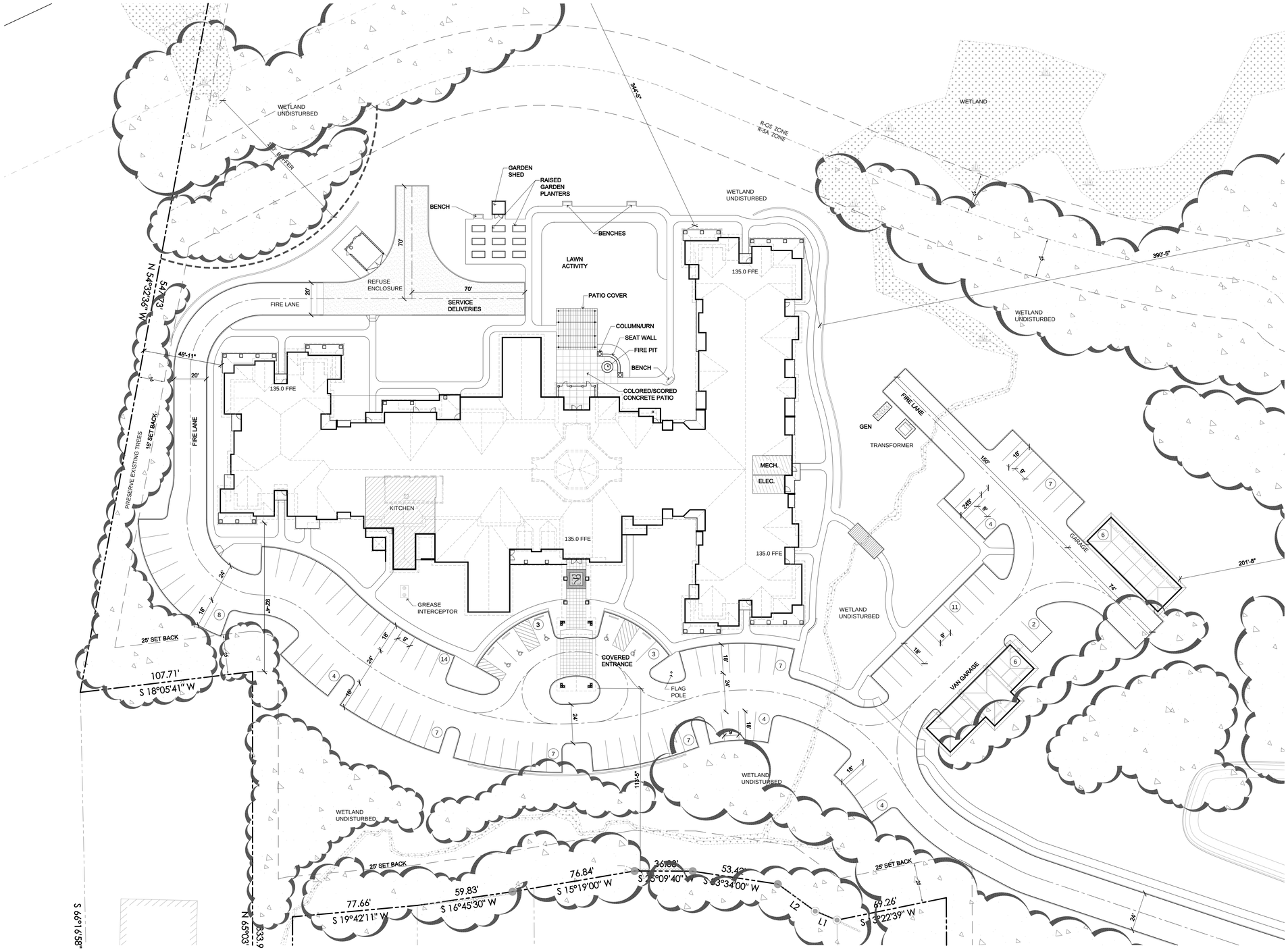
0 30 60 90 120

Portland Retirement Residence

Portland, Maine

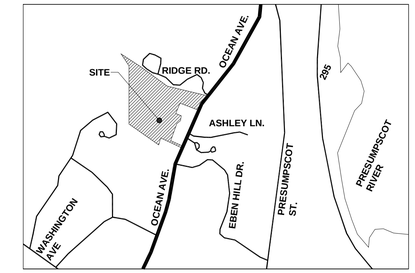
lenity architecture
3150 Kettle Court SE, Salem, Oregon 97301
P 503 399 1090 F 503 399 0565 W lenityarchitecture.com

HAWTHORN RETIREMENT GROUP
9310 NE Vancouver Mall Dr., Suite 200
Vancouver, WA 98662-8210
(360) 213-1550 Fax (360) 213-1540



Portland Vicinity Map

SCALE: N.T.S.



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DRIVES:	61,106 SQ. FT.	7.6%
WALKS AND PATIOS:	20,480 SQ. FT.	2.5%
LANDSCAPED OPENSPACE:	673,742 SQ. FT.	84.4%

PERVIOUS / IMPERVIOUS AREA

IMPERVIOUS AREA: 15.6% PERVIOUS AREA: 84.4%

PARKING:

RETIREMENT PROJECT:
87 OPEN SPACES
12 COVERED SPACES
5 ACCESSIBLE SPACES

104 TOTAL SPACES

SITE PLAN

DATE: 6 Feb 2015
SCALE: 1" = 30'-0"

0 15 30 60 90

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Portland Retirement Residence

Portland, Maine

HAWTHORN RETIREMENT GROUP
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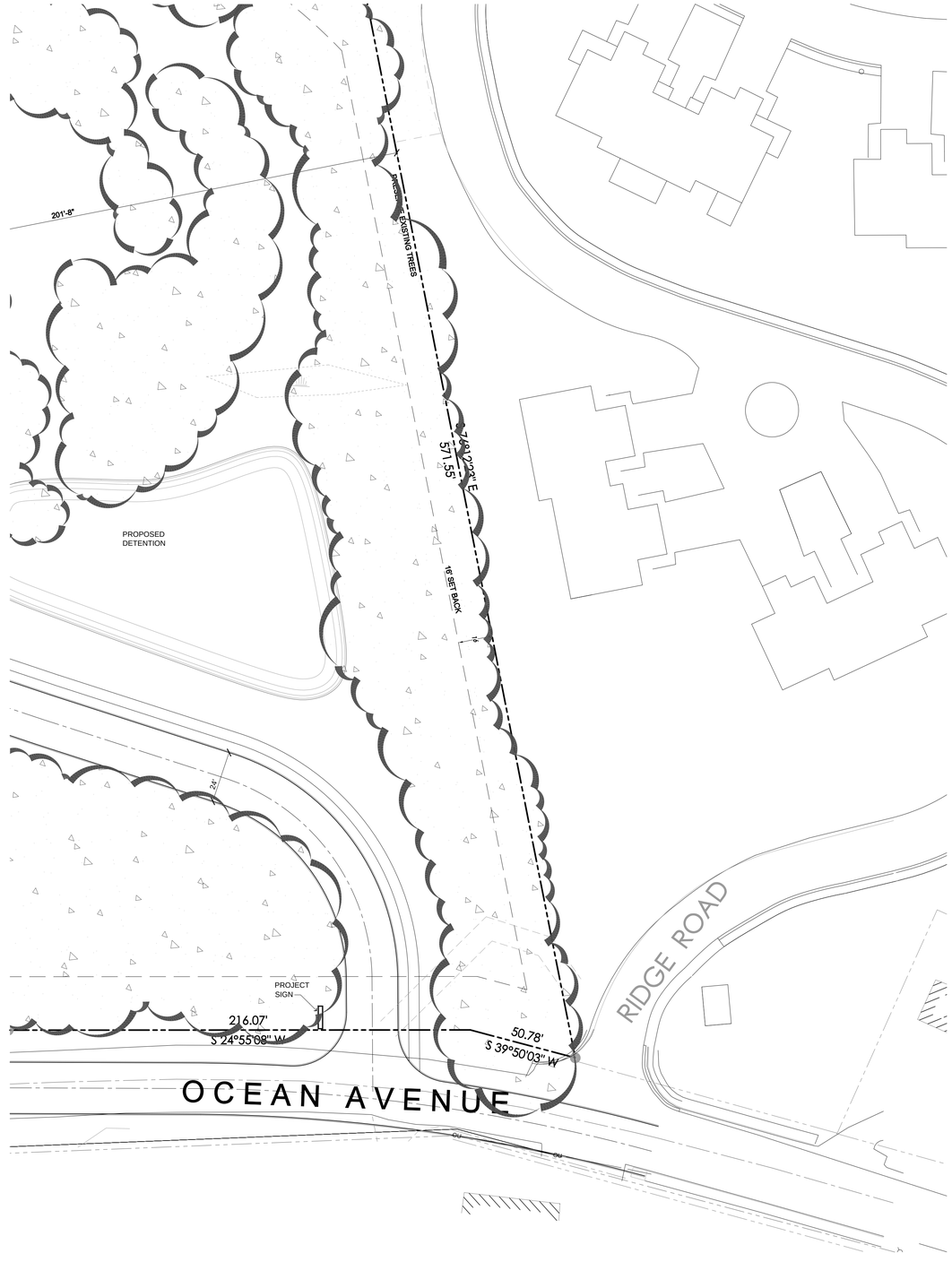
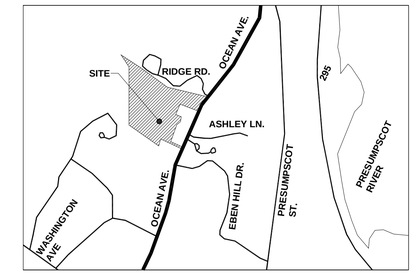
Vancouver, WA 98662-8210
(360) 213-1550 Fax (360) 213-1540



Portland Vicinity Map

SCALE: N.T.S.



PROJECT STATISTICS:

PROJECT AREA:

TOTAL AREA 18.33 ACRES NET 798,363 SQ. FT.
TOTAL BUILDING COVERAGE: 43,035 SQ FT 5.5%

AREA CALCULATIONS:

RETIREMENT BUILDING:	39,885 SQ. FT.	5.0%
GARAGES:	3,022 SQ. FT.	0.4%
ACCESSORY BUILDINGS:	128 SQ. FT.	0.1%
DRIVES:	61,106 SQ. FT.	7.6%
WALKS AND PATIOS:	20,480 SQ. FT.	2.5%
LANDSCAPED OPENSPACE:	673,742 SQ. FT.	84.4%

PERVIOUS / IMPERVIOUS AREA

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104 TOTAL SPACES

SITE PLAN

DATE: 06 Feb 2015
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0 15 30 60 90

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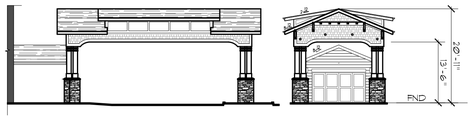
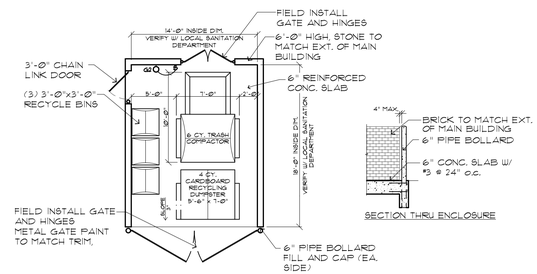
Plan 3



2 ENTRY CANOPY
SCALE : NTS

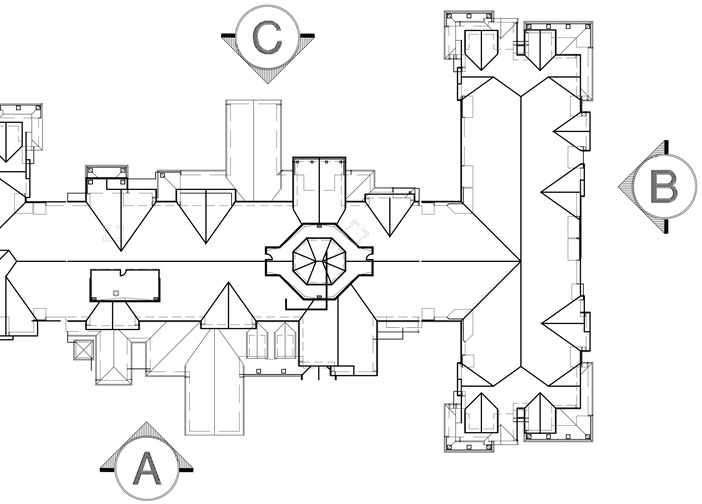
3 VAN GARAGE
SCALE : NTS

B WING B ELEVATION
SCALE : 1/8"=1'-0" (TYP. ALL DWGS THIS SHEET UON)



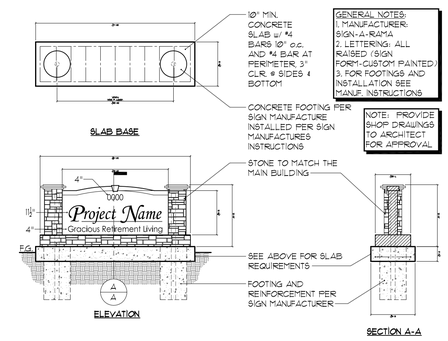
1 REFUSE ENCLOSURE
SCALE : NTS

C REAR ELEVATION
SCALE : 1/8"=1'-0" (TYP. ALL DWGS THIS SHEET UON)



D WING B ELEVATION
SCALE : 1/8"=1'-0" (TYP. ALL DWGS THIS SHEET UON)

A FRONT ELEVATION
SCALE : 1/8"=1'-0" (TYP. ALL DWGS THIS SHEET UON)



PROJECT SIGN
SCALE : NTS

Exterior Elevations

DATE: 02-17-15

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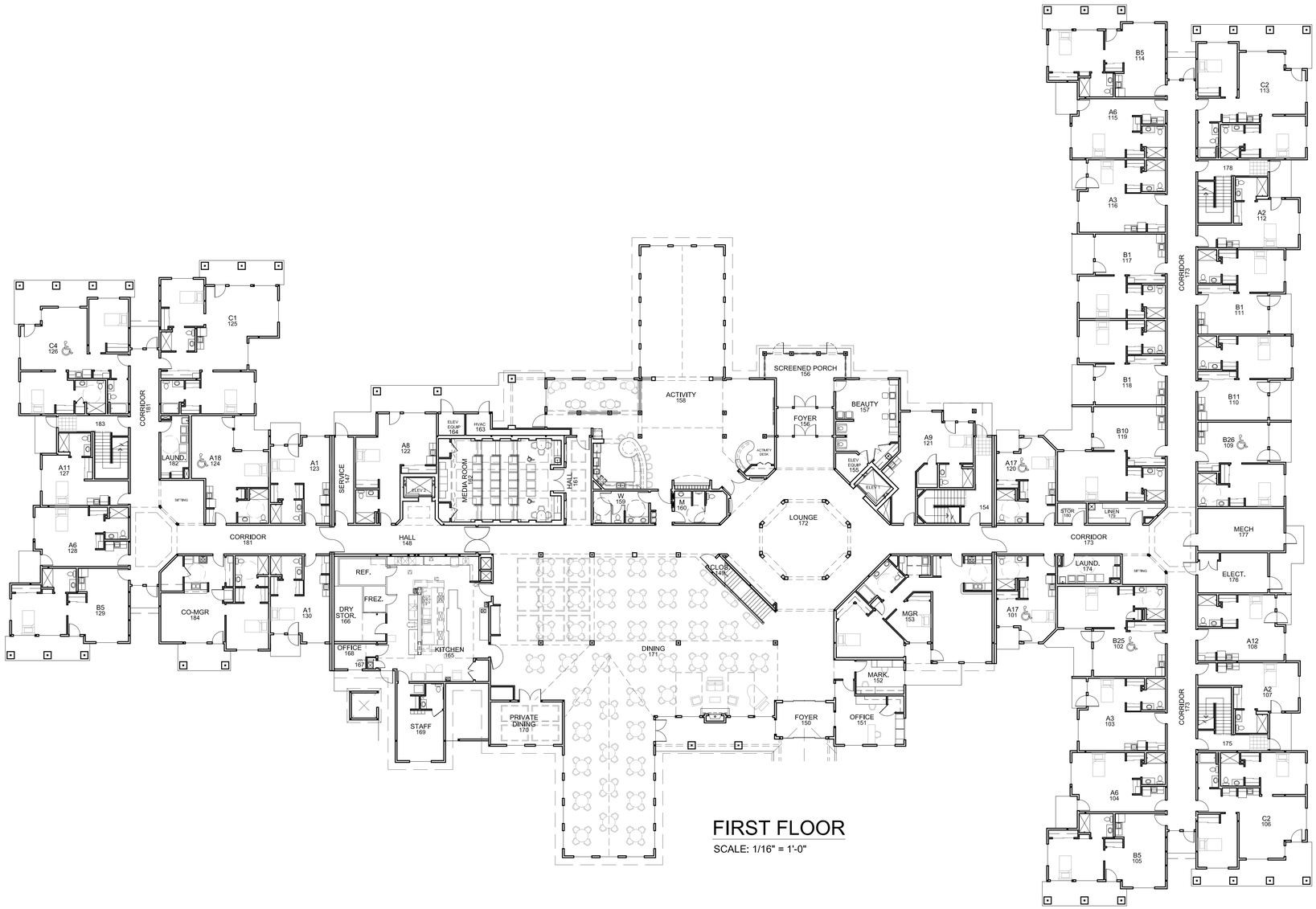
Plan 4



FIRST FLOOR

SCALE: 1/16" = 1'-0"

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Portland Retirement Residence

Portland, ME

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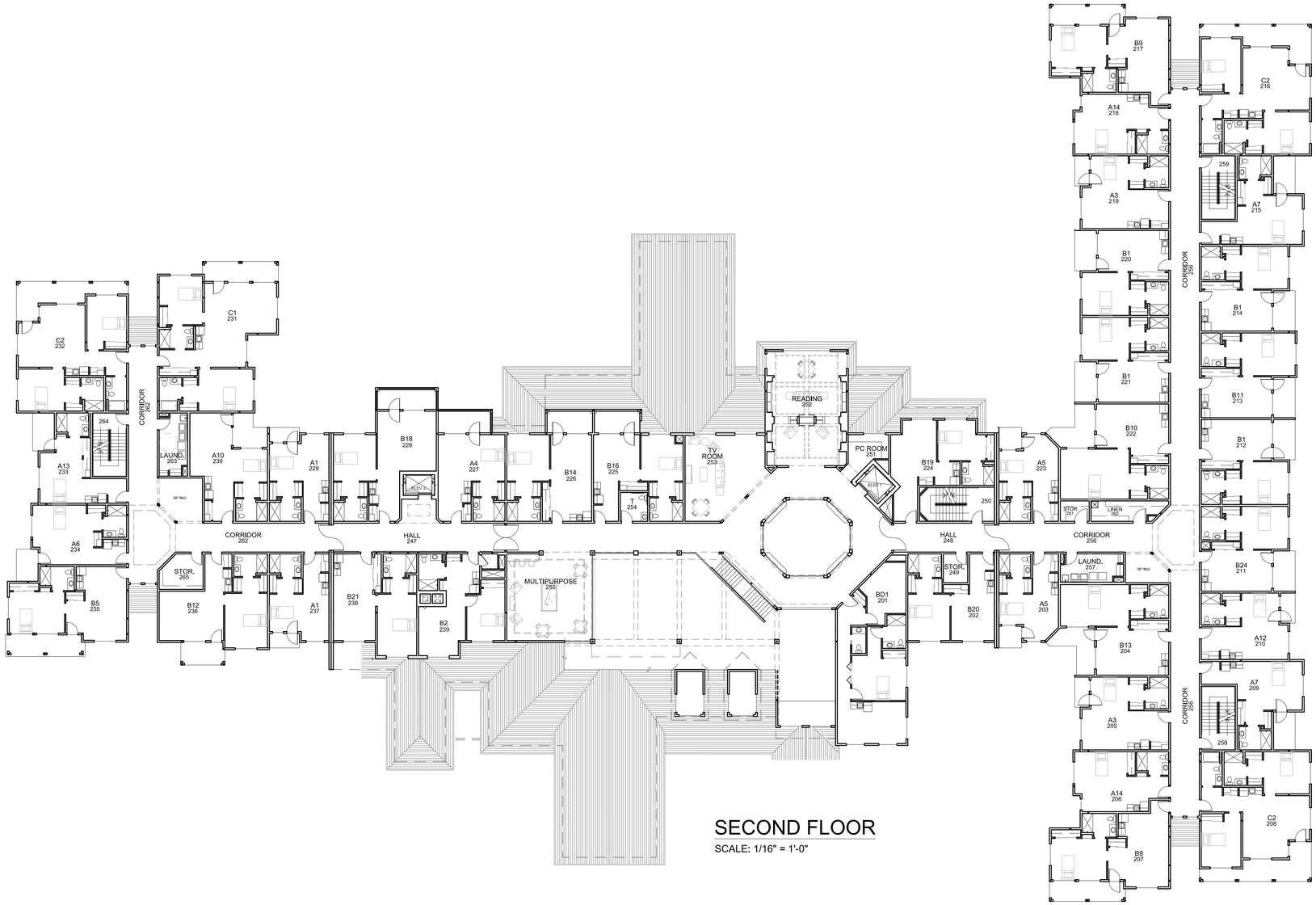

SECOND FLOOR

SCALE: 1/16" = 1'-0"

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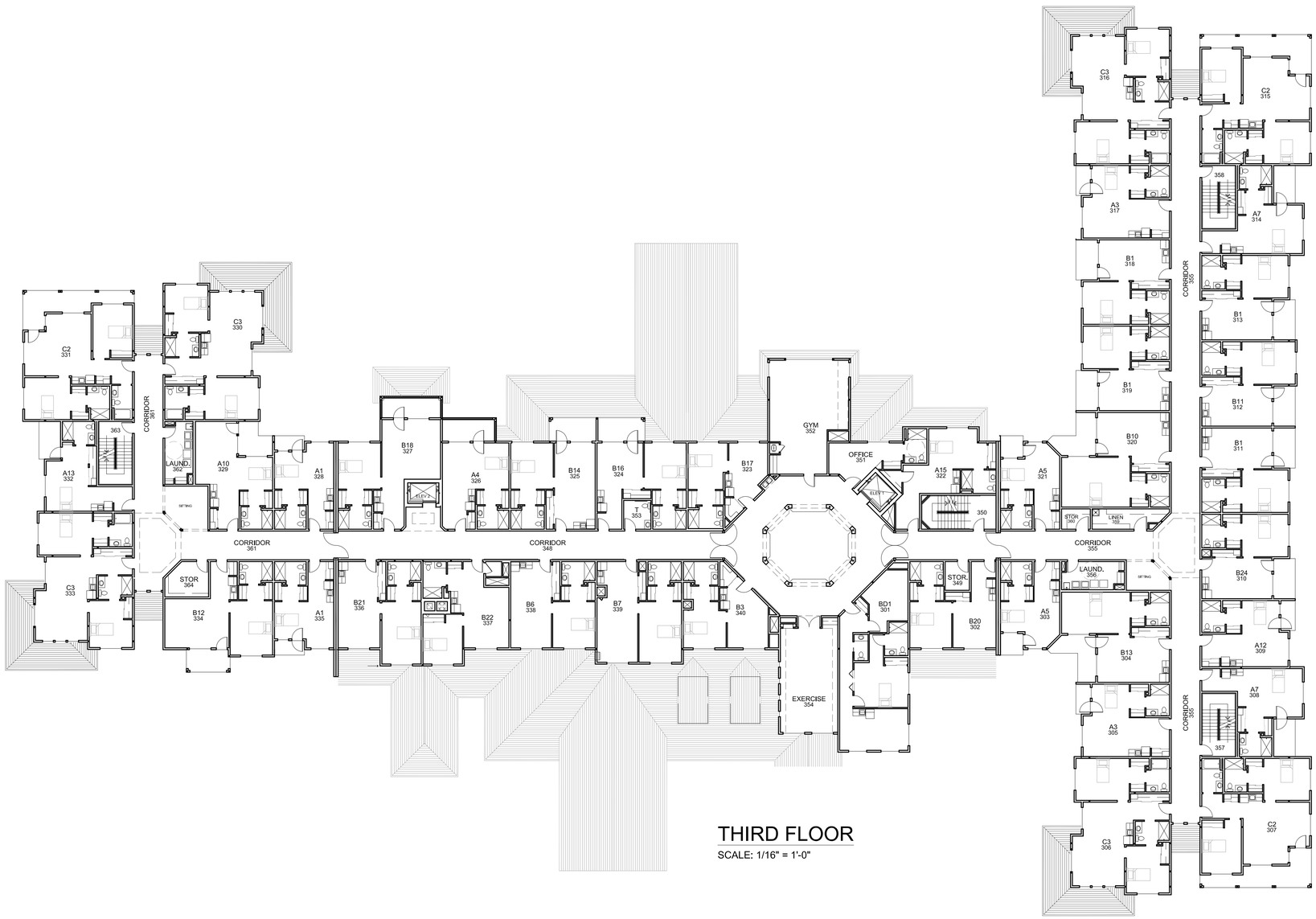

THIRD FLOOR

SCALE: 1/16" = 1'-0"

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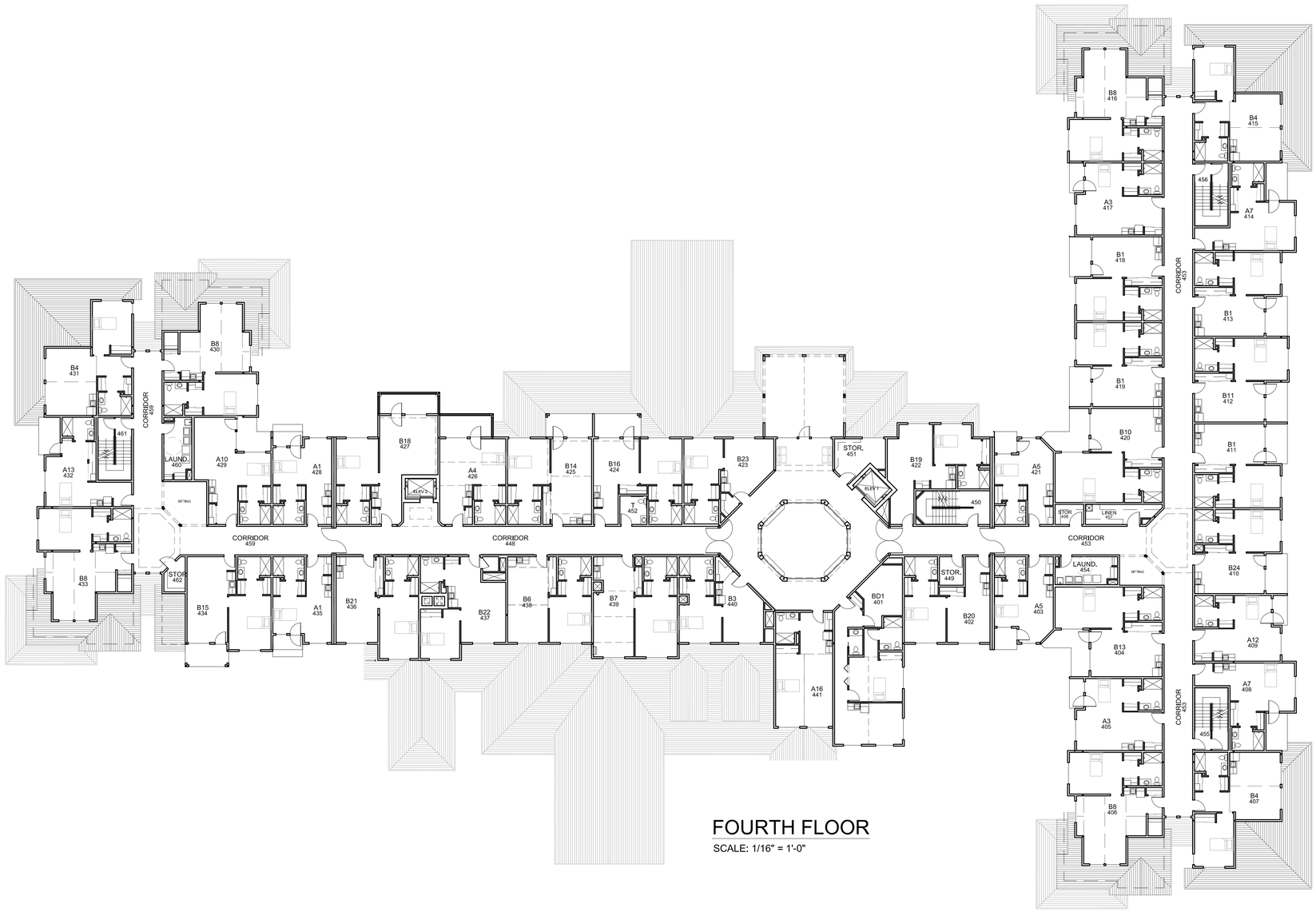

FOURTH FLOOR

SCALE: 1/16" = 1'-0"

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Memorandum
Planning and Urban Development Department
Planning Division

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

From: Deborah Andrews, Historic Preservation Program Manager

Date: April 10, 2015

Re: Preliminary Workshop on Proposed India Street Historic District Designation

Mtg. Date: April 28, 2015

Introduction

A preliminary workshop has been scheduled to begin consideration of a proposal to designate the historic core of the India Street neighborhood as a local historic district. Board members will recall that the creation of an India Street Historic District was one of the key implementation tools recommended in the recently-completed India Street Sustainable Neighborhood Plan as forwarded by the India Street Neighborhood Advisory Committee (ISNAC). ISNAC's recommendation to establish an historic district was a direct outgrowth of several goals expressed early on in the neighborhood planning process. Neighborhood stakeholders identified the following as high priorities: "preserve the neighborhood's historic building fabric"; "build upon the area's historic assets to retain an authentic sense of place"; and "tell the neighborhood's unique story". Creation of an India Street Historic District was determined to be an effective land use regulatory tool to accomplish these goals.

Although the Historic Preservation Board has not yet completed its own deliberations regarding the historic district proposal, it is expected to hold a public hearing in May and forward its formal recommendation to the Planning Board shortly thereafter. In the meantime, staff felt it would be appropriate to provide the Planning Board with background information and analysis related to this initiative. Before the Planning Board takes up the specific details of a historic district proposal, including the question of district boundaries, it is important that the Board understand the development history of the area in question, its significance within the city of Portland and the nature of its building stock. With this information, the Board will better understand the basis for historic district designation.

As Board members might recall, Julie Larry of ttl-architects was commissioned by the Planning Department in 2013 to document the development history of the India Street

neighborhood and conduct a detailed architectural survey in preparation for the neighborhood master plan process. At the upcoming workshop, Ms. Larry will review the history of the India Street neighborhood and describe its extant historic architectural and cultural resources. Ms. Larry will also discuss her professional analysis of the neighborhood's eligibility for historic district designation.

Following Ms. Larry's presentation, staff will provide a brief overview of the City's historic preservation regulations and review process and explain, using examples of projects in other historic districts, how designation would affect future building renovation or new construction projects in the India Street neighborhood. Staff will also explain the classification system used in historic districts to assign a "preservation value" to each building within a district and what these classifications ("landmark", "contributing", or "noncontributing") mean in terms of applicable historic preservation regulations.

The workshop will conclude with a discussion on the relationship of historic district designation and the adoption of a form-based code. Historic Preservation and Planning Staff will describe how they envision these regulations functioning together as complementary land use tools. Board members will likely find the enclosed American Planning Association article, "Yoking Form-Based Codes and Historic Districts," instructive for this discussion.

As noted above, this workshop is intended to provide background information relative to the district designation proposal. This workshop will not focus on district boundaries or other specific provisions as may be recommended by the Historic Preservation Board when it forwards its formal designation recommendation to the Planning Board.

In preparation for the workshop, Board members are encouraged to review the following attached documents:

- *India Street Neighborhood – Analysis of Eligibility as a Local Historic District*, prepared by Julie Larry of ttl-architects.

- *History of the India Street Neighborhood*, commissioned by the Planning Department and written by Julie Larry of ttl-architects. Although the India Street Plan includes a brief summary of the neighborhood's history, Ms. Larry's document provides a much more detailed account of the area's social, cultural and architectural development.

- Sample building descriptions from the India Street Historic Building Inventory. The full building inventory is accessible on the City's website- see India Street Neighborhood Plan project site, The inventory is organized by street and includes an architectural description, historical information (if known), a current photo and a 1924 tax photo of every surveyed building in the India Street neighborhood.

- "Yoking Form-Based Codes and Historic Districts," published by the American Planning Association.

Background, Origins of Current Designation Proposal

Specific discussions of a possible India Street district began in 2007, when Historic Preservation staff was asked by the Council's Housing & Community Development Committee to provide an update on the historic preservation program and to identify individual structures and areas that warranted consideration as landmarks or historic districts. At that time staff identified the India Street neighborhood and the downtown section of Congress Street as two high priority areas for historic district designation. During the working session, HCDC members expressed clear support for creating an India Street historic district (as well as a Congress Street district). Ultimately, staff elected to move forward first with the designation of Congress Street and the downtown core. (The amount of time and public process involved in any district initiative made it unrealistic to pursue both districts at the same time.) In 2009, following a two-year process, the City Council formally approved designation of the Congress Street Historic District. (The district extends from Lincoln Park to Longfellow Square and includes side streets as well as Congress Street itself.)

A potential India Street historic district was discussed again with the Planning Board in 2011, when representatives of the India Street Neighborhood Association met with the Board to request consideration of new or revised land use tools to better manage the scale and character of development in their neighborhood. During the workshop session, Planning Board members indicated that they supported historic district designation for the India Street neighborhood. Although historic preservation staff was prepared to move forward with the initiative at that time, Planning staff recommended that consideration of an historic district be taken up as part of a comprehensive neighborhood planning process. That process commenced in 2013; the current historic district proposal is one of the key outcomes of that neighborhood plan.

In preparation for the launch of the India Street neighborhood planning process, the City engaged the firm of ttl-architects to conduct a comprehensive historic resources survey of the India Street area. (The Planning Department defined the boundaries of the general study area.) Julie Larry of ttl-architects, with assistance from Gabrielle Daniello, researched the historical and architectural development of the neighborhood and documented every building within the identified study area. They prepared a written history of the neighborhood and produced an architectural description, historical narrative and photograph of approximately 120 buildings. From this research and analysis, ttl-architects offered their professional assessment as to each building's "preservation value" and offered various district boundary options for consideration.

It should be noted that while ttl-architects provided the documentation and preliminary analysis necessary to move forward with an historic district proposal, every recommendation put forward by the consultant—including potential historic district boundaries and the classification assigned to each building (i.e. ("landmark", "contributing", or noncontributing) has been subsequently reviewed and reexamined by Historic Preservation and Planning staff, the Maine Historic Preservation Commission, the HP Working Group of ISNAC and, more recently, the Historic Preservation Board. Modifications to the proposal have been made at each step of the review process. The

forthcoming formal designation recommendation of the Historic Preservation Board will reflect the study and analysis of all these parties, as well as input from identified stakeholders and the public.

Attachments

1. *India Street Neighborhood – Analysis of Eligibility as a Local Historic District*, prepared by ttl-architects.
2. *History of the India Street Neighborhood*, prepared by ttl-architects.
3. Sample building descriptions from the India Street Historic Building Inventory.
4. "Yoking Form-Based Codes and Historic Districts," published by the American Planning Association.

INDIA STREET NEIGHBORHOOD - ANALYSIS OF ELIGIBILITY AS A LOCAL HISTORIC DISTRICT

Introduction

In April 2013 the City of Portland's Department of Planning & Development retained ttl-architects to conduct an intensive historic resources survey of the India Street neighborhood and prepare a written report documenting the history of the area. The boundaries of the study area are identified in Figure 1. The survey and report, prepared by Julie Larry and Gabrielle Daniello, were used to inform the India Street Neighborhood Master Plan initiative. The survey information served as the foundation of the India Street Neighborhood Advisory Committee's recommendation to establish an India Street historic district.

As the Historic Preservation Board begins its evaluation of the historic district proposal, Planning Department staff asked ttl-architects to follow up on its previous work by providing a professional assessment of the neighborhood's eligibility as a local historic district. The following analysis addresses the designation criteria outlined in Portland's historic preservation ordinance.

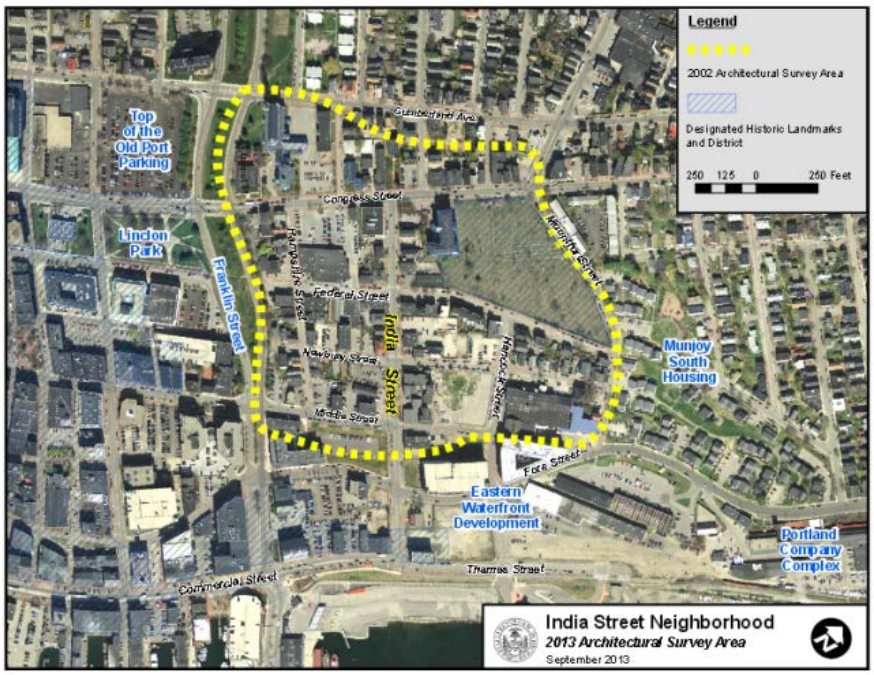

Figure 1

Summary Description of A Potential India Street Neighborhood Local Historic District

The India Street neighborhood is located to the west of Franklin Street at the base of Munjoy Hill. The potential India Street Neighborhood Local Historic District includes five locally designated landmarks as well as contributing religious, commercial, and residential resources. The neighborhood includes historic resources that predate the Great Fire of 1866, including several resources associated with the neighborhood's nineteenth century free African American population. The neighborhood also has numerous historic resources associated with Portland's immigrant communities, especially the Irish, Italian, and Eastern European Jewish immigrants who settled in the city during the nineteenth and early twentieth centuries.

Summary Historical Background

The history of the India Street neighborhood is as old as the history of Portland, as it was the site of the first European settlement on Portland's peninsula. The settlement was destroyed during conflicts with Native Americans in the 17th century, rebuilt and then destroyed again in the late 18th century by the British. Almost nothing exists from these early attempts at settlement except for Eastern Cemetery; even the original waterfront has been filled to accommodate 19th century maritime and railroad development. Life in the India Street neighborhood during the early 19th century revolved largely around waterfront activities. A large number of the laborers and mariners were free black men who prospered in Portland's maritime economy, settled in the India Street neighborhood, and built their own homes. In 1828 the community built their own church, the Abyssinian Meetinghouse on Newbury Street.

As the African American population prospered and moved out of the neighborhood, they were replaced by Irish immigrants who worked on the waterfront and in the construction of the Atlantic and St. Lawrence Railroad. The Great Fire of 1866 destroyed nearly all the neighborhood once again. Only a few brick dwellings and a small number of resources at the eastern end of Federal and Newbury Streets were spared. Rebuilding was swift. Nearly sixty percent of the extant historic resources in the neighborhood were built from 1866 to 1890. Architects from all over the region moved to Portland to help in the rebuilding efforts. Most of the buildings constructed immediately after the fire were built of brick in the predominate styles of the period, Italianate and Second Empire. Almost all the residential buildings built after the fire were multi-family reflecting the increasing need for housing the City's growing population. The City's increase in population was significantly impacted by European immigration. Following the Irish were immigrants from Eastern Europe and Italy. At the turn-of-the-20th century 4,000 immigrants a year were passing through the port city. Many settled in the India Street neighborhood, drawn by its close proximity to jobs on the railroad, on the waterfront, or at nearby industrial complexes, like the Portland and Thomas Laughlin companies. The cultural and economic impact of each of these immigrant communities on the India Street neighborhood can be found in the variety of the religious buildings that are the area's key landmarks and in the many family businesses established in the neighborhood, some that continue to the present day. Neighborhoods to the east and west of India Street were targeted in the mid twentieth century for renewal. Demolition for the construction of Franklin Arterial and the Munjoy South development shrunk the historic boundaries of the India Street neighborhood. Although there have been physical changes within the neighborhood, many of the immigrant families and their family businesses continue to have a strong presence in the neighborhood.

For a more detailed history of the neighborhood, *A History of Portland's India Street Neighborhood* researched and written by Julie Larry and Gabrielle Daniello of ttl-architects presents a history of the neighborhood from its early European settlement to the early 21st century. Individual histories of each historic resource surveyed within the study area are included in the individual survey sheets prepared by ttl-architects for the City of Portland.

Determination of the Neighborhood's Eligibility for Designation as a Local Historic District
Based on our research of the neighborhood and the neighborhood's historic resources we find that the India Street neighborhood meets the minimum criteria standards for designation as a local historic district as defined in Section 14-610 of the City of Portland's Historic Preservation Ordinance and summarized below:

Section 14-610 - Minimum Criteria for Designation

(a) The historic preservation board shall limit its consideration to the following criteria in making a determination on a proposed nomination of an area, site, structure or object for designation by ordinance as a landmark or district:

(1) [The proposed district's] *value as a significant example of the cultural, historic, architectural, archeological or related aspect of the heritage of the City of Portland, State of Maine, New England region, or the United States;*

The neighborhood is significant for its association with the City's nineteenth century free African American population. Two thirds of Portland's African American citizens in the first half of the nineteenth century lived in the India Street neighborhood. The center of their community was the Abyssinian Church built in 1828. The church, listed on the National Register of Historic Places in 2006, served as the community's religious center, meeting hall, and school. Many of the homes and businesses associated with this community were destroyed in the Great Fire of 1866; however a small group of homes on or near Newbury Street and the church survived the fire.
The neighborhood is also significant as an example of Portland's immigration history. First settled by European immigrants, the neighborhood was then home to large numbers of African Americans and Irish, Italian, and Eastern European Jewish immigrants. It was also home to immigrants from Canada, Scotland, Finland, Sweden and Portugal, although in much smaller numbers. Its close proximity to the waterfront, the railroad, industrial centers like the Portland Company, and to the commercial center of the city that developed post-Fire along Middle Street provided these newcomers easy access to jobs. Multi-family dwellings built following the fire and into the early twentieth century accommodated large multi-generational families making the area one of the city's densest urban neighborhoods.

(2) [The proposed district's] *identification with a person or persons who significantly contributed to the cultural, historic, architectural, archeological or related aspect of the development of the City of Portland, State of Maine, New England region, or the United States;*

While the neighborhood was home to nationally notable persons like Henry Wadsworth Longfellow and General Samuel C. Fessenden and locally notable persons like Ruben Ruby, Abraham W. Niles, and James McGlinchy, it was also the home and workplace of numerous members of the city's various immigrant communities. These immigrants have significantly shaped the culture, history, and development of Portland in a myriad of ways. Some through their public service, like City Councilor Richard Duddy and his son City Councilor Edward Duddy, or through their community engagement, like Dr. Elias Caplan, a WWI medical corps veteran and the city's second Jewish physician, who along with his wife, was active in local and statewide community organizations. Many of the immigrants became well known and prominent businesspeople. Giovanni Amato settled in Portland circa 1902 and created the iconic sandwich known as the Italian in his bakery at the corner of Newbury and India Streets. At their home on

Newbury Street, Vincenzo and Maria Reali started the Village Café, which was greatly expanded and operated by their son and grandson. Jacob Levinsky first established his military surplus store on Washington Avenue before moving to India and Congress Street in 1920.

(3) Its exemplification of a significant architectural type, style or design distinguished by innovation, rarity, uniqueness or overall quality of design, detail, materials or craftsmanship;

See 14-610 (b) for a discussion of the India Street neighborhood's architectural significance.

(4) Its identification as the work of an architect, designer, engineer, or builder whose individual work is significant in the history or development of the City of Portland, the State of Maine, the New England region, or the United States;

See 14-610 (b) for a discussion of significant architects and builders of historic resources within the neighborhood whose work contributes to the neighborhood's architectural significance.

(5) [The proposed district's] *representation of a significant cultural, historic, architectural, archeological or related theme expressed through distinctive areas, sites, structures or objects that may or may not be contiguous.*

The neighborhood's sites, structures, and areas express the significance of 19th and 20th century immigrants on the cultural history of Portland. First settled by European immigrants, the neighborhood was then home to large numbers of African Americans and Irish, Italian, and Eastern European Jewish immigrants. It was also home to immigrants from Canada, Scotland, Finland, Sweden, Portugal and other nations, although in much smaller numbers. Multi-family dwellings, like the neighborhood's duplexes, triple deckers, and apartment buildings, built following the fire and into the early twentieth century accommodated large multi-generational families, making the area one of the city's densest urban neighborhoods. While many of these immigrant families lived in modest homes within the neighborhood, their influence is present in large landmark religious structures like St. Paul's Church and Rectory, the Abyssinian Meeting House, Shaarey Tphiloh, St. Peter's Catholic Church, and the Cathedral of Immaculate Conception.

(b) In the case of a nominated historic district, the historic preservation board shall also determine whether a substantial number of the properties, sites, structures or objects have a high degree of cultural, historic, architectural or archeological significance and integrity, many of which may qualify as landmarks, and which may also have within its boundaries other properties, sites, structures or objects which, while not of such cultural, historic, architectural or archeological significance to qualify as landmarks, nevertheless contribute to the overall visual characteristics of the significant properties, sites, structures or objects located within it.

While the neighborhood is comprised mainly of properties that may not qualify as landmarks they contribute to the overall visual characteristics of the neighborhood. There are buildings and structures within the neighborhood that exemplify a significant architectural type, style or design and/or the work of an architect, designer, engineer, or builder whose individual work is significant in the history or development of the City of Portland, the State of Maine, the New England region, or the United States.

Architectural Significance

The proposed district possesses a significant concentration of buildings and structures that are united aesthetically. The neighborhood contains many examples, both high style and vernacular, of the Italianate and Second Empire styles. Both styles were popular when a large portion of the neighborhood was rebuilt following the Great Fire of 1866. Almost sixty percent of the 117 historic resources surveyed in the neighborhood were built from 1866 to 1890. Like the adjacent Old Port area, rebuilt during the same period, the predominance of these styles creates a distinctive architectural identity for the neighborhood.

The remaining resources in the neighborhood reflect a variety of styles prevalent in the nineteenth and twentieth centuries. Other styles present in the neighborhood include Federal (Joseph Barbour House, c1846, 123-125 Newbury Street), Greek Revival (Woodbury & Dorcas Poole Hatch House, 1867-1873, 32 Hampshire Street), Gothic (St. Paul's Church and Rectory, 1869, 279 Congress Street), Renaissance Revival (St. Peter's Catholic Church, 1929, 82 Federal Street), and Beaux Arts (Shaarey Tphiloh Synagogue, 1904, 145-147 Newbury Street).

Several examples of four-bay brick double houses are present in the neighborhood. This multi-family building type, with paired central entrances, is present in the Greek Revival (25-27 Middle Street), Federal (123-125 Newbury Street), Italianate (45-47 Hancock Street), and Second Empire Styles (98-100 India Street).

Following the Great Fire of 1866 many architects from around the region moved to Portland to work in the city. They worked in conjunction with local architects and builders to rebuild the city as quickly as possible following the devastating fire. Classically trained in the Beaux Arts method, most of the architects were facile at creating beautiful and well proportioned buildings in the variety of styles popular in the middle of the nineteenth century.

Levi Newcomb was the architect for the First Baptist Church at 353 Congress Street (1867), the Joseph C Noyes Block at 57-59 Deering Street (1868), and the North School (1867). His firm, Levi Newcomb & Son, was located in Boston, but after the Great Fire of 1866 he relocated his firm to Portland. The firm returned to Boston in 1868.

George Browne Pelham (1831-1899) was an English born architect who immigrated to Canada before moving to the United States. He, like many other architects of the period didn't stay in Portland long, as he opened an architectural office in New York City in 1875. He designed the James R Lunt-Harriet W Weatherbee Block (1868) at 98-100 India Street and St. Paul's Church and Rectory (1869) at 279 Congress Street.

George Harding (1827-1910) was a prominent Portland architect who designed the India Street Fire Station in 1867. He was also responsible for the design of the Rackleff Block at 127-133 Middle Street (1867), the Thompson Block at 117-125 Middle Street (1867), the Woodman Building at 133-141 Middle Street (1867), the Boyd Block at 178 Middle Street (1868), and his own residence at 6 Deering Street.

John James Cunningham (1875-1951) of Portland worked in the office of Francis Fassett from 1892-1896. He then traveled to Europe for six months and returned to the United States to work in Boston in the offices of several leading architects. He came back to Portland at the turn of the

century and in 1905 established with his father and brother FW Cunningham & Sons, an architecture and construction firm. The firm was responsible for the construction of the Cumberland County Courthouse, the Federal Courthouse, the Fidelity Building, Mercy Hospital, Union Station, and the Nathan Clifford School. John J Cunningham designed Shaarey Tphiloh Synagogue (1904) and the Workingmen's Club Building at 17-19 Commercial Street (1904).

Section 14-611 - Integrity of Landmarks and Historic Districts

The character and integrity of the neighborhood's historic resources have been affected and somewhat eroded by demolitions and 21st century development. However, the neighborhood retains sufficient integrity of location, design, condition, materials and workmanship to make it worthy of preservation or restoration. The neighborhood includes local landmark structures that retain a high level of architectural integrity. In addition there are several religious, mixed use, and multi-family residential buildings that have not been individually designated as local landmarks that retain a high level of architectural integrity. The neighborhood also is comprised of wood framed dwellings, some single-family and some multi-family, that have been altered by replacement windows and siding. While many of these dwellings retain very little architectural detail, historic images and the history of their use as residences for poor or moderate income families indicate they had little architectural detail when they were originally constructed. They do retain some architectural details, usually door surrounds or hoods. These structures are more architecturally significant for their similarity of scale and massing and their contribution to streetscapes within the district.

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29 January 2015

Att. 2

History of Portland's India Street Neighborhood

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for the City of Portland's Historic Preservation Office

Early European settlement to the 19th century:

Before the street we now know as India Street existed, before it was called King Street, before it was Broad Street, it was likely a dirt foot path that the Native Americans used to cross from one end of the woodsy peninsula to the other.[1]

Although the first house built in Portland by Europeans (in 1632) was located on what is now the corner of Hancock and Fore Streets, whites did not settle in any concentrated numbers in the area until 1680 when Fort Loyal was constructed at the foot of current day India Street. Prior to this time, the settlers, about forty families, had been widely scattered around the Portland area known as Falmouth. Massive destruction of property and the killing or capture of thirty-four Europeans during King Philip's War put an end to this decentralized pattern of settlement. The protection afforded by the Fort, however, was short-lived, as the community was again obliterated by a Wabanaki attack in 1690.

English settlers eventually returned to the peninsula. By 1727, about forty families lived near lower King Street (present day India Street), "some of which were respectable," according to the minister at the time, Parson Smith.[2] This concern for respectability will be echoed in later years by city planners, journalists, and reformers fretting about the quality of the residents and housing in the India Street neighborhood. Respectable or not, the town's residents embarked on a period of prosperity and peace, engaged in lumbering, fishing, and commerce.

In 1775, the settlement was destroyed again, this time by the British, and once again, English settlers rebuilt, giving the name Portland to the peninsula when they separated in 1786 from the rest of the settlement area which kept the name Falmouth. Lower India Street (still called King Street until 1837), Exchange Street, and Middle Street became the town's commercial center. By the middle of the century, business was thriving, with men seeking their fortunes in the timber, fishing, and shipbuilding industries, and in the West Indies trade. Little remains from this period, except for the Eastern Cemetery. Even the contours of the waterfront have changed, as the waters of the harbor came up to Fore Street at that time.

19th Century to the Great Fire: the waterfront and the railroad

In the early part of the 19th century, many of India Street's homes were quite fashionable. As early Portland historian Edward Elwell put it, "A highly respectable old street was this previous to the fire of 1866."[3] Mansions shaded by trees sheltered some of the city's well-to-do. In one of these mansions, the Misses Martin operated a boarding and day school for young ladies; "theirs was the fashionable school of the day."[4]

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[1] "Local Sketches – No. 1,"*Portland Transcript* (Portland, ME), June 8, 1867.
[2] Josephine Detmer, *Portland* (Portland: Greater Portland Landmarks, Inc., 1986), 9.
[3] Edward H. Elwell, *Portland and Vicinity* (Portland, ME: Lorings, Short, & Harmon and W.S.Jones, 1876), 81.
[4] Edward Henry Elwell, *The Schools of Portland: From the Earliest Times to the Centennial Year of the Town, 1886* (Portland, ME: William M. Marks, Printer, 1888), 33.

Life in the surrounding streets revolved largely around waterfront activities. City directories for the 1830s and 1840s provide a glimpse into the kinds of work in which the neighborhood residents were engaged. In 1834, for example, we find coopers, shipcarpenters, mariners, joiners, woodsawers, truckmen, and laborers, as well as cordwainers (shoemakers), grocers, and widows (as if that were an occupation). The 1847 directory shows mariners, caulkers, seamen, shipmasters, sailmakers, mariners, and traders, bakers, and provisioners. The Sailor's Home on the corner of India and Middle (site of the present-day Micucci's) provided "good accommodation for transient boarders," according to the 1856 City Directory.

Many of the laborers on the docks were African Americans. Slavery had been abolished in Maine in 1783. Census records show that there were 402 blacks living in Portland in 1840, 395 in 1850, and 318 in 1860. Two-thirds of them lived in the streets on the south slope of Munjoy Hill and between the Eastern Cemetery and the waterfront.[5] The overwhelming majority of the African Americans are listed as either mariners or laborers, with the few other occupations standing out: truckman, window washer, clothes cleanser, hairdresser, grocer, and pastor (Amos Freeman). A mariner's life was often the only livelihood available to free black men. It was a paradoxical situation: a life at sea was seen as morally precarious, yet it also afforded opportunities for respectability.[6] For many black mariners, stability was difficult to attain, but "black sailors in Portland, Maine, had a degree of residential and occupational stability atypical in larger cities such as Baltimore or New York."[7] Furthermore, coastal shipping attracted men with families who desired more stability, while "unattached boardinghouse dwellers … [looked] toward deep-sea voyages."[8] Most of the crew members aboard the steamer *Portland* were black. When the ship sank in 1898, killing all on board, the tragedy struck Portland's black community especially hard.[9] After the mid-century point, seafaring opportunities for blacks declined in every port. Several factors contributed to this shift, including a rising number of white immigrants.[10] Still, the 1877 City Directory shows that most African American men worked as mariners or laborers and lived on Hancock or Adams Streets.

Several houses in the neighborhood were originally built for and owned by African Americans. The Abraham W. Niles House at 77 Newbury (extant) was built in 1844. In the 1844 city Directory, in which "people of color" are listed separately, Niles gives his occupation as "mariner." Abraham married Harriet C. Lewis in 1831 and the couple bore a number of children, including a boy named after his father who died of consumption in about 1859 when he was only 18 years old. The Niles family lived at 46 Sumner Street for years, with Mrs. Abraham W. Niles, widowed, still living there in 1858. (Newbury Street was called Sumner Street then, and the whole neighorhood underwent a re-numbering in the 1870s.)

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[5]Michael C. Connolly, *Seated by the* Sea (Gainesville, FL: University Press of Florida, 2010), 44, and Bob Greene, "Beyond the Abyssinian" in *Maine's Visible Black History*, (Gardiner, ME: Tilbury House, 2006), 148.
[6] W. Jeffrey Bolster, *Black Jacks: African American Seamen in the Age of Sail* (Cambridge, MA: Harvard University Press, 1997), 158, 160.
[7] Bolster, 164.
[8] Bolster, 165.
[9] Elgersman Lee, "Locating Black Portland," in *Creating Portland*, ed. Joseph A. Conforti, (Durham, NH: University of New Hampshire Press, 2005), 225.
[10] Bolster, 222.

Reuben Ruby was an African American who, over the years, worked as a hack driver, a trader, and a messenger for the Customs House. He was also one of the founders of the Maine Anti-Slavery Society and active in underground railroad work.[11] He had the house at 81 Newbury Street built sometime between 1853 and 1856 (extant).

The John Parrs House at 16 Federal Street was built ca. 1847 for John Parrs, another African American mariner, who owned several buildings, according to the 1871 Beers atlas.
John and his wife Mary raised their children on Sumner Street and in the house on Federal Street. John died in 1876. His widow continued to live at 16 Federal with her son, Braxton, also a mariner. In 1883, Braxton was 2nd steward aboard the steamer *Lewiston.* The same year, he married Amelia Robberson, which might account for his career change -- by 1886, he was working as a porter for the Post Office, and then as a postal clerk until his death in 1893 at the young age of 48. Amelia continued to live in the house until at least 1913.

Abraham Niles and Reuben Ruby were among the founders of the Abyssinian Church. Ruby and five other prominent African Americans of the city published a letter in 1826 in the *The Eastern Argus* in which they protested the way they were treated at the Second Congregational Church in Portland. In 1828, the Abyssinian church at 73 Newbury (then Sumner) Street was built on land sold by Reuben Ruby. The church, the third oldest African American meeting house in the country after those in Boston and Nantucket, also housed a "colored school" for many years, from about 1835 until the Civil War. The Abyssinian's minister from 1841 until 1851, Reverend Amos Noé Freeman, served as the school's principal. He organized anti-slavery lectures and served as an Underground Railroad agent.[12] In the 1844 and 1846 directories, Freeman is listed as living at 12 Hancock Street (no longer extant). Another prominent member of the Abyssinian was Charles Frederick Eastman. He owned a barber shop on Fore Street as well as other properties around Portland, and was also a conductor on the Underground Railroad.[13]

The Abyssinian's relatively small congregation (which included several members who went down with the *Portland)* meant it continually struggled financially. It closed its doors as a church in 1917. The building was used as stable, a store, and an apartment building in the years that followed.

There were white residents in the neighborhood, too, who were active in anti-slavery work. The Portland Anti-Slavery Society met regularly in the 1830s, '40s, and '50s. Elizabeth Mountfort served as the Society's secretary for many years. In the 1837 City Directory, she is listed as living at the corner of Fore and Mountfort Streets (site now occupied by Munjoy South development). Samuel and Daniel Fessenden, well-known abolitionists, had their home at 31 India Street (on land that is now vacant). Elias and Elizabeth Thomas also lived on India Street and sheltered runaway slaves and hosted famous abolitionists Frederick Douglass and William Lloyd Garrison.[14]

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[11] Bob Greene, "Portland: On the Record: A Look at Early Portland and a First Family," in *Maine's Visible Black History*, (Gardiner, ME: Tilbury House, 2006), 44.
[12]H.H. Price and Gerald E. Talbot, *Maine's Visible Black History*, 160.
[13] Stephen R. Ellis, "The Eastmans," in *Maine's Visible Black History*, 48-49.
[14] Price and Talbot, 256.

Beginning in the 1830s, newly arrived Irish immigrants began to displace the African Americans who worked as longshoremen on the waterfront.[15] Many also found work with the railroad, as city directories attest. The Irish settled on the West End of the peninsula in Gorham's Corner, and on the East End, on Munjoy Hill. The center of religious life for those on the East End was the Cathedral of the Immaculate Conception (307 Congress Street), built in 1869. The Cathedral faces Cumberland Avenue rather than Congress Street. An old story has it that "the bishop chose not to irritate his neighbors whose acceptance of the Catholics was, at best, lukewarm. Thus, he turned his church away from their principal street."[16] In 1875, James Augustine Healy was appointed bishop of the Roman Catholic Diocese of Portland, becoming the first black Catholic bishop in the country. The son of an Irish immigrant father and a mother who was a former slave, Healy's background seems particularly fitting for his role in the diverse community of the India Street neighborhood.

As the number of Irish-born residents increased and as they settled in to life in the New World, they began to band together for mutual aid and support. 1863 saw the incorporation of the Irish American Relief Association. By 1871, they had 150 members. Six years later, the organization was large enough that its officers included a librarian, a bookkeeper, and an assistant bookkeeper; two years after that, the librarian acquired an assistant librarian. The Catholic Union was organized in 1874 in order to provide "assistance to the unfortunate and destitute of its own sect."[17]

In the 1840s, a young lawyer named John A. Poor had some ideas that would irrevocably change the look of the India Street neighborhood and the tenor of life in the city. He brought the railroad to the east end of town. After he successfully lobbied for Portland to become Montreal's winter port, groundbreaking for the Atlantic & St. Lawrence Railroad (later the Grand Trunk) occurred on July 4, 1845. The terminus and a passenger station were built at the foot of India Street, and, to allow for better connections with the rail lines that served the west end of the city via Union Station, Poor arranged for the construction of Commercial Street, which was completed in 1853, with railroad tracks running down the center of the 100' wide corridor. Poor also founded the Portland Company in 1845 (as the Portland Iron Manufacturing Company) in order to built steam locomotives for the Atlantic and St. Lawrence Railroad. In 1870, a year before his sudden death, Poor was living across town, far from the commotion of his creations, helped out by two Irish domestic servants, Bridget Donnovan and Winnie Willey.

Everything ground to a halt in the city on July 4, 1866, when a raging fire destroyed a great portion of the city, including India Street between Congress and Middle, all of Hampshire Street, most of Federal and Sumner (now Newbury) Streets, all of the section of Congress Street under consideration in this study, Locust Street, Smith Street, and Franklin Street from Fore to Oxford Streets. Spared were the eastern portions of Newbury and Middle Streets and Hancock Street

[15] Connolly, 46.
[16] Aileen M. Carroll, *The Cathedral of the Immaculate Conception and its Bishops* (Portland, ME?: Diocese of Portland?, 1994), 29.
[17] Portland City Directory, 1877.

between Newbury and Fore. The Great Fire was the largest urban fire the United States had seen to that point and it irrevocably changed the look of large portions of Portland.

Post-Fire Rebuilding and early 20th century

In the aftermath of the Great Fire, much of the city was rebuilt in brick. Middle and Exchange Streets remained the focus of the city's commercial activity, with India Street receding in importance. Much of the India Street neighborhood was rebuilt as before, in wood. The fire insurance maps that post-date the fire show the India Street neighborhood as a zone of transition between the residential, working class Munjoy Hill and the prosperous business zone of downtown – as your eye sweeps from Munjoy Hill, predominantly colored yellow, indicating wood frame construction, to the area under consideration here where pink and yellow are interspersed, to the Old Port area, a sea of pink that reflects a heavy investment in masonry construction, this transitional nature is made visually apparent.

The India Street neighborhood was slower to rebuild than parts of downtown. In 1868, one newspaper writer noted that "since the fire this famous thoroughfare which owns a historic name of its own has been almost completely neglected by the property owners and capitalists." (*Portland Evening Star*, June 12, 1868) Even before the fire, though, reporters had commented on the street's apparent decline. In 1867, one writer noted, "Previous to the great fire of 1866 the lower part of the street had undergone great changes; its old mansions were converted into taverns, its old houses broke up into shops and saloons. But the upper portion of the street maintained its staid and respectable character." (*Portland Transcript*, June 8, 1867) And yet another writer waxed elegiac in this 1869 observation: "The street was early settled by highly respectable families, and their mansions, sheltered by wide-spreading elms, adorned its length … All these are now gone, and desolation spreads around." (Portland *Transcript*, August 21, 1869)

Despite the doom-and-gloom reports, however, people were rebuilding. By October 1867, Horatio Quincy had built the brick house at 73-75 Federal Street (extant) on the site of his former residence and was living in one unit, while the other unit was listed for sale. In 1868, John Gulliver built a multi-family brick house at 69-71 Federal Street (extant). He had previously lived in a frame house on this site. The North School was built in 1867. The largest elementary school in the state at the time, employing 26 teahers and enrolling 1200 students, it was also the first school in Portland to separate children into different grades according to age. The North School is also significant because of programs such as manual training and its "school banking" system that were designed to help the immigrant and first-generation children it served.[18]

There are many other buildings that were constructed right after the fire: 306 Congress St. (1867), 316 Congress (1866-67), 23 Hampshire St. (1867-68), 24 Hampshire St. (1866-67), 60-62 Hampshire St. (1867), to name a few. Both St. Paul's Anglican Church and the Cathedral were built in the late 1860s after the original churches burned. Also in 1867, the Eagle Sugar Refinery was built on Fore Street, at the foot of Mountfort Street, to convert imported molasses into sugar. Only New York imported more molasses than Portland in the early to mid- 19th

[18] Martha Deprez, *Maine Historic Preservation Commission Survey*, 2001.

century.[19] By 1860, Portland was exporting more molasses than any other American city, 20% of the nation's total.[20]

Almost all of the residential buildings constructed in the neighborhood after the fire were multi-family dwellings, reflecting Portland's increasingly urbanized character and the neighborhood's rapidly growing population. India Street served as a transportation hub, with large numbers of people coming and going via the railroad, the streetcars, and the steamships that docked at the foot of India. Conspicuous by its absence from today's landscape is the railraod, a enormous (literally and figuratively) feature of the neighborhood. In 1903, the old Grand Trunk Station was demolished to make way for an imposing new one. Behind the station loomed the grain elevators. Three different streetcar lines stopped at the Grand Trunk Station around 1915. The cars ran every twenty to thirty minutes throughout the day. There were weekly steamer trips to Liverpool, tri-weekly to Bangor and New York, and daily to Boston, along with the trips scheduled by the seven transatlantic lines that had their offices in the Grand Trunk office building. 4,000 immigrants per year entered the port of Portland throughout the 1890s. By 1910, the city directory shows large numbers of Italians and Eastern European Jews living in the India Street neighborhood, alongside the earlier Irish immigrants. The 1920 Census, on Federal Street alone, lists the following countries of origin: Scotland, England, Ireland, Finland, Estonia, Sweden, Russia, Portugal, Poland, Lithuania, and Canada. Residents claimed the following occupations: tailor, cutter in shirtwaist factory, junk shop, laborer for railroad and wharf, cabinet maker, and fruit peddler, among others.

The early 1880s saw increasing numbers of Jewish immigrants settling in the city, fleeing the pogroms in the Russian empire and Austria-Hungary. Most of them settled on and around Hampshire Street, amd many of them started out as peddlers, working to save enough money to open retail shops. Isaac Abrams was one of the early Jewish merchants who did well enough to build a brick block on Middle Street (see 59 Middle Street, the Abrams Block).[21]

Shaarey Tphiloh, at 147 Newbury Street, was erected in 1904 to serve the neighborhood's Jewish population, which until then had not been large enough to support a free-standing synagogue. (People had met for services in private homes.) Most of the synagogue's early records are in Yiddish, reflecting the Eastern European background of the congregants.[22] Shaarey Tphiloh's congregation had mostly moved to the suburbs by the 1950s, so a new Shaarey Tphiloh was built on Noyes Street; the Newbury Street building now houses several businesses. Etz Chaim, established in 1921 at 267 Congress Street, is the only surviving example of a traditional

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[19] Detmer, 30.
[20] David Carey Jr., "Comunidad Escondida: Latin American Influences in Nineteenth- and Twentieth-Century Portland," in *Creating Portland*, ed. Joseph A. Conforti, (Durham, NH: University of New Hampshire Press, 2005), 96.
[21] Benjamin Band, *Portland Jewry: Its Growth and Development* (Portland, ME: Jewish Historical Society, 1955), 14-16.
[22] Candace Kanes, "Shaarey Tphiloh, Portland's Orthodox Synagogue," http://www.mainememory.net/sitebuilder/site/2101/slideshow/1206/display?use_mmn=1&prev_object_id=3466&prev_object=page. Accessed 7/9/2013.

European synagogue that is still being used for religious purposes.[23] It was founded by a dissident group that was not pleased with the way things were going at Shaarey Tphiloh. The 1909 Sanborn map shows a Hebrew School located across the street at 148 Newbury (building extant). The school existed at that location until 1919 when it moved to Pearl Street. In 1912, the director of the school was Schachno Stein, an exile from Russia who believed fervently in the power of education.[24] Mr. Stein was assisted in his work by three other teachers, including Isaac Weisberg who lived next door at 144 (146) Newbury Street.

Italian immigrants were the next wave. They began arriving in large numbers around the turn of the last century. They worshipped first at the Cathedral on Cumberland Avenue, then, in 1911, were allowed to hold services of their own in a converted stable on Federal Street. St. Peter Parish Church (72 Federal Street) was built in 1929.When the Msgr. Teresio DiMingo arrived in Portland to take on the duties as pastor of the new church, there were 700 families in the parish. At the time of his 50th Anniversary celebration, the parish served 1,150 families.[25]

The India Street neighborhood absorbed all these newcomers (not always graciously, alas), as well as arrivals from Canada and the Scandinavian countries. Taverns, hotels, and small businesses (junk shops, fruit shops, restaurants, pool halls, bakeries, livery stables, plumbing, dry cleaning, and shoe repair businesses, etc.) served the various, everyday needs (not all of them legal) of the many people living in or passing through the neighborhood. The neighborhood provided a home for people who were not necessarily welcome in other parts of the city (as was the case for many immigrants and minorities) or who did not wish to participate in the fixed, stable life of the middle class (the many lodgers and transients who passed through). City directories and census reports show large numbers of lodgers living with families in their apartments, lodging houses, and numerous hotels. For example, at 6 India Street (no longer extant), Patrick Connars ran a boarding house; in 1910, he had two dozen boarders ranging in age from 20 to 56, mostly men from Massachusetts or Ireland. Michael and Mary Grace Paolino shared their 41 India Street (no longer extant) home with four Italian lodgers. Annie Israelson also ran a boarding house at 76 India Street (extant). Lodgers roamed free of the ties that acted as a restraint on family dwellers. A lodger could be anyone. The same held for the people who frequented the neighborhood's many hotels. "[H]otel people seemed to be forming subcultures that deepened the social schisms of the time and weakened the cultural hegemony of the middle and upper classes," argues Paul Groth.[26] At least two of the India Street hotels featured frequently in the papers because of robberies, brawls, even murder – the Florence Hotel (45 India Street, now Micucci's) and the Liverpool Tavern (corner of India and Commercial).

The history of the Florence Hotel encapsulates, in some respects, the history of the neighborhood, which, in turn, mirrored the larger historical changes that were sweeping across

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[23] Ann S. Kim, "A Portland Synagogue Begins a Renovation," *Portland Press Herald*, (Portland, ME), Dec. 14, 2009, B1. http://search.proquest.com.ursus-proxy-9.ursus.maine.edu/mainenews/docview/277398207/13E76036B727DB60C6E/21?accountid=17222

[24] "Hebrew School Newbury Street," *Portland Sunday Telegram* (Portland, ME), July 7, 1912, p. 8.

[25] Joseph E. Coyne, "Clergy, Parishioners to Honor Msgr. DiMingo's 50th Anniversary,".*Portland Press Herald* (Portland, ME), Sept. 18, 1961.

[26] Paul Groth, *Living Downtown: The History of Residential Hotels in the United States*, (Berkeley, CA: University of California Press, 1994), 22.

the nation in the 19th and 20th centuries, including the shift away from a maritime economy, the influx of immigrants, and Prohibition. In 1830, prosperous merchant Stephen Waite built a brick mansion on the spot. There were other mansions in the vicinity, including the house in which Henry Wadsworth Longfellow was born and General Fessenden's house. "The street was early settled by highly respectable families, and their mansions, sheltered by wide-spreading elms, adorned its length."[27] After Waite's death, his house was enlarged in 1854 to provide room for up to one hundred sailors, reflecting the importance of the waterfront at the time. Having survived the fire, the hotel took the name American House in 1866, then became the Eagle House in the 1880s, and then in 1915, it became the Florence Hotel. In 1891, under the management of A.E. Pratt, the hotel received a favorable write-up in a book about local businesses. It had 51 guest rooms, recently refurbished, nine personable employees, a first class livery stable.[28] In 1928, it was the site of an unsolved murder, and in 1930, arson claimed the building.[29] At the time of the fire, the hotel had been vacant for several weeks, except for a meat market on first floor, and the hotel owner, Joseph Vacchiano, was in jail, serving time for liquor charges.[30] Shortly after the fire, A.M. Siciliano applied for a permit to remove the top two stories of the fire-damaged structure in order to create a two-story tenement building with assembly room and store. In 1965, Leo Micucci opened the Italian grocery store at the address.

Joseph and Rosina, the Florence proprietors, are mysterious figures flitting through the city directories, alternating periods of restlessness with stability, changing their names slightly as they go. (Although, to be fair, it is difficult to know how much of the name changing was done intentionally on their part and how much was due to lack of comprehension on the part of the note-takers and clerks. The Eastern European and Italian names in city directories and census reports show remarkable variations and inconsistencies in spelling and transcription, even within a single edition of a directory.) In 1916, Joseph was a butcher working at 43 India Street. In 1925, Jiosuelo and Rosina are described as grocers at 45a India, and proprietors of the Hotel Florence at 43 India, where they also lived. In 1931, a year after the fire and Joseph's jail time, Joseph and Rose are grocers at 94 Congress, living at 92 Congress. Then in 1939, Joseph and Rosa appear as proprietors of a Meat Market at 225 ½ Congress Street, across from the Eastern Cemetery. The 1947 Directory has the same listing for them, and also reveals the wide variety of shops and services the two block area of Congress Street supported: the Munjoy Co Dept Store (223 Congress), Garbarino Fruit (227 Congress), George J. Catir dry goods (231 Congress Street), McDonough's Drug Store (235 Congress), Eskilson's Fish Market (237 Congress). There was also a laundromat, a jewelers, a beauty salon, shoe repair, cleaners, grocery store, bakery, and a variety store. This was 1947, before the era of large suburban supermarkets and shopping malls.

Immigrant families used the public street as gathering space; the many lodgers who rented rooms in the neighborhood frequented the local billiard halls and saloons; longshoremen, obligated by

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[27] *Portland Transcript*, (Portland, ME), Aug 21, 1869.
[28] George Fox Bacon, *Portland: Its Representative Business Men and Its Points of Interest* (Newark, NJ: Glenwood Pub. Co., 1891), 142.
[29] Harold Boyle, "Arson Ended Hotel's Life," *Evening Express*, (Portland, ME), March 13, 1982.
[30] "Officials Hunt for Person Who Set Hotel Fire," *Portland Press Herald*, (Portland, ME), April 18, 1930.

the nature of the job to spend many hours simply waiting, also found the local taverns congenial. "Home" extended to the public streets and public buildings of the neighborhood.[31]

Public health reformers saw cause for alarm in the crowded streets and dwellings of the neighborhood. In 1911, the city opened a milk station, renting two rooms in the Dispensary which was then located at 55 India Street. (The Dispensary was organized in 1904.) When the building at 65 India Street was built in 1912 on land and with funds donated to the Bowdoin College's Medical School, the milk station moved into rooms there. Portland's milk nurse was Lillian O'Donahue, the American-born daughter of immigrant parents. Lillian and her sister, Eleanor, who worked as a teacher at the North School, were among the many Irish American women who chose "nursing and school teaching as career paths in order to gain independence."[32] The milk station was no longer needed by 1920, because regulations and oversight of the milk industry meant a cleaner, purer supply of fresh milk.[33] The Edward Mason Dispensary remained open until 1921, when the Medical School was closed down because it was considered so far below standard. Bowdoin gave the building to the city with the stipulation that free clinics be offered. At various times, the building has housed the Arnie Hanson Center for the treatment of alcoholism and is currently the home of the Milestone Foundation.

The neighborhood during the second half of the 19th century and first half of the 20th century also had its share of heavy industry. The Thomas Laughlin Co. was founded by Thomas Laughlin in 1866. In the beginning, they made marine hardware by hand at their forge on Commercial Street, moving to the neighborhood by the 1890s, onto land and buildings formerly occupied by the Eagle Sugar Refinery. An 1886 map of Portland shows several large buildings on the block bounded by Fore, Hancock, Newbury and Mountfort Streets that are identified as "to be occupied by the Thos Laughlin Co Block Mkrs." Before the turn of the century, they had adapted to changing times, diversifying into the manufacture of items required by land industries such as mining and railroading. By 1904, they had seven shops and over a hundred employees, and were praised in the Board of Trade Journal for "the quiet, diligent manner in which the workmen perform their duties…"[34] Forty-six years later, however, a reporter for the Sunday Telegram magazine wrote about the earth-shattering, ear-splitting sounds of the drop forge plant, where "the loudest shout is lost in a constant thunder of sound."[35] At that time, the company rang with the sounds of two hundred employees and twelve drop furnaces, the largest of which delivered a blow of a million pounds.

Working from photographs, maps, and texts, it is difficult to conceive of the auditory landscape of the time. The Thomas Laughlin Company, along with the Grand Trunk Railroad and the Portland Company complex (adjacent to the Grand Trunk railyards, between Fore Street and the waterfront at the foot of Munjoy Hill), was one of "three heavy hitters" in the area, heavy

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[31]Gabrielle Daniello, "Ghost Street" (master's thesis, University of Southern Maine, 2007), 51.
[32] Annette K. Vance Dorey, "The Milk connection: Portland's Infant Milk Station and Public Health Education," in *Maine History* 38, no. 2, Fall 1998, 140.
[33] Dorey, 152.
[34]*Board of Trade Journal* 16, no. 9 (January 1904): 305.
[35]Franklin Wright, "The Story of Local Drop Forge Plant," *Maine Sunday Telegram magazine* (Portland, ME), July 9, 1950.

industries whose sounds and smells would have characterized the neighborhood.[36] Other factories included the Burnham, Morrill Co. Canning Factory and a Mineral and Soda Water Factory, both on Franklin Street. (There is a small thread connecting The Portland Company on one side of the neighborhood with the canning factory on the other side: The Portland Co manufactured large cast bean pots for Burnham, Morrill. The company was also responsible for all the equipment and paddle wheels on the steamer *Portland*, the very ship that sank in 1898, taking so many of the neighborhood's African American men and women down with it.[37]) In an 1899 souvenir book published by the Portland Evening Express, note is made of the noise of the thriving industry and transportation of the city. But, the writer declares, "the residential portions of the older part of the city cover the tops and slopes of the two hills, Munjoy and Bramhall, elevated far enough above the level of the business streets to escape the smoke and odors, the noise and dust of traffic."[38] He goes on to discuss the easy accessibility of the suburbs, allowing Portlanders to live at a comfortable distance from "the nerve-trying bustle of business."[39] The residents of India Street, Hampshire, Federal, Newbury, etc. had no such escape from the commotion.

In the early years of the 20th century, this was a landscape of tenement houses, triple deckers, and other multifamily dwellings, small storefronts that could be quickly and easily erected and changed (see 74 India Street , the Annie Israelson store, and 72 India Street, the Peter Tabachnik store, as well as the Coffee by Design building at 67 India), and industrial buildings such as the various structures that made up the Thomas Laughlin Company and the grain elevators behind the Grand Trunk station, punctuated by a handful of grand structures: the Shaarey Tphiloh on Newbury Street, St. Peter's Roman Catholic Church (although not until 1929), the Cathedral of the Immaculate Conception, North School, the Grand Trunk station.

Decline and Depression years

From 1915 to 1922, about four-fifths of Canada's grain exports passed through the Grand Trunk yards. In 1923, Canada began looking towards its own ports to handle its grain exports; by 1925, the amount of cargo handling in Portland had dropped by 50%. In 1932, the Grand Trunk canceled its 999 year lease. As waterfront activity decreased, India Street showed a corresponding decrease in commercial activity. In 1915, only four buildings on India Street are listed as vacant in the city directory. In 1927, there were sixteen vacant buildings and in 1930, there were twenty-three. The Great Depression exacerbated the situation. As in the rest of the country, banks and businesses failed, real estate values and incomes decreased, and the city struggled to meet the costs of providing relief. The 1935 City Directory paints a bleak picture: all the buildings on India Street between Middle and Newbury were vacant, except for the City Dispensary at #65 and the India Street Cash Market at #67 on the odd-numbered side of the street, and a shoe repair shop and one resident on the other side of the street. Similarly, the block

[36]Edward L. Hawes, "The Dirty History of Portland Harbor," (Portland, ME: Casco Bay Estuary Partnership), 1994. Accessed online at *www.cascobay.usm.maine.edu/pdfs/**dirtyhistory**.pdf*
[37] David H. Fletcher, *The Portland Company 1846-1982* (Charleston, SC: Arcadia, 2002), 122.
[38] C. Bancroft Gillespie, *Portland Past and Present* (Portland, ME: Evening Express Publishing Company, 1899), 22.
[39] Ibid., 23.

between Fore and Middle was almost all vacant, except for Gimple Lerman's furniture store, a gas station,a lunch place with apartments above (#39, now gone), and Raphel Cartonio's grocery store at 45 India. Defense spending during the second World War finally brought an end to the economic troubles of the 1930s.[40]

There appears to have been some construction in the area in the 1920s and 1930s, especially as the need to accommodate the automobile gained steam. Livery stables, such as Daniel Larrabee's at 61 India Street and Murray Brothers Livery at 54 Hampshire Street, give way to one-story garages (55-63 Federal Street built in 1927, 50 India Street built in 1938, and 72-88 Middle Street, built by John Calvin and John Howard Stevens in 1922).

Post World War II years and the latter part of the 20th century: demolition and renewal

The war over, the city started to tackle what it perceived as problems on the home front. 1951 saw the creation of the Slum Clearance and Redevelopment Authority, but city officials had begun thinking about "the problem of the central city" much earlier. In a report published by the Portland City Planning Board in 1946, the planners strike a patriotic note when they ask, "Will those who sent their sons out to fight a war on foreign shores approach the achievement of a better and more spacious way of living at home, as fearlessly as their sons did abroad?"[41]

The India Street neighborhood abuts two other neighborhoods that were slated for clearance and redevelopment in the post-war years: the Vine-Deer-Chatham area (between Middle and Fore Streets, west of Franklin) and Munjoy South (northeast side of Mountfort Street). Half the population of Vine-Deer-Chatham, not unlike the India Street neighborhood, was Italian, either foreign-born or first generation. Other residents included Russian-born Jews and Armenians. Residents did not take kindly to their neighborhood being called a "slum" and rejected plans for their removal. They did not prevail, but the authorities, in a report about the relocation project express, in the end, an understanding of the residents' attachment to the place. "The neighborhood was a necessity, either economic or psychological: -- [because] members of minority groups, especially non-white, were accepted there; [and] the restrictions by landlords in other neighborhoods against large families were not prevalent here…"[42]

Demolition work on the streets of "blight" began in 1956. By 1961, Jordan's Meats factory occupied the block bounded by Fore, Middle, India, and Franklin Streets.) Another component of the renewal project involved the widening of Franklin Street. Demolition of the homes and shops on parcels of land needed for the project began in 1967. Present day Franklin Arterial is between 68' and 178' wide.

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[40] Joel Eastman, "From Declining Seaport to Liberty City," in *Creating Portland*, ed. Joseph A. Conforti, (Durham, NH: University of New Hampshire Press, 2005), 277.

[41]Portland City Planning Board, *Urban Redevelopment for Portland* (Portland, ME: Portland City Planning Board), 1946.

[42]Slum Clearance and Redevelopment Authority, *Vine-Deer-Chatham Project: Relocation, a Community Effort* (Portland, ME: Slum Clearance and Redevelopment Authority), [1959], 5.

Although 50% of the displaced residents in the Vine-Deer-Chatham relocation effort were Italian, Italians maintained a strong presence in the India Street neighborhood, strong enough that the area was dubbed "Little Italy" and several Italian-owned businesses thrived. In 1950, Leo Micucci founded the grocery and wholesale business that bears his name, moving into the 45 India Street building in 1965.

Giovanni Amato is credited with creating the iconic sandwich known as the Italian. He lived at 122 Newbury Street (no longer extant – see 1924 tax photo) and operated a bakery at 67 India Street (present day Coffee by Design shop) from 1902 until 1921, when he moved his home and business into the larger building at 71 India Street (present day Amato's Sandwich Shop now occupies the site, although the current building was built in 2000). The move was precipitated by a fire in 1921 at 67 India Street and the larger space accommodated his expanding family – the 1920 Census reveals that the couple had 10 children living at home at the time, from 19 year old son John to the baby, Frank. In 1930, the business had grown to become a grocery store, and by 1945, the family had started a bakery (again), back at their old building at 67 India. The Amato's chain of stores has now spread across Maine and New England.

Vincenzo and Maria Reali started the Village Café at their home on Newbury Street (current site of the Bay House Development) in 1936, serving only a handful of people at a time. Son Amedeo took it over, expanding the restaurant several times over the decades, including in 1973 when the expansion allowed for seating 180 people, and then again in 1986, after which the restaurant could hold over 400 people. The restaurant was torn down in 2007 to make way for condominium development.

Many Eastern European immigrants also established businesses in the area, including Philip and Jacob Levinsky, who started their business selling military surplus out of a shop on Washington Avenue, opening their flagship store on the corner of India and Congress in 1920. Business was so good in the 1970s and '80s that the store expanded many times, and by 1978 sustained 75 employees. In 1997, Levinsky's moved downtown, the building was razed, and in 1999, the Family Practice Center, an outpost of the Maine Medical Center, was constructed on the corner site.

The latter half of the 20th century also saw the demolition of the house on the corner of Fore and Hancock where the poet Henry Wadsworth Longfellow was born. In 1807, the year the poet was born, the house belonged to a sea captain and at the time, the waters of Casco Bay came almost right up to the house (all the land that now exists between the site and the bay is fill). Sometime in the 20th century, a hockshop occupied the site, and by 1955, when the dilapidated building was torn down, it was owned by the Thomas Laughlin Company which was looking to expand its operations.[43]

The Grand Trunk station was torn down in 1966. It had stopped serving passengers by this time; instead, a discount grocery store occupied the former waiting room.

[43]"Longfellow Landmarks Fast Disappearing,"*Portland Evening Express* (Portland, ME), Feb. 27, 1956.

Some of the demolition and renewal projects led to still further demolition. In 1971, the City Council voted to rezone part of the block bounded by Congress, India, Federal, and Hampshire Streets. Michael Taliento of Federal Super Markets requested the zoning change because his business (Federal Super Market at 94 Federal Street) had been hurt by the construction of the Arterial and he hoped to build a shopping center on the lot. Approval was granted, and twenty-one families had to be relocated to accommodate the construction of a 14,000 square foot supermarket, 2,400 square foot laundromat, 3,500 square foot drug store, 1,500 square foot doctor's office, and 100 parking spaces. The buildings at 69-79 Federal Street and 90-104 India Street were spared the wrecking ball.[44]

Labor lawyer Steven Sunenblick is sometimes credited with sparking a revitalization of the neighborhood with his purchase and rehabilitation, in 1983, of the fire house at 97 India Street. Other small businesses followed, including Hugo's Restaurant in 1988 and Cycle Mania in 1989. In 1988, Gardner Square Partners bought the former Shaarey Tphiloh Synagogue, which had been abandoned in 1976 when the congregation moved to Noyes Street. Van Dam and Renner Architects converted the interior into nine business spaces.[45] In 1994, when Fred Forsley applied for and was granted tax credits in order to renovate the former Crosby-Laughlin site on Fore Street, the buildings had been vacant for years, falling into disrepair. "Portland was eager to approve the plan because it will help rehabilitate the blighted 4-acre site."[46] Coffee by Design moved to its location at 67 India Street in 1998, the same year that Levinsky's "odd assemblage of buildings on Congress Street" was demolished to make way for Maine Medical Center's outpatient clinic.[47]

21st Century

The economy of the neighborhood has mirrored national trends, relying first on maritime activities, then on the railroad, moving from industrialization, through the de-industrialization of the 20th century, to a shift towards a service and tourist economy. In 2006, what had been the Breakaway Tavern on the corner of India and Fore Street was demolished. That land still sits vacant, but behind it, a Residence Inn by Marriott has gone up, along with a multi-level parking garage. In 2005, Jordan's Meats closed its doors and sat empty for five years until a fire gutted the building. Phase I of a redevelopment plan for the site has been accomplished – the construction of a Hampton Inn, Sebago Brewing Co. restaurant, and Portside Condos. Phase II,

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[44] "Shopping Area Decision is "Draw" for Contestants," *Portland Evening Express* (Portland, ME), June 22, 1971, and Frank Sleeper, "Supermarket Building New City Complex, *Portland Evening Express* (Portland, ME), April 12, 1972.

[45] Lloyd Ferris, "Converted in Practice, The Spirit Survives…" *Portland Press Herald* (Portland, ME), April 14, 1996. http://search.proquest.com.ursus-proxy-9.ursus.maine.edu/mainenews/docview/276750444/13E994D39AB6554B246/2?accountid=17222

[46] Stephen M. Greenlee, "Council Gives Brewery Tax Relief.," *Portland Press Herald* (Portland, ME), May 10, 1994.

[47] Steven G. Vegh, "Former Levinsky's To Be Razed For Clinic," *Portland Press Herald* (Portland, ME), Aug 31, 1998. http://search.proquest.com.ursus-proxy-9.ursus.maine.edu/mainenews/docview/276858256/13E992C79743A815978/10?accountid=17222

intended to develop street-level retail, offices, and more condos, was approved in August 2012. The Village Café shut down in 2007; construction workers are currently at work building the Bay House development which is to include market-rate apartments, a parking garage, and retail space. Federal Street saw a flurry of construction, too, with the Federal Street Townhouses project consisting of seven condos reaching completion in 2007. A *Mainebiz* article of 2007 discusses seven projects and proposals for various sites in the study area, some of which are completed as of this date, while others have been considerably revised and still others remain up in the air.[48] Most of the construction in the area acknowledges the tourist industry as the driving force behind Portland's economy. The redevelopment of this neighborhood has proceeded in a stop-and-go fashion as some projects were halted or scaled back by the recession and neighborhood residents debated height restrictions.[49]

Conclusion

For more than three hundred years, people have been discussing the decline and revitalization of the India Street neighborhood. A transitional area between the largely residential Munjoy Hill and the tourist and commercial center of the Old Port and Commercial Street, the neighborhood has struggled with the lack of a clearly defined identity. It defies easy categorization, slipping in and out of decline, embracing change and rejecting it, providing opportunities for those with grand visions for society or for those seeking out lifestyles and activities outside the mainstream.

[48] Kerry Elson, "Going East," *Mainebiz* (Portland, ME), April 30, 2007.
[49] E.D. Murphy, " 'Stalled Projects' Tied to India Street Blight," *Portland Press Herald* (Portland, ME), Nov. 29, 2010. http://search.proquest.com/docview/814677952?accountid=17222 and Randy Billings, "India Street: Tall Things Considered," *Portland Press Herald* (Portland, ME), June 13, 2012. http://search.proquest.com/docview/1020127460?accountid=17222

Att. 3

Sample entries from India Street Neighborhood Historic Building Inventory

Each entry includes architectural description, historical information, current photo and 1924 photo of subject structure

95 India Street *Franklin Symonds Block, 1880.*

Architectural Description

The structure located at 95 India Street is a symmetrically laid-out rectangular building with a flat roof and stone foundation. Oriented southwest, the building has Italianate detailing. Laid out in stretcher bond brick, the building has a granite foundation, with basement windows breaking through to street level at various angles and sides of the building. The building's main façade has a double narrow entrance centrally placed on the first floor, each accessible by a short series of stone and wooden steps. The doors are green-painted, two-paned doors with two long and narrow windows and single light transom above. A simple wooden pilaster separates the two entrances, and both are sheltered by a small half-hipped roof supported on either side by green-painted wooden brackets. On either side of this central entrance is a group of three windows with no space between them; the outer windows have a two over two pane configuration, while the center is a single pane of glass. Both windows have a green-painted wooden sill and simple granite lintel; the northwest window is sheltered by a green awning. The second and third stories on this main façade are mirror images of one another, with six four over four windows aligned both vertically and horizontally. The middle two windows on each level are narrower than the others, and every window has green-painted wooden sills and decorative brick work above—imitating an arch and keystone—with stone detailing. The building's flat roof has a slight overhang, is supported by white-painted brackets, and has a row of white dentils around the perimeter of the structure. 95 India Street's southeast and northwest elevations are the same; both have an irregular first floor, with five four over four windows with green-painted wood sills and granite lintels interspersed between two entrances, one accessible by several stone steps with a small roof supported by green-painted wooden brackets, and the other a simple entrance accessible from street level. The second and third stories on both these elevations are uniform, with seven four over four windows, with the same green sills and granite lintels as the first story.

Historical Narrative

The 1871 map shows a vacant lot. The 1882 map shows a brick structure belonging to F. Symonds. Franklin Simonds, owner of the Dye works at 83 India Sreet, lived at 72 Federal Street. He also owned the large multi-family dwelling at 78 India Street.

The early years of this multi-family dwelling saw many tenants come and go. In 1883, tenants included Alvarado Carter, proprietor of a provisions business, and Cyrus P. Berry,

an inspector at the Custom House. In 1885, Joseph Winslow, a cooper, and Jesse M. Hartshorn, Jr., a train conductor lived in two of the apartments. Joseph Winslow stayed until 1890 at least.

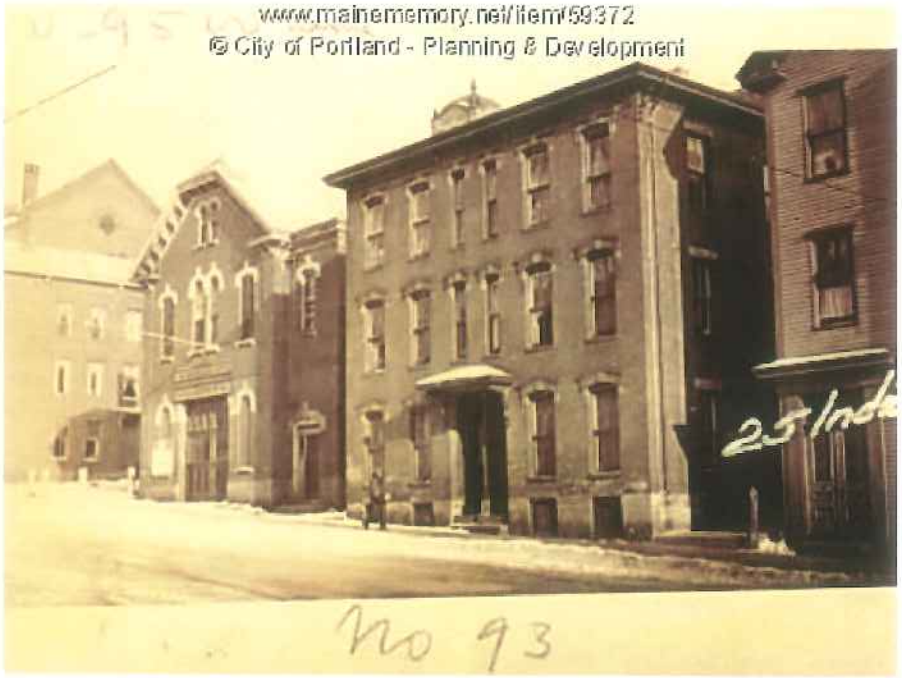
In 1900, Mrs Winthrop Robichau lived at #93 and took in lodgers; Mrs Della Martin also took in lodgers at #95. (One of her lodgers was George Eaton, a blacksmith, who moved with her and boarded with her as late as 1920.)

In 1920, Jacob Rich, originally from Minsk, ran a lodging house at the premises. By 1925, Julia Spiller was running the operation. In 1925 and 1930, residents included Thomas and Etta Wyman. Thomas was a longshoreman for the steamers.

By 1924, the building was owned by Thomas/Tomasso Minervino. He still lived there with his wife MaryAnn/Maria and son Pasquale in 1940. Tomasso worked as a deep sea fisherman; Pasquale as a porter in an office building. Samuel and Lena Minervino lived on the 93 side. Samuel, Tommaso and Maria's first-born, shined shoes in an office building (the arcade at 477 Congress Street). (Perhaps he had a hand in helping Pasquale find work there, too?) Marco Colello, who was also a deep sea fisherman, lived at 93 as well in 1940.

1944: 93: Samuel T Minervino; Marco Colello; 95: Thomas Minervino; Joseph Minervino, rear vacant; 95a: Mrs Thalia Perry

1950 Thomas Minervino, Marco Colello, Samuel T Minervino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No 93

306 Congress Street *Captain Charles & Emma Chase House, 1867*

Architectural Description

The commercial property at 306 Congress Street rests on a brick foundation that abuts Congress Street and Hampshire Street. The previously residential structure is largely intact with the exception of replacement windows. The main block of the house is a side facing gable with a five bay primary facade facing Congress Street. The entry is located at the central bay and retains all of its original fabric including an elaborately carved Italianate entry hood, a cased alcove entry with shallow arched top, recessed wood panels at the sides and wood coffered ceiling within the alcove. The original wood entry doors are accessed by a short flight of painted wooden stairs. The first, second, fourth and fifth bays at the first level each feature a two-over-two vinyl replacement double hung window, but each retains its original, ornamental surround. These surrounds feature highly profiled and shaped casings that have eased corners at the tops, stubby carved brackets below their sills and a carved wooden keystone. The second story of the primary facade is five bays, all in alignment with the first. The central bay contains a vinyl two-over-two replacement double hung, but retains its decorative surround and hood. The Italianate hood is highly ornamented with elaborately carved brackets, swooping metal hipped roof and coffered ceiling. The casing matches the heavy profile of the first floor windows but features an arched top. The windows at the remaining four bays are two-over-two vinyl replacements and retain their original casings and sills. These casings are flat and feature a carved medallion at the upper two corners and similar to the first floor, but smaller stubby brackets appear below the sills. A small street facing gable appears at the attic level above the central bay. This gable features a fixed pane wood half round window with elaborate casing. The casing features a ribbon of carved cylinders and a carved keystone. A stubby bracket appears below each end of the sill. A similar window treatment appears at the secondary, Hampshire Street elevation. This facade is three bays deep and the attic is two bays. The attic windows are a shorter version of the second story window, but feature a fixed pane half arch transom. Both arched casings have a carved medallion at the top. The walls are all painted wood clapboards and original painted wood water table, corner boards, frieze boards, eaves and rakes all remain. The projecting eaves and rakes feature pairings of elaborately carved brackets, as do the tops of the corner boards. A two story cross gabled ell appears at the rear of the house. A one story porch is nestled between the main block and the front gable section of the ell. The front gable ell is one bay wide and features a single one-over-one vinyl double hung with flat stock casing at each of its two levels. The eaves and rakes of the ell project and feature built-up painted

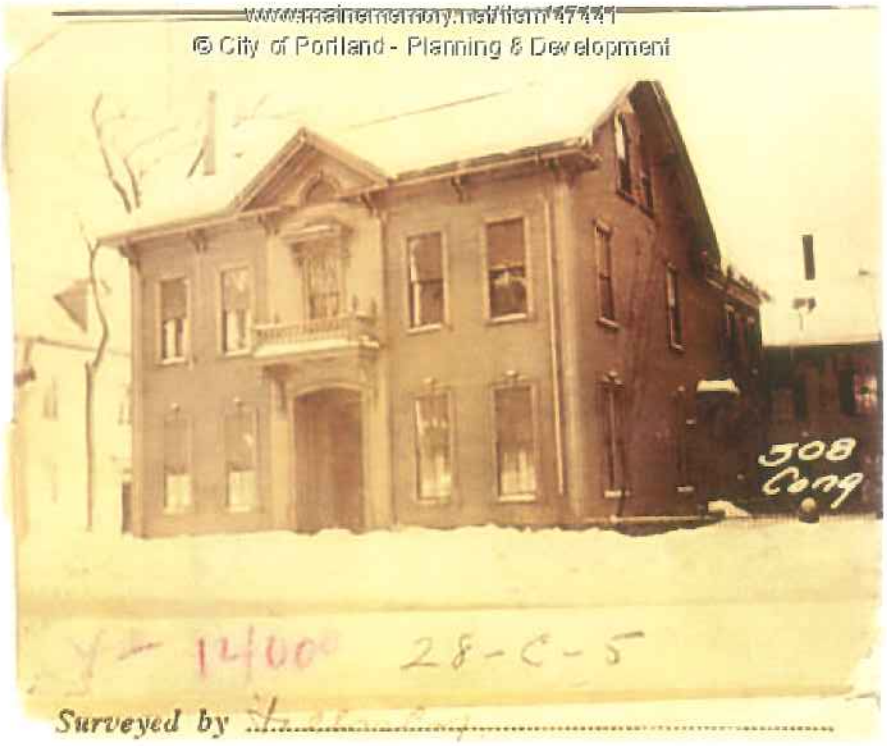
wooden trim. The roof is asphalt shingle with open metal valley flashings. A corbelled brick chimney appears at the north facing roof plane towards the Hampshire Street facade.

Historical Narrative

Although City assessment records indicate the dwelling was built c1920, an earlier survey completed by Martha Deprez dates the house to 1867. It was the home of Captain Charles Chase, of Littlejohn & Chase, ship brokers. His wife had bought a house on this site in May of 1866, but it probably burned in the Great Fire of 1866 and the family rebuilt as the building is noted as unfinished on the 1867 city valuations.

On the 1882 map, the house is owned by M.E. Merrill. Around 1895, Dr. John T. Palmer Jr., son of a ship's captain/master mariner of Cherry Street, moved his home and office into the house at 306 Congress where he stayed with his wife, Annie, and son Edward until his death sometime between 1920 and 1924. In 1910, his household included his wife, son, daughter, and a Canadian born domestic servant. He had practiced throughout the 1880s first at 338 Congress and then just down the street at 294 Congress (site of Congress Plaza). He was president of the Cumberland & York Homeopathic Medical Society and, according to the Board of Trade Journal for 1911, was one of only 25 people in Portland to own an Knox automobile, which he likely purchased from the Portland Company, as they were the only Knox distributors in the state. He and Mrs. Jane Swett (see 273 Congress) were among several who had a booth in Lincoln Park during the city's centennial celebration in July of 1886.

In 1924, Dr. F. Donald Dorsey took over the home and office and kept his practice there for several years. Mrs. Annie M. Palmer, Dr. John's widow, continued to live there at least until 1944. In 1950, Edwin L. Palmer lived here, as did Daniel and William Rowe, physicians, who also had their practice here.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28 Hampshire Street *John Wescott House, 1868*

Architectural Description

The two story, front gable, side entry residential structure at 28 Hampshire Street rests on a rectangular painted brick foundation that abuts the sidewalk. The front facade is two bays and faces east. The primary entrance is positioned at the first bay and is flush with the street facade. The original painted wood entry surround and four light transom remain. The entry door has been replaced with a modern embossed panel door with two small lights at the top. A single, one-over-one vinyl double hung window appears at the second bay of the first floor. The second level is two bays with an original two-over-two wood double hung and metal storm window combination at the first bay and a one-over-one vinyl double hung window at the second bay. The space within the attic gable contains one original wood two-over-two double hung and metal storm window combination. The walls are clad in asphalt shingles and the original wood window casings and sills remain. Original painted wood rake and eave trim remains. The roof is asphalt shingle with an interior chimney appearing at the north roof plane.

Historical Narrative

John Wescott House is one of many houses in the neighborhood quickly built after the Great Fire of 1866 destroyed most of the neighborhood.

A wood frame house with a similar footprint appears on the 1871 map and 1882 map. In 1882, the owner was John Wescott, a brick mason. At the time of the 1880 census, the tenants living in the second apartment of the house consisted of Esther A. Cole, a clairvoyant from Canada who shared the space with a boarder named Clara E. Coffin. Esther married Frank Whitney, a music teacher, in 1881. They seem to have moved to Franklin Street and then later to Pitt Street.

1890 tenants included Joseph F. Colley (teamster and then a driver of a mail wagon) until about 1896, Otis H Winslow (janitor), and George H Wilcox (rigger).

In 1900, Max Bernstein and his family lived here. Max kept a general store. He and his wife Sarah had immigrated from Poland in the 1880s. They had three sons and three daughters, as well as a servant named Fanny. Max's brother-in-law lived with them as well.

Rabbi Solomon Sprintz, his wife Freda, daughter Mary and Mary's son, Jacob Bernstein, also lived here in 1900. All four had come from Poland – Mary and her son in 1894, her parents in 1897.

In 1906, David Graff, a teacher at the Hebrew School, lived here. In 1910, Humphrey S. Sinnet, fisherman, lived at the address.

In the 1920s, 30s, and 40s, the house was owned and occupied by Alfonso Caiazzo. Alfonso worked as a laborer for the railroad and then as a paver for the electric company. He and his wife Annie raised eight children. In 1940, Alfonso, widowed, had returned to work for the railroad and lived here with a daughter and her infant son, and one of his sons, also a laborer with the railroad.

One of his tenants during those same decades was Frank Albano, a baker, cigar retailer, and then, in 1940, a bartender in a tavern. Throughout his career changes, he and his wife Jennie rented their apartment at 28 Hampshire.

Caiazzo also had a tenant named Anna Di Marco in 1920. She was twenty-two, single, and worked as a saleslady in a cigar store, unusual for women of Italian ancestry at that time.

In 1950, Alfonso Caiazzo still lived in one apartment, William E Caiazzo lived in another, and the third one was vacant.

www.mainememory.net/item/57752
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28 Hamp

45-47 Hancock Street *Samuel Rumery and George Burnham, Jr. Block, 1877.*

Architectural Description

The two story, front gable, residential townhouse at 45 Hancock Street rests on a rectangular foundation that abuts the sidewalk. The facade at the basement level of the building is built out slightly from the facade above, creating a strong base. The primary facade of this brick structure is four bays and faces west. Two primary entrances appear at the second and third bay, each slightly recessed within their own alcove. A shared set of concrete stairs leads to the entry doors. The two entry alcoves share a single entry hood that features three heavy, carved Italianate brackets. The alcoves are set within deep brick returns with shallow brick arches at the tops, the remaining portions of sidewall and ceiling are painted wood panel. The entry doors are modern embossed metal with two lights at the top and two embossed panels below. Original door casings and transoms have been replaced with painted flat wood trim. The first and fourth bays of the first floor feature two-over-two metal clad double hung windows with articulated metal casings and sills. The four bays at the second floor align with the bays below with each featuring a similar two-over-two metal clad double hung. The attic level features two two-over-two metal clad double hungs. All the window openings feature a corbelled and arched brick lintel. The side facades are three bays deep with identical windows and decorative lintels as the primary facade. Eave and rake trim is painted wood. Corbelled brick work appears at the rake and a heavy corbelled frieze appears under the projecting wooden eaves. The roof is asphalt shingle and a brick chimney appears at the north facing roof plane along the exterior elevation.

Historical Narrative

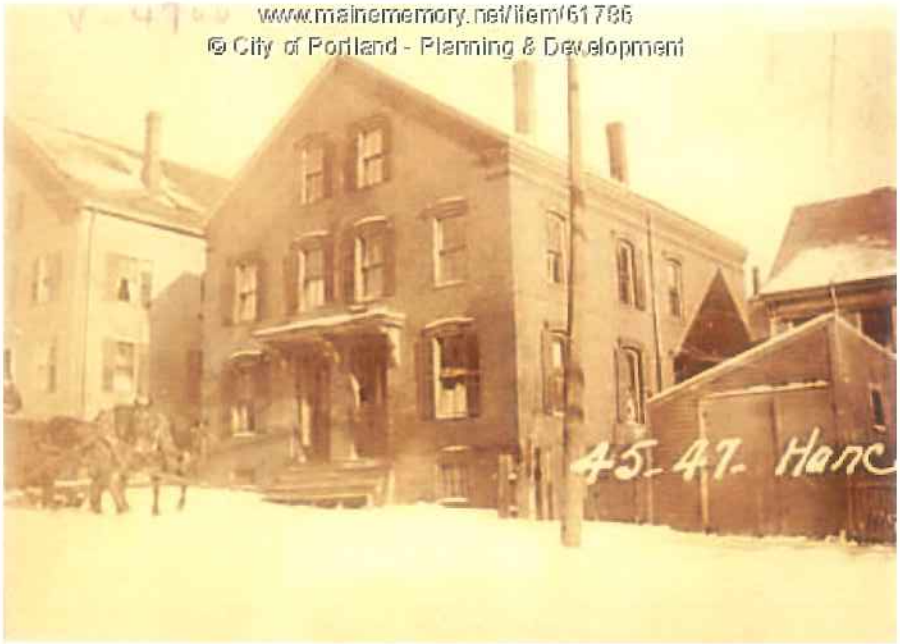
On the 1871 map, the land, without the brick house, belongs to J. Parrs. John Parrs, an African American mariner, owned several buildings and parcels of land. His widow lived for many years at 16 Federal Street.

Samuel Rumery was one of the owners of Rollins & Rumery, a coffee and spice mill business on Commercial Street. George Burnham Jr. was the Burnham of Burnahm & Morrill, the cannery on Franklin Street. Both men lived elsewhere.

In 1882, residents included Frank Dickerson, a tinsmith, and Charles Ham, also a tinsmith. On the #47 side, Eugene Akely lived. He had a stove and tinware shop at 274 Congress Street.

Residents in 1900 included Robert Shaw, a sailor/fisherman and his daughter, a candy maker, as well as Canadian George LaRou, a cooper, and Samuel F. Griffin, an engineer, possibly with the American Express company located at Monument Square. Residents in 1910 included Claude Leavitt, a storekeeper on Custom House wharf; Griffin still lived there as well. On the other side were Patrick Cranage, a foundryman who worked at the Portland Co. and Mrs. Mary Shaw.

Residents in 1920 included Thomas P. Clemens, a longshoreman, and Horace Brown, a clerk with E. Corey & Co. iron on Commercial Street. Patrick Cranage was also still living here.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Att. 4

Yoking Form-Based Codes and Historic Districts

How to get the best combination.

By Philip Walker, AICP

THE HISTORIC BEAUFORT FOUNDATION WAS ALARMED. FACING THE IMpending adoption of a citywide form-based code, the foundation hired a consultant to help avoid the potential negative consequences to the community's historic districts. That was in 2011. Now, nearly three years later, it appears there will be a happy ending. (More about that later.)

With an international reputation for its rich collection of historic architecture nestled in a beautiful coastal setting, Beaufort, South Carolina, has been the backdrop for several movies, including *The Big Chill*, *Glory*, and *The Great Santini*. (Beaufort's Historic District also was named a Great Neighborhood by APA in 2013.)

Beaufort's downtown is designated as a National Historic Landmark District, the highest level of historic and architectural significance. The city adopted local historic district regulations in 1972, and those regulations are implemented by the Historic District Review Board in accordance with adopted design guidelines. However, many in the development community have labeled this preservation program cumbersome and unpredictable; they blame it for discouraging reinvestment within the district.

The South Carolina city of Beaufort is known for its historic homes and neighborhoods. Now city leaders are wondering how to combine its historic districts with a form-based code.

PHOTO COURTESY LAWRENCE GROUP

As an unquestionably forward-thinking community, Beaufort has conducted high-level comprehensive planning during the past decade, producing a 2009 comprehensive plan entitled Vision Beaufort. That plan proposed numerous smart-growth strategies, even mapping the community into a series of transect zones based on physical form and character.

Then the city decided to go the extra mile: It would implement the plan using a variety of tools, including a new zoning and development code. After researching form-based codes, the city settled on a community-wide FBC. Beaufort had already experimented with small-scale FBCs in two redevelopment districts near the downtown and the positive reviews seemed to outweigh the negative.

The targeted FBCs and major infrastructure investments have yielded several new compatible housing units. In the minds of some community residents, the FBC looked like it might outlast the local historic district program—raising the question of whether an FBC and historic district overlay can peacefully coexist.

Birth of a code

According to the Form-Based Code Institute, "Form-based codes foster predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle for the code. . . . They are regulations, not mere guidelines, adopted into city or county law alternative to conventional zoning."

FBCs are more effective than conventional zoning in addressing the relationship between the public and private realms; the form and mass of buildings; and the scale and design of streets, lots, and blocks. FBCs also tend to feature much more liberal use of graphics and less text because, as most planners are keenly aware by now, FBCs are distinct in their focus on physical form instead of land uses.

The earliest FBCs were applied to master planned communities in undeveloped areas. Today, "form-based codes have come in from the greenfields and are being applied to existing communities," says Jim Lindberg, planning director of the Preservation Green Lab in the Denver office of the National Trust for Historic Preservation.

Adding to the ease of using FBCs was the creation of the SmartCode in 2003. Prepared by the Miami firm of Duany Plater-Zyberk, this document essentially allows communities to "calibrate" a generic FBC to fit unique design characteristics. While there are some innovative features in the SmartCode and similar FBCs, it can be argued that their genesis lies in historic district guidelines that have existed since Charleston established the country's first local historic district in 1931.

The primary difference is that historic district guidelines are applied as a design review "overlay" district that is superimposed over the underlying "base" zoning, leaving all land-use and density provisions of the base zoning intact. Design-related standards supersede those of the underlying zoning, including building setback and height requirements. In contrast, FBCs become the new base zoning by addressing land use and design in a more comprehensive and integrated manner, with use issues taking a back seat to physical form.

FBCs seem to be spreading fast. For planners who support a smart-growth philosophy, this trend is positive. The common thinking in today's planning world is that FBCs are a highly effective tool for implementing smart-growth policies. In reality, they could just as easily be used to effect sprawl, but I have not come across any instances of the latter. In some cases, FBCs have been adopted for entire communities, while in others they have been applied only to specific locations, such as downtowns, new town centers, and commercial corridors.

Communities adopting FBCs—either citywide or over a broad area—range in size from Pass Christian, Mississippi (pop. 5,000), and Leander, Texas (pop. 27,000), to Miami, Denver, and Cincinnati. While more than 300 FBCs have been adopted across the U.S., the total accounts for less than 0.2 percent of our nation's communities, according to Kaizer Rangwala, AICP, writing in the April–May 2013 issue of *Better! Cities & Towns*. Still, other communities have rejected them, including Columbia, Tennessee, whose FBC was drafted in 2011, but has yet to be approved.

'Kind-of-sort-of'

While there is debate over what constitutes a "hybrid code," this type of code seems to be popular among communities not quite ready to jump into the FBC world with both feet. Such a code might emphasize physical form and have many of the characteristics of FBCs, but also pay attention to land-use issues. In at least some instances, hybrids treat certain geographic areas with FBC provisions and other areas with conventional zoning.

Hybrids often use more text than a "pure" FBC in order to address issues that are difficult to cover with graphics. That was the approach taken by the city of Northport, Alabama, in 2008. Following closely on the heels of the community's freshly adopted Downtown and Riverfront Plan, The Walker Collaborative (my firm) was hired to craft a hybrid code for Northport's urban core and waterfront. Existing conditions include a historic downtown, undeveloped riverfront area, a light-industrial district, historic residential neighborhoods, and portions of a strip commercial corridor. While no locally designated historic districts have been adopted in Northport, the district created for the historic downtown via the hybrid code does feature several preservation-minded provisions to protect existing buildings, avoid inappropriate alterations, and yield compatible infill.

While Northport's code stresses physical form and design character, and features detailed and illustrated design standards, the various districts are based on a combination of land uses, density, and character. According to former Northport planning director Katherine Ennis, AICP, "a form-based code in its pure form would not have flown politically in Northport because it would have been too radically different from the existing zoning." It helped, she added, that the new code was adopted as part of a master planning process that had introduced the public to many of the codes design concepts.

The best option

According to Carol Wyant, the outgoing director of the Form-Based Code Institute (who is also the past director of the Landmarks Preservation Council of Illinois and of statewide partnerships with the National Trust for Historic Preservation), most historic areas could use both a historic district overlay and a form-based code. However, given the political hurdles to adopting either tool, this scenario is not always realistic. So when should a community pursue a local historic district and when should it pursue an FBC?

When historic districts are the best tool. While FBCs may be able to trace their

bloodlines to historic district guidelines, they are an inadequate substitute for historic district overlay zoning for a community's most important historic areas. "I would never recommend that form-based codes should completely replace historic districts in locations worthy of historic district regulations, but they can be a very complementary tool and make the preservation effort more objective," notes Daniel Parolek, principal of California-based Opticos Design and a leading practitioner of FBCs.

Wyant adds this: "I agree that for historic districts, particularly those with major contributing buildings, it is important to retain the historic commission oversight." The key drawback of FBCs for a community's most significant areas is that they are not intended to address changes to existing buildings, including prohibiting or discouraging their demolition.

When considering alterations to existing buildings visible from a public street, historic district design guidelines normally cover an extensive range of issues, including compatible additions, the treatment of doors and windows, architectural detailing, materials, roof penetrations, and maintenance. With the occasional exception of building additions, FBCs address none of those issues for existing buildings. Therefore, existing buildings may wind up with inappropriate alterations that degrade their design integrity and character.

While FBCs might indirectly discourage demolition because a replacement building often cannot be much larger than the one demolished (per the code), there are no explicit preservation provisions. "When we use form-based codes, for the most part, people want to redevelop," says Lee Einsweiler, principal of Code Studio, an Austin, Texas, planning firm. "People are not looking to preserve what they have."

In theory, preservation provisions could be integrated into an FBC. In reality, enabling legislation in most states prohibits such language within a community's base zoning and instead allows it only for special design overlays. Even FBCs without preservation provisions can clash with state enabling laws, Einsweiler says.

Yet another shortcoming of relying solely on FBCs is that doing so would preclude a community from attaining Certified Local Government status. Every state historic preservation office oversees its state's CLG program, which requires certified local governments to operate a comprehensive preservation program, including historic zoning, design guidelines, and a design review process. CLG communities are eligible for annual grants for various preservation projects, but municipalities opting solely for an FBC approach to protect historic areas would not qualify.

The Bladen Street Redevelopment District is one of two areas where Beaufort is experimenting with form-based codes before adopting a hybrid form-based code citywide.

PHOTO COURTESY LAWRENCE GROUP

When FBCs are the best tool. Historic district overlays can come with their own set of problems: poorly written design guidelines, untrained staff, and unqualified review body members. As noted by Craig Lewis, AICP, of the Lawrence Group's North Carolina office, "many historic district guidelines have relatively weak standards for infill development, as is the case with Beaufort."

Practitioners familiar with the operations of design review boards have seen at least some of them fail to consult their guidelines or reference them when deciding on applications. Also, the wiggle room often purposely written into design guidelines to give the review body flexibility can undermine the predictability that applicants seek.

Even when the stars align—effective design guidelines implemented by well-trained staff and qualified board members—historic districts rarely include more than five percent of a community's existing structures, according to Lindberg of the National Trust. Just 3.6 percent of existing structures in New York City are locally landmarked.

At the other end of the size spectrum is Siloam Springs, Arkansas (pop. 15,000). Although the city has a historic downtown overlay zone, the provisions are somewhat vague, and more rigorous standards won't fly politically. The city's 2008 comprehensive plan suggested the adoption of an FBC, but rather than pursue a citywide FBC, Siloam Springs is taking a different tack. Senior planner Ben Rhoads, AICP, says the strategy "is to start on a small scale, like downtown, and see if it works; if so, we can then explore going citywide with a form-based code." One of the key tasks of the city's upcoming downtown and connectivity plan will be to explore whether to adopt an FBC for downtown.

Many municipalities are unwilling or unable to fund enough staff to administer the design review process for numerous historic districts. For the past few years, Pittsburgh has relied on a single staff person to provide all of the support needed to administer 12 local historic districts and 87 individual landmark properties, in addition to all the other historic preservation responsibilities of the city. In that respect, historic district guidelines stand in stark contrast to FBCs, which are sufficiently prescriptive to be implemented administratively by a single staff person.

The murky case of infill. For historic areas without historic designations, FBCs are preferable to conventional zoning. FBCs can discourage demolition because the development that would replace a demolished building would likely be of a similar scale and form—hardly a financial gain. In addition, FBCs can ensure somewhat compatible infill development and possibly very compatible development. But with respect to infill development, how do FBCs measure up to historic zoning? The answer lies in the amount of work put into the drafting of either of these regulatory tools.

Some historic design guidelines are quite prescriptive in terms of site planning, setbacks, heights, form, and architecture. Many instead feature more open-ended *contextual* provisions that rely on the physical characteristics of neighboring historic structures to determine the new building's design features, including front setbacks, heights, rhythm of doors and windows, roof forms, and materials. The quantifiable standards that are applied to infill lots, such as building heights and setbacks, are based on the numeric average of the flanking buildings or the average of the entire block face.

This approach to infill is the typical result when budgets are too small to fund historic design guidelines that prescribe more exact standards. In such cases, it's harder for applicants to gauge whether their proposals will stack up and the compatibility of the resulting development lies largely in the hands of the approving review board. "There can be unlimited opinions on whether a particular building is truly contextual, making the review process very subjective and unpredictable," says Parolek.

FBCs, on the other hand, prescribe the design features based on the building's location, building type, and associated standards. They focus primarily on building form and site-planning issues such as frontages, while avoiding dictating architectural styles and details. A lot of work goes into crafting these standards for infill development, which allows them to be prescriptive enough to be implemented administratively.

When Opticos drafts an FBC, it starts with a documentation and analysis phase. Parolek describes a process in which they "carefully document existing conditions through field work and photography, the creation of photo boards, and the targeting of characteristics that define an area."

The firm also creates numerous maps, including figure ground maps illustrating building footprints that will help the team "extract the DNA that makes the area unique." Although this labor-intensive documentation can contribute greatly toward the large budgets that frequently accompany FBC projects, much of it can also be delegated to municipal staff and public stakeholders if sufficient oversight is provided by experts. That approach can also generate stronger public buy-in for the code.

When used in tandem. Can FBCs work in tandem with historic district standards? Absolutely they can. Nashville, Tennessee, has engaged in thoughtful planning based on new urbanist principles ever since the arrival of planning director Rick Bernhardt, FAICP, in 2000. After several years of applying urban design overlays that function essentially as form-based codes to targeted planning areas, an FBC was applied to 866 acres of downtown Nashville in 2010.

The term "form-based code" was dropped early in the process and replaced with "downtown code" because, according to Joni Priest—a planner and urban designer with the metro government's planning department—the term form-based code "created political difficulties." Despite the name change, "it is everything that a form-based code is," she adds.

Back to Beaufort

What will be the outcome in Beaufort? It appears that things will work out: The city is applying its historic overlay zoning where most needed and a new citywide code as the base zoning. Opticos created the initial draft code as a pure FBC, but the city has since settled on a hybrid code that uses more conventional zoning techniques in certain locations.

The Lawrence Group is leading the final stage of writing the code and shepherding it toward adoption. As that firm's Craig Lewis notes, many of the infill development standards already existing in the historic district guidelines have been integrated into the draft FBC, but the Historic District Review Board will remain intact to implement the historic overlay districts.

Some lessons: First, while not always the perfect solution, historic overlay districts are the best tool for protecting the integrity of a community's most significant areas. Where applied, however, they should be implemented using solid design guidelines, trained staff, and qualified review body members. Secondly, a form-based code is the best alternative for historic areas for which an overlay district is not a realistic option.

Communities considering the adoption of an FBC should be prepared for a serious educational and public relations effort, perhaps best served by starting with a geographically targeted FBC to achieve an adequate comfort level before launching into a citywide FBC. Finally, the best of all worlds for the most important places is to employ both tools in tandem. As the FBCI's Carol Wyant says, "it's not a matter of one or the other, but both."

Philip Walker is the principal of The Walker Collaborative, a planning firm based in Nashville, Tennessee. In 2013 he was hired by the Historic Beaufort Foundation to determine the potential impacts of replacing the city's local historic zoning overlay with a citywide form-based code.

HISTORIC DISTRICTS

Secretary of the Interior's Standards and Guidelines for Historic Rehabilitation: www.nps.gov/hps/tps/standguide; National Park Service Certified Local Government Program: www.nps.gov/history/hps/clg; National Alliance of Preservation Commissions: www.napc.uga.edu; National Center for Preservation Technology & Training: www.ncptt.nps.gov; National Trust for Historic Preservation (NTHP): www.preservationnation.org; State Historic Preservation Offices: Each state government has a SHPO responsible for carrying out the National Historic Preservation Act of 1966.

FORM-BASED CODES

Form-Based Code Institute: www.formbasedcodes.org; Congress for the New Urbanism: www.cnu.org; Smart Growth America: www.smartgrowthamerica.org; American Planning Association's New Urbanism Division and Urban Design & Preservation Division: www.planning.org.

Barbara Barhydt - Workshop-India Street Historic District

From: Liv Chase <livchase@yahoo.com>
To: Barbara Barhydt <bab@portlandmaine.gov>
Date: Tuesday, April 28, 2015 3:32 PM
Subject: Workshop-India Street Historic District

Hi Barbara,
I am not able to attend this evenings workshop for the India Street Historic District Proposal. I would like to make the following comments to the Planning Board.
I own 3 properties in the India Street Neighborhood. I am not in agreement with a historic district. Many of the building in the district are old tenement style structures which have no historic value. There are a handful of building in the district including the old firehouse, the synagogue, and the Abyssinian meeting house which I would consider historic. There is no reason that these building can't be noted on a plan. If individual owners want to apply for historic credits, they can still do so without a district wide historic zone. Imposing a historic district on architecture that is not historic adds more restrictions and increases the time frame when it comes to building improvements, building additions, and new construction. Again, I am strongly opposed to any historic district in the neighborhood.
Regards,
Liv Chase

From: <jp_monro@myfairpoint.net>
To: Barbara Barhydt <bab@portlandmaine.gov>
CC: Deb Andrewss <DGA@portlandmaine.gov>, Peter at work <jp_monro@myfairpoin...
Date: Tuesday, April 28, 2015 3:10 PM
Subject: India Street Historic District

Hello Barbara,

I have attached a memo suporting the creation of a local historic district in the India Street neighborhood, directed at this point to the Planning Board.

I would note that I am writing as an individual. I am, however, an active member of the Portland Society for Architecture and its Advocacy Committee. To the extent that the PSA takes a stand against a Historic District for India Street, they do not represent all of their member's views.

Peter

PLANNING BOARD REPORT
PORTLAND, MAINE

Subdivision and Site Plan Amendments
777 Stevens Avenue
Level III Amendment to Subdivision and Site Plan
Project ID #2015-061
The Park Danforth, Applicant

Submitted to: Portland Planning Board Public Hearing Date: April 28, 2015	Prepared by: Shukria Wiar, Planner Date: April 24, 2015

I. INTRODUCTION

The Park Danforth has submitted a Level III Amendment application for site plan and subdivision review for their property at 777 Stevens Avenue (refer to Applicant's submission). The property is situated on a city block bounded by Forest and Stevens Avenues and Poland and Arbor Streets. The purpose of this amendment is to create three additional one bedroom residential units, as well as changes to the site plan.

The Planning Board held a public hearing on February 10, 2015 and approved the project with conditions of approval, please see approval letter (Attachment 1). The original proposal is to construct a new building with fifty-five (55) senior independent living units that will be attached to the existing building with a one-story connector. The new building will be four stories along Arbor Street and Forest Avenue, with a fifth story corner projection and five stories facing a central garden courtyard between the two buildings. As part of the amendment, the applicant now wants to increase the units from fifty-five (55) senior independent living units to fifty-eight (58). These changes have been made in response to budget constraints.

The original subdivision approval with the waivers and conditions still applies. The Planning Board will review the proposed amended plan against the Subdivision and Site Plan Ordinance of Land Use Code. The project will also be reviewed against the multiple-family housing of the Design Manual.

Applicant Name	The Park Danforth at 777 Stevens Avenue, property owner HOME FOR THE AGED - FOREST AVENUE PROPERTIES Denise Vachon, Chief Executive Officer
Consultants	
Agent Representative	Robert Metcalf of Mitchell & Associates
Engineer	Lester Berry, BH2M
Surveyor	Owen Haskell, Inc
Architect	Joan Easgleson, Lavalle/Brensinger Architects
Attorney	Melissa Murphy, Perkin Thompson

II. PROJECT DATA

Existing Zoning	R-6A
Tax Map	CBL: 146 C005 001
Existing Use	Special Needs Independent Living Units and Intermediate Care units
Proposed Use	Independent Senior Housing
Parcel Size	181,100 SF (4.16 acres)

Number of Affordable Units	Existing units- 70 are HUD supported housing and 36 market rate.	The proposed units will be market rate.	
	Existing	***Proposed***	***Total***
Residential Data	160 dwelling units in the existing building, three residential homes, one of which is vacant.	58 dwelling units (with the three additional units)	218
Proposed Bedroom Mix		55 One bedroom 4 – Two bedroom	55 One bedroom 4 – Two bedroom
Building Footprint	31,181 SF	21,777 SF	52,958 SF
Building Floor Area	172,567 SF	94,236 SF	266,803 SF
Building Heights	65 along Stevens	43.9' Arbor and Forest 55.9 Stevens/Arbor/ Courtyard 58.9 Forest Ave Corner	
Impervious Surface Area	3.22 AC	3.05 AC	5.05 AC
Parking Spaces	91	55	146 (37 in the garage)
Bicycle Parking Spaces	None	8	8
Condominium Ownership	The property is held within condominium entities, but the individual residential units and special needs independent units are not condominiums.		
Estimated Cost of Project	$18 Million (Bath Saving Institution)		
Uses in Vicinity	Mixed commercial uses along Arbor Street, across the street on Stevens Avenue is the Maine State Armory and University of New England, on Poland Street there are residential use as well as offices, commercial uses along Forest Avenue.		

III. EXISTING CONDITIONS

The city block contains the existing Park Danforth building and associated parking, the Goodwill retail store on Forest Avenue, and three residential houses on Arbor Street. Park Danforth now owns all the property within this block. The Goodwill site is almost all impervious area (about 95%) with two buildings and paved parking on a lot area of 60,798 SF (1.40 acres).

IV. PROPOSED DEVELOPMENT

As part of the amendment, the applicant now wants to create three additional one bedroom residential units and will increase the units from fifty-five (55) senior independent living units to fifty-eight (58). These additional units will be housed in the new building portion along Arbor Street. In the original approval of the application, this space was intended for a common deck space for the tenants. Due to budget reasons, the space will be converted to residential units. The applicant is also proposing revised façade material as well. The Park Danforth is proposing to replace the manufactured stone finish previously approved by the Planning Board with brick masonry that contrasts with the lighter brick. The only portion of the building that will remain on manufactured stone will be the five-story tower on the corner of Forest Avenue and Arbor Street and on the ground level terrace wall along Forest Avenue.

Figure 1: Elevation showing the façade changes.

The applicant is also proposing to make changes to the site plan as well. The changes consist of the following:

1. The three season dining and mechanical room addition to the existing building will be done in a future phase. They are shown as future improvements and would need to come back for review when they are ready to proceed.
2. To address the future elements identified above, the masonry block enclosure/screen wall around the dumpster area has been changed to an eight (8) foot solid wood fence. This is to allow easier access to construct the future addition.
3. The proposed retaining wall along the southerly side of the service drive has been reduced in length and a set of stairs has been added to address egress requirement from the existing three story wing. The additional section of wall may be constructed in the future.

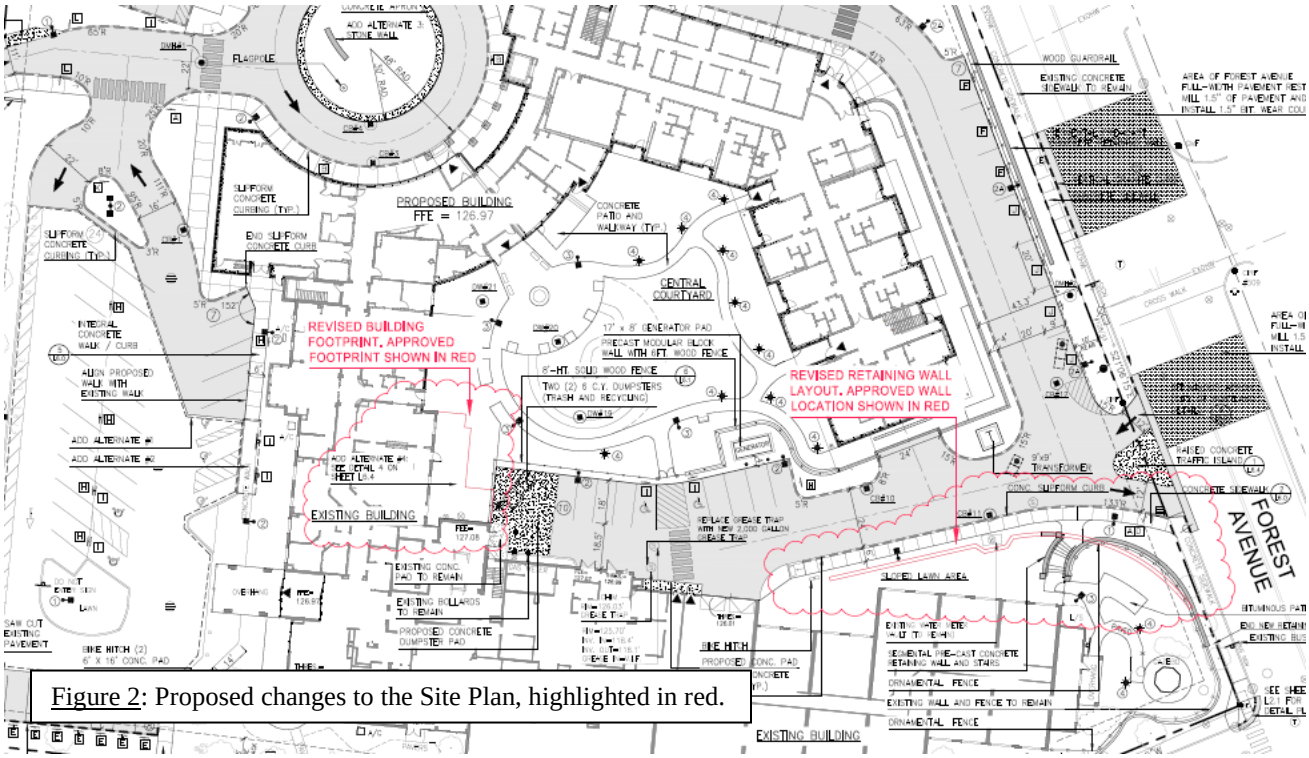


Figure 2: Proposed changes to the Site Plan, highlighted in red.

V. PUBLIC COMMENT

Upon receipt of the subject site plan application, staff noticed property owners within 500 feet of the site and placed a legal ad in the *Portland Press Herald* newspaper in accordance with requirements. Three hundred and thirty-nine (339) notices were sent to area residents. A notice also appeared in the April 20th, 2015 and April 21st, 2015 editions of the *Portland Press Herald.*

The applicant is not required to hold a neighborhood meeting since the amendment is for an amendment to an approved subdivision. As of the date of writing this report, staff has not received any written public communication pertaining to this application.

VI. RIGHT, TITLE AND INTEREST AND FINANCIAL/TECHNICAL CAPACITY

The existing ownership of The Park Danforth property is within a condominium form of ownership. The ownership makeup including the new addition has not been determined. As part of the original application, the applicant had provided a copy of warranty deed, quitclaim deeds, statutory warranty deed, and purchase and sale agreement recorded at the Cumberland County Registry of Deeds which demonstrated their right, title and interest in the property. The applicant is working with Jennifer Thompson, Associate Corporation Counsel, on the appropriate documentation needed on the plat and accompanying declaration or condominium documents for the underlying condominium ownership entities for the existing facility and proposed project.

The estimated cost of the overall development is $ 18 Million.

VII. ZONING ASSESSMENT

Ann Machado, Interim Zoning Administrator, had reviewed the original plans for the minimum requirements in the R6-A zone and the project met the zoning requirements. The purposed amendments also meet the zoning requirements. The additional three units are housed in the new building, along the Arbor Street side. The maximum height of the zone is still being met.

VIII. DEVELOPMENT REVIEW

A. SUBDIVISION PLAN AND RECORDING PLAT REQUIREMENTS (Section 14-496)

The applicant has submitted a recording plat. The final plat has been revised to reflect the three new units and any waivers and conditions of approval that relate to the subdivision plan. Any waivers granted must be recorded at the Registry of Deeds within 90 days of a Planning Board decision. In addition, the applicant is working with Corporation Counsel on the appropriate documentation needed on the plat and accompanying declaration or condominium documents for the underlying condominium ownership entities for the existing facility and proposed project.

B. SUBDIVISION (Section 14-497)

As an amendment to an approved subdivision, the subject application is subject to conformance with the applicable standards of the subdivision ordinance.

Section 14-496 (c) states:

> *Alterations to an approved plot. The planning authority may approve alterations to an approved recording plat when all of the following conditions are met; otherwise, a new subdivision plat must be submitted to the Planning Board:*
>
> *1. The rearrangement of lot lines does not increase the number of lots within a block or other subdivision unit or area;*
> *2. The alteration will not affect any street, alley, utility easement or drainage easement;*
> *3. The alteration meets all of the minimum requirements of this article, article III of this chapter on zoning and other applicable state and local codes:*
> *4. The alteration is approved by the public works authority and the fire department.*

Such approved alterations shall be properly recorded in the registry within thirty (30) days thereof or they shall be null and void. Recording of approved alterations also shall be in accordance with the requirements of 30-A M.R.S.A. Section 4406.

Based on the application submitted, the project does not meet all of the above standards and therefore this application is before the Planning Board for review. The thirty (30) day recording applies to both Planning Authority and Planning Board review of amended subdivision plans.

As state before, the February 10, 2015 Planning Board approval of this project with all relevant waivers and conditions of approval remain in effect. The proposed amended plan has been reviewed by staff for conformance with the relevant review standards of Portland's Subdivision Ordinance and applicable regulations. Staff comments are listed below.

1. Will Not Result in Undue Water and Air Pollution (Section 14-497 (a) I), and Will Not Result in Undue Soil Erosion (Section 14-497 (a) 4)
   As part of the amendment application, there are no proposed increase in site improvements or disturbance, so the Staff finds the proposed project in conformance with this standard.

2. Sufficient Water Available (Section 14-497 (a) 2 and 3)
   The applicant has demonstrated in the original proposal that the project had sufficient water available, which can handle the additional three units. The project is currently served by the Portland Water District.

3. Will Not Cause Unreasonable Traffic Congestion (Section 14-497 (a) 5)
   Tom Errico, P.E. Ty Lin has reviewed the original proposal. The proposed project is not anticipated to cause unreasonable traffic congestion. The staff finds the proposed project is in conformance with this standard.

4. Will Provide for Adequate Sanitary Sewer and Stormwater Disposal (Section 14-497 (a) 6), and Will Not Cause an Unreasonable Burden on Municipal Solid Waste and Sewage (Section 14-497 (a) 7)
   The applicant is not proposing any new utilities services as part of this amendment and it is currently served by the City's sewer system. In the original application, the City of Portland has confirmed that the sewer system has sufficient capacity. David Senus, P.E. Woodard and Curran, had reviewed the stormwater management plan finds the proposal to meet city standards. The staff finds the proposal is in conformance with this standard for the additional three units.

5. Scenic Beauty, Natural, Historic, Habitat and other Resources (Section 14-497 (a) 8)
   The proposal site is not within an historic district and is in an urban neighborhood surrounded by a variety of residential building types. The proposed building does not impact the natural beauty of the area or adversely affect any significant wildlife habitat, rare or irreplaceable natural areas, or any public access to the shoreline. The staff finds the proposal in conformance with this standard.

6. Comprehensive Plan (Section 14-497 (a) 9)
   The staff has identified the following goals and policies which are relevant to the proposed housing development and finds the proposal in conformance with the Comprehensive Plan:

   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 respect 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.

Volume 2 Implementation - Housing Initiatives:

3. New Senior Citizen Housing: A variety of housing opportunities are needed to assist Portland's senior citizens, including subsidized apartments.

(b) Update zoning to encourage neighborhood livability with higher density multi-family and innovative mixed use projects that are along major public transportation routes, near service areas, in redevelopment (underutilized) or infill area, locations near downtown and in business zones.

C. SITE PLAN STANDARDS (Section 14-526)

The proposed amended plan has been reviewed by staff for conformance with the relevant review standards of Portland's site plan ordinance and applicable regulations. Staff review and comments are listed below.

1. Transportation Standards

Impact on surrounding street systems, access and circulation, public transit access, and parking were reviewed under the original application by Tom Errico, P.E. TY Lin. The amendments to the site plan for the additional three units do not affect the transportation standards.

2. Environmental Quality Standards

a. *Preservation of Significant Natural Features and Landscaping and Landscape Preservation*
Jeff Tarling, City Arborist, had reviewed the landscaping plan as part of the original application. The amendments to the site plan do not affect the approved landscaping plan.

b. *Water Quality, Storm Water Management and Erosion Control*
David Senus of Woodard and Curran, Consulting Engineer, had reviewed the stormwater management plan as part of the original application. The amendments to the site plan do not affect the stormwater standards.

3. Public Infrastructure and Community Safety Standards

a. *Public Safety and Fire Prevention*
Assistant Chief Keith Gautreau has reviewed the amendment to the plans and does not have any comments.

b. *Availability and Adequate Capacity of Public Utilities*
Please see Paragraph VIII (B) Subdivision, above.

4. Site Design Standards

a. *Zoning Related Design Standards*
On April 2, 2015 a design review according to the City of Portland Design Manual standards was performed for the proposed revisions to the previously approved multi-family dwelling project at 777 Stevens Avenue. The review was performed by Caitlin Cameron, Urban Designer, and Shukria Wiar, Planner, all within the Planning Division of the Department of Planning & Urban Development. The project was reviewed against the *Two-family, Special Needs Independent Living Units, Multiple-family, Lodging Houses, Bed and Breakfasts, and Emergency Shelters Standards* (Section (i) of the Design Manual).

Design Review Comments: The design revisions consist of three additional residential units added to the top floor of the Arbor Street façade and a change in cladding material from manufacturing stone to brick.

Standard 1 – The project uses a mix of building materials which, in combination with the fenestration, the balconies, the varying forms and roof lines, and the strongly articulated cornice elements, provide positive visual interest as stipulated in the Standard. These architectural characteristics are continued in the proposed additional units facing Arbor Street which have bays, balconies, and a roof overhang consistent with the already-approved architecture. The change in façade materials from stone to brick is also consistent with the character of the existing façade materials and their placement. The areas of the building where the brick is proposed include an expression line and change of material color at the 3rd/ 4th floor which serves to provide scale, a visual break in the massing, and visual interest to the project.

Standard 2 – This aspect of the project is unchanged from the approved site plan.

Standard 3 – This aspect of the project is unchanged from the approved site plan.

Standard 4 – Overall the project has a high level of fenestration and the provision of balconies also contributes to residents' access to light and air. These architectural characteristics are continued in the proposed additional units including balconies and fenestration patterns.

Standard 5 – This aspect of the project is unchanged from the approved site plan.

Standard 6 – Not Applicable

IX. STAFF RECOMMENDATION

Subject to the proposed motions and conditions of approval listed below, Planning Division staff recommends that the Planning Board approve the proposed amendments to the approved Subdivision and Site Plan.

X. PROPOSED MOTIONS

Subdivision Plat

On the basis of the subdivision plat approved on February 10, 2015 with conditions, the application for an amendment, plans, reports, and other information submitted by the applicant, findings and recommendations contained in Planning Board Report for application 2015-061 relevant to the Subdivision Ordinance and other

regulations, as well as the Planning Board deliberations and the testimony presented at the Planning Board hearings, the Planning Board finds that the amended plan, when taken together with the original plan and the conditions contained therein (**is** or **is not**) in conformance with the subdivision standards and all other applicable provisions of the land use code.

Level III Site Plan
On the basis of the site plan approved February 10, 2015 with conditions, the application for an amendment, plans, reports, and other information submitted by the applicant, findings and recommendations contained in Planning Board Report for application 2015-061 relevant to the Site Plan Ordinance and other regulations, as well as the Planning Board deliberations and the testimony presented at the Planning Board hearings, the Planning Board finds that the amended plan, when taken together with the original plan and the conditions contained therein (**is** or **is not**) in conformance with the site plan standards and all other applicable provisions of the land use code.

ATTACHMENTS:

Staff Review Comments and Background Information
1. February 10, 2015 Approval Letter
2. Urban Designer Review, Caitlin Cameron, dated April 4, 2015

Public comments (none at the time PB Report completed)

Applicant's Submittal
A. Cover Letter
B. Application
C. Project Description

Plans

Civil Plans
Plan P1 Cover Sheet
Plan P2 Existing Conditions Plan L1.0
Plan P3 Boundary and Topo Survey
Plan P4 Proposed Changes to Site Plan
Plan P5 Subdivision Plat
Plan P6 Site Plan L2.0

Att. 1

CITY OF PORTLAND, MAINE
PLANNING BOARD

Stuart O'Brien, Chair
Elizabeth Boepple, Vice Chair
Sean Dundon
Bill Hall
Carol Morrissette
Jack Soley
Timothy Dean

February 11, 2015

The Park Danforth
Home for the Aged- Forest Ave. Property
Attention: Denise Vachon
777 Stevens Avenue
Portland, ME 04103

Mitchell and Associates
Attention: Bob Metcalf
70 Center Street
Portland, ME 04101

Project Name:	The Park Danforth	Project ID:	2014-202
Address:	777 Stevens Avenue	CBL:	146 C005 001
Applicant:	The Park Danforth- Denise Vachon		
Planner:	Shukria Wiar		

Dear Ms. Vachon:

On February 10, 2015, the Planning Board considered a Level III Site Plan application for the Park Danforth development located at 777 Stevens Avenue. The project includes an addition to the existing Park Danforth facility, which includes building expansions and site work in the block encompassed by Stevens Avenue, Forest Avenue, Poland Street and Arbor Street. The Planning Board reviewed the proposal for conformance with the standards of the Subdivision Ordinance, Site Plan Ordinance, multiple-family housing of the Design Manual, and Housing Preservation and Replacement. The Planning Board voted unanimously 6-0 (Morrissette absent) to approve the application with the following waivers and conditions as presented below.

WAIVERS

On the basis of the application (2014-202) plans, reports and other information submitted by the applicant, findings, recommendations, contained in the Planning Board Report for The Park Danforth site plan and subdivision, including but not limited to Section VIII Technical Waivers, of the report and the staff reviews relevant to Portland's Technical and Design Standards and other regulations, as well as the Planning Board deliberations and the testimony presented at the Planning Board hearing, the Planning Board finds the following:

1. *Street Trees*

   The Planning Board ***finds*** that the applicant has demonstrated that due to site constraints preventing the planting of required street trees in the right of way, the requirements of Section 14-526(2)(b)(iii) of the Site Plan Ordinance cannot be met; and the Board **finds** that the applicant has satisfied the waiver criteria set out in Section 14-526(2)(b)(iii)(b) with the monetary contribution to the City's tree fund of $200 per tree for 26 trees for a total of $5,200. The Planning Board therefore voted 6-0 (Morrissette absent) to **waive** *Section 14-526 (b)(2)(b)(iii) Street Trees* of the Site Plan Ordinance.

2. *Driveway Location*

   The Planning Board ***finds*** that the applicant has demonstrated that extraordinary conditions unique to this property exist including that the existing driveway location on Forest Avenue cannot be relocated to meet the street separation standard of 125 feet contained in the Technical Manual and Mr. Errico has found that the separation of 70 feet is safe with the right-in and right-out change to the driveway; and the Board **finds** that the

public interest and purposes of the land development plan are secured. The Planning Board therefore voted 6-0 (Morrissette absent) to **waive** Technical Manual *1.7.2.7 Driveway Location* to allow the 70 foot separation.

3. Number of Driveways

The Planning Board ***finds*** that the applicant has demonstrated that extraordinary conditions unique to this property exist, including the demand for emergency services for the elder population that needs two access points off Stevens Avenue, the Forest Avenue curb cut provides access to the service areas for the entire campus and the Arbor Street curb cut provides two-way traffic and that Mr. Errico has found significant coordination has taken place as it relates to providing safe and appropriate access that attempts to meet City Standards, given motorist characteristics, delivery truck circulation, and emergency access requirements. Mr. Errico supports a waiver from the City's Technical Standards for the number of driveways allowable per site. The Board **finds** that the public interest and purposes of the land development plan are secured and therefore voted 6-0 (Morrissette absent) to **waive** Technical Manual *1.7.2.8. Number of driveways* to allow four curb cuts on-site to permit an emergency access only on Stevens Avenue near Poland Street, a one-way in curb cut on Stevens Avenue to serve the main entrance, a right-in and right-out only on Forest Avenue and two-way curb cut on Arbor Street.

4. Aisle Width

The Planning Board ***finds*** that the applicant has demonstrated that extraordinary conditions unique to this property exist that limit the ability to meet the aisle width standard of 24 feet and Mr. Errico has found that the proposed aisle widths provide safe on-site circulation; and the Board **finds** that the public interest and purposes of the land development plan are secured. The Planning Board therefore voted 6-0 (Morrissette absent) to **waive** Technical Manual 1.7.2.3. *Minimum driveway width (two-way)* to allow a 22 foot aisle width along Arbor Street and 20 feet along Forest Avenue.

5. Underground Utilities

The Planning Board ***finds*** that the applicant has demonstrated that there is insufficient space for an additional riser on the existing pole on Forest Avenue and the pole is required in order to put the electricity underground to feed the transformer and communication pedestals, and the Board **finds** that the public interest and purposes of the land development plan are secured. The Planning Board therefore voted 6-0 (Morrissette absent) to **waive** *Section 14-499, Required Improvements, Subdivision Ordinance, (h)*, which requires all utility lines shall be placed underground, unless otherwise approved by the Planning Board, so that one utility pole may be installed.

6. Site Lighting

The Planning Board ***finds*** that the applicant has demonstrated that extraordinary conditions unique to this property exist with the internal courtyard and due to the need for a safe and well-lit area for the residents, and the Board **finds** that the public interest and purposes of the land development plan are secured. The Planning Board therefore voted 6-0 (Morrissette absent) to **waive** Technical Manual 12.2.6 *Luminaire Types* to allow light pole fixtures and bollards in the courtyard only that are not full cut-off fixtures.

DEVELOPMENT REVIEW

On the basis of the application (2014-202), plans, reports, and other information submitted by the applicant, findings and recommendations contained in Planning Board Report for the application relevant to the Subdivision Ordinance, the MaineDEP Chapter 500 Stormwater Management Standards relative to Stormwater Permits under delegated review, and other regulations, as well as the Planning Board deliberations and the testimony presented at the Planning Board hearings, the Planning Board finds the following:

1. Subdivision Plat

The Planning Board voted 6-0 (Morrissette absent) that the plan is in conformance with the subdivision standards of the land use code, subject to the following conditions:

1. The final plat and/or condominium plat, along with accompanying condominium documents, shall be submitted for review and approval by the Planning Authority, Department of Public Services, and Associate Corporation Counsel prior to recording.
2. The final sidewalk easements to provide public access shall be reviewed and approved by Corporation Counsel prior to the issuance of certificate of occupancy.
3. The recording plat shall depict the utility easement required for Central Maine Power.
4. The recording plat shall be revised noting all waivers and conditions for review and approval by the Planning Authority prior to recording. All waivers shall be recorded within 90 days of the Planning Board approval.

2. Level III Site Plan

The Planning Board voted 6-0 (Morrissette absent) that the plan is in conformance with the site plan standards and all other applicable provisions of the land use code, subject to the following conditions;

1. The proposed housing development meets the criteria of the Preservation of Housing Ordinance subject to submitting the documentation required in Section 14-483 and posting a performance guarantee prior to the issuance of a demolition or building permit.

2. The accompanying plans for the site plan shall be revised to reflect the changes contained in the overall site plan, including the plans for the fully ADA compliant crosswalk and ramps, and the plans shall be reviewed and approved by DPS, Fire, Traffic, and Planning prior to the issuance of a building permit.

3. The Erosion and Sediment Control Plan (L3.2) shall be revised to identify an inlet sediment control device on existing CB# 4.

4. The note on the Snout detail shown on Sheet L6.2 which states “The Snout shall be provided on Proposed Catch Basins #6100, #6101 and #6102”; shall be deleted from the revised plans.

5. The applicant shall obtain a license agreement with the City Council, which articulates the maintenance requirements of the applicant for the raised island in the curb cut on Forest Avenue prior to the issuance of certificate of occupancy.

6. The applicant shall submit an executed contract for snow removal prior to the issuance of a Certificate of Occupancy.

7. The Landscape Plan shall be revised for review and approval by the City Arborist, which address Jeff Tarling, City Arborist’s Feb. 6th review as follows:

    - Tree types & sizes - The minimum tree size shall be 2" caliper. Substitutions of tree types are recommended including shade trees for the parking lots, upright crab apples along Forest Avenue, and substitutions for the proposed Lindens.

    - Shrub Planting sizes - Every effort should be made to upsize the shrub planting sizes due to the scale of the project. The majority of the #3 gallon plants are just too small for this type of project. In most cases #5 gallon plants should be considered the minimum sizes. The proposed plants are more 'residential scale' vs a large complex as proposed.

- Interior Courtyard - The final plans for the interior court should be submitted for final review and approval. The plan notes" 'GARDEN PLANTINGS –TYPICAL SMALL FLOWERING TREES, FRAGRANT & FLOWERING SHRUBS & PERENNIALS', details on the Gazebo garden are also needed.

8. The final signage and wayfinding plan shall be reviewed and approved by the Planning Authority prior to the issuance of a certificate of occupancy.

9. The proposed specifications for the mechanical equipment shall be reviewed and approved by the Planning Authority and Acting Zoning Administrator prior to the issuance of a building permit.

10. The applicant shall provide evidence that they have coordinated with METRO on the installation of other bus stop amenities (e.g. bench, trash receptacle, bus shelter pad) and submit revised plans as needed for review and approval by the Planning Authority prior to the issuance of a building permit.

STANDARD CONDITIONS OF APPROVAL

Please note the following standard conditions of approval and requirements for all approved site plans:

1. **Subdivision Recording Plat** A revised recording plat listing all conditions of subdivision approval must be submitted for review and signature prior to the issuance of a performance guarantee. The performance guarantee must be issued prior to the release of the recording plat for recording at the Cumberland County Registry of Deeds.

2. **Subdivision Waivers** Pursuant to 30-A MRSA section 4406(B)(1), any waiver must be specified on the subdivision plan or outlined in a notice and the plan or notice must be recorded in the Cumberland County Registry of Deeds within 90 days of the final subdivision approval).

3. **Storm Water Management Condition of Approval** The developer/contractor/subcontractor must comply with conditions of the construction stormwater management plan and sediment and erosion control plan based on City standards and state guidelines. The owner/operator of the approved stormwater management system and all assigns shall comply with the conditions of Chapter 32 Stormwater including Article III, Post Construction Stormwater Management, which specifies the annual inspections and reporting requirements. A maintenance agreement for the stormwater drainage system, as attached, or in substantially the same form with any changes to be approved by Corporation Counsel, shall be submitted, signed and recorded prior to the issuance of a building permit with a copy to the Department of Public Services.

4. **Develop Site According to Plan** The site shall be developed and maintained as depicted on the site plan and in the written submission of the applicant. Modification of any approved site plan or alteration of a parcel which was the subject of site plan approval after May 20, 1974, shall require the prior approval of a revised site plan by the Planning Board or the Planning Authority pursuant to the terms of Chapter 14, Land Use, of the Portland City Code.

5. **Separate Building Permits Are Required** This approval does not constitute approval of building plans, which must be reviewed and approved by the City of Portland's Inspection Division.

6. **Site Plan Expiration** The site plan approval will be deemed to have expired unless work has commenced within one (1) year of the approval or within a time period up to three (3) years from the approval date as agreed upon in writing by the City and the applicant. Requests to extend approvals must be received before the one (1) year expiration date.

7. **Subdivision Plan Expiration** The subdivision approval is valid for up to three years from the date of Planning Board approval.

8. **Performance Guarantee and Inspection Fees** A performance guarantee covering the site improvements as well as an inspection fee payment of 2.0% of the guarantee amount and seven (7) final sets of plans must be submitted to and approved by the Planning Division and Public Services Department prior to the release of a subdivision plat for recording at the Cumberland County of Deeds, and prior to the release of a building permit, street opening permit or certificate of occupancy for site plans. If you need to make any modifications to the approved plans, you must submit a revised site plan application for staff review and approval.

9. **Defect Guarantee** A defect guarantee, consisting of 10% of the performance guarantee, must be posted before the performance guarantee will be released.

10. **Preconstruction Meeting** Prior to the release of a building permit or site construction, a pre-construction meeting shall be held at the project site. This meeting will be held with the contractor, Development Review Coordinator, Public Service's representative and owner to review the construction schedule and critical aspects of the site work. At that time, the Development Review Coordinator will confirm that the contractor is working from the approved site plan. The site/building contractor shall provide three (3) copies of a detailed construction schedule to the attending City representatives. It shall be the contractor's responsibility to arrange a mutually agreeable time for the pre-construction meeting.

11. **Department of Public Services Permits** If work will occur within the public right-of-way such as utilities, curb, sidewalk and driveway construction, a street opening permit(s) is required for your site. Please contact Carol Merritt at 874-8300, ext. 8828. (Only excavators licensed by the City of Portland are eligible.)

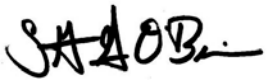
12. **As-Built Final Plans** Final sets of as-built plans shall be submitted digitally to the Planning Division, on a CD or DVD, in AutoCAD format (*,dwg), release AutoCAD 2005 or greater.

13. **Mylar Copies** Mylar copies of the as-built drawings for the public streets and other public infrastructure in the subdivision must be submitted to the Public Services Dept. prior to the issuance of a certificate of occupancy.

The Development Review Coordinator must be notified five (5) working days prior to date required for final site inspection. The Development Review Coordinator can be reached at the Planning Division at 874-8632. All site plan requirements must be completed and approved by the Development Review Coordinator prior to issuance of a Certificate of Occupancy. Please schedule any property closing with these requirements in mind.

If there are any questions, please contact Shukria Wiar at 756-8083 or via shukriaw@portlandmaine.gov

Sincerely,



Stuart O'Brien, Chair
Portland Planning Board

Attachments:

1. Planning Board Report
2. City Code, Chapter 32
3. Sample Stormwater Maintenance Agreement
4. Performance Guarantee Packet

Electronic Distribution:

cc: Jeff Levine, AICP, Director of Planning and Urban Development
Alexander Jaegerman, FAICP, Planning Division Director
Barbara Barhydt, Development Review Services Manager
Shukria Wiar, Planner
Philip DiPierro, Development Review Coordinator, Planning
Marge Schmuckal, Zoning Administrator, Inspections Division
Tammy Munson, Inspections Division Director
Jonathan Rioux, Inspections Division Deputy Director
Jeanie Bourke, Plan Reviewer/CEO, Inspections Division
Lannie Dobson, Administration, Inspections Division
Brad Saucier, Administration, Inspections Division
Michael Bobinsky, Public Services Director
Katherine Earley, Engineering Services Manager, Public Services
Bill Clark, Project Engineer, Public Services
David Margolis-Pineo, Deputy City Engineer, Public Services
Doug Roncarati, Stormwater Coordinator, Public Services
Greg Vining, Associate Engineer, Public Services
Michelle Sweeney, Associate Engineer
John Low, Associate Engineer, Public Services
Rhonda Zazzara, Field Inspection Coordinator, Public Services
Mike Farmer, Project Engineer, Public Services
Jane Ward, Administration, Public Services
Jeff Tarling, City Arborist, Public Services
Jeremiah Bartlett, Public Services
David Petruccelli, Fire Department
Craig Messinger, Fire Department
Jennifer Thompson, Corporation Counsel
Thomas Errico, P.E., TY Lin Associates
David Senus, P.E., Woodard and Curran
Rick Blackburn, Assessor's Department
Approval Letter File

Att. 2

Planning and Urban Development Department
Planning Division

Subject: R-6 Design Review – 777 Stevens Avenue

Written by: Caitlin Cameron, Urban Designer

Date of Review: Thursday, April 2, 2015

On Thursday, April 2, a design review according to the *City of Portland Design Manual* standards was performed for the proposed revisions to the previously approved multi-family dwelling project at 777 Stevens Avenue. The review was performed by Caitlin Cameron, Urban Designer, and Shukria Wiar, Planner, all within the Planning Division of the Department of Planning & Urban Development. The project was reviewed against the *Two-family, Special Needs Independent Living Units, Multiple-family, Lodging Houses, Bed and Breakfasts, and Emergency Shelters Standards* (Section (i) of the Design Manual).

Design Review Comments*:*

The design revisions consist of three additional residential units added to the top floor of the Arbor Street façade and a change in cladding material from stone to brick.

Standard 1 – The project uses a mix of building materials which, in combination with the fenestration, the balconies, the varying forms and roof lines, and the strongly articulated cornice elements, provide positive visual interest as stipulated in the Standard. These architectural characteristics are continued in the proposed additional units facing Arbor Street which have bays, balconies, and a roof overhang consistent with the already-approved architecture. The change in façade materials from stone to brick is also consistent with the character of the existing façade materials and their placement. The areas of the building where the brick is proposed include an expression line and change of material color at the 3rd/ 4th floor which serves to provide scale, a visual break in the massing, and visual interest to the project.

Standard 2 – This aspect of the project is unchanged from the approved site plan.

Standard 3 – This aspect of the project is unchanged from the approved site plan.

Standard 4 – Overall the project has a high level of fenestration and the provision of balconies also contributes to residents' access to light and air. These architectural characteristics are continued in the proposed additional units including balconies and fenestration patterns.

Standard 5 – This aspect of the project is unchanged from the approved site plan.

Standard 6 – Not Applicable

Att. A

Mitchell & Associates
LANDSCAPE ARCHITECTS

The Staples School
70 Center Street
Portland, Maine 04101
P: 207.774.4427
F: 207.874.2460
www.mitchellassociates.biz

April 10, 2015

Ms. Barbara Barhydt
Development Review Services Manager
and Planning Board Members
City of Portland
389 Congress Street
Portland, Maine 04101

RE: The Park Danforth
777 Stevens Avenue
Amended Site Plan and Subdivision Review

Dear Barbara and Board Members:

On behalf of "The Park Danforth", we are pleased to submit the following Amended Site Plan and Subdivision Application for the proposed expansion of "The Park Danforth" located at 777 Stevens Avenue in Portland. The Park Danforth is requesting to construct three (3) additional one bedroom dwelling units on the fifth floor along the Arbor Street frontage. Since the planning board approval on February 10, 2015, detailed architectural plans have been developed and construction cost of the new addition and site improvements have been refined. It has been determined that providing the three (3) additional units significantly improves the financial success of the project. That being said, there have also been some value engineered building elements that have been identified as future construction. The modifications are further defined below.

Since the February 10, 2015 approval, we have revised the plans to address the conditions of approval stated in the staff memo dated February 5, 2015.

1. Site Plan has been revised to address fire department request to change interior curb radius to allow easier emergency vehicle access. In addition, a raised mountable concrete island has been added to the Stevens Avenue right turn in curb cut to allow emergency vehicles to enter or exit to the site.

2. The landscape plan has been revised to address Jeff Tarling's comments concerning buffering along the perimeter and interior areas of the parking. Regarding the center garden court yard, the plan has been revised to respond to planting material and design comments. Modifications to the plan also include changing the six (6) foot sidewalk paving to bituminous paving and changing the gazebo to a small pergola. As discussed during the initial approval process, The Park Danforth would like to incorporate more amenities to the courtyard. However, due to budget constraints the proposed improvements as shown are to be constructed. Should additional funding become available, additional improvements will be implemented.

3. Stormwater Management review comments, provided by David Senus, have been addressed and changes made to the plans and details. The MDEP-Stormwater PBR will be provided to the planning staff at a later date.

4. Two infrastructure modifications have been incorporated on the plans. The first is a new sanitary manhole in Arbor Street that was previously discussed with staff and the planning board. This was added to address Technical Design Standards due to the increased size of the sanitary sewer connection to an 8 inch pipe.

   The other change is to the gas service which includes eliminating the connection on Arbor Street and connecting new service from the existing service main on-site (service drive).

5. The number of bicycle parking spaces has been increased to 24 spaces or 12 hitches to address the additional (3) dwelling units. There are (6) six exterior hitches and six (6) will be located in the parking garage.

Plan Modifications

The following design changes have been made in response to budget constraints. They are as follows:

1. The three season dining and mechanical room addition to the existing building will be done in a future phase. They are shown as future improvements.

2. To address the future elements identified above, the masonry block enclosure/screen wall around the dumpster area has been changed to an eight (8) foot solid wood fence. This is to allow easier access to construct the future addition.

3. The proposed retaining wall along the southerly side of the service drive has been reduced in length and a set of stairs has been added to address egress requirement from the existing three story wing. The additional section of wall may be constructed in the future at which time the applicant will submit for a building permit.

Architectural Modifications

Refer to attached architectural narrative prepared by Lavelle-Brensinger Architects.

Subdivision – Condominium Plat

The subdivision plat has been revised to include the conditions of approval and approved waivers. As we discussed the waivers will be recorded as a separate document, see attached draft for review by city attorney. We have also prepared the condominium plans for the new addition and modification to Main Street in the existing building. There are no changes to previous recorded condominium plans for the original building or three story wing along Poland Street.

Condominium documents are currently being revised to address ownership. Final documents are subject to discussions with HUD. Final documents will be submitted for staff review once they have been completed.

Temporary Waivers

We continue to request the following temporary waivers approved by the planning board.

1. Final photometric plan to include building mounted fixtures. The exterior lighting design for the building has not been completed.

2. Signage and Wayfinding – signage design has not been completed. Design will comply with the signage ordinance requirements and will be submitted for staff review and permit.

3. Metro coordination – The Park Danforth will meet with Metro as conditioned and provide staff with written documentation of discussion and or agreement.

4. Mechanical Equipment – manufacture equipment cut sheets for roof mounted units will be provided upon final selection of equipment. We have attached the manufactures data sheets for the emergency generator.

5. Request to submit the MDEP Stormwater PBR prior to issuance of a building permit.

Submission

This submission includes the following information:

1. Cover letter, dated April, 2014
2. Amended Site Plan and Subdivision Application & Checklist
3. Architectural Narrative prepared by Lavelle-Brensinger Architects
4. Draft of the Waiver Recording document
5. Draft of the Pedestrian Easement for public sidewalk improvements
6. Draft of License Agreement for raised concrete divide island-Forest Avenue
7. Manufacture data sheet for emergency generator
8. Application Fee: $575
9. One set of site plans (24” x 36”)
10. One set of condominium plans (24” x 36”)
11. One set of site plans (11"x17")
12. One set of condominium plans (11"x17")
13. One set of digital files

We trust that the Planning Board will consider this a complete application for the boards meeting scheduled for April 28, 2015. If you desire any additional information, please do not hesitate to contact us. We look forward to our meeting with the Board at its earliest convenience.

Sincerely,
Mitchell & Associates

Robert B. Metcalf, Principal
Maine Licensed Landscape Architect

Enclosures

cc: Denise Vachon, CEO
Bill Shanahan

Att. B

PROJECT NAME: The Park Danforth

PROPOSED DEVELOPMENT ADDRESS:

777 Stevens Avenue

PROJECT DESCRIPTION:

Proposed amendment to previously approved 55 Elderly Independent Living Unit Addition to The Park Danforth, adding three one bedroom units to the fifth floor along the Arbor Street frontage for a total of 58 new dwelling units.

CHART/BLOCK/LOT: 146/C/Lot 5-14

PRELIMINARY PLAN _____ (date)
FINAL PLAN _____ (date)

CONTACT INFORMATION:

Applicant – must be owner, Lessee or Buyer Name: The Park Danforth, Denise Vachon, CEO Business Name, if applicable: Address: 777 Stevens Avenue City/State : Portland, ME Zip Code: 04103	**Applicant Contact Information** Work # 207-797-7710 Home# Cell # Fax# e-mail: vachond@parkdanforth.com
Owner – (if different from Applicant) Name: Home for the Aged & HFA Address: Forest Avenue Properties, LLC City/State : Portland, ME Zip Code: 04103	**Owner Contact Information** Work # 207-797-7710 Home# Cell # Fax# e-mail: vachond@parkdanforth.com
Agent/ Representative Name: Mitchell & Associates, Robert Metcalf Address: 70 Center Street City/State : Portland, ME Zip Code: 04101	**Agent/Representative Contact information** Work # 207-774-4427 Cell # e-mail: rmetcalf@mitchellassociates.biz
Billing Information Name: The Park Danforth, Denise Vachon, CEO Address: 777 Stevens Avenue City/State : Portland, ME Zip Code: 04103	**Billing Information** Work # 207-797-7710 Cell # Fax# e-mail: vachond@parkdanforth.com

Engineer	Engineer Contact Information
Name: BH2M Engineers, Lester Berry, PE Address: 28 State Street City/State : Gorham, ME Zip Code: 04038	Work # 207-839-2771 Cell # Fax# e-mail: lberry@bh2m.com
Surveyor	**Surveyor Contact Information**
Name: Owen Haskell Surveyors, Inc. Address: 390 US Route One, Unit 10 City/State : Falmouth, ME Zip Code: 04105	Work # 207-774-0424 Cell # Fax# e-mail: www.owenhaskell.com
Architect	**Architect Contact Information**
Name: Joan Eagleson, Lavalllee/Bresinger Architects Address: 155 Dow Street, Suite 400 City/State : Manchester, NH Zip Code: 03101	Work # 603-622-5450 Cell # Fax# e-mail: joan.eagleson.lbpa.com
Attorney	**Attorney Contact Information**
Name: Melissa Murphy, Perkins Thompson Address: 1 Canal Plaza City/State : Portland, ME Zip Code: 04101	Work # 207-774-2635 Cell # Fax# e-mail: mmurphy@perkinsthompson.com

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)
_X_ Subdivisions ($500 + $25/lot)
# of Lots _3_ x $25/lot = $575.00
___ 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

Updated: April 23, 2014

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:	**Date:**
	April 10, 2015

PROJECT DATA

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

Total Area of Site	181,000 sq. ft.
Proposed Total Disturbed Area of the Site	181,000 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)	3.22 AC sq. ft.
Impervious Area (Total Proposed)	3.05 AC sq. ft.
Building Ground Floor Area and Total Floor Area	
Building Footprint (Total Existing)	31,181 sq. ft.
Building Footprint (Total Proposed)	21,777 sq. ft.
Building Floor Area (Total Existing)	172,567 sq. ft.
Building Floor Area (Total Proposed)	94,236 sq. ft.
Zoning	
Existing	R6-A
Proposed, if applicable	
Land Use	
Existing	Elderly assisted living, residential, commercial,
Proposed	Elderly assisted living & elderly independent living
Residential, If applicable	
# of Residential Units (Total Existing)	160
# of Residential Units (Total Proposed)	58
# of Lots (Total Proposed)	218
# of Affordable Housing Units (Total Proposed)	0
Proposed Bedroom Mix	
# of Efficiency Units (Total Proposed)	None
# of One-Bedroom Units (Total Proposed)	54
# of Two-Bedroom Units (Total Proposed)	4
# of Three-Bedroom Units (Total Proposed)	None
Parking Spaces	
# of Parking Spaces (Total Existing)	91
# of Parking Spaces (Total Proposed)	146
# of Handicapped Spaces (Total Proposed)	6 new - 5 existing - 11total
Bicycle Parking Spaces	
# of Bicycle Spaces (Total Existing)	None
# of Bicycle Spaces (Total Proposed)	24
Estimated Cost of Project	$18 million

Updated: April 23, 2014

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

FINAL PLAN - Level III Site Plan			
Applicant Checklist	Planner Checklist	# of Copies	**GENERAL WRITTEN SUBMISSIONS CHECKLIST (* If applicant chooses to submit a Preliminary Plan, then the * items were submitted for that phase and only updates are required)**
X		1	* Completed Application form
X		1	* Application fees
X		1	* Written description of project
X		1	* Evidence of right, title and interest
*		1	* Evidence of state and/or federal permits
X		1	* Written assessment of proposed project's specific compliance with applicable Zoning requirements
X		1	* Summary of existing and/or proposed easements, covenants, public or private rights-of-way, or other burdens on the site
X		1	* Evidence of financial and technical capacity
X		1	Construction Management Plan
X		1	A traffic study and other applicable transportation plans in accordance with Section 1 of the technical Manual, where applicable.
N/A		1	Written summary of significant natural features located on the site (Section 14-526 (b) (a))
X		1	Stormwater management plan and stormwater calculations
X		1	Written summary of project's consistency with related city master plans
X		1	Evidence of utility capacity to serve
X		1	Written summary of solid waste generation and proposed management of solid waste
X		1	A code summary referencing NFPA 1 and all Fire Department technical standards
N/A		1	Where applicable, an assessment of the development's consistency with any applicable design standards contained in Section 14-526 and in City of Portland Design Manual
*		1	Manufacturer's verification that all proposed HVAC and manufacturing equipment meets applicable state and federal emissions requirements.

* Temporary Waiver Request

Applicant Checklist	Planner Checklist	# of Copies	**SITE PLAN SUBMISSIONS CHECKLIST** **(* If applicant chooses to submit a Preliminary Plan, then the * items were submitted for that phase and only updates are required)**
X		1	* Boundary Survey meeting the requirements of Section 13 of the City of Portland's Technical Manual
		1	**Final Site Plans including the following:**
X		Existing and proposed structures, as applicable, and distance from property line (including location of proposed piers, docks or wharves if in Shoreland Zone);	
N/A		Existing and proposed structures on parcels abutting site;	
X		All streets and intersections adjacent to the site and any proposed geometric modifications to those streets or intersections;	
X		Location, dimensions and materials of all existing and proposed driveways, vehicle and pedestrian access ways, and bicycle access ways, with corresponding curb lines;	
X		Engineered construction specifications and cross-sectional drawings for all proposed driveways, paved areas, sidewalks;	
X		Location and dimensions of all proposed loading areas including turning templates for applicable design delivery vehicles;	
X		Existing and proposed public transit infrastructure with applicable dimensions and engineering specifications;	
X		Location of existing and proposed vehicle and bicycle parking spaces with applicable dimensional and engineering information;	
X		Location of all snow storage areas and/or a snow removal plan;	
N/A		A traffic control plan as detailed in Section 1 of the Technical Manual;	
N/A		Proposed buffers and preservation measures for significant natural features, where applicable, as defined in Section 14-526(b)(1);	
N/A		Location and proposed alteration to any watercourse;	
N/A		A delineation of wetlands boundaries prepared by a qualified professional as detailed in Section 8 of the Technical Manual;	
N/A		Proposed buffers and preservation measures for wetlands;	
X		Existing soil conditions and location of test pits and test borings;	
X		Existing vegetation to be preserved, proposed site landscaping, screening and proposed street trees, as applicable;	
X		A stormwater management and drainage plan, in accordance with Section 5 of the Technical Manual;	
X		Grading plan;	
N/A		Ground water protection measures;	
X		Existing and proposed sewer mains and connections;	

- Continued on next page -

X		Location of all existing and proposed fire hydrants and a life safety plan in accordance with Section 3 of the Technical Manual;
X		Location, sizing, and directional flows of all existing and proposed utilities within the project site and on all abutting streets;
X		Location and dimensions of off-premises public or publicly accessible infrastructure immediately adjacent to the site;
X		Location and size of all on site solid waste receptacles, including on site storage containers for recyclable materials for any commercial or industrial property;
X		Plans showing the location, ground floor area, floor plans and grade elevations for all buildings;
N/A		A shadow analysis as described in Section 11 of the Technical Manual, if applicable;
N/A		A note on the plan identifying the Historic Preservation designation and a copy of the Application for Certificate of Appropriateness, if applicable, as specified in Section Article IX, the Historic Preservation Ordinance;
*		Location and dimensions of all existing and proposed HVAC and mechanical equipment and all proposed screening, where applicable;
*		An exterior lighting plan in accordance with Section 12 of the Technical Manual;
*		A signage plan showing the location, dimensions, height and setback of all existing and proposed signs;
X		Location, dimensions and ownership of easements, public or private rights of way, both existing and proposed.

* Temporary Waiver Request

The Park Danforth seeks to replace the proposed fifth floor small roof terrace along Arbor Street with three additional single bedroom Independent Living units, bringing the total number of new Independent Living Units to 58. The architecture of the additional units will be continued from the floor below with balconies and overhangs, supporting the overall design intent previously approved.

Additionally, The Park Danforth seeks to replace the manufactured stone finish previously shown on the first three stories of the projected elements of the building façade with brick masonry that contrasts with the lighter brick above, but which better compliments the overall building aesthetic, and the existing building. The manufactured stone product will remain on the 5-story tower element at the corner of Forest Ave and Arbor Street, and on the ground-floor terrace wall along Forest Avenue.

CERTIFICATE OF VARIANCE OR WAIVER APPROVAL

I, Stuart O'Brien, the duly appointed, qualified and acting Chair of the Planning Board for the City of Portland, Cumberland County and State of Maine, hereby certify that on the 10 day of February, 2015, the following-described variances or waivers were granted pursuant to the provisions of 30-A M.R.S.A. § 4401 *et. seq*. and the City of Portland Land Use Ordinance.

1. Property Owners:

   Home for the Aged; HFA HUD Properties, LLC; and HFA Forest Avenue Properties, LLC

2. Property (Tax Map and Lot No. and Registry of Deeds Reference):

   Lots 146-C-5 and 146-C-10 currently comprise Park-Danforth Condominium, which consists of 3 units. Market Unit M and Assisted Living Unit A are owned by Home for the Aged (Book 13485, Page 022) and HUD Unit H is owned by HFA HUD Properties, LLC (Book 31597, Page 247)..

   Lots 146-C-6, 146-C-9, 146-C-11, 146-C-12 and 146-C-14 are owned by HFA Forest Avenue Properties, LLC (Book 29524, Page 325).

   Lots 146-C-7, 146-C-8 and 146-C-13 are all owned by Home for the Aged (Book 31525, Page 324; Book 30933, Page 330; and Book 31909, Page 268; respectively

3. Variances or Waivers and Conditions of Variances or Waivers:

   1. *Street Trees*

   The Planning Board ***finds*** that the applicant has demonstrated that due to site constraints preventing the planting of required street trees in the right of way, the requirements of Section 14-526(2)(b)(iii) of the Site Plan Ordinance cannot be met; and the Board **finds** that the applicant has satisfied the waiver criteria set out in Section 14-526(2)(b)(iii)(b) with the monetary contribution to the City's tree fund of $200 per tree for 26 trees for a total of $5,200. The Planning Board therefore voted 6-0 (Morrissette absent) to **waive** *Section 14-526 (b)(2)(b)(iii) Street Trees* of the Site Plan Ordinance.

   2. *Driveway Location*

   The Planning Board ***finds*** that the applicant has demonstrated that extraordinary conditions unique to this property exist including that the existing driveway location on Forest Avenue cannot be relocated to meet the street separation standard of 125 feet contained in the Technical Manual and Mr. Errico has found that the separation of 70 feet is safe with the right-in and right-out change to the driveway; and the Board **finds** that the public interest and purposes of the land development plan are secured. The Planning Board therefore voted 6-0 (Morrissette absent) to **waive** Technical Manual *1.7.2.7 Driveway Location* to allow the 70 foot separation.

3. Number of Driveways

The Planning Board ***finds*** that the applicant has demonstrated that extraordinary conditions unique to this property exist, including the demand for emergency services for the elder population that needs two access points off Stevens Avenue, the Forest Avenue curb cut provides access to the service areas for the entire campus and the Arbor Street curb cut provides two-way traffic and that Mr. Errico has found significant coordination has taken place as it relates to providing safe and appropriate access that attempts to meet City Standards, given motorist characteristics, delivery truck circulation, and emergency access requirements. Mr. Errico supports a waiver from the City's Technical Standards for the number of driveways allowable per site. The Board **finds** that the public interest and purposes of the land development plan are secured and therefore voted 6-0 (Morrissette absent) to **waive** Technical Manual *1.7.2.8. Number of driveways* to allow four curb cuts on-site to permit an emergency access only on Stevens Avenue near Poland Street, a one-way in curb cut on Stevens Avenue to serve the main entrance, a right-in and right-out only on Forest Avenue and two-way curb cut on Arbor Street.

4. Aisle Width

The Planning Board ***finds*** that the applicant has demonstrated that extraordinary conditions unique to this property exist that limit the ability to meet the aisle width standard of 24 feet and Mr. Errico has found that the proposed aisle widths provide safe on-site circulation; and the Board **finds** that the public interest and purposes of the land development plan are secured. The Planning Board therefore voted 6-0 (Morrissette absent) to **waive** Technical Manual 1.7.2.3. *Minimum driveway width (two-way)* to allow a 22 foot aisle width along Arbor Street and 20 feet along Forest Avenue.

5. Underground Utilities

The Planning Board ***finds*** that the applicant has demonstrated that there is insufficient space for an additional riser on the existing pole on Forest Avenue and the pole is required in order to put the electricity underground to feed the transformer and communication pedestals, and the Board **finds** that the public interest and purposes of the land development plan are secured. The Planning Board therefore voted 6-0 (Morrissette absent) to **waive** *Section 14-499, Required Improvements, Subdivision Ordinance, (h),* which requires all utility lines shall be placed underground, unless otherwise approved by the Planning Board, so that one utility pole may be installed.

6. Site Lighting

The Planning Board ***finds*** that the applicant has demonstrated that extraordinary conditions unique to this property exist with the internal courtyard and due to the need for a safe and well-lit area for the residents, and the Board **finds** that the public interest and purposes of the land development plan are secured. The Planning Board therefore voted 6-0 (Morrissette absent) to **waive** Technical Manual 12.2.6 *Luminaire Types* to allow light pole fixtures and bollards in the courtyard only that are not full cut-off fixtures.

IN WITNESS WHEREOF, I have hereto set my hand and seal this _____ day of _____, 2015.

_____
Stuart O'Brien, Chair
City of Portland Planning Board

STATE OF MAINE
Cumberland, ss. _____, 2015

Then personally appeared the above-named Stuart O'Brien, and acknowledged the above certificate to be his free act and deed in his said capacity as Chair of the Planning Board.

_____

_____
(Printed or Typed Name)
Notary Public

This certificate must be recorded in the Cumberland County Registry of Deeds within 90 days of the final subdivision approval or the variance is void. 30-A M.R.S.A. § 4406(1)(B).

SIDEWALK EASEMENT
TO THE
CITY OF PORTLAND

Park-Danforth Condominium Association, a Maine nonprofit corporation with a mailing address of 777 Stevens Avenue, Portland, Maine 04103 (hereinafter, "GRANTOR"), for one dollar and other good and valuable consideration, pursuant to 33 M.R.S.A. §1603-102(A)(9) and Article 6 of Amended and Restated Declaration of Condominium of Park-Danforth Condominium, dated November 19, 1997, and recorded in the Cumberland County Registry of Deeds in Book 13480, Page 188, as amended from time to time (collectively, the "Declaration"), hereby grants to the CITY OF PORTLAND, Maine, a municipal corporation and body politic, an easement to maintain, replace and repair a sidewalk for public use and enjoyment for pedestrian access only and for no other purpose in, on, under and over the portions of the Common Elements of Park-Danforth Condominium as established under the Declaration that are identified as "Pedestrian Easement" on the plan entitled "The Park Danforth, 777 Stevens Avenue, Portland, Maine," dated October 17, 2014, revised through _____, 2015, prepared by Mitchell & Associates, and recorded in said Registry of Deeds in Plan Book ___, Page ___ (the "Plan").

The easement granted by this instrument shall not be effective, however, unless and until the project shown on the Plan has been completed and issued a Certificate of Occupancy by the City of Portland.

Without limitation, GRANTOR reserves to itself and its members, successors and assigns, the use and enjoyment of the property affected by the easement granted by this instrument for all purposes and at all times not inconsistent with such easement.

IN WITNESS WHEREOF, GRANTOR has caused this instrument to be executed by _____, its _____thereunto duly authorized as of the _____ day of _____, 2015.

WITNESS:

PARK-DANFORTH CONDOMINIUM ASSOCIATION

_____

By:_____
Its _____
Print Name:

STATE OF MAINE
COUNTY OF CUMBERLAND, SS.

_____, 2015

Personally appeared the above named _____, in his/her capacity as _____ of Park-Danforth Condominium Association, who acknowledged the foregoing instrument to be his/her free act and deed in his/her capacity and the free act and deed of Park-Danforth Condominium Association.

Before me,

_____
Name:
Notary Public / Attorney at law

My Commission Expires: _____

LICENSE AGREEMENT
FOR
FOREST AVENUE AND STEVENS AVENUE TRAFFIC ISLANDS

For valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the City of Portland, Maine, a municipal corporation and body politic ("Licensor") hereby grants to Park-Danforth Condominium Association, a Maine nonprofit corporation with an address at 777 Stevens Avenue, Portland, Maine 04103 ("Licensee") a revocable license to occupy as Common Elements of the Condominium (as defined below) portions of land owned by Licensor on Forest Avenue and Stevens Avenue, which property abuts the Park-Danforth Condominium established by Amended and Restated Declaration of Condominium of Park-Danforth Condominium, dated November 19, 1997, and recorded in the Cumberland County Registry of Deeds in Book 13480, Page 188, as amended from time to time (the "Condominium"), for the purpose of installing and maintaining traffic-control islands into the right of way (each, a "Traffic Control Island" and collectively, the "Traffic Control Islands") in the locations identified on the plan entitled "The Park Danforth, 777 Stevens Avenue, Portland, Maine," dated October 17, 2014, revised through _____, 2015, prepared by Mitchell & Associates, and recorded in said Registry of Deeds in Plan Book ___, Page ___ (the "Plan"). Occupancy of such portions of the right of way by Licensee is subject to the following conditions:

1. Licensee, its successors and assigns shall indemnify the City, its officers, agents, and employees from any and all claims which arise out of its use, or the use of others, of the City's property encroached upon in connection with the installation and maintenance of the Traffic Control Islands.

2. Licensee shall procure and maintain liability insurance in an amount of Four Hundred Thousand Dollars ($400,000) combined single limit (or the amount stated in the Maine Tort Claims Act as the same may be amended from time to time), covering claims for bodily injury, death and property damage and shall either name the City of Portland as an additional insured with respect to such coverage or shall obtain a contractual liability endorsement covering the obligations of Licensee under the terms of this license.

3. This license is assignable to any subsequent owners of or holders of mortgage interests in the property shown on the Plan or any portion thereof.

4. This license may be revoked as to a particular Traffic Control Island upon six (6) months written notice by the City in the event that: 1) such Traffic Control Island fails to be constructed substantially in accordance with the Plan or any amendments thereto; or 2) such Traffic Control Island is destroyed and not replaced within one year after its destruction or is otherwise removed for a continuous period of one year or more.

CITY OF PORTLAND

By:_____
Sheila Hill-Christian
Its Acting City Manager

STATE OF MAINE
COUNTY OF CUMBERLAND, SS. _____, 2015

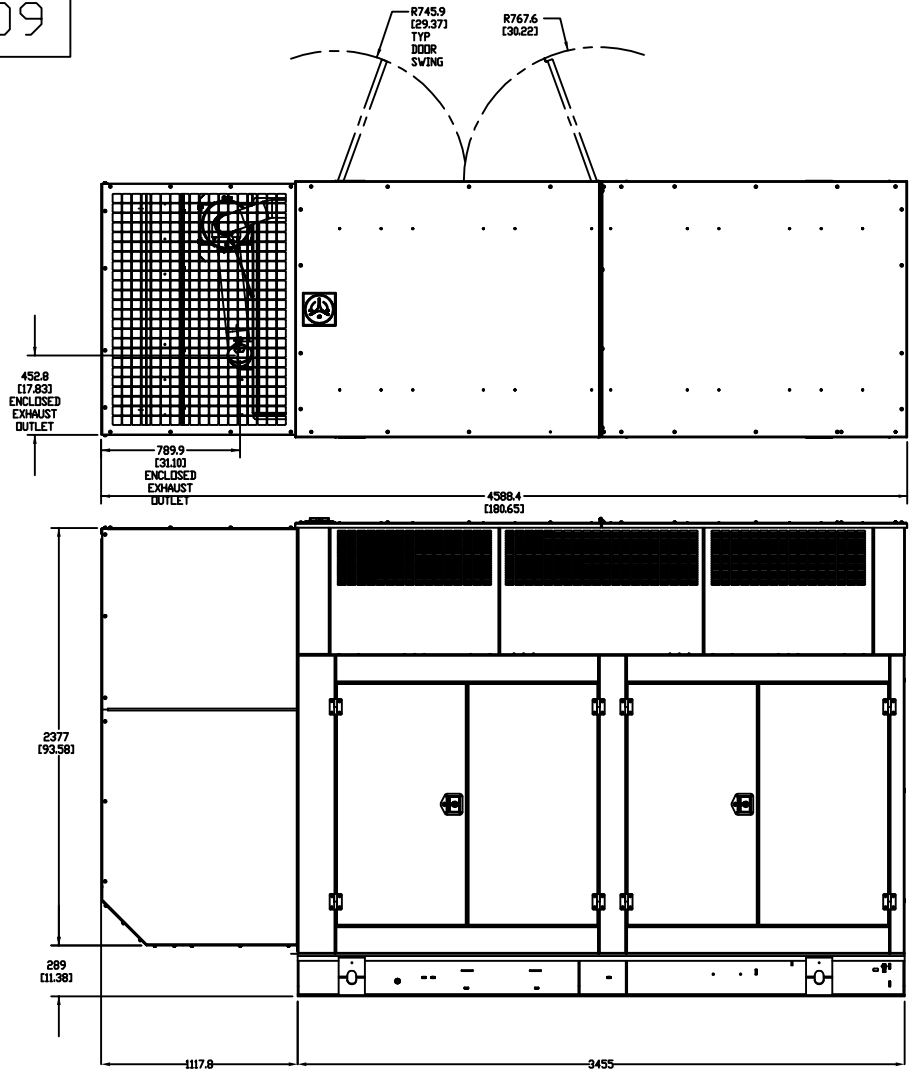
Personally appeared the above named Sheila Hill-Christian, in her capacity as Acting City Manager of the City of Portland, who acknowledged the foregoing instrument to be her free act and deed in her capacity and the free act and deed of the City of Portland.

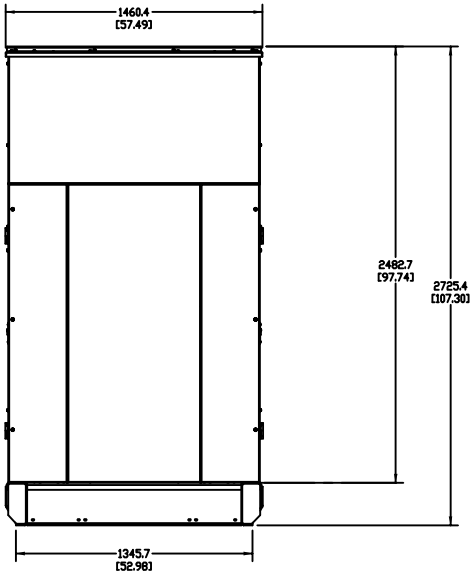
Before me,

_____
Name:
Notary Public / Attorney at law

Seen and Agreed to by:
PARK-DANFORTH CONDOMINIUM ASSOCIATION
_____
Its:_____

0J9477CY09





WEIGHT DATA:

OPEN SET : 2887 KG [6364 LBS]
STEEEL ENCLOSURE: 1040 KG [2292 LBS]
ALUMINUM ENCLOSURE: 359 KG [792 LBS]

FOR GENSET AND STUB-UP DETAILS REFER TO APPLICABLE OPEN-SET INSTALLATION DRAWING

INSTALLATION DRAWING

G230LG1, G230LG4, G250LG1, G250LG4

12.9 LITER GASEOUS ENGINE

TURBO AFTERCOOLED

LEVEL 2A ENCLOSURE

ISSUE DATE 03/2013

OLYMPIAN™

FILE NAME	0J9477CY09.DRW	SIZE	B
SCALE	NTS	FIRST USE	G12.9L
DWG NO.	0J9477CY09	REV	B

OLYMPIAN™

G250LG4 250 kW

G250LG4

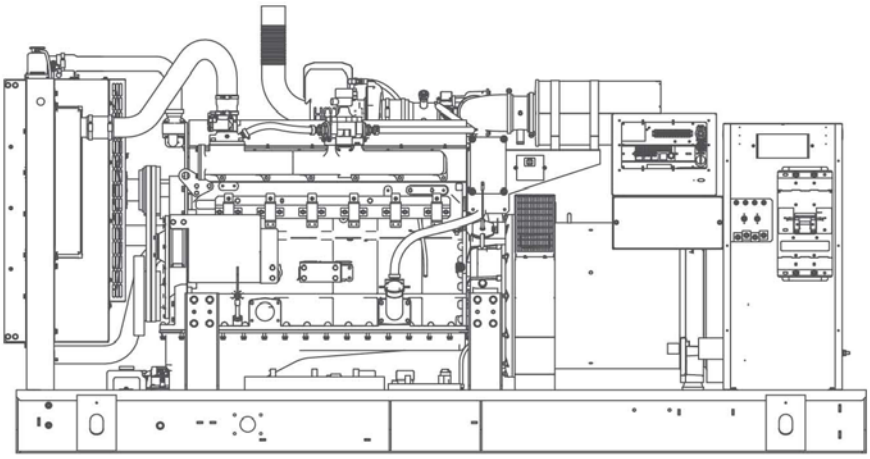
12.9L

Industrial Spark-Ignited Generator Set

EPA Certified Stationary Emergency

Standby Power Rating
250 kW 313 kVA 60 Hz

Prime Power Rating*
225 kW 281 kVA 60 Hz



*EPA Certified Prime ratings are not available in the U.S. or its Territories

Image used for illustration purposes only

Codes and Standards

Olympian products are designed to the following standards:

UL2200, UL508, UL142, UL498

NFPA70, 99, 110, 37

NEC700, 701, 702, 708

ISO9001, 8528, 3046, 7637, Pluses #2b, 4

NEMA ICS10, MG1, 250, ICS6, AB1

ANSI C62.41

IBC 2009, CBC 2010, IBC 2012, ASCE 7-05, ASCE 7-10, ICC-ES AC-156 (2012)

Prime power or standby service, Olympian Natural gas or Propane fuel generator sets deliver dependable, clean, economical power – even in the most demanding conditions – and Olympian gensets are available in a wide range of configurations with optional equipment.

Olympian generator sets are designed, engineered and manufactured for optimal performance. All major components are tested individually; once assembled, the entire unit is tested at and above 100% of rated load for safety and operation.

These complete, ready-to-run packages have another distinct advantage. They all come with the comprehensive service and support of Cat® dealers – beginning with prompt delivery and ongoing support throughout the life of the generator set.

OLYMPIAN™

LG Series

Standard Features

ENGINE SYSTEM

General

- Oil Drain Extension
- Air Cleaner
- Fan Guard
- Stainless Steel flexible exhaust connection
- Critical Exhaust Silencer
- Factory Filled Oil
- Radiator duct adapter (open set only)

Fuel System

- Primary and Secondary Fuel Shutoff
- Flexible Fuel Line - NPT Connection

Cooling System

- Closed Coolant Recovery System
- UV/Ozone resistant hoses
- Factory-installed Radiator
- Radiator drain extension
- 50/50 Ethylene glycol antifreeze

Engine Electrical System

- Battery charging alternator
- Battery Cables
- Battery Tray
- Solenoid activated starter motor
- Rubber-booted engine electrical connections

ALTERNATOR SYSTEM

- Class H insulation material
- 2/3 Pitch
- Skewed Stator
- Permanent Magnet Excitation
- Sealed Bearings
- Amortisseur winding
- Full load capacity alternator

GENERATOR SET

- Internal Genset Vibration Isolation
- Separation of circuits - high/low voltage
- Separation of circuits - multiple breakers
- Wrapped Exhaust Piping
- Standard Factory Testing
- 2 Year Limited Warranty (Standby rated Units)
- 1 Year Warranty (Prime rated units)
- Silencer mounted in the discharge hood (enclosed only)

ENCLOSURE (if selected)

- Rust-proof fasteners with nylon washers to protect finish
- High performance sound-absorbing material
- Gasketed doors
- Stamped air-intake louvers
- Air discharge hoods for radiator-upward pointing
- Stainless steel lift off door hinges
- Stainless steel lockable handles

CONTROL SYSTEM

Control Panel

- Digital H Control Panel - Dual 4x20 Display
- Programmable Crank Limiter
- 7-Day Programmable Exerciser
- Special Applications Programmable PLC
- RS-232/485
- All-Phase Sensing DVR
- Full System Status
- Utility Monitoring
- Low Fuel Pressure Indication
- 2-Wire Start Compatible
- Power Output (kW)
- Power Factor
- kW Hours, Total & Last Run
- Real/Reactive/Apparent Power
- All Phase AC Voltage
- All Phase Currents
- Oil Pressure
- Coolant Temperature
- Coolant Level
- Engine Speed
- Battery Voltage
- Frequency
- Date/Time Fault History (Event Log)
- Isochronous Governor Control
- Waterproof/sealed Connectors
- Audible Alarms and Shutdowns
- Not in Auto (Flashing Light)
- Auto/Off/Manual Switch
- E-Stop (Red Mushroom-Type)
- NFPA110 Level I and II (Programmable)
- Customizable Alarms, Warnings, and Events
- Modbus protocol
- Predictive Maintenance algorithm
- Sealed Boards
- Password parameter adjustment protection
- Single point ground
- 15 channel data logging
- 0.2 msec high speed data logging
- Alarm information automatically comes up on the display

Alarms

- Oil Pressure (Pre-programmable Low Pressure Shutdown)
- Coolant Temperature (Pre-programmed High Temp Shutdown)
- Coolant Level (Pre-programmed Low Level Shutdown)
- Low Fuel Pressure Alarm
- Engine Speed (Pre-programmed Over speed Shutdown)
- Battery Voltage Warning
- Alarms & warnings time and date stamped
- Alarms & warnings for transient and steady state conditions
- Snap shots of key operation parameters during alarms & warnings
- Alarms and warnings spelled out (no alarm codes)

LG Series

Configurable Options

ENGINE SYSTEM

General

- Engine Block Heater
- Oil Heater
- Air Filter Restriction Indicator
- Stone Guard (Open Set Only)

Engine Electrical System

- 10A UL battery charger
- 2.5A UL battery charger
- Battery Warmer

ALTERNATOR SYSTEM

- Alternator Upsizing
- Anti-Condensation Heater
- Tropical coating

GENERATOR SET

- Extended Factory Testing (3 Phase Only)
- IBC Seismic Certification
- 8 Position Load Center
- 2 Year Extended Warranty
- 5 Year Warranty
- 5 Year Extended Warranty

CIRCUIT BREAKER OPTIONS

- Main Line Circuit Breaker
- 2nd Main Line Circuit Breaker
- Shunt Trip and Auxiliary Contact
- Electronic Trip Breakers

ENCLOSURE

- Standard Enclosure
- Level 1 Sound Attenuation
- Level 2 Sound Attenuation
- Steel Enclosure
- Aluminum Enclosure
- 150 MPH Wind Kit
- 12 VDC Enclosure Lighting Kit
- 120 VAC Enclosure Lighting Kit
- AC/DC Enclosure Lighting Kit
- Door Alarm Switch

CONTROL SYSTEM

- 21-Light Remote Annunciator
- Remote Relay Panel (8 or 16)
- Oil Temperature Sender with Indication Alarm
- Remote E-Stop (Break Glass-Type, Surface Mount)
- Remote E-Stop (Red Mushroom-Type, Surface Mount)
- Remote E-Stop (Red Mushroom-Type, Flush Mount)
- Remote Communication - Modem
- Remote Communication - Ethernet
- 10A Run Relay
- Ground fault indication and protection functions

Engineered Options

ENGINE SYSTEM

- Coolant heater ball valves
- Fluid containment pans

ALTERNATOR SYSTEM

- 3rd Breaker Systems

GENERATOR SET

- Special Testing
- Battery Box

ENCLOSURE

- Motorized Dampers
- Enclosure Ambient Heaters

CONTROL SYSTEM

- Spare inputs (x4) / outputs (x4) - H Panel Only
- Battery Disconnect Switch

Rating Definitions

Standby – Applicable for a varying emergency load for the duration of a utility power outage with no overload capability.
Prime – Applicable for supplying power to a varying load in lieu of utility for an unlimited amount of running time. A 10% overload capacity is available for 1 out of every 12 hours. The Prime Power option is only available on International applications.

Power ratings in accordance with ISO 8528-1, Second Edition dated 2005-06-01, definitions for Prime Power (PRP) and Emergency Standby Power (ESP).

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LG Series application and engineering data

ENGINE SPECIFICATIONS

General

Cylinder #	6
Type	In-line
Displacement - L (Cu In)	12.88 (785.99)
Bore - mm (in)	135 (5.31)
Stroke - mm (in)	150 (5.91)
Compression Ratio	10.92:1
Intake Air Method	Turbocharged/Aftercooled
Number of Main Bearings	7
Connecting Rods	Carbon Steel
Cylinder Head	Cast Iron GT250, OHV
Cylinder Liners	Ductile Iron
Ignition	Altronic CD1
Pistons	Aluminum
Crankshaft	Ductile Iron
Lifter Type	Solid
Intake Valve Material	Special Heat-Resistant Steel
Exhaust Valve Material	Alloy Steel, High Temp
Hardened Valve Seats	Alloy Steel, High Temp

Engine Governing

Governor	Electronic
Frequency Regulation (Steady State)	+/- 0.25%

Lubrication System

Oil Pump Type	Gear
Oil Filter Type	Full-flow Cartridge
Crankcase Capacity - L (qts)	34.3 (36.2)

Cooling System

Cooling System Type	Pressurized Closed Recovery
Water Pump Flow - gpm (lpm)	79 (299)
Fan Type	Pusher
Fan Speed (rpm)	1894
Fan Diameter mm (in)	762 (30)
Coolant Heater Wattage	2000
Coolant Heater Standard Voltage	240 V

Fuel System

Fuel Type	Natural Gas
Carburetor	Down Draft
Secondary Fuel Regulator	Standard
Fuel Shut Off Solenoid	Standard
Operating Fuel Pressure	11" - 15" H2O

Engine Electrical System

System Voltage	24 VDC
Battery Charging Alternator	Standard
Battery Size	See Battery Index 0161970SBY
Battery Voltage	(2) 12 VDC
Ground Polarity	Negative

ALTERNATOR SPECIFICATIONS

Standard Model	520
Poles	4
Field Type	Revolving
Insulation Class - Rotor	H
Insulation Class - Stator	H
Total Harmonic Distortion	<5%
Telephone Interference Factor (TIF)	< 50
Standard Excitation	Permanent Magnet
Bearings	Sealed Ball
Coupling	Direct, Flexible Disc
Prototype Short Circuit Test	Yes

Voltage Regulator Type	Full Digital
Number of Sensed Phases	3
Regulation Accuracy (Steady State)	+/- 0.25%

LG Series operating data

POWER RATINGS

	Natural Gas	
Three-Phase 120/208 VAC @0.8pf	250 kW	Amps: 867
Three-Phase 120/240 VAC @0.8pf	250 kW	Amps: 752
Three-Phase 277/480 VAC @0.8pf	250 kW	Amps: 376
Three-Phase 346/600 VAC @0.8pf	250 kW	Amps: 301

STARTING CAPABILITIES (sKVA)

sKVA vs. Voltage Dip

		480 VAC						208/240 VAC					
Alternator	kW	10%	15%	20%	25%	30%	35%	10%	15%	20%	25%	30%	35%
Standard	250	263	395	527	658	790	922	197	296	395	494	593	692
Upsize 1	300	303	454	605	757	908	1059	227	341	454	568	681	794

FUEL CONSUMPTION RATES*

Natural Gas – ft³/hr (m³/hr)

Percent Load	Standby
25%	1044 (29.6)
50%	1790 (50.7)
75%	2417 (68.4)
100%	2983 (84.5)

*Fuel supply installation must accommodate fuel consumption rates at 100% load.

COOLING

		Standby
Air Flow (inlet air combustion and radiator)	ft³/min (m³/min)	10,078 (285.4)
Coolant Flow per Minute	gpm (lpm)	79 (299)
Coolant System Capacity	gal (L)	19 (71.9)
Heat Rejection to Coolant	BTU/hr	788,204
Max. Operating Air Temp on Radiator	°F (°C)	122 (50)
Max. Operating Ambient Temperature (Before Derate)	°F (°C)	104 (40)
Maximum Radiator Backpressure	in H_2O	0.5

COMBUSTION AIR REQUIREMENTS

		Standby
Flow at Rated Power	cfm (m3/min)	453 (12.8)

ENGINE

		Standby
Rated Engine Speed	rpm	1800
Horsepower at Rated kW**	hp	453
Piston Speed	ft/min (m/min)	1773 (540)
BMEP	psi	224

** Refer to "Emissions Data Sheet" for maximum bHP for EPA and SCAQMD permitting purposes.

EXHAUST

		Standby
Exhaust Flow (Rated Output)	cfm (m³/min)	1602 (45.4)
Maximum Recommended Back Pressure	inHg	1.5
Exhaust Temp (Rated Output)	°F (°C)	1450 (788)
Exhaust Outlet Size (Open Set)	in	3.5" I.D. Flex (No Muffler)

Deration – Operational characteristics consider maximum ambient conditions. Derate factors may apply under atypical site conditions. Please consult a CAT® Dealer for additional details. All performance ratings in accordance with ISO3046, BS5514, ISO8528 and DIN6271 standards.

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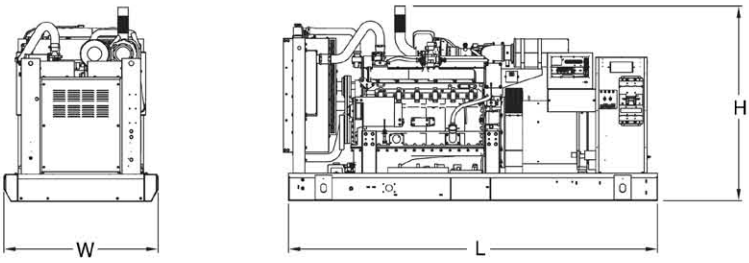
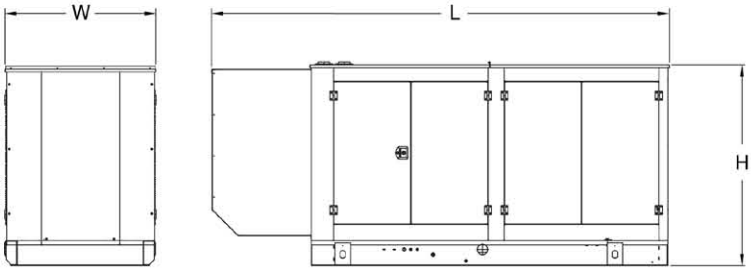
LG Series dimensions, weights, and sound levels



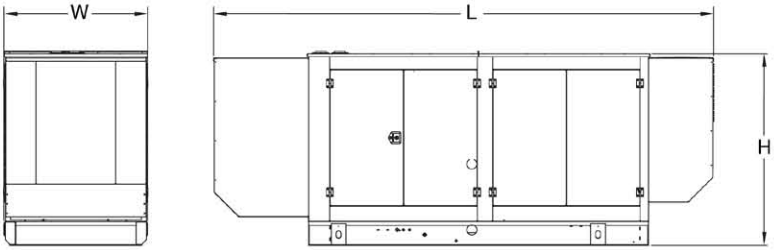
OPEN SET (Includes Exhaust Flex)

L x W x H in (mm)	138.74 (3524.1) x 57.6 (1463.1) x 68.04 (1728.3)
Weight lbs (kg)	6364 (2887)
Sound Level (dBA*)	85.6



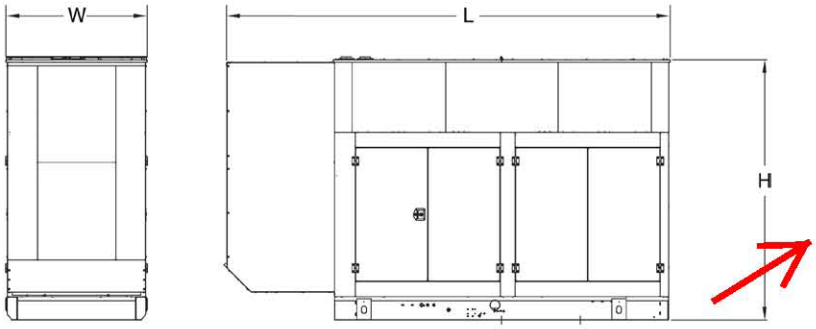
STANDARD ENCLOSURE

L x W x H in (mm)	174.7 (4437.4) x 52.98 (1345.7) x 77.8 (1976.1)
Weight lbs (kg)	Steel: 7538 (3420) Aluminum: 6765 (3069)
Sound Level (dBA*)	82.9



LEVEL 1 ACOUSTIC ENCLOSURE

L x W x H in (mm)	200.19 (5084.7) x 57.49 (1460.4) x 77.80 (1976.1)
Weight lbs (kg)	Steel: 8094 (3672) Aluminum: 6955 (3155)
Sound Level (dBA*)	77.8



LEVEL 2 ACOUSTIC ENCLOSURE

L x W x H in (mm)	180.65 (4588.4) x 57.49 (1460.4) x 107.3 (2725.4)
Weight lbs (kg)	Steel: 8656 (3927) Aluminum: 7156 (3246)
Sound Level (dBA*)	72.3

*All measurements are approximate and for estimation purposes only. Sound levels measured at 23 ft (7 m) and does not account for ambient site conditions.

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The Park Danforth

Plan 1

777 Stevens Avenue, Portland, Maine

April 10, 2015: Amended Site Plan and Subdivision Plan

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FAIRPOINT COMMUNICATIONS
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PHONE: 866.984.2001

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APPLICANT

THE PARK DANFORTH
777 STEVENS AVENUE
PORTLAND, MAINE 04103
PHONE: 207.797.7710

PERMITS:

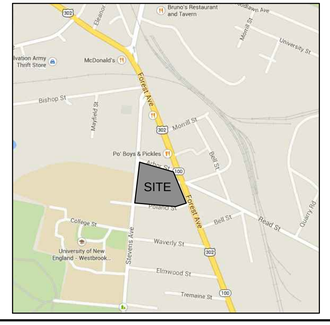
TYPE OF PERMIT:	GOVERNING BODY:	STATUS:
SITE PLAN REVIEW:	CITY OF PORTLAND 389 CONGRESS STREET 4TH FLOOR PORTLAND, MAINE 04101 TEL: 207.874.8728 CONTACT: BARBARA BARHYDT E-MAIL: BAB@PORTLANDMAINE.GOV	SUBMITTED: OCTOBER 17, 2014

SHEET INDEX:

SHEET	TITLE
	COVER PAGE
1	BOUNDARY AND TOPOGRAPHIC SURVEY
1 OF 1	SUBDIVISION PLAT
L1.0	EXISTING CONDITIONS PLAN
L1.1	CONSTRUCTION MANAGEMENT PLAN
L2.0	LAYOUT PLAN
L2.1	DETAIL PLANS: RAMPS AND CROSSWALKS
L3.0	GRADING AND DRAINAGE PLAN
L3.1	GRADING PLAN -- GARAGE LEVEL
L3.2	EROSION AND SEDIMENT CONTROL PLAN
L4.0	UTILITIES PLAN
L5.0	PLANTING PLAN
L6.0	SITE DETAILS
L6.1	SITE DETAILS
L6.2	SITE DETAILS
L6.3	SITE DETAILS
L6.4	SITE DETAILS
L7.0	LIGHTING PHOTOMETRICS PLAN (TO BE SUBMITTED)
D1.0	PRE DEVELOPMENT WATERSHED MAP (PREVIOUSLY SUBMITTED)
D2.0	POST DEVELOPMENT WATERSHED PLAN (PREVIOUSLY SUBMITTED)
D3.0	STORMWATER TREATMENT PLAN (PREVIOUSLY SUBMITTED)

PROPOSED GARAGE LEVEL (PREVIOUSLY SUBMITTED)
PROPOSED LEVEL ONE (PREVIOUSLY SUBMITTED)
PROPOSED LEVEL TWO (PREVIOUSLY SUBMITTED)
PROPOSED LEVEL THREE (PREVIOUSLY SUBMITTED)
PROPOSED LEVEL FOUR (PREVIOUSLY SUBMITTED)
PROPOSED LEVEL FIVE
PROPOSED CONNECTOR AND AUDITORIUM (PREVIOUSLY SUBMITTED)
PROPOSED RENOVATIONS -- MAIN STREET (PREVIOUSLY SUBMITTED)
PROPOSED EXTERIOR ELEVATIONS
PROPOSED EXTERIOR ELEVATIONS

SITE LOCATION MAP:



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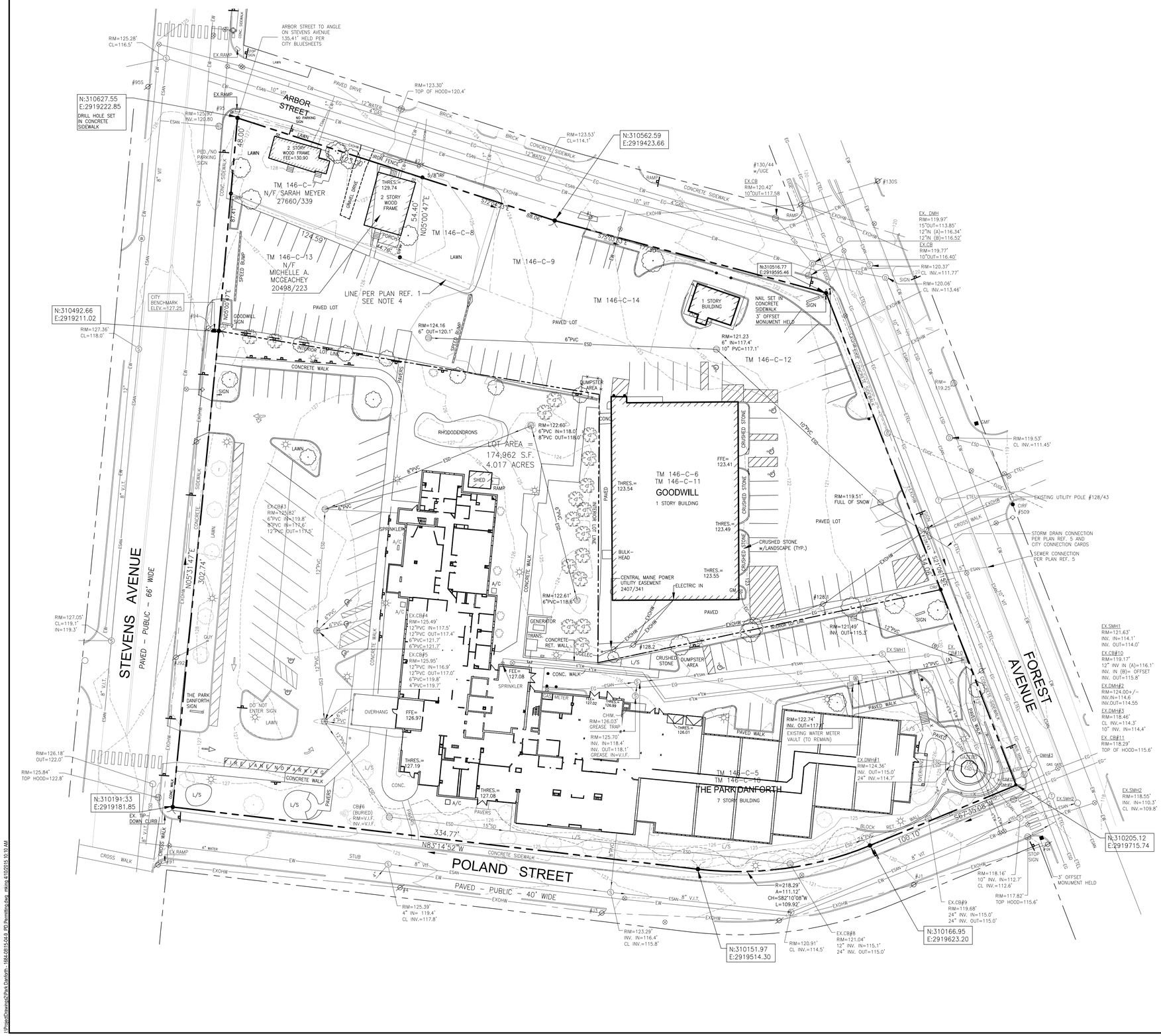

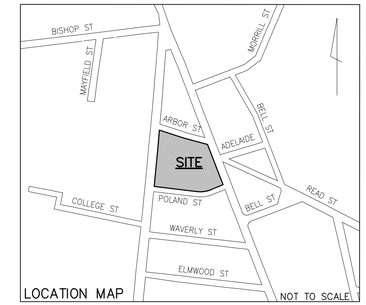

GENERAL NOTES

1. OWNERS OF RECORD:

   HFA FOREST AVENUE PROPERTIES, LLC LOTS 146-C-6, 146-C-9, 146-C-11, 146-C-12, 146-C-14 (ALL IN BOOK 29524 PAGE 325)

   HOME FOR THE AGED LOTS 146-C-8 BOOK 30933 PAGE 330, 146-C-5, 146-C-10 BOOK 6354 PAGE 117.

2. BEARINGS ARE BASED ON CITY DATUM, MAINE STATE PLANE WEST ZONE (NAD83).

3. ELEVATIONS ARE ON CITY DATUM, BASED ON BENCH MARK AT 3' OFFSET MONUMENT UNDER COVER ON EASTERLY SIDE OF STEVENS AVENUE.

4. THE LINES AROUND THE LAND OF MCGEACHEY ARE BASED ON THE DEED DIMENSIONS. THE DASHED LINES ARE AS SHOWN ON PLAN REFERENCE 1. A BOUNDARY AGREEMENT IS RECOMMENDED WITH MCGEACHEY AND MEYER.

PLAN REFERENCES

1. "PLAN OF PROPERTY IN PORTLAND, MAINE FOR DR. LLOYD B. WOLF AUG. 1973 H.I. & E.C. JORDAN – SURVEYORS"

2. "PARK–DANFORTH CONDOMINIUM PLANS SITE PLAN HOUSING FOR THE ELDERLY, A CONDOMINIUM SITUATE AT: STEVENS AND FOREST AVENUES AT POLAND STREET, PORTLAND, CUMBERLAND, MAINE 12/7/83 LARRY SLAUGHTER –SURVEYOR" RECORDED IN PLAN BOOK 140 PAGE 37

3. "THE PARK–DANFORTH CONDOMINIUM 777 STEVENS AVE PORTLAND, MAINE RECORDING PLAT 09–23–97 LAND USE CONSULTANTS, INC." RECORDED IN PLAN BOOK 197 PAGE 515

4. BLUE BOOK SHEETS FOR STEVENS AVE., FOREST AVE., POLAND STREET, AND ARBOR STREET, FROM THE PORTLAND ENGINEERING DEPARTMENT

5. "FOREST AVENUE DEVELOPMENT PORTLAND MAINE SITE PLAN MADE FOR HANNAFORD BROS. CO. SOUTH PORTLAND, MAINE" BY E.C. JORDAN CO. CONSULTING ENGINEERS DATED JAN 6 1986.

UTILITIES NOTES

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.

LEGEND

PROPERTY LINE	
GRANITE MONUMENT	■
CATCHBASIN	
MANHOLE	T S D
HYDRANT	
UTILITY POLE	
WATER VALVE	WV
SANITARY SEWER	ESAN
STORM DRAIN	ESD
WATER	EW
TELEPHONE	ETEL
GAS	EG
OVERHEAD WIRES	EOHW
CMP CABLE LINES	EUGE
CURB	
FENCE	X X
SIGN	
TREE	
CONTOUR	72
LIGHT FIXTURE	

Prepared For:

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Tel.: 207-797-7710

Applicant:
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Tel.: 207-797-7710

Prepared By:

MITCHELL & ASSOCIATES
Landscape Architects
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The Park Danforth

777 Stevens Avenue Portland, Maine

Date:
OCTOBER 17, 2014

Issued For:
PERMITTING

Revisions:
NOV. 25, 2014: Per City of Portland Staff Review Comments
JAN. 5, 2015: Per City of Portland Staff Review Comments
APR. 10, 2015: Amended Site Plan and Subdivision Plan

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Title:
EXISTING CONDITIONS PLAN

Scale: 1" = 30'

0 10 20 30 60 ft.

North:

Sheet No.:
L1.0

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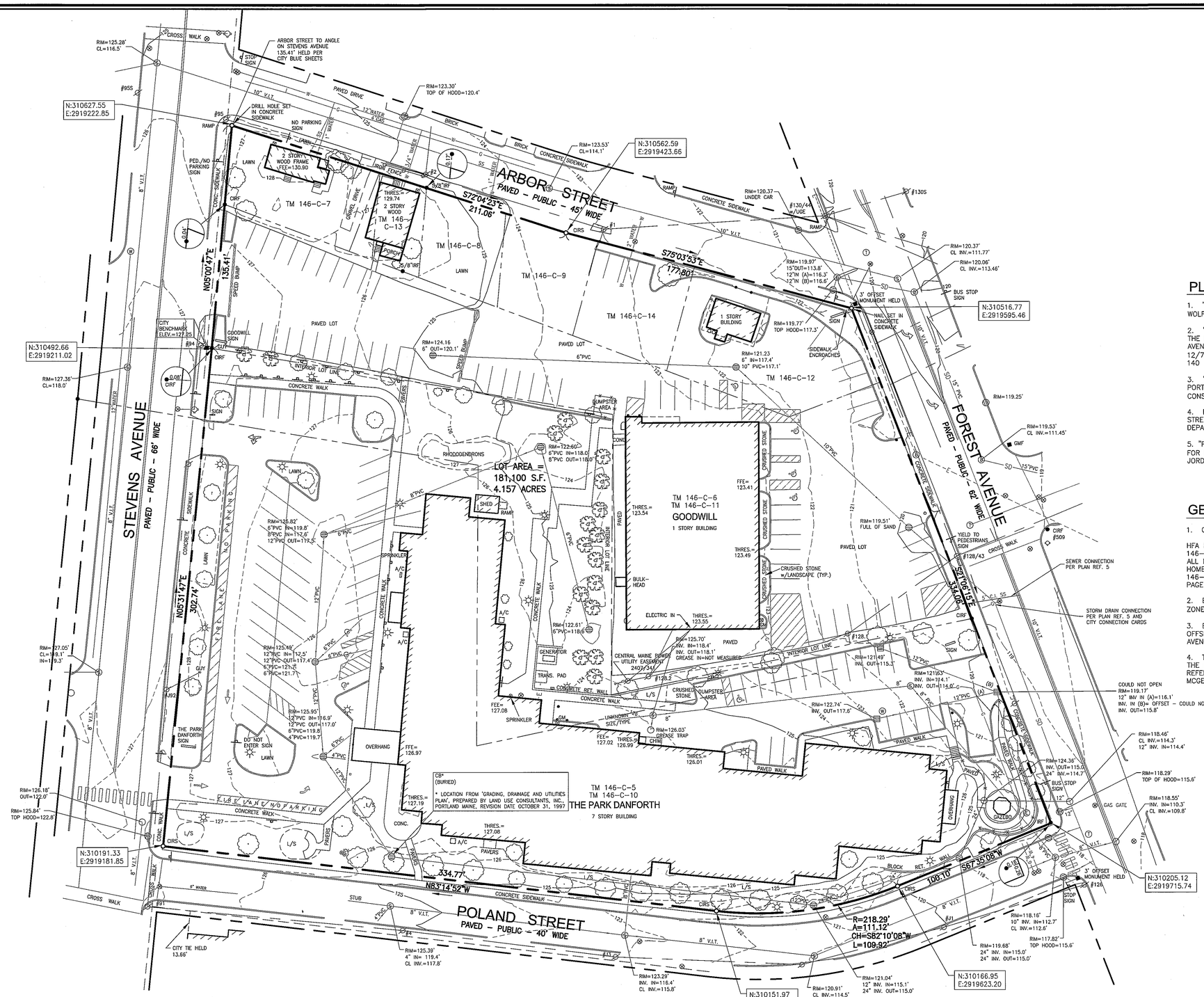
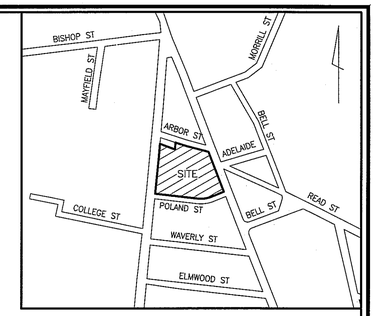
Plan 3





LOCATION MAP

N.T.S.

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HFA FOREST AVENUE PROPERTIES, LLC LOTS 146–C–6, 146–C–9, 146–C–11, 146–C–12, 146–C–14;
ALL IN BOOK 29524 PAGE 325
HOME FOR THE AGED LOTS 146–C–8 BOOK 30933 PAGE 330, 146–C–5, 146–C–10 BOOK 6354 PAGE 117, 146–C–7 BOOK 31525 PAGE 324, 146–C–13 BOOK 31909 PAGE 268

2. BEARINGS ARE BASED ON CITY DATUM, MAINE STATE PLANE WEST ZONE (NAD83).

3. ELEVATIONS ARE ON CITY DATUM, BASED ON BENCH MARK AT 3' OFFSET MONUMENT UNDER COVER ON EASTERLY SIDE OF STEVENS AVENUE.

4. THE LINES AROUND THE LAND OF MCGEACHEY ARE BASED ON THE DEED DIMENSIONS. THE DASHED LINES ARE AS SHOWN ON PLAN REFERENCE 1. A BOUNDARY AGREEMENT IS RECOMMENDED WITH MCGEACHEY AND MEYER.

LEGEND

- CIRS — CAPPED IRON ROD SET
- IRON PIPE OR ROD FOUND
- MONUMENT FOUND
- UTILITY POLE
- MANHOLE
- EM/GM — ELECTRIC/GAS METER
- SIGN
- CATCH BASIN
- HYDRANT
- WATER VALVE OR SHUTOFF
- LIGHT POLE
- ICV — IRRIGATION CONTROL VALVE
- BOLLARD
- DECIDUOUS TREE
- CONIFEROUS TREE
- INTERIOR LOT LINE
- X X — FENCE
- CURB
- OVERHEAD WIRES
- E — UNDERGROUND ELECTRIC
- W — WATER LINE
- G — GAS LINE
- SD — STORM DRAIN
- SS — SANITARY SEWER
- 125 — 1' CONTOUR

GRAPHIC SCALE

0 15' 30' 60' 120'

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.

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.

1-5-2015
DATE

JOHN C. SCHWANDA, PLS NO. 1252

STATE OF MAINE JOHN C. SCHWANDA NO. 1252 PROFESSIONAL LAND SURVEYOR

REV. 2	12–30–14	MARKERS SET, COORDINATES, INVERTS
REV. 1	12–01–14	ADD TAX LOTS 146–C–7, 13

BOUNDARY & TOPOGRAPHIC SURVEY

ON

STEVENS AVE., ARBOR ST., FOREST AVE. & POLAND ST.

PORTLAND, MAINE

MADE FOR

MITCHELL & ASSOCIATES

OWEN HASKELL, INC.
390 U.S. ROUTE ONE, FALMOUTH, ME 04105 (207) 774–0424
PROFESSIONAL LAND SURVEYORS

Drwn By	SDG	Date	Job No.
Trace By	JLW	JANUARY 2, 2014	2013–217P
Check By	JCS	Scale	Drwg. No.
Book No.	1123	1" = 30'	1

ALTERNATE SUMMARY:

ADD ALTERNATE NO. 1: MILL/REMOVE 1.5" OF EXISTING BITUMINOUS PAVEMENT. INSTALL TACK COAT AND 1.5" OF BITUMINOUS WEAR COURSE.

ADD ALTERNATE NO. 2: REMOVE CONCRETE SIDEWALK IN AREA SHOWN. INSTALL NEW INTEGRAL CONCRETE SIDEWALK.

ADD ALTERNATE NO. 3: ADD STONE WALLS IN AREAS SHOWN.

ADD ALTERNATE NO. 4: PATIO SITE IMPROVEMENTS (STAMPED BITUMINOUS AND PLANTING BEDS

SIGN SCHEDULE:

- A STOP SIGN
- B FIRE LANE 'NO PARKING'
- C EMERGENCY VEHICLES ONLY
- D RIGHT TURN ONLY
- E TIME RESTRICTED PARKING
- F VISITOR PARKING
- G EMPLOYEE PARKING
- H RESIDENT PARKING
- I HANDICAP PARKING
- J VENDOR PARKING
- K KEEP RIGHT SIGN
- L DO NOT ENTER
- M NO PARKING FROM HERE TO CORNER
- N NO PARKING BETWEEN SIGNS

SNOW REMOVAL NOTE:

SNOW STORAGE AREA IS LIMITED ON-SITE FOR CURRENT AND PROPOSED IMPROVEMENTS. THE PARK DANFORTH INTENDS TO CONTRACT FOR SNOW REMOVAL FOR LARGE STORM EVENTS EXCEEDING 3 INCH EVENTS, OR AS NEEDED. THERE IS LIMITED LANDSCAPE/GRASS AREAS ALONG THE PERIMETER OF THE PROPERTY WHERE SNOW STORAGE CAN BE ACCOMMODATED. DUE TO THE AGE OF THE POPULATION OF THE PARK DANFORTH SNOW REMOVAL AND MAINTAINING SAFE ACCESS AND WALKING CONDITIONS HAVE HIGH PRIORITY.

LIGHTING SCHEDULE:

SYM	MH	PRODUCT	QUANTITY	OPTIONS
1	20'	BEACON VIPER (SINGLE)	5	90W
1A	20'	BEACON VIPER (SINGLE)	3	90W, HOUSE SIDE CUT-OFF
2	16'	BEACON VIPER (SINGLE)	6	90W
2A	16'	BEACON VIPER (SINGLE)	6	90W, HOUSE SIDE CUT-OFF
2	16'	BEACON VIPER (DOUBLE)	3	90W
3	10'	AAL PARKWAY ACCENT	5	TYPE 3, 18 LED-BW
4	–	AAL PARKWAY BOLLARD	12	6 LED-BW, DSSH SCREEN

GENERAL NOTES:

1. SITE AREA: 181,100 SF OR 4.16 ACRES
2. APPLICANT: THE PARK DANFORTH
   C/O DENISE VACHON C.E.O.
   777 STEVENS AVENUE
   PORTLAND, MAINE 04103
3. OWNERS: HFA FOREST AVENUE PROPERTIES, LLC LOTS 146-C-6, 146-C-9, 146-C-11, 146-C-12, 146-C-14 (ALL IN BOOK 29524 PAGE 325)
   HOME FOR THE AGED LOTS 146-C-8 (BOOK 30933, PAGE 330), 146-C-5, 146-C-10 (BOOK 6354 PAGE 117).
4. ZONING DISTRICT: R-6A RESIDENTIAL DISTRICT
5. PARCELS ARE IS SHOWN AS LOTS 5, 6, 8, 9, 10, 11, 12, 13 AND 14, BLOCK C ON CITY OF PORTLAND ASSESSORS MAP 146.
6. DEEDS RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS: BOOK 29524, PAGE 325; BOOK 30933, PAGE 330; AND BOOK 6354, PAGE 117.
7. SPACE AND BULK STANDARDS:

	REQUIRED	PROPOSED
MINIMUM LOT SIZE:	4 ACRES	4.16 ACRES
MINIMUM LOT WIDTH	40 FEET	380 FEET
MINIMUM STREET FRONTAGE:	40 FEET	389 FEET
FRONT YARD SETBACK	10 FEET	89 FEET
REAR YARD SETBACK	20 FEET	43 FEET
SIDE YARD SETBACK	15 FEET	55 FEET
SIDE YARD IN SIDE STREET	10 FEET	10 FEET
MAXIMUM LOT COVERAGE	40-50%	30%
MAXIMUM HEIGHT OF STRUCTURES:	65 FEET	60 FEET
LANDSCAPED OPEN SPACE	20%	26%

8. EXISTING CONDITIONS AND BOUNDARY INFORMATION TAKEN FROM A PLAN ENTITLED 'BOUNDARY & TOPOGRAPHIC SURVEY ON STEVENS AVE., ARBOR ST., FOREST AVE. AND POLAND ST., PORTLAND, MAINE, MADE FOR MITCHELL & ASSOCIATES', DATED JANUARY 3, 2014, PREPARED BY OWEN HASKELL INC., FALMOUTH MAINE
9. ELEVATIONS ARE ON CITY DATUM, BASED ON BENCH MARK AT 3' OFFSET MONUMENT UNDER COVER ON EASTERLY SIDE OF STEVENS AVENUE.
10. PROPOSED DWELLING UNITS: 55 INDEPENDENT LIVING UNITS
    EXISTING DWELLING UNITS: 160 (124 SNILU AND 36 INTERMEDIATE CARE)
11. OFF-STREET PARKING REQUIREMENTS:

REQUIRED		
SNILU UNITS (124)	1 SPACE/4 UNITS	31 SPACES
INTERMEDIATE CARE (36 UNITS)	1 SPACE/5 UNITS	8 SPACES
NEW UNITS (55)	1 SPACE/1 UNIT	55 SPACES
EMPLOYEE PARKING	1 SPACE/EMPLOYEE	32 SPACES
	TOTAL	126 SPACES

REQUIRED (PER PARKING ANALYSIS)
0.70 SPACES PER UNIT X 215 UNITS 151 SPACES

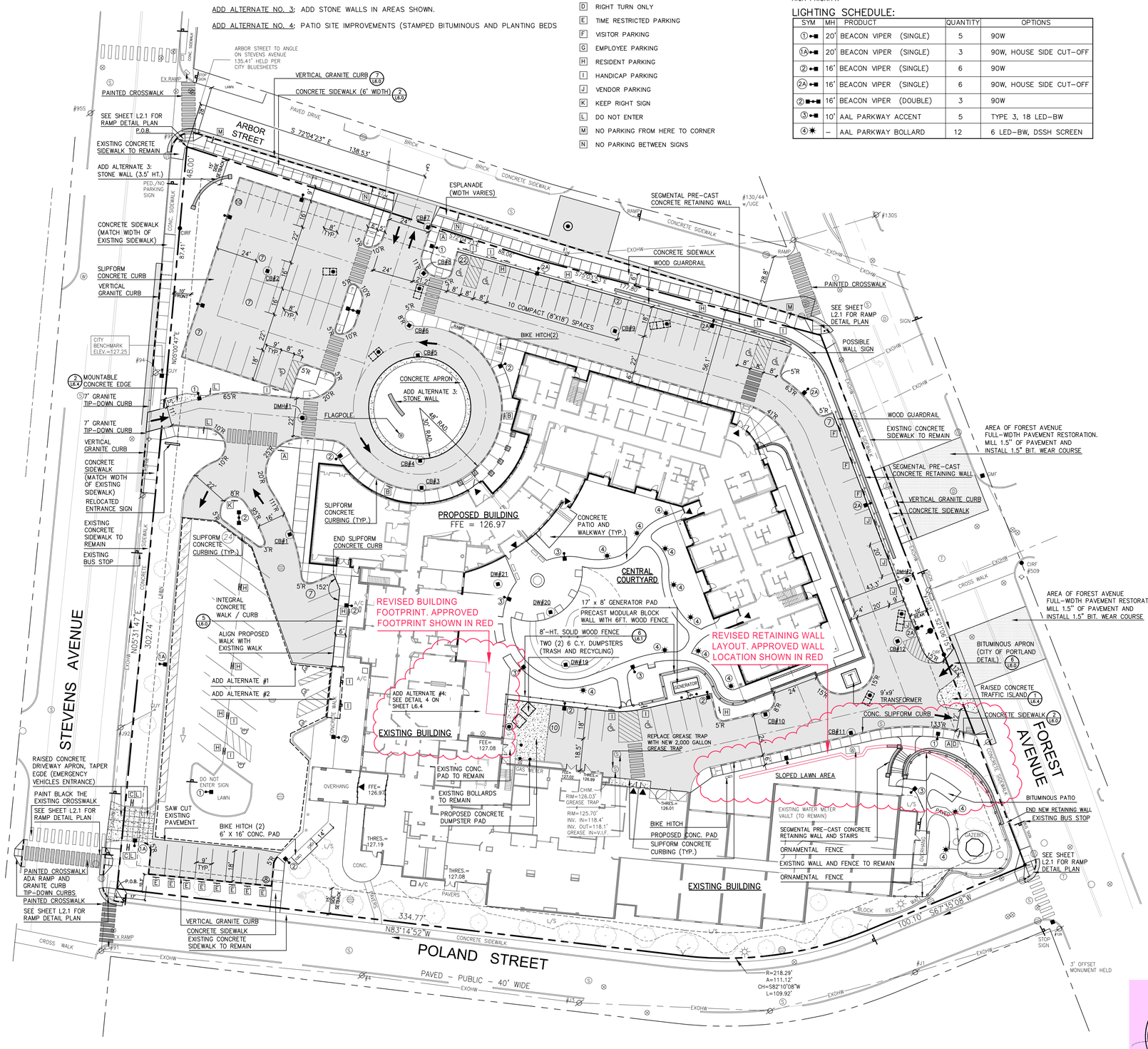
PROPOSED PARKING		
		134 SPACES
	HANDICAP PARKING	12 SPACES
	TOTAL	146 SPACES

12. BICYCLE PARKING:
    REQUIRED: 2 SPACES/5 DWELLING UNITS
    22 SPACES (55 NEW DWELLING UNITS)
    PROPOSED: 14 SPACES (7 HITCHES (5 AT GRADE, 2 IN GARAGE))
13. EXISTING IMPERVIOUS 3.22 ACRES (77.4% OF SITE)
    PROPOSED IMPERVIOUS 3.05 ACRES (73.3% OF SITE)
14. FLOOR AREA CALCULATIONS:

GARAGE	16,817 G.S.F.
FIRST FLOOR:	14,975 G.S.F.
CONNECTOR:	3,848 G.S.F.
AUDITORIUM:	2,954 G.S.F.
SECOND FLOOR:	14,619 G.S.F.
THIRD FLOOR:	14,619 G.S.F.
FORTH FLOOR:	14,619 G.S.F.
FIFTH FLOOR:	14,955 G.S.F.
TOTAL	97,406 G.S.F.

15. PARKING SUMMARY:

BACK OF HOUSE LOT:	10 SPACES
FOREST AVENUE LOT:	7 SPACES
ARBOR STREET LOT:	22 SPACES
STAFF AND VISITOR LOT:	31 SPACES
STEVENS AVENUE LOT:	39 SPACES
GARAGE PARKING	37 SPACES
TOTAL	146 SPACES



LEGEND

	EXISTING	PROPOSED
PROPERTY LINE		
GRANITE MONUMENT		
CATCHBASIN		
MANHOLE		
HYDRANT		
UTILITY POLE		
WATER VALVE	WV	
SANITARY SEWER	ESAN	SAN
STORM DRAIN	ESD	
WATER	EW	H2O
TELEPHONE	ETEL	
GAS	EG	GAS
OVERHEAD WIRES	EXOHW	
UNGERGROUND ELECTRIC	EUGE	
LEACHING GALLEY		
CLEAN OUT		C.O.
CURB		
FENCE	X X	
SIGN		
DECIDUOUS TREE		
EVERGREEN TREE		
CONTOUR	72	73
SPOT ELEVATION		+ 74.00
WALL MOUNTED LIGHT		

LICENSED LANDSCAPE ARCHITECT
ROBERT B. METCALF
No. 1815

Prepared For:
Owner:
Home For The Aged
777 Stevens Avenue
Portland, Maine 04103
Tel.: 207-797-7710

Applicant:
The Park Danforth
777 Stevens Avenue
Portland, Maine 04103
Tel.: 207-797-7710

Prepared By:
MITCHELL & ASSOCIATES
Landscape Architects
The Staples School
70 Center Street
Portland, Maine 04101
Tel.: 207-774-4427

The Park Danforth

777 Stevens Avenue Portland, Maine

Date:
OCTOBER 17, 2014

Issued For:
PERMITTING

Revisions:
NOV. 25, 2014: Per City of Portland Staff Review Comments
JAN. 5, 2015: Per City of Portland Staff Review Comments
MAR. 25, 2015: Site Pricing Set

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Title:
LAYOUT AND MATERIALS PLAN

Scale: 1"=30'
0 10 20 30 60 ft.

North:

Sheet No.:
L2.0

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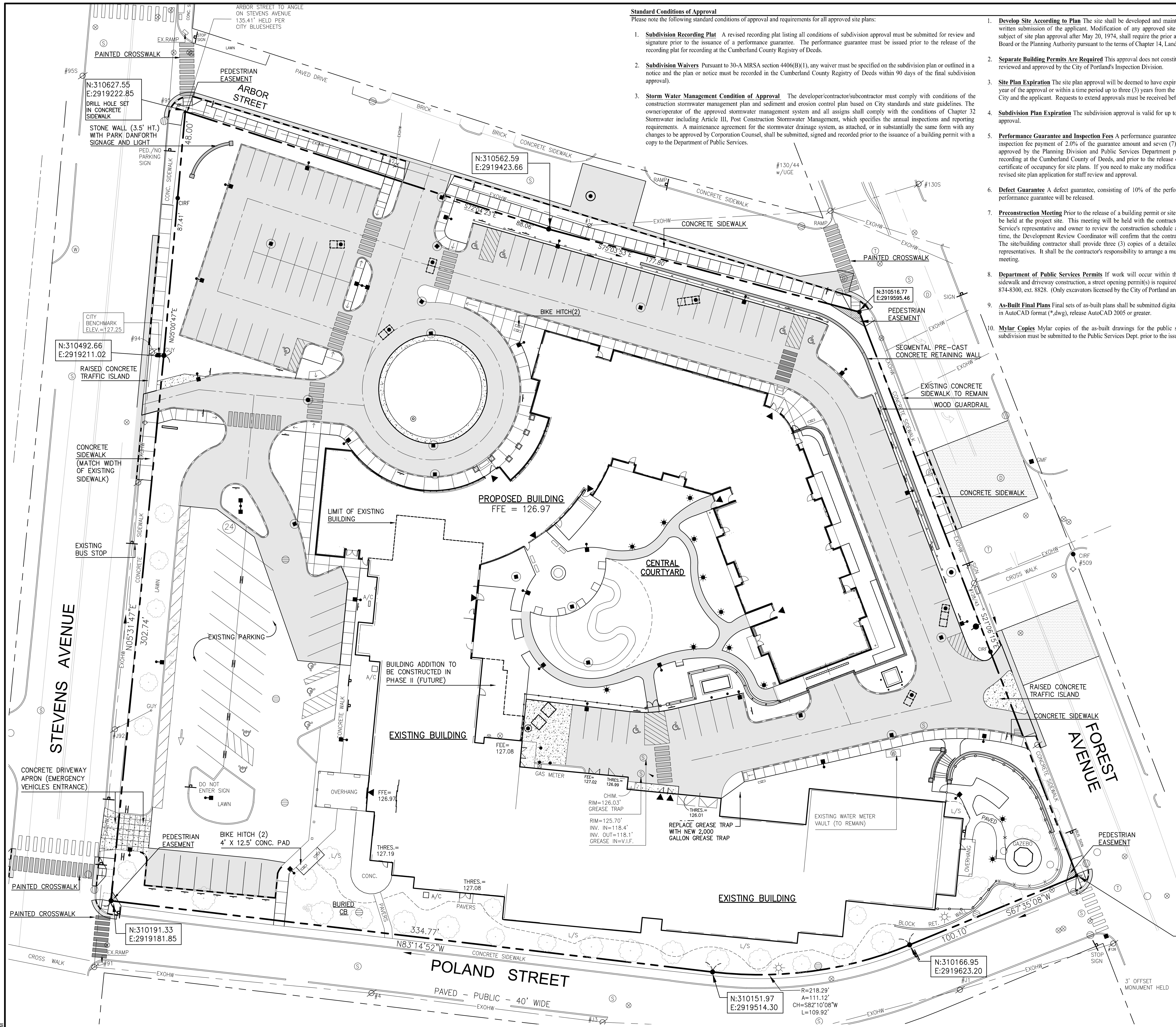

Standard Conditions of Approval

Please note the following standard conditions of approval and requirements for all approved site plans:

1. **Subdivision Recording Plat** A revised recording plat listing all conditions of subdivision approval must be submitted for review and signature prior to the issuance of a performance guarantee. The performance guarantee must be issued prior to the release of the recording plat for recording at the Cumberland County Registry of Deeds.
2. **Subdivision Waivers** Pursuant to 30-A MRSA section 4406(B)(1), any waiver must be specified on the subdivision plan or outlined in a notice and the plan or notice must be recorded in the Cumberland County Registry of Deeds within 90 days of the final subdivision approval).
3. **Storm Water Management Condition of Approval** The developer/contractor/subcontractor must comply with conditions of the construction stormwater management plan and sediment and erosion control plan based on City standards and state guidelines. The owner/operator of the approved stormwater management system and all assigns shall comply with the conditions of Chapter 32 Stormwater including Article III, Post Construction Stormwater Management, which specifies the annual inspections and reporting requirements. A maintenance agreement for the stormwater drainage system, as attached, or in substantially the same form with any changes to be approved by Corporation Counsel, shall be submitted, signed and recorded prior to the issuance of a building permit with a copy to the Department of Public Services.

1. **Develop Site According to Plan** The site shall be developed and maintained as depicted on the site plan and in the written submission of the applicant. Modification of any approved site plan or alteration of a parcel which was the subject of site plan approval after May 20, 1974, shall require the prior approval of a revised site plan by the Planning Board or the Planning Authority pursuant to the terms of Chapter 14, Land Use, of the Portland City Code.
2. **Separate Building Permits Are Required** This approval does not constitute approval of building plans, which must be reviewed and approved by the City of Portland's Inspection Division.
3. **Site Plan Expiration** The site plan approval will be deemed to have expired unless work has commenced within one (1) year of the approval or within a time period up to three (3) years from the approval date as agreed upon in writing by the City and the applicant. Requests to extend approvals must be received before the one (1) year expiration date.
4. **Subdivision Plan Expiration** The subdivision approval is valid for up to three years from the date of Planning Board approval.
5. **Performance Guarantee and Inspection Fees** A performance guarantee covering the site improvements as well as an inspection fee payment of 2.0% of the guarantee amount and seven (7) final sets of plans must be submitted to and approved by the Planning Division and Public Services Department prior to the release of a subdivision plat for recording at the Cumberland County of Deeds, and prior to the release of a building permit, street opening permit or certificate of occupancy for site plans. If you need to make any modifications to the approved plans, you must submit a revised site plan application for staff review and approval.
6. **Defect Guarantee** A defect guarantee, consisting of 10% of the performance guarantee, must be posted before the performance guarantee will be released.
7. **Preconstruction Meeting** Prior to the release of a building permit or site construction, a pre-construction meeting shall be held at the project site. This meeting will be held with the contractor, Development Review Coordinator, Public Service's representative and owner to review the construction schedule and critical aspects of the site work. At that time, the Development Review Coordinator will confirm that the contractor is working from the approved site plan. The site/building contractor shall provide three (3) copies of a detailed construction schedule to the attending City representatives. It shall be the contractor's responsibility to arrange a mutually agreeable time for the pre-construction meeting.
8. **Department of Public Services Permits** If work will occur within the public right-of-way such as utilities, curb, sidewalk and driveway construction, a street opening permit(s) is required for your site. Please contact Carol Merritt at 874-8300, ext. 8828. (Only excavators licensed by the City of Portland are eligible.)
9. **As-Built Final Plans** Final sets of as-built plans shall be submitted digitally to the Planning Division, on a CD or DVD, in AutoCAD format (*,dwg), release AutoCAD 2005 or greater.
10. **Mylar Copies** Mylar copies of the as-built drawings for the public streets and other public infrastructure in the subdivision must be submitted to the Public Services Dept. prior to the issuance of a certificate of occupancy.

GENERAL NOTES:

1. SITE AREA: 181,100 SF OR 4.16 ACRES
2. APPLICANT: THE PARK DANFORTH
   C/O DENISE VACHON C.E.O.
   777 STEVENS AVENUE
   PORTLAND, MAINE 04103
3. OWNERS: HFA FOREST AVENUE PROPERTIES, LLC LOTS 146-C-6, 146-C-9, 146-C-11, 146-C-12, 146-C-14 (ALL IN BOOK 29524 PAGE 325)
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9. ELEVATIONS ARE ON CITY DATUM, BASED ON BENCH MARK AT 3' OFFSET MONUMENT UNDER COVER ON EASTERLY SIDE OF STEVENS AVENUE.
10. PROPOSED DWELLING UNITS: 58 INDEPENDENT LIVING UNITS
    EXISTING DWELLING UNITS: 160 (124 SNILU AND 36 INTERMEDIATE CARE)
11. OFF-STREET PARKING REQUIREMENTS:

REQUIRED		
SNILU UNITS (124)	1 SPACE/4 UNITS	31 SPACES
INTERMEDIATE CARE (36 UNITS)	1 SPACE/5 UNITS	8 SPACES
NEW UNITS (58)	1 SPACE/1 UNIT	58 SPACES
EMPLOYEE PARKING	1 SPACE/EMPLOYEE	32 SPACES
	TOTAL	129 SPACES

REQUIRED (PER PARKING ANALYSIS)
0.70 SPACES PER UNIT X 215 UNITS 151 SPACES

PROPOSED PARKING		134 SPACES
	HANDICAP PARKING	12 SPACES
	TOTAL	146 SPACES

12. BICYCLE PARKING:
    REQUIRED: 2 SPACES/5 DWELLING UNITS
    24 SPACES (58 NEW DWELLING UNITS)
    PROPOSED: 24 SPACES (6 EXTERIOR, 6 IN GARAGE)
13. SNOW STORAGE AREA IS LIMITED ON-SITE FOR CURRENT AND PROPOSED IMPROVEMENTS. THE PARK DANFORTH INTENDS TO CONTRACT FOR SNOW REMOVAL FOR LARGE STORM EVENTS EXCEEDING 3 INCH EVENTS, OR AS NEEDED. THERE IS LIMITED LANDSCAPE/GRASS AREAS ALONG THE PERIMETER OF THE PROPERTY WHERE SNOW STORAGE CAN BE ACCOMMODATED. DUE TO THE AGE OF THE POPULATION OF THE PARK DANFORTH SNOW REMOVAL AND MAINTAINING SAFE ACCESS AND WALKING CONDITIONS HAVE HIGH PRIORITY.
14. BEARINGS ARE BASED ON CITY DATUM, MAINE STATE PLANE WEST ZONE (NAD83).
15. ELEVATIONS ARE ON CITY DATUM, BASED ON BENCH MARK AT 3' OFFSET MONUMENT UNDER COVER ON EASTERLY SIDE OF STEVENS AVENUE

PLAN REFERENCES:

1. "Plan of Property in Portland, Maine, for Dr. Lloyd B. Wolf Aug. 1973 H.I. & E.C. Jordan - Surveyors"
2. "Park-Danforth Condominium Plans Site Plan Housing for the Elderly, a Condominium situated at: Stevens and Forest Avenues at Poland Street, Portland, Cumberland, Maine, 12/7/83 Larry Slaughter -Surveyor" recorded in C.C.R.D.Plan Book 140, Page 37.
3. "The Park-Danforth Condominium 777 Stevens Avenue, Portland, Maine, Recording Plat 09-23-97, Land Use Consultants, Inc." recorded in C.C.R.D. Plan Book 197, Page 515.
4. Blue Book Sheets for Stevens Avenue, Forest Avenue, Poland Street, and Arbor Street, from the City of Portland Engineering Department.
5. "Forest Avenue Development Portland Maine Site Plan made for Hannaford Bros. Co. South Portland, Maine" by E.C. Jordan Co. Consulting Engineers, Dated January 6, 1986.

CONDOMINIUM OWNERSHIP:

Lots 146-C-5 and 146-C-10 are the lots that currently comprise Park-Danforth Condominium, which consists of 3 units. Market Unit M and Assisted Living Unit A are owned by Home for the Aged (Book 13485, Page 022) and HUD Unit H is owned by HFA HUD Properties, LLC (Book 31597, Page 247). As I mentioned, the City's records list only Home for the Aged as the owner.

Lots 146-C-6, 146-C-9, 146-C-11, 146-C-12 and 146-C-14 are owned by HFA Forest Avenue Properties, LLC (Book 29524, Page 325).

Lots 146-C-7, 146-C-8 and 146-C-13 are all owned by Home for the Aged (Book 31525, Page 324; Book 30933, Page 330; and Book 31909, Page 268; respectively).

LEGEND

	EXISTING	PROPOSED
PROPERTY LINE		
GRANITE MONUMENT		
CATCHBASIN		
MANHOLE	S T D	
HYDRANT		
UTILITY POLE		
WATER VALVE	WV	
SANITARY SEWER	ESAN	SAN
STORM DRAIN	ESD	
WATER	EW	H20
TELEPHONE	ETEL	
GAS	EG	GAS
OVERHEAD WIRES	EXOHW	
UNGERGROUND ELECTRIC	EUGE	
LEACHING GALLEY		
CLEAN OUT		C.O.
CURB		
FENCE		
SIGN		

WAIVERS

On the basis of the application (2014-202) plans, reports and other information submitted by the applicant, findings, recommendations, contained in the Planning Board Report for The Park Danforth site plan and subdivision, including but not limited to Section VIII Technical Waivers, of the report and the staff reviews relevant to Portland's Technical and Design Standards and other regulations, as well as the Planning Board deliberations and the testimony presented at the Planning Board hearing, the Planning Board finds the following:

1. Street Trees
The Planning Board ***finds*** that the applicant has demonstrated that due to site constraints preventing the planting of required street trees in the right of way, the requirements of Section 14-526(2)(b)(iii) of the Site Plan Ordinance cannot be met; and the Board **finds** that the applicant has satisfied the waiver criteria set out in Section 14-526(2)(b)(iii)(b) with the monetary contribution to the City's tree fund of $200 per tree for 26 trees for a total of $5,200. The Planning Board therefore voted 6-0 (Morrissette absent) to **waive** *Section 14-526 (b)(2)(b)(iii) Street Trees* of the Site Plan Ordinance.

2. Driveway Location
The Planning Board ***finds*** that the applicant has demonstrated that extraordinary conditions unique to this property exist including that the existing driveway location on Forest Avenue cannot be relocated to meet the street separation standard of 125 feet contained in the Technical Manual and Mr. Errico has found that the separation of 70 feet is safe with the right-in and right-out change to the driveway; and the Board **finds** that the public interest and purposes of the land development plan are secured. The Planning Board therefore voted 6-0 (Morrissette absent) to **waive** Technical Manual *1.7.2.7 Driveway Location* to allow the 70 foot separation.

3. Number of Driveways
The Planning Board ***finds*** that the applicant has demonstrated that extraordinary conditions unique to this property exist, including the demand for emergency services for the elder population that needs two access points off Stevens Avenue, the Forest Avenue curb cut provides access to the service areas for the entire campus and the Arbor Street curb cut provides two-way traffic and that Mr. Errico has found significant coordination has taken place as it relates to providing safe and appropriate access that attempts to meet City Standards, given motorist characteristics, delivery truck circulation, and emergency access requirements. Mr. Errico supports a waiver from the City's Technical Standards for the number of driveways allowable per site. The Board **finds** that the public interest and purposes of the land development plan are secured and therefore voted 6-0 (Morrissette absent) to **waive** Technical Manual *1.7.2.8. Number of driveways* to allow four curb cuts on-site to permit an emergency access only on Stevens Avenue near Poland Street, a one-way in curb cut on Stevens Avenue to serve the main entrance, a right-in and right-out only on Forest Avenue and two-way curb cut on Arbor Street.

4. Aisle Width
The Planning Board ***finds*** that the applicant has demonstrated that extraordinary conditions unique to this property exist that limit the ability to meet the aisle width standard of 24 feet and Mr. Errico has found that the proposed aisle widths provide safe on-site circulation; and the Board **finds** that the public interest and purposes of the land development plan are secured. The Planning Board therefore voted 6-0 (Morrissette absent) to **waive** Technical Manual 1.7.2.3. *Minimum driveway width (two-way)* to allow a 22 foot aisle width along Arbor Street and 20 feet along Forest Avenue.

5. Underground Utilities
The Planning Board ***finds*** that the applicant has demonstrated that there is insufficient space for an additional riser on the existing pole on Forest Avenue and the pole is required in order to put the electricity underground to feed the transformer and communication pedestals, and the Board **finds** that the public interest and purposes of the land development plan are secured. The Planning Board therefore voted 6-0 (Morrissette absent) to **waive** *Section 14-499, Required Improvements, Subdivision Ordinance, (h)*, which requires all utility lines shall be placed underground, unless otherwise approved by the Planning Board, so that one utility pole may be installed.

6. Site Lighting
The Planning Board ***finds*** that the applicant has demonstrated that extraordinary conditions unique to this property exist with the internal courtyard and due to the need for a safe and well-lit area for the residents, and the Board **finds** that the public interest and purposes of the land development plan are secured. The Planning Board therefore voted 6-0 (Morrissette absent) to **waive** Technical Manual 12.2.6 *Luminaire Types* to allow light pole fixtures and bollards in the courtyard only that are not full cut-off fixtures.

CERTIFICATION:
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.

JOHN C. SCHWANDA, PLS NO. 1252

DATE

Approved: Portland Planning Board

Date:

Chair,

Board Members,

Prepared For:
Owner:
Home For The Aged
777 Stevens Avenue
Portland, Maine 04103
Tel.: 207-797-7710

Applicant:
The Park Danforth
777 Stevens Avenue
Portland, Maine 04103
Tel.: 207-797-7710

Prepared By:
MITCHELL & ASSOCIATES
Landscape Architects
The Staples School
70 Center Street
Portland, Maine 04101
Tel.: 207-774-4427

The Park Danforth

777 Stevens Avenue
Portland, Maine

Date: OCTOBER 17, 2014

Issued For: PERMITTING

Revisions:
NOV. 25, 2014: Per City of Portland Staff Review Comments
JAN. 5, 2015: Per City of Portland Staff Review Comments
APR. 10, 2015: Amended Site Plan and Subdivision Plan

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Title: SUBDIVISION PLAT

Scale: 1"=30'
0 10 20 30 60 ft.

North:

Sheet No.: 1 of 1

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SIGN SCHEDULE:

- A STOP SIGN
- B FIRE LANE 'NO PARKING'
- C EMERGENCY VEHICLES ONLY
- D RIGHT TURN ONLY
- E TIME RESTRICTED PARKING
- F VISITOR PARKING
- G EMPLOYEE PARKING
- H RESIDENT PARKING
- I HANDICAP PARKING
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- K KEEP RIGHT SIGN
- L DO NOT ENTER
- M NO PARKING FROM HERE TO CORNER
- N NO PARKING BETWEEN SIGNS

SNOW REMOVAL NOTE:

SNOW STORAGE AREA IS LIMITED ON-SITE FOR CURRENT AND PROPOSED IMPROVEMENTS. THE PARK DANFORTH INTENDS TO CONTRACT FOR SNOW REMOVAL FOR LARGE STORM EVENTS EXCEEDING 3 INCH EVENTS, OR AS NEEDED. THERE IS LIMITED LANDSCAPE/GRASS AREAS ALONG THE PERIMETER OF THE PROPERTY WHERE SNOW STORAGE CAN BE ACCOMMODATED. DUE TO THE AGE OF THE POPULATION OF THE PARK DANFORTH SNOW REMOVAL AND MAINTAINING SAFE ACCESS AND WALKING CONDITIONS HAVE HIGH PRIORITY.

LIGHTING SCHEDULE:

SYM	MH	PRODUCT	QUANTITY	OPTIONS
1	20'	BEACON VIPER (SINGLE)	5	90W
1A	20'	BEACON VIPER (SINGLE)	3	90W, HOUSE SIDE CUT-OFF
2	16'	BEACON VIPER (SINGLE)	6	90W
2A	16'	BEACON VIPER (SINGLE)	6	90W, HOUSE SIDE CUT-OFF
2	16'	BEACON VIPER (DOUBLE)	3	90W
3	10'	AAL PARKWAY ACCENT	5	TYPE 3, 18 LED-BW
4	–	AAL PARKWAY BOLLARD	12	6 LED-BW, DSSH SCREEN

GENERAL NOTES:

1. SITE AREA: 181,100 SF OR 4.16 ACRES
2. APPLICANT: THE PARK DANFORTH, C/O DENISE VACHON C.E.O., 777 STEVENS AVENUE, PORTLAND, MAINE 04103
3. OWNERS: HFA FOREST AVENUE PROPERTIES, LLC LOTS 146-C-6, 146-C-9, 146-C-11, 146-C-12, 146-C-14 (ALL IN BOOK 29524 PAGE 325)
   HOME FOR THE AGED LOTS 146-C-8 (BOOK 30933, PAGE 330), 146-C-5, 146-C-10 (BOOK 6354 PAGE 117).
4. ZONING DISTRICT: R-6A RESIDENTIAL DISTRICT
5. PARCELS ARE IS SHOWN AS LOTS 5, 6, 8, 9, 10, 11, 12, 13 AND 14, BLOCK C ON CITY OF PORTLAND ASSESSORS MAP 146.
6. DEEDS RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS: BOOK 29524, PAGE 325; BOOK 30933, PAGE 330; AND BOOK 6354, PAGE 117.
7. SPACE AND BULK STANDARDS:

	REQUIRED	PROPOSED
MINIMUM LOT SIZE:	4 ACRES	4.16 ACRES
MINIMUM LOT WIDTH	40 FEET	380 FEET
MINIMUM STREET FRONTAGE:	40 FEET	389 FEET
FRONT YARD SETBACK	10 FEET	89 FEET
REAR YARD SETBACK	20 FEET	43 FEET
SIDE YARD SETBACK	15 FEET	55 FEET
SIDE YARD IN SIDE STREET	10 FEET	10 FEET
MAXIMUM LOT COVERAGE	40-50%	30%
MAXIMUM HEIGHT OF STRUCTURES:	65 FEET	60 FEET
LANDSCAPED OPEN SPACE	20%	26%

8. EXISTING CONDITIONS AND BOUNDARY INFORMATION TAKEN FROM A PLAN ENTITLED 'BOUNDARY & TOPOGRAPHIC SURVEY ON STEVENS AVE., ARBOR ST., FOREST AVE. AND POLAND ST., PORTLAND, MAINE, MADE FOR MITCHELL & ASSOCIATES', DATED JANUARY 3, 2014, PREPARED BY OWEN HASKELL INC., FALMOUTH MAINE
9. ELEVATIONS ARE ON CITY DATUM, BASED ON BENCH MARK AT 3' OFFSET MONUMENT UNDER COVER ON EASTERLY SIDE OF STEVENS AVENUE.
10. PROPOSED DWELLING UNITS: 58 INDEPENDENT LIVING UNITS
    EXISTING DWELLING UNITS: 160 (124 SNILU AND 36 INTERMEDIATE CARE)
11. OFF-STREET PARKING REQUIREMENTS:

REQUIRED		
SNILU UNITS (124)	1 SPACE/4 UNITS	31 SPACES
INTERMEDIATE CARE (36 UNITS)	1 SPACE/5 UNITS	8 SPACES
NEW UNITS (58)	1 SPACE/1 UNIT	58 SPACES
EMPLOYEE PARKING	1 SPACE/EMPLOYEE	32 SPACES
	TOTAL	129 SPACES

REQUIRED (PER PARKING ANALYSIS)
0.70 SPACES PER UNIT X 215 UNITS 151 SPACES

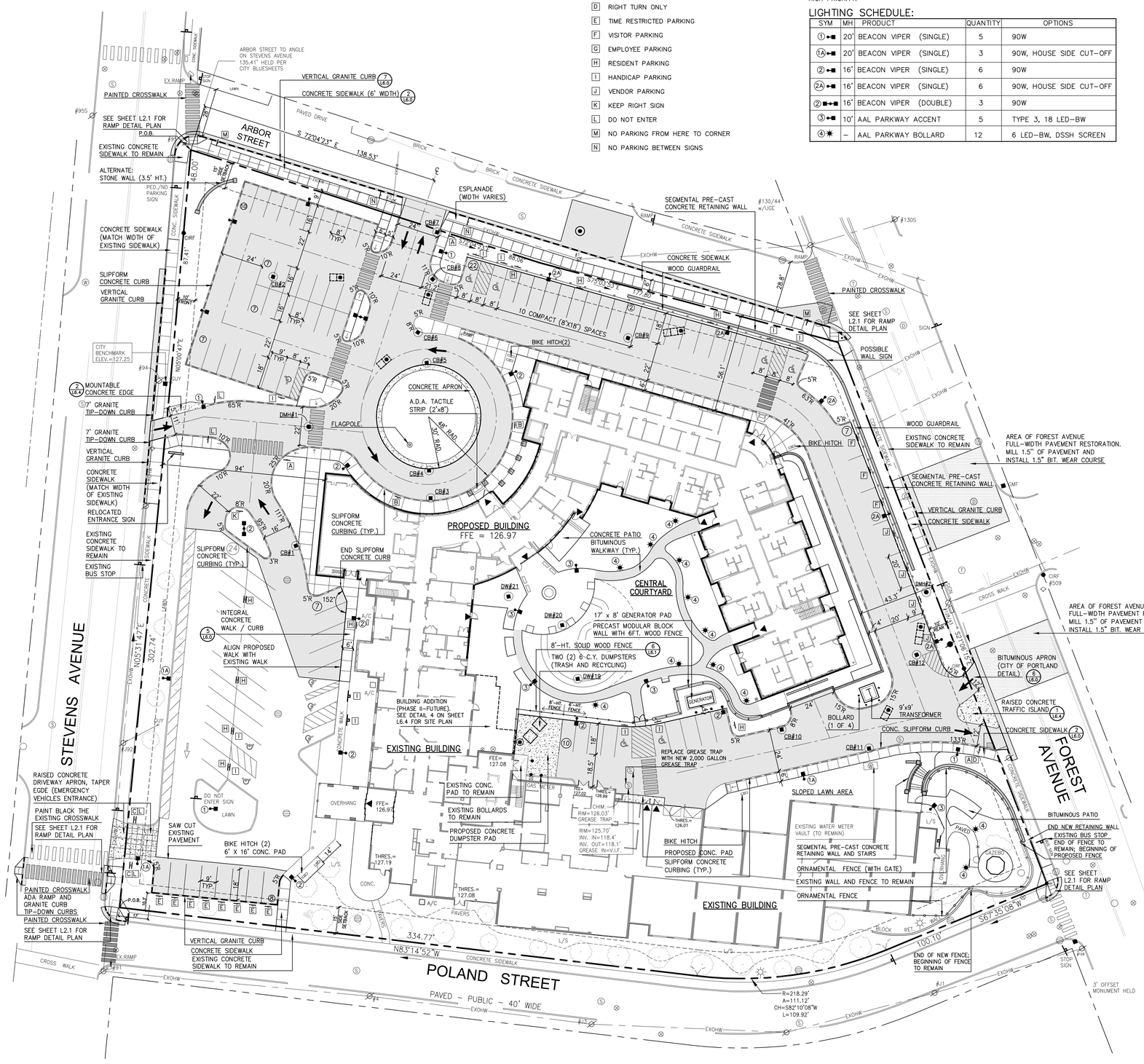
PROPOSED PARKING		
		134 SPACES
	HANDICAP PARKING	12 SPACES
	TOTAL	146 SPACES

12. BICYCLE PARKING:
    REQUIRED: 2 SPACES/5 DWELLING UNITS
    24 SPACES (58 NEW DWELLING UNITS)
    PROPOSED: 24 SPACES (6 EXTERIOR, 6 IN GARAGE)
13. EXISTING IMPERVIOUS 3.22 ACRES (77.4% OF SITE)
    PROPOSED IMPERVIOUS 3.05 ACRES (73.3% OF SITE)
14. FLOOR AREA CALCULATIONS:

GARAGE	16,817 G.S.F.
FIRST FLOOR:	14,975 G.S.F.
CONNECTOR:	3,848 G.S.F.
AUDITORIUM:	2,954 G.S.F.
SECOND FLOOR:	14,619 G.S.F.
THIRD FLOOR:	14,619 G.S.F.
FORTH FLOOR:	14,619 G.S.F.
FIFTH FLOOR:	14,955 G.S.F.
TOTAL	97,406 G.S.F.

15. PARKING SUMMARY:

BACK OF HOUSE LOT:	10 SPACES
FOREST AVENUE LOT:	7 SPACES
ARBOR STREET LOT:	22 SPACES
STAFF AND VISITOR LOT:	31 SPACES
STEVENS AVENUE LOT:	39 SPACES
GARAGE PARKING	37 SPACES
TOTAL	146 SPACES



LEGEND

	EXISTING	PROPOSED
PROPERTY LINE		
GRANITE MONUMENT		
CATCHBASIN		
MANHOLE	S T D	
HYDRANT		
UTILITY POLE		
WATER VALVE	WV	
SANITARY SEWER	ESAN	SAN
STORM DRAIN	ESD	
WATER	EW	H2O
TELEPHONE	ETEL	
GAS	EG	GAS
OVERHEAD WIRES	EXOHW	
UNGERGROUND ELECTRIC	EUGE	
LEACHING GALLEY		
CLEAN OUT		C.O.
CURB		
FENCE	X X	
SIGN		
DECIDUOUS TREE		
EVERGREEN TREE		
CONTOUR	72	73
SPOT ELEVATION		+ 74.00
WALL MOUNTED LIGHT		

Prepared For:
Owner:
Home For The Aged
777 Stevens Avenue
Portland, Maine 04103
Tel.: 207-797-7710

Applicant:
The Park Danforth
777 Stevens Avenue
Portland, Maine 04103
Tel.: 207-797-7710

Prepared By:
MITCHELL & ASSOCIATES
Landscape Architects
The Staples School
70 Center Street
Portland, Maine 04101
Tel.: 207-774-4427

The Park Danforth

777 Stevens Avenue Portland, Maine

Date: OCTOBER 17, 2014

Issued For: PERMITTING

Revisions:
NOV. 25, 2014: Per City of Portland Staff Review Comments
JAN. 5, 2015: Per City of Portland Staff Review Comments
APR. 10, 2015: Amended Site Plan and Subdivision Plan

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Title: LAYOUT AND MATERIALS PLAN

Scale: 1"=30'
0 10 20 30 60 ft.

North:

Sheet No.: L2.0

LICENSED LANDSCAPE ARCHITECT
ROBERT B. METCALF
No. 1815

J:\Project\Drawings\Park Danforth - 1684-08\15-04-8_PD Permitting.dwg, plotting 4/10/2015 10:24 AM

Memorandum
Planning and Urban Development Department
Planning Division

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

From: Richard Knowland, Senior Planner

Date: April 24, 2015

Re: Bayside Bowl Expansion; 58 Alder Street; BOPO,LLC

Project #: 2015-049 CBL: 034-H-001

Meeting Date: April 28, 2015

I. INTRODUCTION

A workshop has been scheduled to consider an application to expand the Bayside Bowl facility in the vicinity of 58 Alder Street. The site occupies the entire block defined by Alder-Hanover- Kennebec-Lancaster Streets. The applicant is BoPo, LLC. The development is subject to Site Plan Review including Traffic Movement Permit and B-7 Design Standards.

Initial site plan application and related material was submitted by applicant on March 23, 2015. Second submission regarding responses to staff comments was submitted on April 24, 2015

View of site from corner of Alder St. and Kennebec St.

View of site from corner of Hanover St. and Lancaster St.

Notice of this workshop includes notices sent to 90 area property owners as well as those on the Interested Parties List. A notice appeared in April 20, 2015 and April 21, 2015 editions of the Portland Press Herald.

II. PROJECT DATA

Zoning: B-7

Land Area: 55,290 sf

Proposed Use: Bowling Alley/Squash Courts/Restaurant

Existing Building Footprint: 13,600 sf

Proposed Building Footprint: 29,823 sf

Existing Building Floor Area: 13,606 sf

Proposed Building Floor Area: 48,857 sf

Building Height: 45 ft

Parking Spaces: 53
- **Onsite:** 36
- **Offsite (leased):** 17

Project Cost: $2.4 million

III. BACKGROUND

On October 27, 2009, the Planning Board approved a site plan to establish the Bayside Bowl within the former Skillful Vending building at 58 Alder Street. The approval letter is shown as Attachment A. The proposal at that time included 12 bowling lanes, 60 seat restaurant space, 33 parking spaces (7 onsite and 26 shared offsite) as well as various site improvements.

Applicant acquired a 23,450 sf vacant lot in 2011 adjacent to Bayside Bowl which extended the applicant's landholdings to Kennebec Street. That same year applicant received administrative site plan approval for an outdoor seasonal patio for this parcel. With the prospect of the Somerset Street Extension looming in the future, certain improvements such as landscaping, sidewalks and drainage were deferred to the future. See Attachment B. The present 2015 submission proposes this area as a parking lot.

On March 17, 2015, the applicant completed a transaction with the City of Portland to purchase the "salt shed" parcel at 71 Hanover Street. This acquisition is intended to facilitate an expansion of the Bayside Bowl which abuts this property. With this property purchase the applicant now controls the entire Alder-Kennebec- Alder-Lancaster block.

Lancaster Street between Alder and Hanover was discontinued by the City Council on May 1, 1995 to facilitate Public Services operations in this area. Based on that action, the applicant owns to the middle of the street although a public easement was retained. The City owns the other half of the street which abuts the City's Traffic Division building. The Bayside Bowl expansion does not encroach within the right of way. By way of background, the City has recently been discussing whether the Traffic Division building should be considered for redevelopment proposals.

The Somerset Street Extension Study has a direct impact on the Bayside Bowl site. The study is comprised of two components. The first part focuses on the design and construction of extending Somerset Street from Elm to Hanover Street while the second part evaluates various alignments of extending Somerset Street (Kennebec Street) and the Bayside Trail to Forest Avenue.

The submitted Bayside Bowl site plan incorporates the projected street alignment on the plan which crosses their property near the corner of Kennebec and Hanover. The proposed parking lot has been designed outside the projected alignment footprint. Land acquisition and engineering plans for the Elm Street to Hanover Street section are expected to be completed later in the year with construction taking place in 2016.

IV. DEVELOPMENT PROPOSAL

Applicant proposes to construct a two story addition to the existing bowling alley. See site plan on following page of this memo. The expansion includes additional bowling alleys, a second floor area for squash courts and a rooftop bar. The addition increases the net floor area of the facility by 35,251 sf resulting in a total building floor area of 48,857 sf. The building addition is 45 feet high.

The project expands the number of bowling alleys from 12 to 20. Restaurant space will be increased from 60 seats to 210 seats. A partially covered 100 seat rooftop deck is proposed.

Squash courts will be run by Community Squash and includes 8 single squash courts, 1 doubles court, a small gym, class rooms and locker rooms. A 48 seat mezzanine will be provided to observe matches.

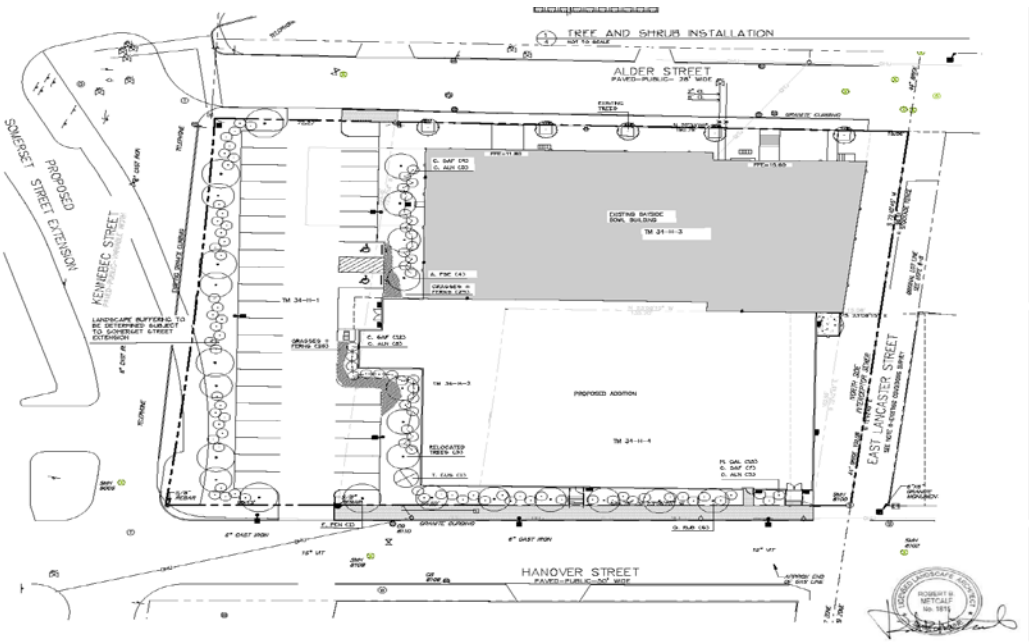
The existing public entrance on Alder Street remains and a second public entrance (facing Kennebec Street) will be incorporated into the addition.

The proposal fills in about two-thirds of the Lancaster-Hanover- Alder-Kennebec block except for the parking area along Kennebec Street.

Parking includes a temporary 36 space lot on-site (gravel surface) and 17 shared spaces off-site. The temporary parking lot would have formal review at a later date once the B-7 zoning parking lot issue for this site has been resolved and the alignment of Somerset Street extension has been finalized. See next section (Surface Parking Setback under B-7 Zoning). The 7 existing spaces on the Hanover Street side of the property are eliminated to accommodate the building addition footprint.

An 8 foot wide brick sidewalk is proposed along Hanover Street while the existing brick sidewalk along Alder Street is being extended about 22 feet but both sidewalks stop at the parking lot driveway in deference to the future alignment of Somerset Street which will likely be constructed in 2016. The proposed alignment is shown on the plan below. We would suggest that when the parking lot comes in for formal review in the future that the applicant be responsible for extending the sidewalk to meet the new sidewalk along Somerset Street.

Three Bayside street light fixtures are proposed along Hanover Street.



Proposed Bayside Bowl Site Plan

V. STAFF REVIEW

B-7 Zoning

The site is located in the B-7 zone. Significant zoning review issues are highlighted below.

Height…The project site is located in District B of the Bayside Height Overlay Zone which requires a minimum height of 3 floors and a maximum height of 105 feet. The Bayside Bowl addition is 45 feet high but has only two functional floors which is short of the minimum height of 3 floors. Sec. 14-298 (h)(5) provides for an exception to the minimum height requirement - “such restriction shall not apply to those portions of the building addition(s) that are closer to the street line than the building footprint existing as (March 9, 2005)”. The proposed addition will be built closer to the street. Based on this exception the proposal does meet the minimum height requirement.

Surface Parking Setback…The B-7 zone requires new surface parking be located a minimum of 35 feet from the street [Sec. 14-295 (a)(25)]. The purpose of the language is to encourage buildings near the street line in creating an urban building edge along streets. The applicant’s proposal features parking along the Kennebec Street side of the lot, most of which are within 35 feet of the existing Kennebec Street right-of-way. The proposed parking area is currently an unimproved lot. The 35 foot setback standard would not apply if the parking lot was grandfathered but staff has not seen any information substantiating a grandfathered parking use for this lot. The applicant is in the process of researching this issue.

Applicant is proposing the parking area shown on the site plan be considered a temporary parking lot until a zoning text amendment is implemented to address this issue. There are several reasons for this path. The projected alignment for Somerset Street extension has not been finalized. This project requires a "taking" of a portion of the Bayside Bowl property as well as another nearby property. The site plan on the prior page shows the projected alignment of Somerset Street extension. Once the taking has been finalized (which will be later in the year) we will have a better idea of the relationship of the roadway to the parking lot setback.

Mind full of the future Somerset Street extension project, the site plan approval letter for the outdoor patio allowed a 5 year window (to June 16, 2016) to complete site related improvements. See Attachment B. Note that sec. 14-522 of the Site Plan ordinance allows temporary parking lots for up to 1 year. Staff is therefore recommending the parking area be treated as a temporary parking lot with final review taking place by June 16, 2016.

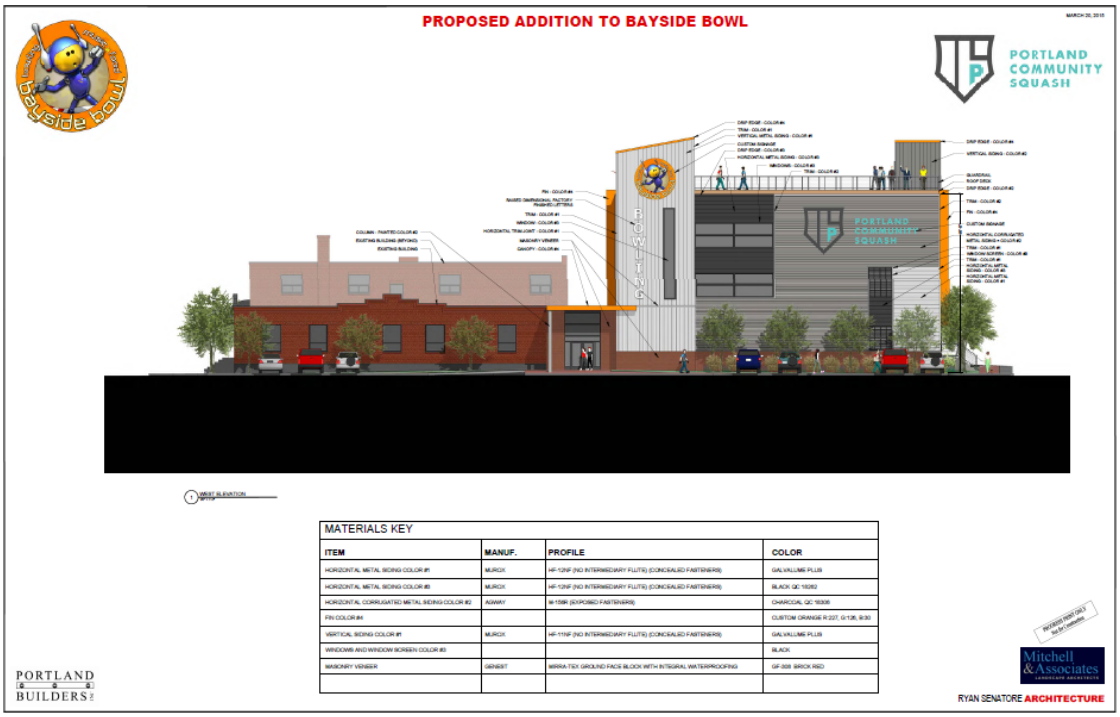
Over the next year staff will draft an amendment (narrow in scope) to address the parking setback issue unless the applicant is successful in documenting a grandfathered parking use. Bayside Bowl has a set of circumstances which make it unique to other properties in the B-7 which would be reflected in the amendment. In concept the amendment would allow some flexibility but require measures supporting the Bayside Vision such as a multi-story building, a minimum floor area ratio and on-site surface parking not exceeding the normal zoning requirement.

Signs…A formal signage plan needs to be submitted.

Building Elevations and B-7 Design Standards

Building elevations have been submitted. See Attachment Plans. Kennebec Street and Hanover Street views are shown below. The proposed addition makes a major statement in overall building mass on the site. While the building has only functionally two floors (high ceiling height for squash courts), it reads as a much taller building with its 45 foot height. A prominent building entrance has been created facing Kennebec Street although the existing Alder Street entrance remains. The addition is clad in a variety of horizontal and vertical metal siding with a lower base of masonry veneer.

The building is surrounded by 4 streets so the building is viewed by the public from all 4 streets.



Kennebec Street View

Hanover Street View

Comments from Caitlin Cameron, Urban Designer, are shown below and as Attachment C.

Design Review Criteria:
The project must meet all *B-7 Design Principles & Standards*.

Findings of the Design Review:
The proposed design **does not pass** all of the criteria of the *B7 Design Guidelines* – please refer to comments below regarding Standards not currently being met. The applicant may revise the design according to the review comments and resubmit.
General Comments:

- Please provide drawings showing all of existing building.
- Which building entrances will be operable to the public (new and existing)?
- What is the proposed pedestrian circulation around the site?

Principle A: Urban Design
A-5: Pedestrian Environment – *Development on public streets or public spaces shall . . . enhance the pedestrian environment through the use of elements at the first floor such as fully functioning entries oriented to the street; active windows and storefronts; awnings and weather protection; appropriately scaled streetlights; trees and landscaping; . . .*

- See comments below regarding the orientation of the primary building entrance and windows.

A-7: Building Orientation – *The primary facades and entrances of buildings shall be oriented to streets, major pedestrian routes, or open spaces in order enhance the pedestrian-oriented environment. The primary facades and entrances of buildings shall not be oriented toward parking lots.*

- The primary entrance should be revised to have a visible and accessible orientation to Alder Street. Staff suggests adding a double door to the vestibule facing Alder Street and altering the canopy design to extend over this part of the entry. Lighting and Signage should also be provided on this East (facing Alder) face of the stair tower/vestibule.

Principle B: Access and Circulation
B-6: Multi-modality – *New development shall create a functional and safe environment that provides a continuous travel corridor for pedestrians and bicycles which serves the same major destinations as automobiles.*

- Please provide a direct pedestrian path from Kennebec Street to the primary building entrance.

B-9: Streetscape Design – *New development in the public realm shall utilize the City's streetscape standards for Bayside which include specifications for sidewalks, streetlights, street furniture, fencing and walls, landscaping and signage in order to create a unified image of the neighborhood.*

- Please provide a direct pedestrian path from Kennebec Street to the primary building entrance.

Principle C: Parking, Loading and Service Areas
C-7: Bike Racks – *Bike racks shall be provided in a convenient location, proximate to the entry or entries of the building(s), either immediately adjacent to or no further than the associated motor vehicle parking, and shall be visible from the street or provided with prominent directional signage visible from the street as detailed in the Technical and Design Standards and Guidelines Manual and in compliance with the City's Off-street bicycle parking standards*

- Bike racks appear to be on private property. If any bike racks are proposed in the public right-of-way, they must conform to the Technical Manual in placement as well as type specification (Dero).
- Make sure bike racks correspond to any new building entrance arrangement, including for staff.

C-8: Service, Utility and Mechanical Infrastructure – *Areas for outdoor storage and trash collection or compaction shall not be visible from public rights-of-way, or located within 20 feet of any public street, sidewalk, or open space.*

- A waiver may be required about the placement of the trash storage.
- More detail about the waste management is requested.
- Materials for screening trash storage should be of the same family as the rest of the building materials.

Principle E: Architectural Design
E-6: Entrances – *Buildings along public streets shall have the primary entrances oriented to the street. Primary entrances shall not be oriented to a parking lot or structure. . . . Commercial and mixed use buildings shall be permeable and accessible on all sides from the public way, unless the building program precludes such design.*

- The primary entrance should be revised to have a visible and accessible orientation to Alder Street. Staff suggests adding a double door to the vestibule facing Alder Street and altering the canopy design to extend over this part of the entry. Lighting and Signage should also be provided on this East (facing Alder) face of the stair tower/vestibule.

E-7: Windows – *Windows shall be located on all facades visible from public rights of way. . . . The first floor transparency (minimum visible transmittance (VT) of .7 or greater) along public streets and the trail shall be equal to at least 50% of the wall area between the height of 2 and 9 feet.*

- Consider adding more fenestration to the Dining/Lounge along Hannover Street area to increase the visibility of the active uses on the street.

E-12: Materials – *Materials such as thing gauge metal panels . . . shall not be used on facades visible from public rights-of-way.*

- Please provide more information about the gauge of the metal siding.

E-13: Transparency – *Windows that have daylighting application on all levels of the façade shall use glass with a visible transmittance (VT) value of .7 or greater, which looks clear. . . . Opaque, heavily tinted or reflective glass shall not be used at the pedestrian level unless it can be demonstrated that the building program precludes the use of transparent glass.*

- Please provide more information about the transparency of the windows.

E-16: Signage – *Each building may have one sign per storefront tenant at the pedestrian level, one sign board at each entrance with a tenant roster, and a street number sign at entrances as necessary.*

- Add signage to the East-facing (Alder-facing) side of the primary building entry stair tower/vestibule to provide a strong presence and orientation to the street.

Circulation – Pedestrian

An 8 foot wide brick sidewalk is proposed along Hanover Street while the existing brick sidewalk along Alder Street is being extended about 22 feet but both sidewalks stop at the parking lot driveway entrance rather than continuing along the lot frontage to Kennebec Street. This was probably done in deference to the future alignment of Somerset Street which will likely be constructed in 2016. We would suggest that when the parking lot comes in for formal review in the future that the applicant be responsible for extending the sidewalk to meet the new sidewalk along Somerset Street.

A brick sidewalk was installed along the frontage of the Alder Street building as part of the previous review.

A landscaped area is shown between the parking lot and the building addition (Kennebec side) but no walkway is shown on the plan. We are recommending that a sidewalk be installed within this area connecting to the public sidewalks on

Alder Street and Hanover Street. While a new sidewalk will be installed along Somerset Street as part of the City project, the applicant should install a walkway from the edge of the parking lot to the street roughly lining up with the building entrance.

Circulation – Vehicle
As part of the submission applicant has submitted a traffic impact study (entitled Traffic Impact Study Expansion of Bayside Bowl) prepared by Gorrill Palmer. See Attachment 12.

Parking
Application is proposing a total of 53 parking spaces, 36 temporary on-site spaces and 17shared off-site spaces. Presumably the temporary spaces will be converted to permanent spaces in the future. There is no parking requirement in the B-7 zone so the Planning Board determines the appropriate number based upon the applicant's parking study and recommendation from the City Transportation Engineer.

Documentation of off-site parking leases should be submitted.

The submission states "the Bayside Bowl project is forecast to require a total of 91 parking spaces. The site will provide 37 parking spaces, with an additional 17 parking spaces provide off-site. We recommend that a parking study be performed once the site is fully occupied to confirm the need for additional spaces." Note staff counts 36 on-site spaces not 37 spaces. Other comments on the parking submission are shown below.

The parking lot has access on Alder Street and Hanover Street.

Traffic
On-site circulation includes the parking lot with access on Alder Street and Hanover Street.

Tom Errico, Traffic Review Consultant, has reviewed plan and submitted material and his comments are shown below and Attachment D. Mr Errico believes the project qualifies for a Traffic Movement Permit since the submission underestimates the estimated trip generation for the project.

- The applicant has requested a waiver for providing a construction management plan at this time. It would be my suggestion that the applicant provide some general guiding principles as it relates to how construction will impact existing parking and traffic with the intent of providing a more detailed construction plan as a condition of approval.

- Based upon discussions with DPS staff it is my understanding that a portion of the proposed parking lot could be paved or implemented in its

final form without disturbance from the Somerset Street Extension project. Accordingly, the applicant should investigate construction of a portion of the parking lot in final form.

- I have reviewed the traffic study prepared by Gorrill-Palmer Consulting Engineers, Inc. and do not support the methods used in estimating trip generation. Approval of the assumptions will require supporting documentation. Specific concerns include:

    - 30% reduction in restaurant trips associated with shared use.

    - Use of ITE Land Use Code439 for a Bowling Alley when only one site was sampled for estimating traffic.

    - I would expect overlap for use of the Squash Court time slots and therefore traffic and parking generation needs to account for this.

    - The study assumed an occupancy of two per vehicle.

    - 15% will utilize transit.

    - A 20% reduction in trip levels based upon assumptions that the site will not be fully utilized.

  The traffic study concluded that taking into account the above assumptions, the project would generate 99 trips during the peak hour and therefore would not trigger the threshold of 100 trips needed to file a Traffic Movement Permit. In addition to above concerns, the project should also include the trips associated with the initial Bayside Bowl project. Based upon these factors it is my opinion that the project requires a Traffic Movement Permit. I would note that based upon the capacity analysis conducted by the applicant I do not expect the project to have significant traffic impacts in the area.

- Additional information is requested in quantifying the parking demand for the project. I would suggest the applicant survey existing users as part of understanding existing parking demand and use that information to predict future supply needs. If the applicant conducts such a survey, methods should be coordinated with City staff.

- The applicant has requested a waiver from City standards for parking lot aisle width based upon the need for added buffer space. I would prefer that the City standard (24 feet) be met, unless Jeff Tarling determines the added buffer width is critically important.

- A detectible warning panel shall be installed on the Hanover Street sidewalk ramp at Lancaster Street.

- It is suggested that on-street parking be provided on the east side of Hanover Street along the property frontage. This action will require changes to the City's Traffic Schedule and will need to be approved by the TS&E Committee and City Council. The applicant shall be responsible for provide materials in support of the TS&E and City Council packets.

- Upon determination of the final parking supply number, the corresponding bicycle parking spaces should be provided on-site per City Standards.

- Projects in the Bayside area have been required to make monetary contributions towards implementation of the Marginal Way Master Plan and the Somerset Street Extension Project. I will assess this requirement, in coordination with DPS and Planning staff, following approval of final trip generation and assignment information.

Engineering Related Comments
Comments from David Senus, Development Review Consultant, are shown below and on Attachment E.

- 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, and Flooding Standards. We offer the following comments:

    - Basic Standard: The Applicant will need to provide plans, notes, and details to address erosion and sediment control requirements, inspection and maintenance requirements, and good housekeeping practices in accordance with Appendix A, B, & C of MaineDEP Chapter 500.

    - General Standard: The project will result in a net decrease in impervious area. As such, the projectis not required to include any specific stormwater anagement features for stormwater qualitycontrol. The Applicant has proposed a grassed, underdrained stone filtration swale to provide some level of water quality treatment for runoff from the site. This approach to stormwater management on the site is acceptable to the City; however, we encourage the Applicant to review the City’s Stormwater Service Charge Credit Manual (available online) to evaluate whether they would consider incorporating treatment measures which may qualify for a future Stormwater Service Charge credit.

- Flooding Standard: The project will result in a net decrease in impervious area. As such, the project is not required to include any specific stormwater nanagement features to control the rate of stormwater runoff from the site.

- The project will disturb more than one acre; the Applicant should note that a Maine Construction General Permit will be required from the MaineDEP and that copies of all permits should be forwarded to the City upon receipt.

- The Applicant has noted that ability to serve letters have been requested from the Portland Water District and the City of Portland; these letters should be forwarded upon receipt.

- The Applicant should provide the details on the concrete dumpster pad and pipe installation trench cross-section.

- Final plans must be stamped by a professional engineer (Section 14-527, sub-section (f) of the City of Portland Land Use Ordinance).

- The field inlet and catch basin details depict a flat frame and grate flush with the adjacent grade. We recommend that the Applicant consider installing domed grates (beehive grates) on field inlets and catch basins located in landscape / lawn areas.

Utilities
All utilities such as water, power and sewer will be extended from the existing building to serve the addition. An ability to serve letter has been received from CMP but letters regarding water and sewer service should also be submitted.

Lighting
Site lighting consists of new pole mounted fixtures (three) in the parking lot, wall mounted fixtures located at egress locations and wall pac fixtures along the former Lancaster Street side of the addition. The existing building has small wall wash fixtures located along the Alder Street and Kennebec Street façade.

The Beacon Viper (small) pole mounted fixture and the Beacon Traverse (wall mounted) appear to have a cut-off feature. Applicant should submit a photometric plan for the site along with height of the poles and mounting height of wall mounted fixtures.

Three Bayside street light fixtures are proposed along Hanover Street. The applicant previously installed street lights along Alder Street but a third light is needed north of the driveway.

Landscaping
A review of the plan indicates that 7 trees will be planted along the Hanover Street side of the property while 8 trees (of which 3 are relocated) will be planted along the edge of the building (Kennebec Street side). A variety of understory plantings are proposed.

A dumpster is proposed along the Lancaster Street side of the addition. The dumpster will be screened by a fence but we are recommending that the enclosure comply with the B-7 design standard C-8 that requires “materials, colors and design of screening walls and fences shall conform to those used on the building”.

A note shows concept landscaping between the parking lot and Somerset Street but with no landscape species identified. The note states “landscape buffering to be determined subject to Somerset Street Extension”. A landscaping plan could be reviewed as part of the final site plan for the parking lot.

Comments from Jeff Tarling, City Arborist, will be available prior to the public hearing.

Fire
A hydrant is located diagonally across the street at the corner of Kennebec Street and Preble Street.

Comments from Deputy Fire Chief Keith Gautreau are shown as Attachment F.

VI. WAIVERS

Applicant is requesting a number of waivers that are more specifically described in Attachment 9. These waivers are summarized below. In addition, 5 “temporary waiver requests” are listed which relate to submission requirements that would be provided for the public hearing or at a later date.

Street Tree Requirement (Sec. 14-526 2.b. iii a and Technical Design Manual)…Submission indicates based on street frontage requirements 17 street trees are required. Twelve trees are proposed but due to pending Somerset Street project applicant requests a waiver and will provide the fee in lieu for the remaining 5.

Parking Lot and Parking Space (Technical Design Manual 1.14)…Applicant requests “a waiver to retain the existing gravel parking area until the final design of Somerset Street Extension has been determined” and that “improvements not be required until completion of Somerset Street Extension”. For the public hearing Staff will draft a condition of approval to address the timing of the parking lot completion.

Street Lighting (Technical Design Standards 10.4 Standards for Special Lighting District)…Request to waive street lighting fixtures along Kennebec Street frontage due to pending roadway improvements for Somerset Street Extension.

Travel Aisle Width…Request to reduce parking lot aisle width from 24 feet to 22 feet.

Landscape Buffer (Technical Design Standards 4.5.5 Parking Areas…Request to waive the landscape buffer requirements around the surface parking until the final design of Somerset Street Extension has been determined and street improvements have been completed.

Next Steps:
Schedule a Public Hearing

ATTACHMENT LIST:

Staff Attachments

A. Bayside Bowl Planning Board Approval Letter (dated 10-27-09)
B. Bayside Bowl Administrative Approval Letter (dated 6-11-11)
C. Memo from Caitlin Cameron, Urban Designer (dated 4-13-15)
D. Memo from Tom Errico, Traffic Review Consultant (dated 4-9-15)
E. Memo from David Senus, Development Review Consultant (4-7-15)
F. Memo from Keith Gautreau, Fire Prevention (4-3-15)

Applicant Submission (March 23, 2015)

1. Development Review Application and Checklist
2. Right, Title or Interest
3. Project Description and Project Data
4. Tax Map
5. Existing Soils and Condition
6. Public Utilities
7. Technical Capability, Financial Capability and Letter of Authorization
8. Compliance with Applicable Zoning
9. Waiver Request
10. Consistency with City's Master Plan and Conformity with Design Standards
11. Fire Department Check list and HVAC Emissions Requirements
12. Traffic and Parking Study
13. Stormwater Management Plan
14. Solid Waste Disposal and Snow Removal
15. Light Fixtures
16. Construction Management Plan – to be determined

17. Easements

<u>Applicant Submission</u> (Response to Staff Comments, April 22, 2015)

1. Cover Letter
2. Portland Water District Ability to Serve Letter (4-10-15)
3. Neighborhood Meeting Certification
4. Catalogue Cuts

<u>Plans</u> (March 23, 2015)

P1. Location Map
P2. Existing Conditions
P3. Layout and Lighting Plan
P4. Grading and Drainage Plan
P5. Planting Plan
P6. Site Details
P7. Site Details
P8. Stormwater Plan (Pre-Development)
P9. Stormwater Plan (Post-Development)
P10. First Floor Plan
P11. Second Floor Plan
P12. Mezzanine Level Plan
P13. Roof Plan
P14. West Elevation
P15. South Elevation
P16. East Elevation
P17. North Elevation
P18. Rendering 1 Existing
P19. Rendering 1 Proposed
P20. Rendering 2 Existing
P21. Rendering 2 Proposed
P22. Rendering 3 Existing
P23. Rendering 3 Proposed
P24. Rendering 4 Existing
P25. Rendering 4 Proposed
P26. Rendering 5
P27. Stamped Survey

<u>Plans</u> (April 22, 2015)

P1.1 Location Map
P2.1 First Floor Plan
P3.1 Second Floor Plan
P4.1 Mezzanine Level Plan
P5.1 Roof Plan
P6.1 Birdseye View
P7.1 West Elevation
P8.1 South Elevation

P9.1 East Elevation
P10.1 North Elevation
P11.1 Layout and Utilities Plan
P12.1 Erosion and Sedimentation Control Plan
P13.1 Portland Water District Infrastructure Plan
P14.1 Construction Management Plan
P15.1 Renderings

ATT. A

CITY OF PORTLAND, MAINE
PLANNING BOARD

David Silk, Chair
Bill Hall, Vice Chair
Joe Lewis
Lee Lowry, III
Janice Tevanian
Michael J. Patterson
Carol Morrissette

David Matero
DayMatero Studios
100 Front Street
Bath, ME 04530

Dale Akeley
Project Resources
PO Box 661
Yarmouth, ME 04096

Re:	BOWL PORTLAND	
Address:	58 ALDER STREET	CBL: 034-H-002-001
Project ID:	09-79900009	
Applicant:	JUSTIN ALFOND AND CHARLES MITCHELL	

November 10, 2009

Dear Applicants,

On October 27, 2009, the Portland Planning Board considereda site plan application for change of use and building renovation for Bowl Portland at 58 Alder Street The Planning Board reviewed the proposal for conformance with the standards of theConditional Use Reviewand Site Plan Ordinance. The Planning Board voted 6-0 (Hall absent) to approve the application with the following motion(s) and condition(s) as presented below.

CONDITIONAL USE
The Planning Board voted 6-0 (Hall absent) that the proposed plans are in conformance with Section 14-474 and Section 14-296(3) of the Land Use Code, subject to the following conditions

1. That the applicant shall submit, for the City's Associate Corporation Counsel review and approval prior to the issuance of a building permit, anaddendum to the lease that stipulates that the developer reserves the right to relocate said parking or convert surface parking to structured parking as long as the replacement parking is located within a reasonable distance from the associated use and the parking lease shall remain ineffect got the full term of use; and

2. The applicant shall maintain seven (7) onsite parking spaces andthe two twenty-six (26) shared offsite parking lots for the duration of the use.

WAIVERS
The Planning Board voted 2-4 (Lowery, Tevanian, Patterson and Silk opposed; Hall absent) to waive the requirement of Standard B-11 of the Bayside B7 Design Standards and Guidelines which requires street lighting along public streets. Thus thewaiver **failed**.

SITE PLAN REVIEW
A. The Planning Board voted 6-0 (Hall absent) that the plan is in conformance with the site plan standards of the Land Use Code, subject to the following conditions of approval:

1. Per Bayside B7 Design Standards and Guidelines, the applicant shall submit asignage plan to be review and approval by the Planning Authority;

2. The brick sidewalk and curb on Hanover Street shall be rebuilt in kind along the frontage of the property per Department of Public Services;

3. That the site plan be revised per David Margdis- Pineo memorandum dated 10.15.2009 and be submitted for review and approval before the issuance of a building permit[as modified in section B below];

4. That the site plan be revised per Tom Errico memorandum dated 10.16.2009 and be submitted for review and approval before theissuance of a building permit[as modified in section B below]

5. That the Landscape Plan be revised per the City Arborist recommendations per memorandum dated 09.14.2009 and be submitted for review and approvalbefore the issuance of a building permit;

6. That the applicant address Captain Keith Gautreau memorandum of 10.23.2009 and be submitted for review and approval before theissuance of a building permit;

7. The applicant shall revise the site planto meet the B7 Design Guideline Standard B-11 for street lighting; and

8. The midblock crosswalk at Alder Street to be reviewed by the Crosswalk Review Committee.

B. The following conditionsof approval failed:

1. That the applicant shall remove five hundred (500) sq ft of the asphalt pavment along the frontage of the building on Alder Street and replace it with landscaping. A landscaping shall be submitted for review and approval by the Planning Authority and City Arborist before the issuance of a building permit (2-4, Lowery, Tevanian, Lewis and Morrissette opposed; Hall absent);

2. That the applicant shall provide a sidewalk connection along Alder Street between the applicant's site and Kennebec Street. In addition, acrosswalk and a handicapped ramp shall also be added at the intersection of Alder Street and Kennebec Street, and be submitted for review and approval by Department of Public Services and the Planning Authority(0-6, Hall absent).

Please note the following provisions and requirements for all site plan and subdivision appreals:

1. The site shall be developed and maintained as depicted in the site plan and the written submission of the applicant. Modification of any approved site plan or alteration of a parcel which was the subject of site plan approval after May 20, 1974,shall require the prior approval of a revised site plan by the Planning Board or the planning authority pursuant to the terms of this article. Any such parcel lawfully altered prior to the enactment date of these revisions shall not be further altered withut approval as provided herein. Modification or alteration shall mean and include any deviations from the approved site plan including, but not limited to, topography, vegetation and impervious surfaces shown on the site plan. No action, other than an amendment approved by the planning authority or Planning Board, and field changes approved by the Public Services authority as provided herein, by any authority or department shall authorize any such modification or alteration.

2. The above approvals do not constitute approval of building plans, which must be reviewed and approved by the City of Portland's Inspection Division.

3. A performance guarantee covering the site improvements as well as an inspection fee payment of 2.0% of the guarantee amount and seven (7) final sets of plans must be submitted to and approved by the Planning Division and Public Services Dept. prior to the release of a building permit, street opening permit or certificate of occupancy for site plans.

4. The site plan approval will be deemed to have expired unless work in the development has commenced within one (1) year of the approval or within a time period agreed upon in writing by the City and the applicant. Requests to extend approvals must be received before the expiration date.

5. Final sets of plans shall be submitted digitally to the Planning Division, on a CD or DVD, in AutoCAD format (*,dwg), release AutoCAD 2005 or greater.

6. A defect guarantee, consisting of 10% of the performance guarantee, must be posted before the performance guarantee will be released.

7. Prior to construction, a pre-construction meeting shall be held at the project site with the contractor, development review coordinator, Public Service's representative and owner to review the construction schedule and critical aspects of the site work. At that time, the site/building contractor shall provide three (3) copies of a detailed construction schedule to the attending City representatives. It shall be the contractor's responsibility to arrange a mutually agreeable time for the pre-construction meeting.

8. If work will occur within the public right-of-way such as utilities, curb, sidewalk and driveway construction, a street opening permit(s) is required for your site. Please contact Carol Merritt at 874-8300, ext. 8828. (Only excavators licensed by the City of Portland are eligible.)

Philip DiPierro, Development Review Coordinator, must be notified five (5) working days prior to date required for final site inspection. The Development Review Coordinator can be reached at 874-8632. Please make allowances for completion of site plan requirements determined to be incomplete or defective during the inspection. This is essential as all site plan requirements must be completed and approved by the Development Review Coordinator prior to issuance of a Certificate of Occupancy. Please schedule any property closing with these requirements in mind.

If there are any questions, please contact Shukria Wiar at (207) 756-8083 or by email at shukriaw@portlandmaine.gov

Sincerely,

David Silk, Chair
Portland Planning Board

ATT B

PORTLAND MAINE

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EXECUTIVE DEPARTMENT
Patricia A. Finnigan, Acting City Manager

June 9, 20111

Senator Justin Alfond
134 Sheridan Street
Portland ME 04101

Project Name: Outdoor Patio, Bowl Portland **Project ID:** 2011-204
Address: 58 Alder Street

Dear Senator Alfond:

You have requested a permit to create a seasonal outdoor patio adjacent to Bayside Bowl located at 58 Alder Street. The proposed project is located in the B-7 zone and requires a Level 1, site alteration permit.

We have reviewed the plans prepared by David Matero of DayMatero Studio. You propose to pave approximately 2,757 sq ft on the site for use as an outdoor seating space and outdoor game area (such as horseshoes and cornhole toss). The total patio area will measure 4,140 sq ft. You also propose to place a metal interlocking fence around the perimeter which will be removed when the patio closes for the season.

Background

The ordinance requires several site improvements in order to build the patio. As you know, the City plans to do extensive construction work adjacent to 58 Alder Street. That infrastructure project will involve extending Somerset Street, as well as the discontinuance and realignment of the section of Kennebec Street adjacent to Bayside Bowl. If the City required you to complete the site improvements as required by the ordinance, the Somerset/Kennebec Streets construction work would undoubtedly necessitate ripping out and redoing much of your site improvement work. In addition, the exact design and engineering requirements for your site improvements are not known at this time and will not be known until the final design and construction of the Somerset/Kennebec Street project is completed.

In recognition of the extensive planned road construction work which will be taking place adjacent to Bayside Bowl, we are taking a practical approach to your request which meets the objectives of the ordinance and will facilitate the coordination of the street improvement work with your business expansion plans including building the patio project.

A. Immediate Requirements

In order to meet the objectives of the ordinance in the near term while the Somerset/Kennebec Street construction project is underway, you will be required to do the preliminary site improvements described below.

1. Performance Bond. In recognition of the impending Somerset Street improvements, and in order to coordinate improvements to public ways and sidewalks, you will need to post a performance bond. The bond will guarantee the costs of constructing the sidewalk improvements on Alder Street adjacent to the area of the proposed patio/outdoor seating area. The bond will cover the cost of installing a sidewalk and curbing which meets the City's technical specifications (granite curb and brick sidewalk), based on plans and cost estimate you have provided. The sidewalk will need to be installed within 5 years or upon completion of the Somerset/Kennebec Street construction project.

2. Fencing and Landscaping. Given the seasonal nature of the project, the proposed removable fencing is permitted, just as one would use temporary barriers at a sidewalk café to provide separation between pedestrians and the patrons. If the applicant decides in the future to install permanent fencing, the City's technical specifications will apply.

Landscaping, including trees, will be required to be planted as part of the permanent site work. In the meantime, at a minimum, planters with flowers and/or plants are expected to be included as part of the project.

3. Property survey and property pins. A property survey is on file; property pins need to be set at all property corners.

C. Future Improvements

Within 5 years of receiving the Level 1, site alteration permit, or upon completion of the Somerset/Kennebec Street construction project, you will be expected to make the permanent site improvements as required in the zone at that time. These include:

1. Sidewalks. Install the curb and sidewalk work along Alder Street which was guaranteed through the performance bond. In addition, based upon the actual location and construction of Somerset and Kennebec Streets, you will need to submit curb and sidewalk plans along the newly constructed Somerset Street, which meet the City's technical specifications (Technical Manual 1.8.1).

2. Drainage. A drainage plan will need to be submitted which accounts for the changes in grade due to street and sidewalk elevations. (Technical Manual, Section 5).

3. Landscaping. The site plan ordinance requires street trees for all development sites (Section 14-526 (b) (2) (e) (iii). You will need to submit a landscaping plan which meets this design standard (Technical Manual Section 4.6.3).

4. Fences. The B-7 Design Standard E-11 requires fences or walls along public streets, trails, alleys, or public spaces to be of high quality, durable and weather resistant materials such as brick, stone, wood and high grade metals.

5. Traffic Impact Analysis. The applicant will be required to provide a traffic impact analysis that reflects the use of the outdoor space to determine if additional parking or traffic improvements are necessary to meet the ordinance.

We appreciate your patience as we considered and worked through the issues presented by your proposal. Due to its timing and the fact that it is located adjacent to the planned major street construction project, we want to ensure the projects are coordinated and neither you nor the City are in the position of wasting time and money by constructing infrastructure which would needlessly be replaced in the future.

Thank you for your commitment to Bayside, creating jobs, and expanding what is proving to be an exciting entertainment destination in Portland.

In order to complete the permit process please contact Barbara Barhydt at 874-8719

Sincerely,

Patricia A. Finnigan
Acting City Manager

cc: Penny St. Louis, Director, Planning & Urban Development Dept.
Barbara Barhydt, Development Review Manager

ATT C

Planning and Urban Development Department
Planning Division

Subject: B7 Design Review – Bayside Bowl Addition

Written by: Caitlin Cameron, Urban Designer

Date of Review: Monday, April 13, 2015

On Monday, April 13, a design review according to the *City of Portland Design Manual* Standards was performed for the proposed redevelopment at 58 Alder Street. The review was performed by Caitlin Cameron, Urban Designer, Rick Knowland, Senior Planner, and Alex Jaegerman, Planning Division Director, all within the Planning Division of the Department of Planning & Urban Development. The project was reviewed against the B-*7 Mixed Use Urban District Zone Design Principles & Standards* (Appendix 4 of the Design Manual).

Design Review Criteria:
The project must meet all *B-7 Design Principles & Standards*.

Findings of the Design Review:
The proposed design **does not pass** all of the criteria of the *B7 Design Guidelines* – please refer to comments below regarding Standards not currently being met. The applicant may revise the design according to the review comments and resubmit.

General Comments:

- Please provide drawings showing all of existing building.
- Which building entrances will be operable to the public (new and existing)?
- What is the proposed pedestrian circulation around the site?

Principle A: Urban Design

A-5: Pedestrian Environment – *Development on public streets or public spaces shall . . . enhance the pedestrian environment through the use of elements at the first floor such as fully functioning entries oriented to the street; active windows and storefronts; awnings and weather protection; appropriately scaled streetlights; trees and landscaping; . . .*

- **See comments below regarding the orientation of the primary building entrance and windows.**

A-7: Building Orientation – *The primary facades and entrances of buildings shall be oriented to streets, major pedestrian routes, or open spaces in order enhance the pedestrian-oriented environment. The primary facades and entrances of buildings shall not be oriented toward parking lots.*

- **The primary entrance should be revised to have a visible and accessible orientation to Alder Street. Staff suggests adding a double door to the vestibule facing Alder Street**

and altering the canopy design to extend over this part of the entry. Lighting and Signage should also be provided on this East (facing Alder) face of the stair tower/vestibule.

Principle B: Access and Circulation

B-6: Multi-modality – *New development shall create a functional and safe environment that provides a continuous travel corridor for pedestrians and bicycles which serves the same major destinations as automobiles.*

- **Please provide a direct pedestrian path from Kennebec Street to the primary building entrance.**

B-9: Streetscape Design – *New development in the public realm shall utilize the City's streetscape standards for Bayside which include specifications for sidewalks, streetlights, street furniture, fencing and walls, landscaping and signage in order to create a unified image of the neighborhood.*

- **Please provide a direct pedestrian path from Kennebec Street to the primary building entrance.**

Principle C: Parking, Loading and Service Areas

C-7: Bike Racks – *Bike racks shall be provided in a convenient location, proximate to the entry or entries of the building(s), either immediately adjacent to or no further than the associated motor vehicle parking, and shall be visible from the street or provided with prominent directional signage visible from the street as detailed in the Technical and Design Standards and Guidelines Manual and in compliance with the City's Off-street bicycle parking standards*

- **Bike racks appear to be on private property. If any bike racks are proposed in the public right-of-way, they must conform to the Technical Manual in placement as well as type specification (Dero).**
- **Make sure bike racks correspond to any new building entrance arrangement, including for staff.**

C-8: Service, Utility and Mechanical Infrastructure – *Areas for outdoor storage and trash collection or compaction shall not be visible from public rights-of-way, or located within 20 feet of any public street, sidewalk, or open space.*

- **A waiver may be required about the placement of the trash storage.**
- **More detail about the waste management is requested.**
- **Materials for screening trash storage should be of the same family as the rest of the building materials.**

Principle E: Architectural Design

E-6: Entrances – *Buildings along public streets shall have the primary entrances oriented to the street. Primary entrances shall not be oriented to a parking lot or structure. . . . Commercial and mixed use buildings shall be permeable and accessible on all sides from the public way, unless the building program precludes such design.*

- **The primary entrance should be revised to have a visible and accessible orientation to Alder Street. Staff suggests adding a double door to the vestibule facing Alder Street and altering the canopy design to extend over this part of the entry. Lighting and Signage should also be provided on this East (facing Alder) face of the stair tower/vestibule.**

E-7: Windows – *Windows shall be located on all facades visible from public rights of way. . . . The first floor transparency (minimum visible transmittance (VT) of .7 or greater) along public streets and the trail shall be equal to at least 50% of the wall area between the height of 2 and 9 feet.*

- **Consider adding more fenestration to the Dining/Lounge along Hannover Street area to increase the visibility of the active uses on the street.**

E-12: Materials – *Materials such as thing gauge metal panels . . . shall not be used on facades visible from public rights-of-way.*

- **Please provide more information about the gauge of the metal siding.**

E-13: Transparency – *Windows that have daylighting application on all levels of the façade shall use glass with a visible transmittance (VT) value of .7 or greater, which looks clear. . . . Opaque, heavily tinted or reflective glass shall not be used at the pedestrian level unless it can be demonstrated that the building program precludes the use of transparent glass.*

- **Please provide more information about the transparency of the windows.**

E-16: Signage – *Each building may have one sign per storefront tenant at the pedestrian level, one sign board at each entrance with a tenant roster, and a street number sign at entrances as necessary.*

- **Add signage to the East-facing (Alder-facing) side of the primary building entry stair tower/vestibule to provide a strong presence and orientation to the street.**

ATT D

Rick Knowland - Bayside Bowl Expansion - Preliminary Traffic Comments

From: Tom Errico <thomas.errico@tylin.com>
To: RWK@portlandmaine.gov
Date: 4/9/2015 2:39 PM
Subject: Bayside Bowl Expansion - Preliminary Traffic Comments
CC: JST@portlandmaine.gov; JBartlett@portlandmaine.gov; DMP@portlandmaine.go...

Hi Rick – I have reviewed the application materials for the project and offer the following preliminary traffic comments.

- The applicant has requested a waiver for providing a construction management plan at this time. It would be my suggestion that the applicant provide some general guiding principles as it relates to how construction will impact existing parking and traffic with the intent of providing a more detailed construction plan as a condition of approval.

- Based upon discussions with DPS staff it is my understanding that a portion of the proposed parking lot could be paved or implemented in its final form without disturbance from the Somerset Street Extension project. Accordingly, the applicant should investigate construction of a portion of the parking lot in final form.

- I have reviewed the traffic study prepared by Gorrill-Palmer Consulting Engineers, Inc. and do not support the methods used in estimating trip generation. Approval of the assumptions will require supporting documentation. Specific concerns include:
    - 30% reduction in restaurant trips associated with shared use.
    - Use of ITE Land Use Code439 for a Bowling Alley when only one site was sampled for estimating traffic.
    - I would expect overlap for use of the Squash Court time slots and therefore traffic and parking generation needs to account for this.
    - The study assumed an occupancy of two per vehicle.
    - 15% will utilize transit.
    - A 20% reduction in trip levels based upon assumptions that the site will not be fully utilized.

  The traffic study concluded that taking into account the above assumptions, the project would generate 99 trips during the peak hour and therefore would not trigger the threshold of 100 trips needed to file a Traffic Movement Permit. In addition to above concerns, the project should also include the trips associated with the initial Bayside Bowl project. Based upon these factors it is my opinion that the project requires a Traffic Movement Permit. I would note that based upon the capacity analysis conducted by the applicant I do not expect the project to have significant traffic impacts in the area.

- Additional information is requested in quantifying the parking demand for the project. I would suggest the applicant survey existing users as part of understanding existing parking demand and use that information to predict future supply needs. If the applicant conducts such a survey, methods should be coordinated with City staff.

- The applicant has requested a waiver from City standards for parking lot aisle width based upon the need for added buffer space. I would prefer that the City standard (24 feet) be met, unless Jeff Tarling determines the added buffer width is critically important.

- A detectible warning panel shall be installed on the Hanover Street sidewalk ramp at Lancaster Street.

- It is suggested that on-street parking be provided on the east side of Hanover Street along the property frontage. This action will require changes to the City's Traffic Schedule and will need to be approved by the TS&E Committee and City Council. The applicant shall be responsible for provide materials in support of the TS&E and City Council packets.

- Upon determination of the final parking supply number, the corresponding bicycle parking spaces should be provided on-site per City Standards.

- Projects in the Bayside area have been required to make monetary contributions towards implementation of the Marginal Way Master Plan and the Somerset Street Extension Project. I will assess this requirement, in coordination with DPS and Planning staff, following approval of final trip generation and assignment information.

If you have any questions, please contact me.

Best regards,

Thomas A. Errico, PE
Senior Associate
Traffic Engineering Director
TY·LIN INTERNATIONAL
12 Northbrook Drive
Falmouth, ME 04105
207.781.4721 (main)
207.347.4354 (direct)
207.400.0719 (mobile)
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ATT E

MEMORANDUM

WOODARD &CURRAN

TO: Rick Knowland, Planner
FROM: David Senus, P.E.
DATE: April 7, 2015
RE: Bayside Bowl, Level III Site Plan Application

Woodard & Curran has reviewed the Level III Site Plan Application for the proposed expansion of the Bayside Bowl facility located at 58 Alder Street in Portland, Maine. The project involves a three level addition with a 16,217 square-foot building footprint.

Documents Reviewed by Woodard & Curran

- Level III Site Plan Application and attachments, dated March 23, 2015, prepared by Mitchell & Associates, on behalf of BoPo, LLC.
- Existing Conditions Plan, dated March 20, 2015, prepared by Sebago Technics.
- Engineering Plans, Sheets 1-6, dated March 23, 2015, prepared by Mitchell & Associates, on behalf of BoPo, LLC.

Comments

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, and Flooding Standards. We offer the following comments:
   a) Basic Standard: The Applicant will need to provide plans, notes, and details to address erosion and sediment control requirements, inspection and maintenance requirements, and good housekeeping practices in accordance with Appendix A, B, & C of MaineDEP Chapter 500.
   b) General Standard: The project will result in a net decrease in impervious area. As such, the project is not required to include any specific stormwater management features for stormwater quality control. The Applicant has proposed a grassed, underdrained stone filtration swale to provide some level of water quality treatment for runoff from the site. This approach to stormwater management on the site is acceptable to the City; however, we encourage the Applicant to review the City's Stormwater Service Charge Credit Manual (available online) to evaluate whether they would consider incorporating treatment measures which may qualify for a future Stormwater Service Charge credit.
   c) Flooding Standard: The project will result in a net decrease in impervious area. As such, the project is not required to include any specific stormwater management features to control the rate of stormwater runoff from the site.
2) The project will disturb more than one acre; the Applicant should note that a Maine Construction General Permit will be required from the MaineDEP and that copies of all permits should be forwarded to the City upon receipt.
3) The Applicant has noted that ability to serve letters have been requested from the Portland Water District and the City of Portland; these letters should be forwarded upon receipt.
4) The Applicant should provide the following details:
   a) Concrete Dumpster Pad; and
   b) Pipe Installation Trench Cross-Section
5) Final plans must be stamped by a professional engineer (Section 14-527, sub-section (f) of the City of Portland Land Use Ordinance).
6) The field inlet and catch basin details depict a flat frame and grate flush with the adjacent grade. We recommend that the Applicant consider installing domed grates (beehive grates) on field inlets and catch basins located in landscape / lawn areas.

ATT F.

MEMORANDUM

To: FILE

From: Richard Knowland

Subject: Application ID: 2015-049

Date: 4/3/2015

Comments Submitted by: Keith Gautreau/Fire on 4/1/2015

Building
The new building shall not affect the egress or required Fire Department access for the neighboring building.
Hydrants
2009 NFPA 1 18.3 Water Supplies and Fire Hydrants
-Fire Department Connections shall not be located where large diameter hose may block egress.

1.Hydrants

1.)2009 NFPA 1 18.3 Water Supplies and Fire Hydrants
2.)Fire Department Connections shall not be located where large diameter hose may block egress.

2.Fire Vehicle Access

1.)Largest Fire Department Vehicle must be able to navigate through the parking lot to access building.
2.)Fire Department Access shall have an unobstructed vertical clearance of not less than 13 ft 6 in.
3.)Vertical clearance shall be permitted to be reduced, provided such reduction does not impair access by fire apparatus, and approved signs are installed and maintained indicating the established vertical clearance when approved.

Construction Management Plan
Streets must maintain a 20' width for Fire Department access at all times.
Fire Hydrants shall not be blocked or enclosed by fencing. A 3' foot clearance must be kept at all times around the fire hydrant.
If gates are locked, a Portland Fire Department Knox padlock must be purchased by the applicant to allow access for the Fire Department.
The Construction Company' emergency contact information shall be posted on the property in case of an after hours emergency.
All construction shall comply with 2009 NFPA 1 Chapter 16 Safeguards During Building Construction, Alteration, and Demolition Operations.
Any cutting and welding done will require a Hot Work Permit from Fire Department.

Comments Submitted by: Keith Gautreau/Fire on 4/1/2015

It's look as though access will be good, at least two sides possibly three depending on Lancaster.

Fire Comments:

All construction and installation shall comply with 2009 NFPA 1, 2009 NFPA 101.

All construction and installation shall comply with City of Portland Fire Department Building Regulations.
http://www.portlandmaine.gov/fireprevention/fdrulesandregulations.pdf

All construction and installation shall comply with City Code Chapter 10.
http://www.portlandmaine.gov/citycode/chapter010.pdf

Street addresses shall be marked on the structure and shall be as approved by the City E-911 Addressing Officer. Contact Michelle Sweeney at 874-8682 for further information.

2009 NFPA 101, Life Safety Code
101:12.1.7.3 Life Safety Evaluation

Bayside Bowl

Site Plan Application

March 23, 2015

APPLICANT:
BOPO, LLC
Justin Alfond; Manager
58 Alder Street
Portland, Maine 04101

AGENT:
MITCHELL & ASSOCIATES
Landscape Architects and Land Planners
70 Center Street
Portland, Maine 04101

Mitchell & Associates
LANDSCAPE ARCHITECTS

The Staples School
70 Center Street
Portland, Maine 04101
P: 207.774.4427
F: 207.874.2460
www.mitchellassociates.biz

March 23, 2015

Mr. Alexander Jaegerman,
Director of the Portland Planning Division
and Planning Board Members
City of Portland
389 Congress Street
Portland, Maine 04101

RE: Bayside Bowl Addition
71 Hanover Street
Site Plan Review

Dear Alex and Board Members:

On behalf of BoPo, L.L.C., we are pleased to submit the following Site Plan Application for the proposed addition to Bayside Bowl located at 58 Alder Street in Portland. This submission has been prepared in compliance with requirements of the City of Portland Zoning and Site Plan Ordinance. The project is intended to increase recreational opportunities within the Portland peninsula.

The Site

Bayside Bowl is located at 58 Alder Street; until recently, the city has owned the adjacent parcel within the block at 71 Hanover Street as a site for the city salt and sand sheds. BoPo, L.L.C. is currently under contract with the city for the purchase of this property and proposes to construct a three level addition to their existing building within the 71 Hanover Street lot. The 71 Hanover Street lot is 15,102 square feet. With the purchase of this lot BoPo, L.L.C. will own the block encircled by Kennebec, Hanover, Lancaster (discontinued) and Alder Streets with a total development area of 55,290 SF. The soils are characterized as urban conditions, test borings performed by Ransom Consulting Engineers revealed fill material, marine silt/clay, marine sand glacial till, and bedrock. The BoPo, L.L.C. property consists of the Bayside Bowl building, a paved outdoor dining area, a gravel parking lot, a paved seven space parking lot and the city salt and sand sheds.

Project Description

The proposed project includes a three level addition to Bayside Bowl which includes the addition of eight bowling lanes, dining and lounge area, second level squash courts and third level mezzanine and a roof deck patio. The gross square footage of the proposed addition is 35,251 square feet, with a 16,217 square foot building footprint. Service delivery area is located on the Hanover / (discontinued) Lancaster Street corner with an enclosed trash storage area on Lancaster Street. The project is further described in the following application.

Submission

This submission includes the following information:

1. Cover letter, dated March 23, 2015
2. Site Plan and Subdivision Application & Checklist
3. Application Fee: $1000
4. Written Submission Documentation
5. One set of plans (24” x 36”)
6. One set of plans (11"x17")
7. One set of digital files

We trust that the Planning Board will consider this a complete application for a workshop meeting. If you desire any additional information, please do not hesitate to contact us. We look forward to our meeting with the Board at its earliest convenience.

Sincerely,
Mitchell & Associates

Robert B. Metcalf, Principal
Maine Licensed Landscape Architect

Enclosures

cc: Justin Alfond
Ryan Senatore

TABLE OF CONTENTS

EXHIBIT	1	Development Review Application and Checklist
EXHIBIT	2	Right, Title or Interest
EXHIBIT	3	Project Description and Project Data
EXHIBIT	4	Tax Map
EXHIBIT	5	Existing Soils Condition
EXHIBIT	6	Public Utilities
EXHIBIT	7	Technical Capability, Financial Capability and Letter of Authorization
EXHIBIT	8	Compliance with Applicable Zoning
EXHIBIT	9	Waiver Request
EXHIBIT	10	Consistency with City's Master Plan and Conformity with Design Standards
EXHIBIT	11	Fire Department Checklist and HVAC Emissions Requirements
EXHIBIT	12	Traffic and Parking Study
EXHIBIT	13	Stormwater Management Plan
EXHIBIT	14	Solid Waste Disposal and Snow Removal
EXHIBIT	15	Light Fixtures
EXHIBIT	16	Construction Management Plan – to be determined
EXHIBIT	17	Easements

Att. 1

PROJECT NAME: Bayside Bowl

PROPOSED DEVELOPMENT ADDRESS:

71 Hanover Street

PROJECT DESCRIPTION:

Approximately 16,000 sq. ft. expansion to Bayside Bowl to add 8 additional first floor bowling lanes, second floor squash courts with mezzanine, and associated service facilities.

CHART/BLOCK/LOT: 34/H/ 1-5

PRELIMINARY PLAN _____ (date)
FINAL PLAN _____ (date)

CONTACT INFORMATION:

Applicant – must be owner, Lessee or Buyer Name: Justin Alfond Business Name, if applicable: Address: 58 Alder Street City/State : Portland, ME Zip Code: 04101	**Applicant Contact Information** Work # Home# Cell # Fax# e-mail:
Owner – (if different from Applicant) Name: BoPo, L.L.C. Address: 58 Alder Street City/State : Portland, ME Zip Code: 04101	**Owner Contact Information** Work # Home# Cell # Fax# e-mail:
Agent/ Representative Name: Mitchell & Associates, Bob Metcalf Address: 70 Center Street City/State : Portland , ME Zip Code: 04101	**Agent/Representative Contact information** Work # 207.774.4427 Cell # e-mail: rmetcalf@mitchellassociates.biz
Billing Information Name: Justin Alfond Address: 58 Alder Street City/State : Portland, ME Zip Code: 04101	**Billing Information** Work # 207.232.4187 Cell # Fax# e-mail: jalfond@gmail.com

Engineer	Engineer Contact Information
Name: Ransom Consulting Engineers, Steve Bradstreet Address: 400 Commercial Street City/State : Portland. ME Zip Code: 04101	Work # 207.772.2891 Cell # Fax# e-mail: stephen.bradstreet@ransomenv.com
Surveyor	**Surveyor Contact Information**
Name: Sebago Technics , Bill Shippen Address: 75 John Roberts Road #1A City/State : South Portland, ME Zip Code: 04106	Work # 207.200.2100 Cell # Fax# e-mail: bshippen@sebagotechnics.com
Architect	**Architect Contact Information**
Name: Ryan Senatore Architecture Address: 565 Congress Street, Suite 304 City/State : Portland, ME Zip Code: 04101	Work # 207.650.6414 Cell # Fax# e-mail: ryan@senatorearchitecture.com
Attorney	**Attorney Contact Information**
Name: Address: City/State : Zip Code:	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)
_X_ 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:	**Date:** March 23, 2015

PROJECT DATA

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

Total Area of Site	55,290 sq. ft.
Proposed Total Disturbed Area of the Site	53,290 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)	55,290 sq. ft.
Impervious Area (Total Proposed)	55,290 sq. ft.
Building Ground Floor Area and Total Floor Area	
Building Footprint (Total Existing)	13,606 sq. ft.
Building Footprint (Total Proposed)	29,823 sq. ft.
Building Floor Area (Total Existing)	13,606 sq. ft.
Building Floor Area (Total Proposed)	48,857 sq. ft.
Zoning	
Existing	B-7
Proposed, if applicable	NA
Land Use	
Existing	Bowling Alley &City of Portland salt sheds
Proposed	Bowling Alley/Squash Courts
Residential, If applicable	
# of Residential Units (Total Existing)	NA
# 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)	41
# of Parking Spaces (Total Proposed)	34
# of Handicapped Spaces (Total Proposed)	2
Bicycle Parking Spaces	
# of Bicycle Spaces (Total Existing)	14
# of Bicycle Spaces (Total Proposed)	21
Estimated Cost of Project	2.4 million

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

FINAL PLAN - Level III Site Plan			
Applicant Checklist	Planner Checklist	# of Copies	**GENERAL WRITTEN SUBMISSIONS CHECKLIST (* If applicant chooses to submit a Preliminary Plan, then the * items were submitted for that phase and only updates are required)**
		1	* Completed Application form
		1	* Application fees
		1	* Written description of project
		1	* Evidence of right, title and interest
		1	* Evidence of state and/or federal permits
		1	* Written assessment of proposed project's specific compliance with applicable Zoning requirements
		1	* Summary of existing and/or proposed easements, covenants, public or private rights-of-way, or other burdens on the site
		1	* Evidence of financial and technical capacity
		1	Construction Management Plan
		1	A traffic study and other applicable transportation plans in accordance with Section 1 of the technical Manual, where applicable.
		1	Written summary of significant natural features located on the site (Section 14-526 (b) (a))
		1	Stormwater management plan and stormwater calculations
		1	Written summary of project's consistency with related city master plans
		1	Evidence of utility capacity to serve
		1	Written summary of solid waste generation and proposed management of solid waste
		1	A code summary referencing NFPA 1 and all Fire Department technical standards
		1	Where applicable, an assessment of the development's consistency with any applicable design standards contained in Section 14-526 and in City of Portland Design Manual
		1	Manufacturer’s verification that all proposed HVAC and manufacturing equipment meets applicable state and federal emissions requirements.

Applicant Checklist	Planner Checklist	# of Copies	**SITE PLAN SUBMISSIONS CHECKLIST** **(* If applicant chooses to submit a Preliminary Plan, then the * items were submitted for that phase and only updates are required)**
		1	* Boundary Survey meeting the requirements of Section 13 of the City of Portland's Technical Manual
		1	**Final Site Plans including the following:**
		Existing and proposed structures, as applicable, and distance from property line (including location of proposed piers, docks or wharves if in Shoreland Zone);	
		Existing and proposed structures on parcels abutting site;	
		All streets and intersections adjacent to the site and any proposed geometric modifications to those streets or intersections;	
		Location, dimensions and materials of all existing and proposed driveways, vehicle and pedestrian access ways, and bicycle access ways, with corresponding curb lines;	
		Engineered construction specifications and cross-sectional drawings for all proposed driveways, paved areas, sidewalks;	
		Location and dimensions of all proposed loading areas including turning templates for applicable design delivery vehicles;	
		Existing and proposed public transit infrastructure with applicable dimensions and engineering specifications;	
		Location of existing and proposed vehicle and bicycle parking spaces with applicable dimensional and engineering information;	
		Location of all snow storage areas and/or a snow removal plan;	
		A traffic control plan as detailed in Section 1 of the Technical Manual;	
		Proposed buffers and preservation measures for significant natural features, where applicable, as defined in Section 14-526(b)(1);	
		Location and proposed alteration to any watercourse;	
		A delineation of wetlands boundaries prepared by a qualified professional as detailed in Section 8 of the Technical Manual;	
		Proposed buffers and preservation measures for wetlands;	
		Existing soil conditions and location of test pits and test borings;	
		Existing vegetation to be preserved, proposed site landscaping, screening and proposed street trees, as applicable;	
		A stormwater management and drainage plan, in accordance with Section 5 of the Technical Manual;	
		Grading plan;	
		Ground water protection measures;	
		Existing and proposed sewer mains and connections;	

- Continued on next page -

		Location of all existing and proposed fire hydrants and a life safety plan in accordance with Section 3 of the Technical Manual;
		Location, sizing, and directional flows of all existing and proposed utilities within the project site and on all abutting streets;
		Location and dimensions of off-premises public or publicly accessible infrastructure immediately adjacent to the site;
		Location and size of all on site solid waste receptacles, including on site storage containers for recyclable materials for any commercial or industrial property;
		Plans showing the location, ground floor area, floor plans and grade elevations for all buildings;
		A shadow analysis as described in Section 11 of the Technical Manual, if applicable;
		A note on the plan identifying the Historic Preservation designation and a copy of the Application for Certificate of Appropriateness, if applicable, as specified in Section Article IX, the Historic Preservation Ordinance;
		Location and dimensions of all existing and proposed HVAC and mechanical equipment and all proposed screening, where applicable;
		An exterior lighting plan in accordance with Section 12 of the Technical Manual;
		A signage plan showing the location, dimensions, height and setback of all existing and proposed signs;
		Location, dimensions and ownership of easements, public or private rights of way, both existing and proposed.

Att. 2

RIGHT, TITLE OR INTEREST

Please see attached warranty deed for the lot at 58 Alder Street and the purchase and sale agreement for 71 Hanover Street.

WARRANTY DEED

KNOW ALL MEN BY THESE PRESENTS, that **SKILLFUL RE, LLC,** whose mailing address is P.O. Box 2, Portland, Maine 04112 ("Grantor") for consideration paid, grants to **BOPO, LLC**, a Maine limited liability company whose mailing address is 58 Alder Street, Portland, Maine 04101 ("Grantee") with *WARRANTY COVENANTS*, a certain lot or parcel of land, with all buildings and improvements thereon and all appurtenances thereto, located on Alder Street in the City of Portland (the "Property") and more particularly described on Exhibit A attached hereto.

Witness my hand this 30th day of June, 2011.

MAINE REAL ESTATE TAX PAID

Skillful RE, LLC

Witness

By: Ross Y. Furman
Manager

State of Maine
~~Cumberland~~ Washington, ss.

June 30, 2011

Personally appeared Ross Y. Furman, Manager of Skillful RE, LLC and acknowledged the foregoing instrument to be his free act and deed in his said capacity and the free act and deed of Skillful RE, LLC.

Before me,

Notary Public/~~Attorney at Law~~

Ann B Pottle
Printed Name

SEAL

ANN B. POTTLE
Notary Public • State of Maine
My Commission Expires September 3, 2016

EXHIBIT A

Beginning on the northerly line of Lancaster Street at its intersection with the westerly line of Alder Street; thence northerly on said line of Alder Street one hundred eighty-nine and five-tenths (189.5) feet, more or less, to the southerly line of the location of the York and Cumberland Railroad Company, which line last mentioned is parallel with and about seventy-four (74) feet southerly, measured on a radial line, from the southerly line of Kennebec Street; thence westerly on said southerly line of said location two hundred three and eight-tenths (203.8) feet, more or less, to the easterly line of Hanover Street; thence southerly on said line of Hanover Street fifty (50) feet to the southerly line of land conveyed by George P. Wescott to the Portland and Rochester Railroad by deed dated November 3, 1880, and recorded in Cumberland Registry of Deeds in Book 506, Page 452; thence easterly on said last mentioned line, being a curve line parallel with said location line, one hundred four and nine-tenths (104.9) feet more or less, to the westerly line of land conveyed by Charles Q. Clapp to the Kennebec & Portland Railroad Company and the York & Cumberland Railroad Company by deed dated September 13, 1850 and recorded in said Registry, Book 227, Page 155; thence southerly on said last mentioned line and the extension of same, a total distance of one hundred thirty-five and two-tenths (135.2) feet, more or less, to the aforesaid line of Lancaster Street; thence easterly on said line of Lancaster Street, ninety-six and five-tenths (96.5) feet, more or less, to the point of beginning; containing 23,450 square feet, more or less.

Being the same premises conveyed to the Grantor pursuant to a Warranty Deed from Ross Y. Furman dated December 15, 2008 and recorded in the Cumberland County Registry of Deeds in Book 26504, Page 12 and a Corrective Deed dated June 25, 2011 and recorded in the Cumberland County Registry of Deeds in Book 28789, Page 189.

Received
Recorded Register of Deeds
Jul 01,2011 02:18:39P
Cumberland County
Pamela E. Lovley

WARRANTY DEED

KNOW ALL MEN BY THESE PRESENTS, that **ROSS Y. FURMAN,** whose mailing address is P.O. Box 2, Portland, Maine 04112 ("Grantor") for consideration paid, grants to **BOPO, LLC**, a Maine limited liability company whose mailing address is 58 Alder Street, Portland, Maine 04101 ("Grantee") with *WARRANTY COVENANTS*, a certain lot or parcel of land, with all appurtenances thereto, located on Kennebec Street in the City of Portland (the "Property") and more particularly described on Exhibit A attached hereto.

Witness my hand this 30 day of June, 2011.

Witness

Ross Y. Furman

MAINE REAL ESTATE TAX PAID

State of Maine
Cumberland, ss.

June 30, 2011

Personally appeared Ross Y. Furman and acknowledged the foregoing instrument to be his free act and deed.

Before me,

Notary Public/~~Attorney at Law~~

Ann B Pottle
Printed Name

ANN B. POTTLE
Notary Public • State of Maine
My Commission Expires September 3, 2016

SEAL

EXHIBIT A

A certain lot or parcel of vacant land situated on the Southerly side of Kennebec Street in the City of Portland, County of Cumberland, and State of Maine being bounded and described as follows:

Beginning at a rod on the Westerly side of Alder Street marking the Northeasterly corner of other land conveyed to Ross Y. Furman by deed recorded in the Cumberland County Registry of Deeds in book 8489 Page 82, said rod being located 190.90' from the intersection of the Northerly line of Lancaster Street and said Westerly line of Alder Street;

Thence, Westerly by the Northerly line of the said land now or formerly of Ross Y. Furman making an included angle of 85°-02' –from Alder Street, a distance of 203.85' to a rod on the Northwesterly corner of said Grantee land marking the Easterly line of Hanover Street;

Thence, Northerly by the Easterly line of said Hanover Street making an included angle of 96°-23' a distance of 69.20' to a spike set on the Southerly line of said Kennebec Street, being on the arc of a curve.

Thence, Easterly by the Southerly line of said Kennebec Street on a curve to the left whose radius is 2,639.1' an arc distance of 205.36' to a rod set on the Westerly line of said Alder Street said rod being found on a chord making an included angle of 84°-31' and a distance of 205.31';

Thence, Southerly by the Westerly line of said Alder Street making an included angle of 94°-04' from the said chord line a distance of 72.27' to the point of beginning.

Above parcel comprising approximately 14,097 square feet.

Reference is made to a Release Deed to Ross Y. Furman from Portland Terminal Company dated July 28, 1994 and recorded in the Cumberland County Registry of Deeds in Book 11555, Page 314. This conveyance is made subject to all reservations, conditions, covenant and agreements contained in the said Release Deed.

Received
Recorded Register of Deeds
Jul 01,2011 02:19:37P
Cumberland County
Pamela E. Lovley

PURCHASE AND SALE AGREEMENT

THIS AGREEMENT for the purchase and sale of real estate made this 17th day of March, 2015 by and between the CITY OF PORTLAND, a body politic and corporate located in Cumberland County, Maine, (hereinafter referred to as "SELLER"), and BOPO, LLC, a Maine limited liability company with a mailing address of 58 Alder Street, Portland, Maine, (hereinafter referred to as "BUYER").

RECITALS

WHEREAS, the SELLER is the owner of certain land located 71 Hanover Street in Portland, Maine, as more specifically described in Exhibit A, attached hereto and incorporated herein (the "Premises"), and as generally depicted in the plan attached as Exhibit B and incorporated herein; and

WHEREAS, the SELLER desires to sell the Premises and has published a certain "Request for Proposals For the Sale and Reuse of Property Located at 71 Hanover Street, RFP #5215" (the "RFP"), a copy of which is attached hereto as Exhibit C and incorporated herein, and the provisions of which shall survive closing; and

WHEREAS, the BUYER has submitted a proposal in response to the RFP (the "Proposal"), a copy of which is attached hereto as Exhibit D and incorporated herein; and

WHEREAS, after reviewing all proposals submitted in response to the RFP, the SELLER has selected the BUYER as the successful bidder; and

WHEREAS, BUYER desires to purchase and develop the Premises in accordance with the terms of the Proposal, and the SELLER desires to sell the Premises to the BUYER so that the BUYER may do so.

NOW THEREFORE, in consideration of the foregoing and for other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties, intending to be legally bound, hereby agree as follows:

1. **RECITALS INCORPORATED BY REFERENCE**. The recitals set forth above are hereby incorporated herein by reference and made a part of this agreement. The restatement in this document of any term of the RFP or Proposal shall not be deemed to waive any term not so restated. If any disagreement is found between the RFP or the Proposal and this document, then this document shall govern; and the RFP shall govern over the Proposal, to the extent they disagree; provided, however, that this

document and its attachments shall be construed to be supplemental to one another to the extent possible.

2. **SALE.** SELLER agrees to sell the Premises to BUYER, and BUYER agrees to buy the Premises in accordance with the terms and conditions set forth in this Agreement. This Agreement is for the sale of land only and does not include the structures, concrete block walls, or any other personal property on the Premises (the "Retained Property"), to which the SELLER shall retain title, and which Seller shall fully remove at SELLER'S sole cost, risk and expense as set forth in Section 5 below.

3. **CONSIDERATION**. The consideration for the Premises shall be Three Hundred Forty Thousand Eighteen Dollars ($340,018.00) (the "Purchase Price") payable as follows:

    a. The SELLER acknowledges receipt of BUYER's deposit in the amount of Thirty-Four Thousand One Dollars and Eighty Cents ($34,001.80) (the "Deposit") paid to it as of the date of this Agreement; and

    b. The BUYER shall pay to the SELLER at closing the remaining Three Hundred Six Thousand Sixteen Dollars and Twenty Cents ($306,016.20) in immediately available funds.

4. **TITLE.** SELLER shall convey the Premises to BUYER at the closing in fee simple with good and marketable and insurable title by a quitclaim deed without covenant acceptable to BUYER. Buyer acknowledges that the deed shall contain a restriction stating that in the event that the Premises or any portion thereof shall be exempt from real and personal property taxes, by transfer, conversion, or otherwise, then the then-owner of the exempt portion shall make annual payments to the SELLER in lieu of taxes in the amount equal to the amount of property taxes that would have been assessed on the exempt portion of the real and personal property situated on the Premises had such property remained taxable. Such restriction shall also confirm that BUYER and its successors and assigns shall possess and be vested with all rights and privileges as to abatement and appeal of valuations, rates, and the like as are accorded owners of real and personal property in Maine. If SELLER is unable to convey title to the Premises in accordance with the provisions of this paragraph, then SELLER shall have a reasonable time period, not to exceed 60 days from the time SELLER receives written notice of a defect, unless otherwise agreed to by both parties, during which it shall make a good faith effort to remedy the defect, after which time, if such defect is not corrected so that there is marketable and insurable title, BUYER may within 2 days thereafter, at BUYER's option, withdraw the Deposit, and neither party shall have any further obligation hereunder. BUYER may, at BUYER's option elect to close notwithstanding any such defects that may exist.

5. **POSSESSION.** Full possession of the Premises will be delivered to Buyer at the transfer of title, free and clear of all tenancies or occupancies by any person or entity. Notwithstanding the previous sentence, in the event that the SELLER is unable to fully remove the Retained Property before the closing date, BUYER and SELLER shall in good faith negotiate and execute a license agreement pursuant to which

SELLER shall be allowed to store the Retained Property on the Premises and continue to operate its sand and salt operations from the Premises until no later than June 15, 2015, provided, however, that SELLER shall endeavor to remove the Retained Property at the earliest date feasible prior to June 15, 2015. Such license agreement shall provide that SELLER shall be entitled to store the Retained Property and continue to operate its sand and sale operations from the Premises until the earlier of June 15, 2015, or the date that it removes the Retained Property from the Premises. Such agreement shall also include the following indemnification provision: "SELLER subject to and limited by the defenses, immunities and limitations of liability available to SELLER under the Maine Tort Claims Act, 14 M.R.S. § 8101 et seq., shall indemnify and hold Buyer harmless from any claims, damages, demands or liabilities resulting from SELLER's exercise of its rights under this license agreement, including without limitation, claims for personal injury, property damage and for the cost of removal including mechanic's lien claims, provided that such claims, damages, demands, or liabilities are caused by any negligent act or omission of the SELLER or its agents, employees or contractors. The license agreement shall also provide that SELLER shall cause its contractors or employees removing the Retained Property to deliver to Buyer, no later than 10 days after the completion of the removal of the Retained Property, a waiver of any and all mechanic's liens associated with the cost of the removal of the Retained Property.

6. **INSPECTIONS**. At reasonable times upon reasonable prior notice prior to Closing, and with SELLER's consent, BUYER, its agents, contractors and any prospective lender or investor of BUYER shall have the right to enter the Premises and perform, at BUYER's expense, any and all inspections, tests, surveys or other due diligence inquiries with respect to the Premises as BUYER deems necessary or appropriate. BUYER agrees to return the Premises as nearly as possible to its original condition after all of such tests and inspections. SELLER shall cooperate with BUYER in such inspections. BUYER shall complete any such inspections within 60 days of the date first set forth above (the "Inspection Period"). In the event that an inspection reveals defects or conditions which are unacceptable to BUYER, BUYER may, prior to the end of the Inspection Period, terminate this Agreement and receive back the Deposit.

7. **REAL ESTATE TAXES, PRORATIONS AND TRANSFER TAX.** BUYER shall be liable for all real estate taxes beginning as of the start of fiscal year 2016 and continuing thereafter. Because the Property is currently owned by the City of Portland, which is exempt from real estate taxes, no taxes were assessed or will be due for any portion of fiscal year 2015 and no taxes will be prorated at the closing. Any utilities for the Property shall be prorated as of the closing. The Maine real estate transfer tax shall be paid for by Buyer in accordance with 36 M.R.S.A. § 4641-A. SELLER is exempt from paying the transfer tax pursuant to 36 M.R.S.A. § 4641-C. The recording fee for the deed of conveyance and any expenses relating to BUYER's financing or closing shall be paid for by BUYER.

8. **DEFAULT AND REMEDIES**. In the event that BUYER defaults hereunder for a reason other than the default of the SELLER, SELLER shall retain the deposit, it being understood, however, the SELLER's acceptance thereof shall not constitute a waiver of any other legal or equitable remedy available to SELLER. In the event

SELLER defaults under this Agreement, and if BUYER is not then in default hereunder, BUYER shall have the right to pursue specific performance, but at all times may elect in substitution therefor, as its sole remedy, the right to a return of its deposit, together with reimbursement, in an amount not to exceed Fifteen Thousand Dollars ($15,000.00) of reasonable, documented, out-of-pocket costs or expenses incurred by BUYER in connection with its purchase of the Premises, including fees of inspectors, attorneys, or other professionals engaged by BUYER in connection with its purchase of the Premises.

9. **RISK OF LOSS.** The risk of loss or damage to the Premises by fire or otherwise, until transfer of title hereunder, is assumed by the SELLER. The Premises is to be delivered in substantially the same condition as of the date of this Agreement unless otherwise stated. In the event SELLER is not able to deliver the Premises as stated, BUYER may terminate this Agreement and receive a refund of the Deposit.

10. **PROPERTY SOLD "AS IS, WHERE IS**." BUYER acknowledges that BUYER has had an opportunity to inspect the Premises, and to hire professionals to do so, and that Premises will be sold "as is, where is" and "with all faults." SELLER, and its agents, make no representations or warranties with respect to the accuracy of any statement as to boundaries or acreage, or as to any other matters contained in any description of the Premises, or as to the fitness of the Premises for a particular purpose, or as to development rights, merchantability, habitability, or as to any other matter, including without limitation, land use, zoning and subdivision issues or the environmental, mechanical, or structural condition of the Premises. Acceptance by BUYER of the Deed at closing and payment of the purchase price shall be deemed to be full performance and discharge by the SELLER of every agreement and obligation contained herein.

11. **ENVIRONMENTAL INDEMNIFICATION**. BUYER covenants and agrees, at BUYER's sole cost and expense, to indemnify, defend, and hold SELLER harmless from and against any and all claims, damages, losses, liabilities, obligations, settlement payments, penalties, assessments, citations, directives, claims, litigation, demands, defenses, judgments, costs, or expenses of any kind, including, without limitation, reasonable attorneys', consultants', and experts' fees incurred in investigating, defending, settling, or prosecuting any claim, litigation or proceeding, that may at any time be imposed upon, incurred by or asserted or awarded against SELLER and relating directly or indirectly to the violation of or compliance with any federal, state, or local environmental laws, rules, or regulations governing the release, handling or storage of hazardous wastes or hazardous materials and affecting all or any portion of the Premises, including without limitation the environmental matters identified in the Tewhey Report identified in and attached to the RFP.

12. **RIGHTS OF SELLER TO REPURCHASE PROPERTY**. If development of the Premises in substantially the form set forth in the Proposal, including the securing of a certificate of occupancy, is not complete within 18 months after the closing, the Seller shall have the right, but not the obligation, to repurchase the Premises at the Purchase Price.

13. **CLOSING**. Time is of the essence in the performance of this agreement. The closing shall be held at City Hall at a time agreeable to the parties on or before seventy-five (75) days after the date first set forth above.

14. **ENTIRE AGREEMENT.** This Agreement represents the entire and complete Agreement and understanding between the parties and supersedes any prior agreement or understanding, written or oral, between the parties with respect to the acquisition or exchange of the Property hereunder. This Agreement cannot be amended except by written instrument executed by SELLER and BUYER.

15. **HEADINGS AND CAPTIONS.** The headings and captions appearing herein are for the convenience of reference only and shall not in any way affect the substantive provisions hereof.

16. **BINDING EFFECT**. This Agreement shall be binding upon and inure to the benefit of the parties hereto and their respective heirs, administrators, successors and assigns.

17. **TIME.** The SELLER and BUYER each confirm and agree that each of the time periods set forth herein are essential provisions of the terms of this Agreement.

18. **GOVERNING LAW**. This Agreement shall be construed in all respects in accordance with, and governed by, the laws of the State of Maine. All parties hereto hereby consent to the exclusive jurisdiction of the Superior Court for the County of Cumberland in the State of Maine, for all actions, proceedings and litigation arising from or relating directly or indirectly to this Agreement or any of the obligations hereunder, and any dispute not otherwise resolved as provided herein shall be litigated solely in said Court. If any provision of this Agreement is determined to be invalid or unenforceable, it shall not affect the validity or enforcement of the remaining provisions hereof.

19. **NOTICE**. All notices, demands and other communications hereunder shall be in writing and shall be deemed to have been duly given on the date of service if served personally on the party to whom notice is to be given, or on the first business day after mailing if mailed to the party to whom notice is to be given by first class mail, postage prepaid, certified, return receipt requested, addressed to the recipient at the addresses set forth below. Either party may change addresses for purposes of this paragraph by giving the other party notice of the new address in the manner described herein.

FOR THE SELLER:	City of Portland ATTN: CITY MANAGER 389 Congress Street Portland, ME 04101
With a copy to:	The Office of the Corporation Counsel at the same address.

FOR BUYER:	BOPO LLC Attention: Justin Alfond 58 Alder Street Portland, Maine 04101
With a copy to:	Gary D. Vogel, Esq. Drummond Woodsum 84 Marginal Way, Suite 600 Portland, ME 04101-2480

20. **SIGNATURES; MULTIPLE COUNTERPARTS.** This Agreement may be executed in any number of counterparts and by different parties in separate counterparts. Each counterpart when so executed shall be deemed to be an original and all of which together shall constitute one and the same agreement. A signature in a faxed, pdf or other reproduced or electronic document shall be considered the equivalent of an original signature.

21. **BROKERS.** Seller and Buyer each represents and warrants that neither has dealt with a real estate broker in connection with this transaction. Buyer agrees to indemnify and hold harmless Seller from any claims made by any broker should Buyer's representation in this paragraph be false. Subject to the limitations of liability set forth in the Maine Tort Claims Act, Seller agrees to indemnify and hold harmless Buyer from any claims made by any broker should Seller's representation in this paragraph be false. The foregoing indemnities shall include all legal fees and costs incurred in defense against any such claim, and shall survive closing.

IN WITNESS WHEREOF, the parties have hereunto set their hands and seals on the day and year first written above.

CITY OF PORTLAND

WITNESS

Sheila Hill-Christian
Its Acting City Manager

BOPO, LLC

WITNESS

Justin Alfond
Its Manager

Approved as to Form:

Corporation Counsel's Office

EXHIBIT A

A certain lot or parcel of land situated in the City of Portland, County of Cumberland, and State of Maine, and more particularly bounded and described as follows:

BEGINNING at the intersection of the easterly line of Hanover Street with the northerly line of Lancaster Street, said Lancaster Street being discontinued between Hanover Street and Alder Street by Order No. 253 of the Portland City Council on May 1, 1995;

THENCE N 23° 56' 25" W 134.76 feet, more or less, along the easterly line of Hanover Street to a point at land now or formerly of BOPO, LLC, as described in a deed recorded at the Cumberland County Registry of Deeds in Deed Book 28797, Page 222;

THENCE running easterly along said land of BOPO, LLC 104.60 feet, more or less, along a non-tangent curve to the left with a radius of 2757.50 feet, a chord bearing and distance of N 72° 21' 36" E 104.59 feet, more or less, to a point;

THENCE S 23° 08' 15" E 135.20 feet, more or less, along said land of BOPO, LLC to a point along said northerly line of said Lancaster Street, as discontinued;

THENCE S 23° 08' 15" E 15.08 feet, more or less, through said Lancaster Street, as discontinued, to a point along the centerline of said Lancaster Street;

THENCE S 72° 42' 45" W 102.55 feet, more or less, along said centerline of Lancaster Street, as discontinued, to a point along said easterly line of Hanover Street;

THENCE N 23° 56' 25" W 15.10 feet, more or less, along said easterly line of Hanover Street to the **POINT OF BEGINNING**.

Said lot or parcel of land being 15,455 square feet, more or less, and includes the northerly portion of said Lancaster Street as discontinued.

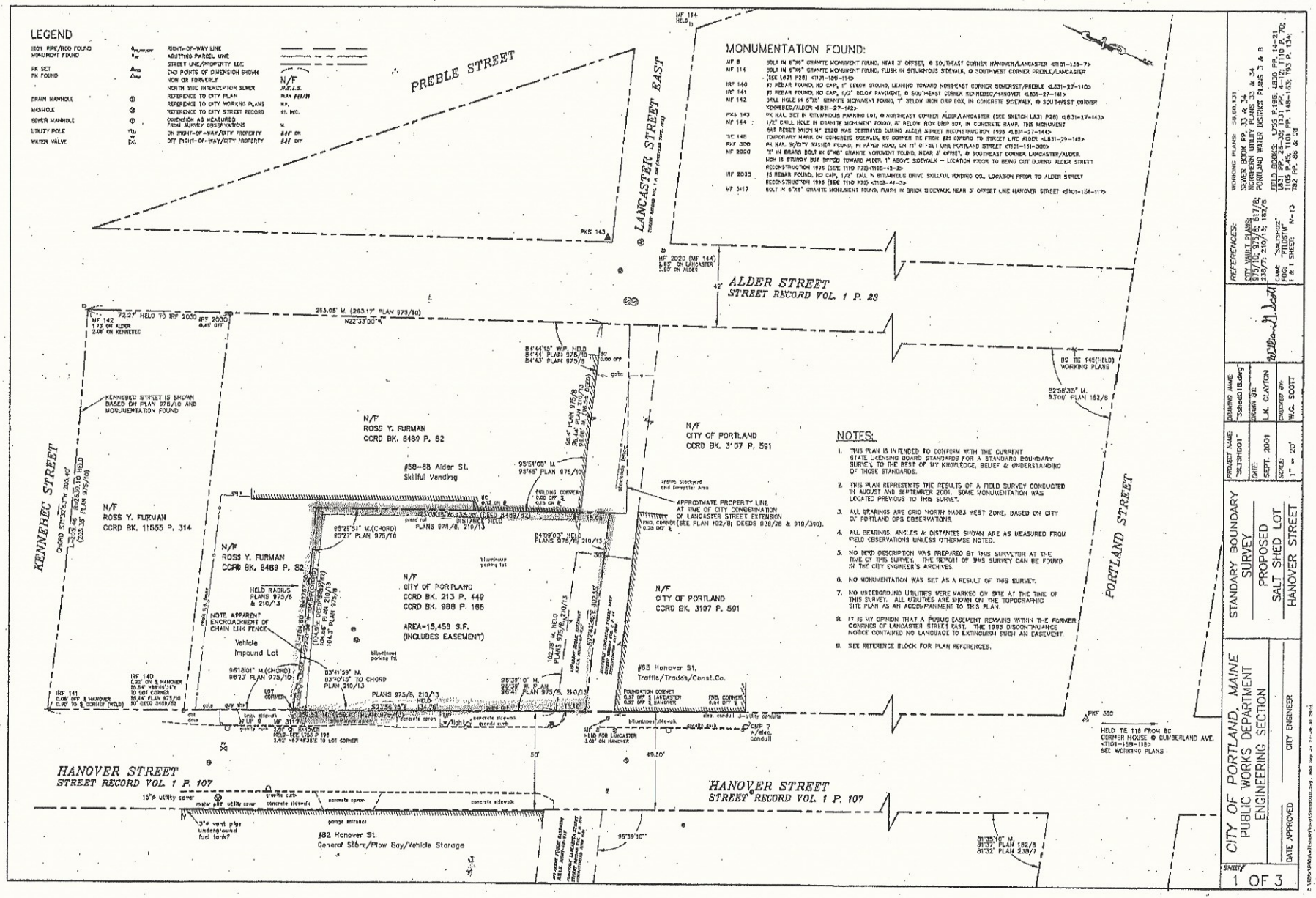
Bearings are based on the Maine State Coordinates, West Zone, NAD 1983, HARN, Grid North, and field surveys conducted by the City of Portland, Department of Public Services, Engineering Division.

Said lot or parcel of land is subject to a public easement reserved by the City of Portland in said discontinued portion of Lancaster Street for all purposes, including, without limitation, the maintenance, repair, or replacement of the existing 44 inch diameter brick sewer known as the North Side Interceptor Sewer.

Reference is made to a plan titled "Standard Boundary Survey – Proposed Salt Shed Lot – Hanover Street", dated September 2001, as revised October 14, 2009, by William G. Scott, Professional Land Surveyor, and on file as Plan 900/17/001rev., at the City of Portland, Public Services Department, Engineering Archives.

EXHIBIT

B


LEGEND
IRON PIPE/TOOD FOUND
MONUMENT FOUND
PK SET
PK FOUND
DRAIN MANHOLE
MANHOLE
SEWER MANHOLE
UTILITY POLE
WATER VALVE
RIGHT-OF-WAY LINE
ABUTTING PARCEL LINE
STREET LINE/PROPERTY LINE
END POINTS OF DIMENSION SHOWN
NON OR FORMERLY
NORTH SIDE INTERCEPTOR SEWER
REFERENCE TO CITY PLAN
REFERENCE TO CITY WORKING PLANS
REFERENCE TO CITY STREET RECORD
DIMENSION AS MEASURED FROM SURVEY OBSERVATIONS
ON RIGHT-OF-WAY/CITY PROPERTY
OFF RIGHT-OF-WAY/CITY PROPERTY
MONUMENTATION FOUND:
MF 8 BOLT IN 6"X6" GRANITE MONUMENT FOUND, NEAR 3' OFFSET, @ SOUTHEAST CORNER HANOVER/LANCASTER <T101-158-7>
MF 114 BOLT IN 6"X6" GRANITE MONUMENT FOUND, FLUSH IN BITUMINOUS SIDEWALK, @ SOUTHWEST CORNER PREBLE/LANCASTER (SEE L631 P28) <T101-156-114>
IRF 140 #3 REBAR FOUND, NO CAP, 1" BELOW GROUND, LEANING TOWARD NORTHEAST CORNER SOMERSET/PREBLE <L631-27-140>
IRF 141 #3 REBAR FOUND, NO CAP, 1/2" BELOW PAVEMENT, @ SOUTHEAST CORNER KENNEBEC/HANOVER <L631-27-141>
MF 142 DRILL HOLE IN 6"X6" GRANITE MONUMENT FOUND, 7" BELOW IRON DRIP BOX, IN CONCRETE SIDEWALK, @ SOUTHWEST CORNER KENNEBEC/ALDER <L631-27-142>
PKS 143 PK NAIL SET IN BITUMINOUS PARKING LOT, @ NORTHEAST CORNER ALDER/LANCASTER (SEE SKETCH L631 P28) <L631-27-143>
MF 144 1/2" DRILL HOLE IN GRANITE MONUMENT FOUND, 6" BELOW IRON DRIP BOX, IN CONCRETE RAMP, THIS MONUMENT WAS RESET WHEN MF 2020 WAS DESTROYED DURING ALDER STREET RECONSTRUCTION 1995 <L631-27-144>
TBC 145 TEMPORARY MARK ON CONCRETE SIDEWALK, BC CORNER TE FROM #28 OPPOSITE TO STREET LINE ALDER <L631-29-145>
PKF 300 PK NAIL W/CITY WASHER FOUND, IN PAVED ROAD, ON 11' OFFSET LINE PORTLAND STREET <T101-151-300>
MF 2020 7/8" HI REBAR BOLT IN 6"X6" GRANITE MONUMENT FOUND, NEAR 3' OFFSET, @ SOUTHEAST CORNER LANCASTER/ALDER. NOW IS STUBBY BUT BENT TOWARD ALDER, 1" ABOVE SIDEWALK – LOCATION PRIOR TO BEING CUT DURING ALDER STREET RECONSTRUCTION 1995 (SEE T110 P73) <T103-43-2>
IRF 2030 #3 REBAR FOUND, NO CAP, 1/2" TALL IN BITUMINOUS DRIVE SKILLFUL VENDING CO., LOCATION PRIOR TO ALDER STREET RECONSTRUCTION 1995 (SEE T110 P73) <T103-44-3>
MF 3417 BOLT IN 6"X6" GRANITE MONUMENT FOUND, FLUSH IN BRICK SIDEWALK, NEAR 3' OFFSET LINE HANOVER STREET <T101-156-117>
PREBLE STREET
LANCASTER STREET EAST
ALDER STREET
STREET RECORD VOL. 1 P. 23
KENNEBEC STREET
PORTLAND STREET
HANOVER STREET
STREET RECORD VOL. 1 P. 107
N/F ROSS Y. FURMAN CCRD BK. 6469 P. 82
#58-88 Alder St. Skillful Vending
N/F ROSS Y. FURMAN CCRD BK. 11555 P. 314
N/F CITY OF PORTLAND CCRD BK. 213 P. 449 CCRD BK. 988 P. 166
AREA=15,458 S.F. (INCLUDES EASEMENT)
Vehicle Impound Lot
#65 Hanover St. Traffic/Trades/Const.Co.
#82 Hanover St. General Store/Plow Bay/Vehicle Storage
N/F CITY OF PORTLAND CCRD BK. 3107 P. 591
APPROXIMATE PROPERTY LINE AT TIME OF CITY CONDEMNATION OF LANCASTER STREET EXTENSION (SEE PLAN 102/8; DEEDS 838/28 & 910/390).
KENNEBEC STREET IS SHOWN BASED ON PLAN 975/10 AND MONUMENTATION FOUND
NOTE APPARENT ENCROACHMENT OF CHAIN LINK FENCE
NOTES:
1. THIS PLAN IS INTENDED TO CONFORM WITH THE CURRENT STATE LICENSING BOARD STANDARDS FOR A STANDARD BOUNDARY SURVEY, TO THE BEST OF MY KNOWLEDGE, BELIEF & UNDERSTANDING OF THOSE STANDARDS.
2. THIS PLAN REPRESENTS THE RESULTS OF A FIELD SURVEY CONDUCTED IN AUGUST AND SEPTEMBER 2001. SOME MONUMENTATION WAS LOCATED PREVIOUS TO THIS SURVEY.
3. ALL BEARINGS ARE GRID NORTH NAD83 WEST ZONE, BASED ON CITY OF PORTLAND GPS OBSERVATIONS.
4. ALL BEARINGS, ANGLES & DISTANCES SHOWN ARE AS MEASURED FROM FIELD OBSERVATIONS UNLESS OTHERWISE NOTED.
5. NO DEED DESCRIPTION WAS PREPARED BY THIS SURVEYOR AT THE TIME OF THIS SURVEY. THE REPORT OF THIS SURVEY CAN BE FOUND IN THE CITY ENGINEER'S ARCHIVES.
6. NO MONUMENTATION WAS SET AS A RESULT OF THIS SURVEY.
7. NO UNDERGROUND UTILITIES WERE MARKED ON SITE AT THE TIME OF THIS SURVEY. ALL UTILITIES ARE SHOWN ON THE TOPOGRAPHIC SITE PLAN AS AN ACCOMPANIMENT TO THIS PLAN.
8. IT IS MY OPINION THAT A PUBLIC EASEMENT REMAINS WITHIN THE FORMER CONFINES OF LANCASTER STREET EAST. THE 1993 DISCONTINUANCE NOTICE CONTAINED NO LANGUAGE TO EXTINGUISH SUCH AN EASEMENT.
9. SEE REFERENCE BLOCK FOR PLAN REFERENCES.
WORKING PLANS: 38.00, 131
SEWER BOOK PP. 32 & 34
CITY VAULT PLANS: 975/10; 975/8; 617/8; 230/7; 210/13; 182/8
PORTLAND WATER DISTRICT PLANS 3 & 8
FIELD BOOKS: L703 P.195; L630 PP. 14-21; L631 PP. 32-37; L101 PP. 110-112; T103 P.45; T101 PP. 148-163; T93 P. 134; T82 PP. 85 & 98
REFERENCES:
CITY VAULT PLANS: 975/10; 975/8; 617/8; 230/7; 210/13; 182/8
CADD: "SALTSHED" FNG: "FIELDTM" & 1 SHEET: N-13
DRAWING NAME: "saltshed01.dwg"
DRAWN BY: L.K. CLAYTON
CHECKED BY: W.G. SCOTT
PROJECT NAME: "SALTSHED01"
DATE: SEPT. 2001
SCALE: 1" = 20'
STANDARD BOUNDARY SURVEY
PROPOSED SALT SHED LOT
HANOVER STREET
CITY OF PORTLAND, MAINE
PUBLIC WORKS DEPARTMENT
ENGINEERING SECTION
DATE APPROVED
CITY ENGINEER
SHEET 1 OF 3

PROJECT DESCRIPTION

With the purchase of the adjacent property at 71 Hanover Street, Bayside Bowl (BoPo; LLC) plans to construct a two-story (45' height) addition to the existing bowling alley. The addition would expand the bowling facilities and provide a second level floor area to house squash courts. In June, Bayside Bowl will celebrate five years in business. Their business has grown steadily to where an expansion is necessary to accommodate customers. Customers include multiple leagues, corporate business and walk-ins. The addition will add necessary facilities to serve the current demand. The added service amenities including dining/lounge area and roof deck will entice customers to the bayside business during the slower summer months.

Portland Community Squash, a partner in this venture, incorporated as a 501(c)(3) organization in 2013, and has been teaching squash to students from King, Waynflete, and Casco Bay HS on two converted racquetball courts at the Portland YMCA. With the squash courts at Bayside Bowl, Portland Community Squash plans to pioneer 'community squash' – bringing together adult leagues, competitive middle and high school youth squash programs, and a robust urban squash program, all under one roof. The organization anticipates the new facility will serve as a second home for students of the bayside neighborhood, as well as a place to exercise and give back to members that live and work on the peninsula.

Bayside Bowl, located at 58 Alder Street, proposes to construct a two level building addition (45' height) on the adjacent 71 Hanover Street lot. Bayside Bowl has recently contracted with the city to purchase the parcel and currently owns the remaining lots within the block. The gross square footage of the addition is 29,724 SF. The first floor expansion (16,217 SF) includes the addition of eight ten pin bowling lanes, dining and lounge area, function room, bar and stage, and related house facilities. The second (13,507 SF) floor level will be run by Portland Community Squash and include eight singles courts, one doubles court, a small gym, classrooms, and both adult and child locker rooms. A partially covered, roof level deck (3,127 SF) will provide outdoor access with views to the Back Cove and the surrounding neighborhood.

The main entrance will remain on Alder Street and a new entrance will be located along the north western side of the addition facing Kennebec Street. Site improvements include a new brick sidewalk along Hanover Street and an extend section along Alder Street, site landscaping and street tree plantings along Hanover Street and landscaping along the face of the building fronting Kennebec Street. New site lighting will be provided in the parking area at new points of building egress. An enclosed trash area will be located along former Lancaster Street side of the addition.

Parking for the facility is currently within the gravel lot along Kennebec Street and a small paved lot on Hanover Street. The paved lot will be replaced by the building addition. The gravel area will be maintained as a gravel parking lot until such time as the proposed Somerset Street Extension has been completed.

Stormwater Management

The current site is 100 percent impervious. The site is relatively flat and existing runoff is by sheet flow across the gravel lot and along the Alder Street sidewalk. Roof runoff from the existing building is directed to the sidewalk along Alder Street and to the parking lot side of the building. This was previously approved by the city for Bayside Bowl. The existing and proposed building cover, including site improvements will cover approximately 95 percent of the property.

Based upon discussions with city staff, the intent is to continue to sheet flow the parking area toward Kennebec Street where a combination of filter strip and field inlet improvements will collect runoff and be directed to an existing catch basin in Lancaster Street. Roof runoff from the addition will be collected internally and directed via an 8 inch line to the catch basin referenced above. We should note that proposed improvements for the Somerset Street Extension may impact final Stormwater management improvements and the applicant will work with city staff to address any modifications as may be necessary. More detail on the stormwater system can be found in the included stormwater management plan.

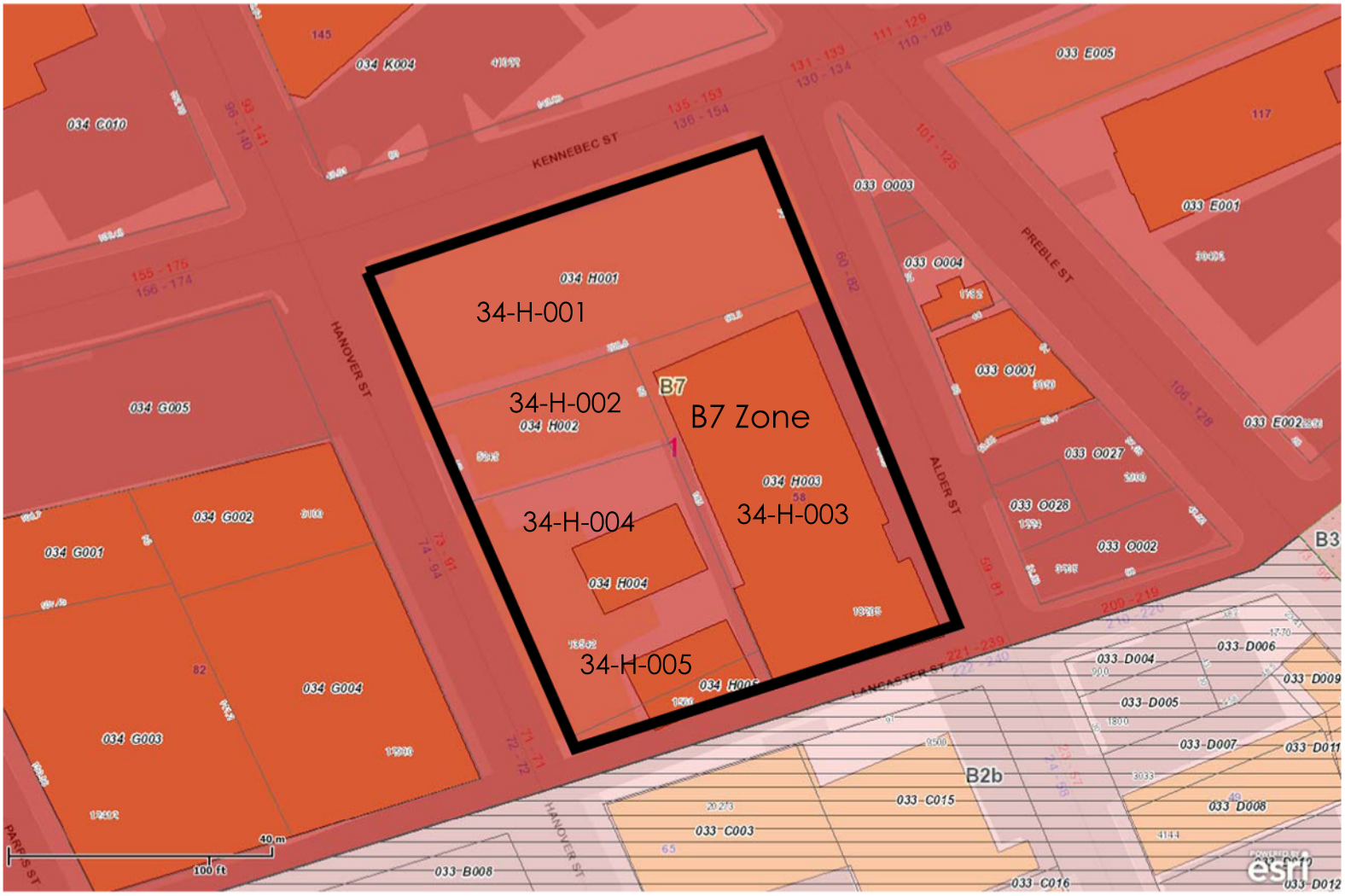
PROJECT DATA

Owner - Applicant	BoPo L.L.C. Justin Alfond; Manager 58 Alder Street Portland, Maine 04101
Existing Zone	B7 –Urban Commercial Zone/ Mixed Development Zone
Tax Map & Lot Number	Map 34, Block H, Lots 1-5
Land Area	55,290 SF, or 1.27 Acres
Existing Land Use	Bowling alley, gravel lot & City sand and salt sheds
Proposed Land Use	Bowling alley addition with squash courts
Water	Extending from existing building
Sanitary Sewer	Extending from existing building
Natural Gas	Extending from existing building
Storm Drainage	30'' in storm drain in Alder Street
Electric	Extending from existing building
Telephone & Cable TV	Extending from existing building

TAX MAP

Please see attached Assessor's Plan noting the project site, Chart 34, Block H, Lots 1-5.

Bayside Bowl



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EXISTING SOIL CONDITIONS

Soils on the site are representative of the urban environment.

Test borings performed by Ransom Consulting Engineers in March 2015 revealed fill material, marine silt/clay, marine sand glacial till, and bedrock. An Environmental Site Assessment I and II, including VRAP Plan are in the process of being completed. The soils report and ESA report will be submitted upon completion.

PUBLIC UTILITIES

The existing Bayside Bowl building is served by all needed utilities. The owner plans to extend all services internally to serve the addition.

Water

The existing building is presently served by a 2 inch domestic and a 6 inch sprinkler service from a water main in Alder Street. We have requested an ability to service letter from Portland Water District.

Sanitary Sewer

Sanitary sewer for the existing building will be expanded internally to serve the addition. A wastewater capacity letter has been filed with the city and will be provided upon receipt. To address the required grease containment, the applicant will install a “Great Basin” in the basement area to meet this requirement per discussions with Benjamin Pearson.

Natural Gas

Natural gas serves the building from an existing service line in Alder Street. See the attached ability to serve letter from Unitil.

Electric

Electric service presently is served by overhead from Alder Street. See the attached letter from CMP stating their ability to service this proposed project.

Telephone and Cable TV

Telephone and cable TV presently is served by overhead from Alder Street

Unitil
natural gas

March 17, 2015

Sashie Misner
Mitchell & Associates
The Staples School
70 Center Street
Portland, ME 04101

Re: Bayside Bowl Expansion, 58 Alder Street, Portland, ME

Dear Ms. Misner:

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 additional gas service. The evaluation to complete the design, costs and determining what the customer contribution may be, if any, can be completed once Unitil receives the completed design and load information. Unitil welcomes the opportunity for further discussions regarding this project.

If you have any further questions or require additional information, please contact me directly at (207) 541-2505 or at fowler@unitil.com.

Sincerely,

Kelly Fowler

Kelly Fowler
Sr. Business Development Representative
Unitil Corporation
(o) 207-541-2505 (f) 207-541-2565

3/2/2015

Sashie Misner
Mitchell & Associates
70 Center Street
Portland, ME 04101
Sent via email to: smisher@mithcellassociate.biz

RE: Ability to Serve Letter for Bayside Bowl Expansion-58 Alder Street in Portland

Dear Ms. Misner:

CMP has the ability to serve the proposed project located at 58 Alder Street in Portland, Maine, in accordance with our CMP Handbook (web link below). We can provide you the desired pad or pole mounted transformers per your request and city approval, in accordance with our CMP Standards Handbook. If you have any questions on the process, or need help in completion of the documents, please feel free to contact me.

New Service Milestones

- Call 1-800-565-3181 to establish a new account and an SAP work order.
- Submit any electronic drawings (PDF (preferred) or DWG files) of the site layout and proposed electrical connections if you have them.
- Submit Load information. Please complete this CMP spreadsheet using load information
- Submit the easement information worksheet. Please complete this CMP form and either email or fax back to us.
- Preliminary meetings with CMP to determine the details of job
- Field planner design appointment to cost out job and develop CMP Invoice.
- Submit invoice for payment.
- Easements signed and payment received.
- Job scheduled for completion after the electrical inspection has been received.

This process can take several months, depending upon several factors including transformer delivery, potential substation upgrades, return of completed paperwork, and other jobs in the system that may be ahead of yours. In addition, contact with the other utilities, including telephone and cable, should be commenced as soon as practical. They may have additional work or charges in addition to the CMP work required to bring your project on line.

162 Canco Road Portland, ME 04103
Tel (800) 750-4000
207-842-2367 office
207-458-0382 cell
207-626-4082 fax

www.cmpco.com

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For your convenience, here is a link to the CMP Website which contains our Handbook with details on most service requirements:

CMP Handbook of Standard Requirements
(http://www.cmpco.com/MediaLibrary/3/6/Content%20Management/YourAccount/PDFs%20and%20Docs/handbook.pdf)

If you have any questions, please contact me.

Regards,

Jamie Cough
Energy Services Advisor
Central Maine Power Company
162 Canco Road
Portland, ME 04103
207-842-2367 office
207-458-0382 cell
207-626-4082 fax

TECHNICAL CAPABILITY

The following firms and individuals have provided technical information contained in this application:

Mitchell & Associates — Landscape Architects and Site Planners
70 Center Street
Portland, Maine 04101
Telephone: (207) 774-4427
Contact: Robert Metcalf, RLA, Maine #1815
Sashie Misner, RLA, Maine #3657

Ryan Senatore, Architecture — Architects
565 Congress Street, Suite 304
Portland, Maine 04101
Telephone: (207) 650-6414
Contact: Ryan Senatore, Maine

Ransom Consulting Engineers — Civil Engineers
400 Commercial Street
Portland, Maine 04101
Telephone: (207) 772-2891
Contacts: Stephen Bradstreet, PE, Maine

Sebago Technics — Land Surveyors
75 John Roberts Road, #1A
South Portland, Maine 04106
Telephone: (207) 200-2100
Contact: Bill Shippen

BNY MELLON
WEALTH MANAGEMENT

Susan B. Gruber
First Vice President

January 26, 2015

Mr. Matthew F. Fitzgerald
Purchasing Manager
City of Portland Maine
389 Congress Street
Portland, Maine 04101

Dear Mr. Fitzgerald:

Please be advised that Justin Alfond has been a client of BNY Mellon for many years and has handled all of his accounts satisfactorily.

I can confirm that he has the financial wherewithal to enter into the land purchase as part of the Bowl Portland project, both to purchase the land and renovate the property.

If you require further information, please contact me directly.

Sincerely yours,

Susan B. Gruber

Susan B. Gruber
First Vice President

cc: Justin Alfond

BNY Mellon Center, 201 Washington Street, 024-0092, Boston, MA 02108
T 617 722 7443 F 888 657 7353 susan.gruber@bnymellon.com

BOPO LLC
58 Alder Street
Portland, ME 04102

Letter of Authorization

March 20, 2015

Chair O'Brien and City Planner Rick Knowland
389 Congress Street
Portland, ME 04101

Dear Chairman O'Brien and City Planner Rick Knowland,

Please be advised that this letter authorizes Mitchell & Associates to act as agents on behalf of BOPO LLC in submissions to the city and Maine DEP in regards to any and all application materials and public meetings that relate to our proposed development at Bayside Bowl at 58 Alder Street including 71 Hanover Street.

Sincerely,

(Client name)

COMPLIANCE WITH B-7 ZONING REQUIREMENTS

The proposed addition is within the B-7 Mixed Development zone (Urban Commercial Zone) and is reviewed under the B-7 Bayside design standards. The intent of the addition design is to complement the existing building and to add vibrancy to the surrounding neighborhood fabric. This bayside working neighborhood consists of a diverse mix of architectural forms ranging from smaller residential structures to large multi-story commercial buildings. Developmentally, the neighborhood is in transition as the city relocates many of the public service facilities that are currently based adjacent to this site. The addition to Bayside Bowl and the expansion of Portland Community Squash facilities will add a fun and lively community recreation component to the neighborhood.

The existing building façade and frontage along Alder Street will remain the same while the mass of the 45 foot height addition will be located along Hanover Street. The building along Alder Street has 190 square feet of road frontage with an average 13.5 foot setback from the property line. Along Hanover Street, the building will be 45 tall and will be located 10 feet from the property line. The building will reflect a similar scale and texture as the surrounding industrial buildings.

Parking for Bayside Bowl is located in a gravel lot adjacent to Kennebec Street; this lot will be maintained as parking for the facility. Bayside Bowl utilizes shared parking with adjacent businesses whose hours of operation do not coincide with Bayside Bowls busiest hours.

The proposed development is in compliance with the applicable zoning requirements set-forth the Portland Land Use Ordinance conforming to provisions of the Site Plan and Subdivision Regulations and the zoning provisions of the B7 designated districts

B-7 Bayside Design Standards

Urban Design

Since opening in 2010, Bayside Bowl has helped rejuvenate the bayside neighborhood through providing high quality, accessible recreation activities, entertainment and food attractive to residents near and far. The existing building adds to the bayside texture reinforcing the sense of place beginning to take shape as development expands in the area. The building melds with the surrounding neighborhood through the use of brick yet, maintains a unique identity through the use of signage and building accents.

The addition to Bayside will build on existing momentum. The main entrance will remain along Alder Street and the addition will have an entrance facing Kennebec Street. The new structure will be clad with durable materials such as masonry and pre-finished metal siding to create structure that will maintain its fresh appearance with minimal maintenance. The building design is scaled to relate to the pedestrian experience through the use of multiple siding colors and patterns. Materials chosen emphasize a crisp clean building that will add to the neighborhoods revitalization. The building base is comprised

of masonry defining its connection with the ground. The first story is clad with metal corrugated siding punctuated with windows that allow interaction with Hanover Street. The facade above is designed to reference the squash court use within, through projecting contrasting color elements adding to the visual interest of the building. The new entrance facing Lancaster Street is highlighted by an entry tower clad in vertical pre-finished metal siding. This element knits the existing structure to the addition and serves as a neighborhood marker to the active recreational activities within.

Site improvements will improve the pedestrian experience along Hanover Street. A new brick sidewalk and street tree plantings are proposed where the City salt and sand sheds currently exist. Sidewalk improvements along Kennebec Street are not proposed due to pending planning decisions for the Somerset Street Extension design. An enclosed trash collection area will be discreetly tucked along Lancaster Street (discontinued street).

Where current uses within the small block (Alder, Kennebec, Lancaster & Hanover) are uncomplimentary, the new addition will unite the block visually and aesthetically helping to further shape the identity of bayside.

Access and Circulation

The addition to Bayside Bowl will contribute a small part to a larger vision of connectivity. The project will improve sidewalk access, enhance the pedestrian experience through landscaping and improved sense of place.

Parking, Loading and Service Areas

Service areas for the building will be located along Hanover and Lancaster Streets. The entrances to these areas are designed to the same high standard as the remaining building. Mechanical equipment, HVAC and other utilities are located to minimize disturbance to surrounding properties and public spaces.

Open Space and the Public Realm

Landscaping is intended to improve the overall pedestrian experience of this block of bayside. Street trees and plantings along Hanover Street will help soften the building face and add color, texture and seasonal interest along the sidewalks. Native plantings are proposed for their unique character and hardiness to the local climate. Vegetation between the 45 foot building face and the sidewalk along Hanover Street will help transition the scale of the building to the pedestrian scale ensuring a comfortable experience.

Architectural Design

Standard E-1 Architectural Design

The building to be located at 71 Hanover Street as shown in this proposal is an addition to the adjacent existing brick structure which houses Bayside Bowl. The planned addition will expand Bayside Bowl on the first level and provide additional recreational activity on the second and third levels. The second and third levels would be the new home of

Portland Community Squash. The building's roof level will be partially covered with a roof deck for the patrons of Bayside Bowl.

The intent of the building design is to add vibrancy to the existing neighborhood fabric. We have spent much time walking around the Bayside Neighborhood looking at the existing neighborhood and building typologies. The neighborhood has a diverse mix of Architectural forms ranging from smaller residential structures to large multistory commercial buildings.

The use of landscaping is also an important design tool to help scale the building and create a relationship to the street and pedestrian experience. At the building setbacks from the street we have designed linear planting areas that extend for a large percentage of the facades along the Streets. These plantings will soften the building wall and add color and texture along the sidewalks.

Standard E-2 Height

The building height is proposed to be 46' above grade, this height has been determined by many factors, including the proposed uses and functions, the height overlay map for the neighborhood, and to relate to the existing buildings in the neighborhood. We have designed the building elevations with multiple siding patterns and colors to break up the building facade to scale the building down to create a pedestrian friendly scale. The top of the building has a roof deck rail and is broken by the stair tower elements as well as the projecting fins to create visual interest where the building meets the sky.

Standard E-3 Massing

We have designed the building elevations with multiple siding patterns and colors to break up the building facade to scale the building down to create a pedestrian friendly scale. The changes in materials break the facades with horizontal and vertical articulation to relate to the existing fabric of the neighborhood.

Standard E-4 Articulation

We have included windows, louvers, siding patterns, projecting fins, contrasting colors and awnings to articulate the facades of the building and break them up to a pedestrian friendly scale. The base of the building includes a masonry veneer which not only provides a durable base but gives the building a relationship to the pedestrian scale at the sidewalk level.

Standard E-5 Flexibility of interior layout

The building is a column and beam construction with large spans so that the interior layout is very flexible over the life of the building.

Standard E-6 Entrances

The entrances to the building are articulated with steps, guardrails and canopies with transparent doors to create inviting and well defined access to the building.

Standard E-7 Windows

Windows and transparency are provided at the street facades but are limited in area due to the required functions within. Glazing for both the bowling lanes and squash courts are not conducive to the uses as glare to the users hinders their ability to perform the sports, we have utilized glazing to the maximum extent possible without impacting the uses of the building.

Standard E-8 Storefronts

See response to Standard E-7 above

Standard E-9 Back Sides of Buildings

The back side of the building along East Lancaster Street is defined by facade material changes and some fenestration, this is not a prominent facade of the structure.

Standard E-10 Rooftop Appurtenances

Due to the location low on the Peninsula any rooftop projecting elements should not impact and landmark features of the city.

Standard E-11 Fences and Walls

The only fence on the site is the trash enclosure which is made of a durable wood material.

Standard E-12 Materials

We have utilized durable materials such as masonry and pre-finished metal siding to create a long life span structure that will keep its fresh appearance for many years ahead. The quality of the design is very important on this site, the building is scaled down with the use of multiple siding colors and patterns to relate to the human experience at the sidewalk level. Materials chosen emphasize a crisp clean building that will add to the neighborhoods revitalization. The building base is comprised of masonry defining how the building meets the ground. The first story is clad with metal corrugated siding that is broken up with windows along Hanover Street. The facade above is designed to reflect the Squash Court use within utilizing projecting contrasting color elements adding to the visual interest of the building. The main entry to the structure facing Lancaster street is highlighted by an entry tower clad in vertical pre-finished metal siding. This element knits the existing structure to the new addition and serves as a neighborhood marker to the active recreational activities that lie within.

Standard E-13 Transparency

See response to Standard E-7 above

Standard E-14 Illumination

Building lighting is limited to cut off downlights as shown on the photometric plan

Standard E-15 Weather Protection

Awnings are provided at three of the new building entries for exterior landing protection

Standard E-16 Signage

Two building mounted signs are proposed on the West Elevation one sign for Bayside Bowl and one sign for Portland Community Squash. These are dimensional signs and not lit.

Standard E-17 Historic Buildings

The project does not impact historic buildings

Standard E-18 Sustainable Design

Sustainable design is important to our team, the proposed structure and landscape designs will be developed to maximize energy efficiency and reduce the building's environmental impact. The project will be designed to meet and exceed the City of Portland Green Building Code. We are proposing a highly efficient building envelope with continuous insulation and air sealing details. The building will reduce its energy consumption by the use LED lighting, high efficiency HVAC systems and a white membrane roof to reduce HVAC energy loads. The Landscape design will be comprised of native plantings that do not require irrigation systems.

Standard E-19 Shadows

The project is setback from sufficiently from the Bayside Trail

Standard E-20 Wind

Due to the building size and scale we have not completed a wind study

WAIVER REQUESTS

The following waiver request are sought:

1. **Street Tree Requirement (Sec. 14-526 2.b. iii. a & Technical Design Manual 4.6.3)** The Technical design Standards for Commercial uses requires one street tree per 30 FT to 45 FT spacing based on street frontage. Bayside Bowl now has frontage on three streets with a total length of 757 +/- FT. There are 5 existing trees along Alder Street and one on Hanover where the existing paved parking lot is located. The proposed plan provides for an additional 6 trees along Hanover for a total of 12 trees. Based on a 45 FT spacing, 17 trees would be required. The pending redesign for the Somerset Street Extension will impact the current Kennebec Street frontage. The applicant has designed the project taking into consideration the preliminary design for Somerset Street and is requesting a waiver for the additional trees and provide the fee in lieu for the remaining 5 trees.

2. **Parking Lot and Parking Space Design (Technical Design Manual 1.14)** The applicant is requesting a waiver to retain the existing gravel parking area, until the final design of the Somerset Street Extension has been determined. Due to potential impacts from the design of road and drainage improvements for Somerset Street that may impact the design as submitted, the applicant does not want to incur cost to remove/replace any improvements. The applicant will work with the city staff to coordinate the interface between both projects and make any necessary changes to the design as submitted with this application. The applicant request that improvements not be required until completion of Somerset Street Extension.

3. **Street Lighting (Technical Design Standards 10.4 Standards for Special Lighting District)**The applicant is requesting a waiver from the requirement to provide street light fixtures along the Kennebec Street frontage due to pending roadway improvements for Somerset Street Extension.

4. **Travel Aisle Width** The applicant is requesting to reduce the width of the parking lot travel aisle from 24 feet to 22 feet. We are requesting the two foot reduction to minimize pavement and allow for a wider buffer planting area in front of the parking along the new Somerset Street Extension.

5. **Landscape Buffer (Technical Design Standards 4.5.5 Parking Areas)**

The applicant is requesting a waiver of the landscape buffer requirements around the surface parking until the final design of Somerset Street Extension has been determined and street improvements have been completed. The applicant will work with staff to finalize a planting plan to address the buffer standards.

Temporary Waiver Request

The applicant requests the following temporary waivers:

1. Construction Management Plan. At this stage in development we are unable to provide a detailed construction management plan. We request the ability to provide this at a later time.

2. Lighting Photometric Plan. We have selected the attached fixtures for site lighting and building mounted units. We are requesting a temporary waiver for the submission of the photometric plan, a plan will be provided before a scheduled public hearing.

3. Sign Plan. The Sign Plan will be in conformance with city zoning. We have shown the intended signage and request the ability to provide the detailed sign information at a later time for staff review

4. Manufacturers' Verification of Mechanical Systems, HVAC equipment will be mounted on the roof. Sizing and selection of equipment is currently being developed. Appropriate documentation will be submitted for staff review. We request the ability to provide at a later date.

5. We are requesting the temporary waiver of the requirement for existing soil conditions. The applicant's geotechnical and environmental consultants are in the process of completing the geotechnical and Environmental Site Assessment studies. A final copy of the report will be submitted as soon as possible.

CONSISTENCY WITH CITY'S COMPREHENSIVE PLAN

The Project is consistent with the City's Comprehensive Plan and, more specifically, the Bayside Vision

The Bayside Vision lays out 11 development principles to achieve the City's goals for encouraging development in the bayside neighborhood. This project supports many of the principles proposed.

1. Urban Gateway: Extending Downtown and inviting visitors

Bayside Bowl has been referred to in the press as a 'cultural hotspot' and has been cited as 'integral to bayside revitalization'. Expanding and diversifying the recreation opportunities available will enhance the draw of visitors and locals in to the bayside neighborhood.

2. Economic and employment opportunities

Bayside Bowl currently employs 22 people and will add an additional 6 employees after the addition. Employment types are within service and management industry.

3. A walkable district

Bayside Bowl is the only bowling alley on the peninsula providing good, walkable recreation to much of the downtown and bayside neighborhoods. The addition of squash courts will provide an additional community asset accessible within the peninsula.

7. A neighborhood center

Bayside bowl serves as a community gathering space offering league and recreational bowling opportunities. The addition of Portland Community Squash to the facility will extend their reach to a wider population offering healthy recreation opportunities for kids and adults.

10. Environmental Remediation

71 Hanover Street is the location of the City salt and sand sheds. Work involved in this project will be assessment and cleanup of soils, as necessary. The environmental aspects of the site, from the soils to the addition of landscaping and street tree plantings, will be greatly enhanced with the proposed improvements.

Att. 11

FIRE DEPARTMENT CHECKLIST

1. Name, address, telephone number of applicant

   Justin Alfond, Bayside Bowl
   58 Alder Street
   Portland, Maine 04101
   Phone: 207.553.7777

2. Name, address, telephone number of architect

   Ryan Senatore Architecture
   565 Congress Street, Suite 304
   Portland, Maine 04101
   Contact: Ryan Senatore
   Phone: 207.650.6414

3. Proposed uses of any structures [NFPA and IBC classification]

   IBC: Assembly A2 - Restaurant, Assembly A3 - Bowling Lanes
   NFPA: New Assembly Occupancy

4. Square footage of all structures [total and per story]

   Existing Building: 13,606 SF (one floor)
   Addition
   First Floor: 16,217 SF
   Second Floor: 13,507 SF
   Total: 43,330 SF

5. Elevation of all structures

   Building Height is 46 feet as measured by IBC definitions.

Proposed fire protection of all structures

Fully Supervised NFPA 13 system throughout. Standpipes at both stairs

6. Hydrant locations:

   The nearest hydrant is located on the corner of Preble Street and Kennebec Street approximately 150 feet from the existing building.

7. An exterior connection (s) to the sprinkler system will be provided per Fire Departments Request and standpipe connections are proposed

   A 6 inch water main is located within Hanover Street. A 6 inch water service for fire is proposed to serve the new addition.

8. Access to all structures [min. 2 sides]

   Bayside Bowl will encompass the entire block encircled by Lancaster, Hanover, Alder and Kennebec Streets. The proposed structure is accessible from the full lengths of Alder Street, Hanover Street and Lancaster Street and from a gravel parking lot along Kennebec Street.

9. A code summary shall be included referencing NFPA 1 and all fire department Technical standards.

   Preliminary Code Summary provided to PFD under separate cover (Ryan Senatore to review details with Portland Fire Department).

10. Elevators shall be sized to fit an 81” x 23” stretcher and two personnel

    The elevator will be a 3,500lb. elevator and fit a stretcher.

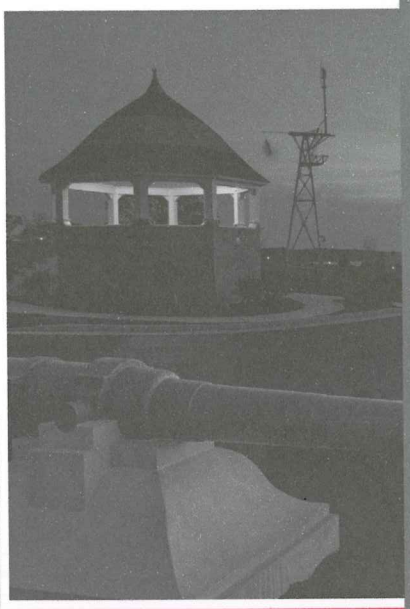
11. Some structures may require Fire flows using annex H of NFPA 1

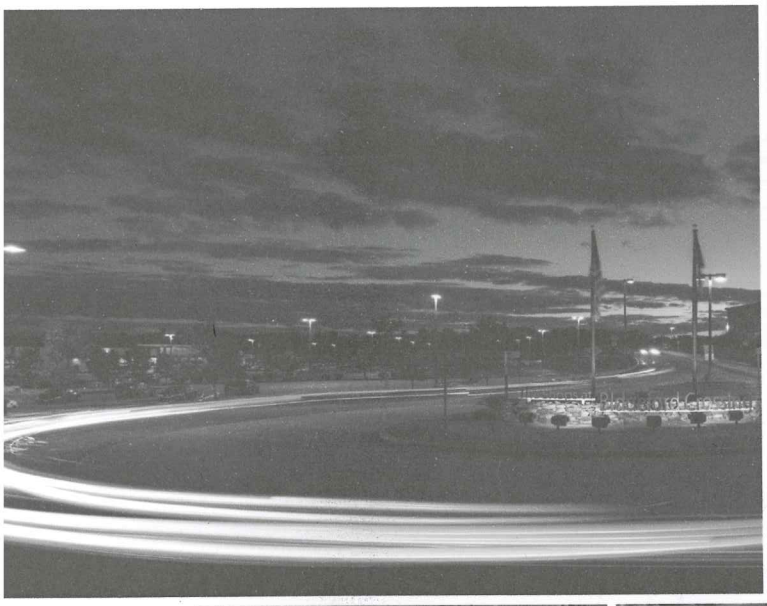
Att. 12

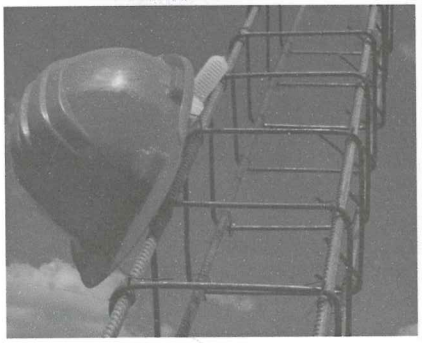
TRAFFIC IMPACT STUDY EXPANSION OF BAYSIDE BOWL

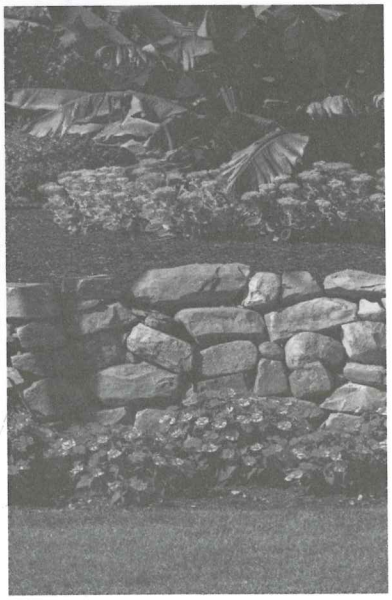
Portland, Maine

Relationships.
Responsiveness.
Results.









Prepared for:
Mitchell & Associates
70 Center Street
Portland, Maine 04101

March 2015

STATE OF MAINE
RANDALL E. DUNTON
No. 8686
LICENSED
PROFESSIONAL ENGINEER

3/23/15

SUBMITTED BY:

Gorrill Palmer
P.O. Box 1237,
15 Shaker Road
Gray, ME 04039
207.657.6910

Traffic Impact Study
Expansion of Bayside Bowl
Portland, Maine

I. Introduction

The purpose of this Study is to assess the traffic and parking impact of the proposed expansion of Bayside Bowl in Portland, Maine. The site is located within the block defined by Alder, Kennebec, Hanover and Lancaster Streets. The site currently consists of a 12 lane bowling facility and a 60 seat restaurant. The proposed expansion includes the following:

- An additional 8 bowling lanes
- 8 squash courts for singles matches
- 1 squash court for 4 players
- A 48 seat mezzanine to observe the matches
- 25 seat function room
- 38 seat classroom
- An expansion of the restaurant to a total of 210 seats
- A 100 seat roof bar

Vehicular and pedestrian access to the site is planned from Hanover and Alder Streets. Figure 1 of the Appendix shows the approximate location of the site

II. Existing Traffic Volumes

Gorrill Palmer (GP) obtained weekday traffic counts at the following intersections from Lewis Berger:

- Kennebec and Hanover Streets
- Kennebec and Preble Streets
- Kennebec and Alder Streets

The results of the counts are shown in Figure 2 of the Appendix to this report.

III. Proposed uses in the Vicinity of the Proposed Development

Approved projects that are not yet opened as well as projects for which applications have been filed are required to be included in the predevelopment volumes for this project. The City's consulting traffic engineer, Tom Errico, was contacted and requested we include the traffic to be generated by Federated Properties which was

furnished by FST. Based on the trip distribution figures provided for that project (attached), there are no trips from that project forecast to travel through this project's study area.

IV. Pre-Development Traffic Volumes

The traffic counts shown in Figure 2 were obtained in October 2013, and have been adjusted by GP to approximate the 30th highest hour of the year using the weekly group mean factors published by the MaineDOT. This resulted in a time of year adjustment of 4.5%.

The proposed project is anticipated to be constructed by 2017. MaineDOT traffic counts in the area show a slight decline in traffic growth in recent years; however, to allow for some growth in the area, our office utilized an estimated growth of 1.0% per year to increase the existing traffic volumes shown in Figure 2 to 2017. GP combined these volumes with the time of year adjustment traffic to yield the 2017 Pre-Development traffic volumes shown in Figure 3.

V. Trip Generation

The site currently consists of a 12 lane bowling facility and a 60 seat restaurant. The proposed expansion includes the following:

- An additional 8 bowling lanes
- 8 squash courts for singles matches
- 1 squash court for 4 players
- A 48 seat mezzanine to observe the matches
- 25 seat function room
- 38 seat classroom
- An expansion of the restaurant to a total of 210 seats
- A 100 seat roof bar

The Institute of Transportation Engineers' publication *Trip Generation, 7th Edition* is generally utilized to forecast trip generation. However, this project is unique and the overall project does not fit into all of the ITE categories. We did use two of the Land Use Codes (LUC); LUCs 437-Bowling Alley and 931-Quality Restaurant.

Development component	Estimated PM Peak Hour Trip Ends
Additional 8 bowling lanes – LUC 437	36 trip ends (ITE)
150 seat restaurant expansion – LUC 931	27 trip ends (ITE)*
Trip ends	63 trip ends

*Assumes 30% use by patrons already on site.

For the remaining uses, the forecast trip generation for the PM peak hour, when most people are arriving, is based on each of these sources and estimates made by our office for the other components of the project and are summarized below. A trip end is defined as a trip into or out of the site; thus a round trip is equal to two trip ends. The detailed trip generation calculations are provided in the Appendix to this study.

Development component	Estimated Peak Hour Trips Entering
8 squash singles courts	16 (2 people per court)
1 squash doubles court	4 (4 people on court)
48 seat mezzanine to observe matches	48 (full)
25 seat function room	25 (full)
38 seat classroom	38 (full)
100 seat roof bar	0 (used by patrons already on site)
Total patrons entering during PM peak	**131**

Assuming occupancy of 2.0 people per vehicle yields 66 trip ends. These 66 trip ends combined with the bowling alley and restaurant yields an initial forecast of 129 trip ends before additional adjustments are made.

To forecast the actual anticipated entering traffic, GP made the following assumptions:

- 15% of the patrons will use transit (reduction of 19 trip ends)
- Normal use of the building is at 80% capacity of the uses (reduction of 26 trip ends)

Applying these adjustments to the 129 trip ends yields an estimated number of trips arriving at the site of 84 trip ends. During the peak hour we have assumed that the entering traffic comprises 85% of the total trips ends which yields the following:

- Total Entering Volume: 84 trips in
- Total Exiting Volume: 15 trips out
- Total 99 Trip ends

This level of trip generation does not meet the threshold for filing for a Traffic Movement Permit with the MaineDOT since it will generate less than 100 trip ends during the peak hour.

VI. Trip Composition and Assignment

We have assumed that all the trips to and from the site are primary trips made for the sole purpose of going to and from the site. The trip assignment has been based on the traffic counts completed at the adjacent intersections.

VII. Post-Development Traffic Volumes

The pre-development volumes shown in Figure 3 have been combined with the traffic forecast for the expansion of Bayside Bowl shown in Figure 4 to yield the post development traffic volumes shown in Figure 5.

VIII. Capacity Analysis

Gorrill-Palmer Consulting Engineers, Inc. completed capacity analyses for the existing intersections of Hanover and Preble with Kennebec Street.

The analysis was completed with Synchro/SimTraffic analysis software. Levels of service rankings are similar to the academic ranking system where an 'A' is very good with little control delay and an 'F' represents very poor conditions. At an unsignalized intersection, if the level of service falls below a 'D', an evaluation should be made to determine if mitigation is warranted.

The following table summarizes the relationship between control delay and level of service:

Level of Service Criteria for Unsignalized Intersections

Level of Service	**Control Delay per Vehicle (sec)**
A	Up to 10.0
B	10.1 to 15.0
C	15.1 to 25.0
D	25.1 to 35.0
E	35.1 to 50.0
F	Greater than 50.0

The results of the capacity analyses are summarized as follows. The detailed analyses are included in the Appendix.

Year 2017 Capacity Analyses

Approach	Level of Service	
	PM Pre	PM Post
Hanover / Kennebec		
Kennebec - EB	A	A
Kennebec - WB	A	A
Hanover - NB	A	A
Hanover - SB	A	A
Preble / Kennebec		
Kennebec - EB	A	A
Kennebec - WB	A	A
Preble - SB	A	A

As can be seen from the above results the unsignalized intersections are forecast to operate at an acceptable level of service.

IX. Driveway Sight lines

The City and Maine Department of Transportation has guidelines for sight distances at driveways. The basic sight line standards for driveways are as follows:

Maine DOT Standards for Sight Distance

Posted Speed (mph)	Sight Distance
25	200
30	250
35	305
40	360
45	425
50	495
55	570

Gorrill-Palmer Consulting Engineers, Inc. has evaluated the available sight lines at the existing driveway in accordance with Maine DOT standards.

The Maine DOT standards are as follows:

Driveway observation point:	10 feet off major street travel way
Height of eye at driveway:	3 ½ feet above ground
Height of approaching vehicle:	4 ¼ feet above road surface

The assumed speed on Hanover and Alder Street in the vicinity of the planned site is 25 mph, which requires an available sight line of 200 feet. The available sight distance looking left and right entering onto Hanover from the site exceeds 250 feet to the left

and to Kennebec Street looking right. The available sight distance to the left and right exiting onto Adler Street exceeds 250 feet looking right and to Kennebec Street looking left.

As identified, the sight lines for the driveways exceed requirements. Gorrill-Palmer Consulting Engineers, Inc. recommends that all plantings, which will be located within the right of way, not exceed 2 feet in height and be maintained at or below that height. Signage should not interfere with sight lines. In addition, we recommend that during construction, when heavy equipment is entering and exiting into the site, that appropriate measures, such as signage and flag persons, be utilized in accordance with the Manual on Uniform Traffic Control Devices.

X. Crash Summary Data

Gorrill-Palmer Consulting Engineers, Inc. obtained the crash data from MaineDOT for the period of 2011-2013, the most recent period available.

In order to evaluate whether a location has a crash problem, MaineDOT uses two criteria to define a High Crash Location (HCL). Both criteria must be met in order to be classified as an HCL.

1. A critical rate factor of 1.00 or more for a three-year period. (A Critical Rate Factor {CRF} compares the actual crash rate to the rate for similar intersections in the state. A CRF of less than 1.00 indicates a rate of less than average) **and:**

2. A minimum of eight crashes over the same three-year period.

Based on the crash data provided by MaineDOT, there are no high crash locations in the immediate vicinity.

XI. Parking Forecast

The site is currently proposed to provide 37 on-site vehicle parking spaces. The PM peak hour trip generation is forecast to be 99 trip ends (84 entering + 15 exiting). Assuming a fifty percent overlap between the exiting vehicles leaving a parking space and entering vehicles looking for a parking space, the site may need 91 parking spaces. Since the site will accommodate 37 parking spaces, the remaining need for off-site parking spaces is 54 parking spaces. It is our understanding that the applicant is currently negotiating with Apothecary by Design to share their 17 spaces starting at 5:30 PM. The use of these spaces would reduce the off-site parking need to 37 parking spaces. Since this facility is extremely unique, and accurate parking needs can vary, we recommend that the applicant perform a complete parking study once the facility is constructed and fully occupied to confirm the need for additional spaces. The extent and methodology for the parking study would be approved by the City prior to beginning the study.

XII. Conclusions / Recommendations

The following is a summary of the conclusions and recommendations of GP based on the information and analysis presented in this study.

1. The proposed Bayside Bowl project is forecast to generate 99 trip ends during a PM peak hour. This level of trip generation does not require a MaineDOT traffic movement permit.

2. The capacity analyses shows the existing unsignalized intersections are forecast to operate at acceptable levels of service.

3. Sight distance at the site driveways exceeds requirements.

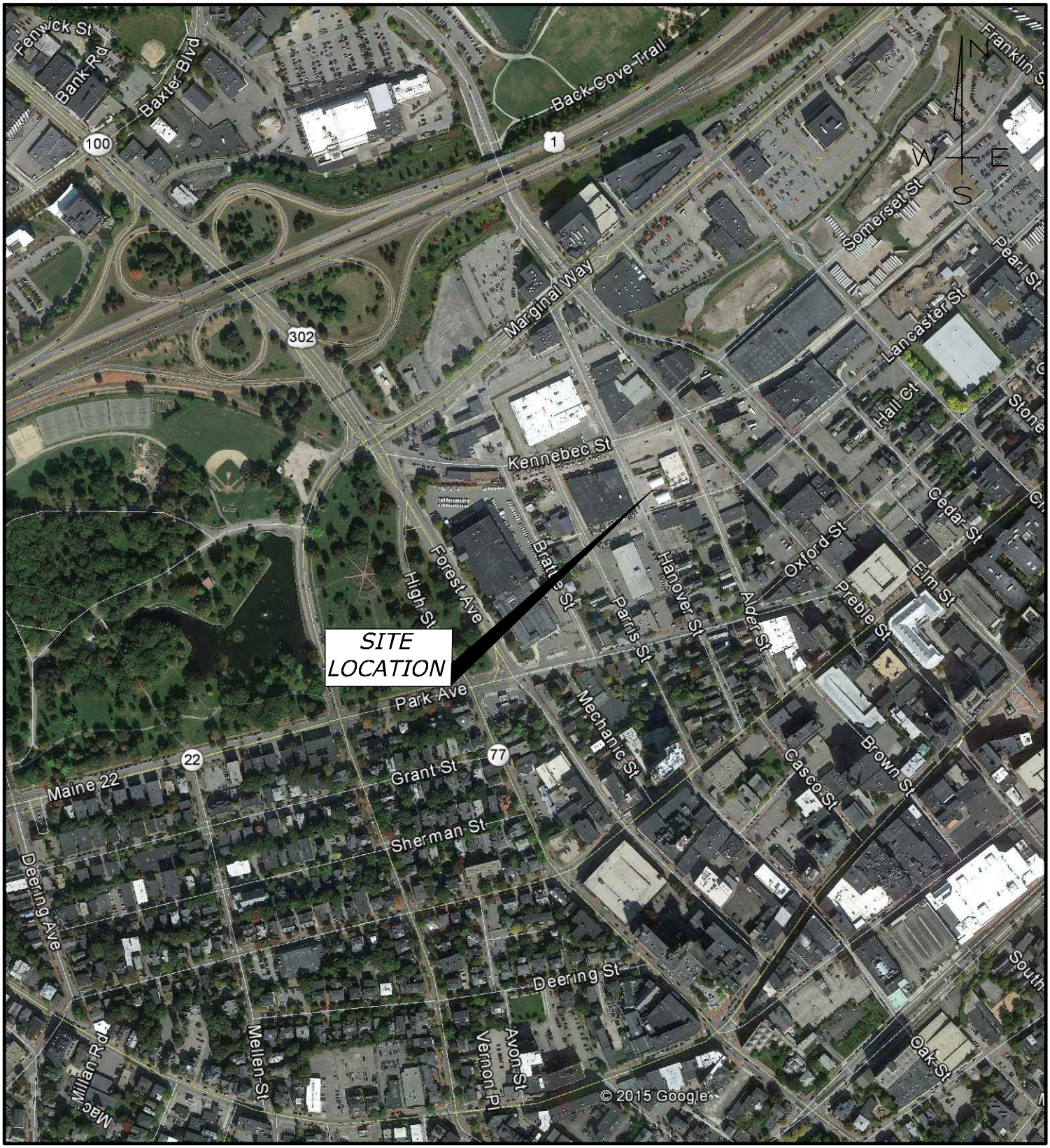
4. The crash data shows that there are no high crash locations in the immediate vicinity.

5. The Bayside Bowl project is forecast to require a total of 91 parking spaces. The site will provide 37 parking spaces, with an additional 17 parking spaces provided off-site. We recommend that a parking study be performed once the site is fully occupied to confirm the need for additional spaces.

Site Location Map
Turning Movement Diagrams

Location Map

Figure No. 1



BAYSIDE BOWL
PORTLAND, MAINE

Design:	RED	Scale:	NONE
Draft:	LAN	Date:	MAR 2015
Checked:	TLG	File Name:	2994-TRAFF.dwg

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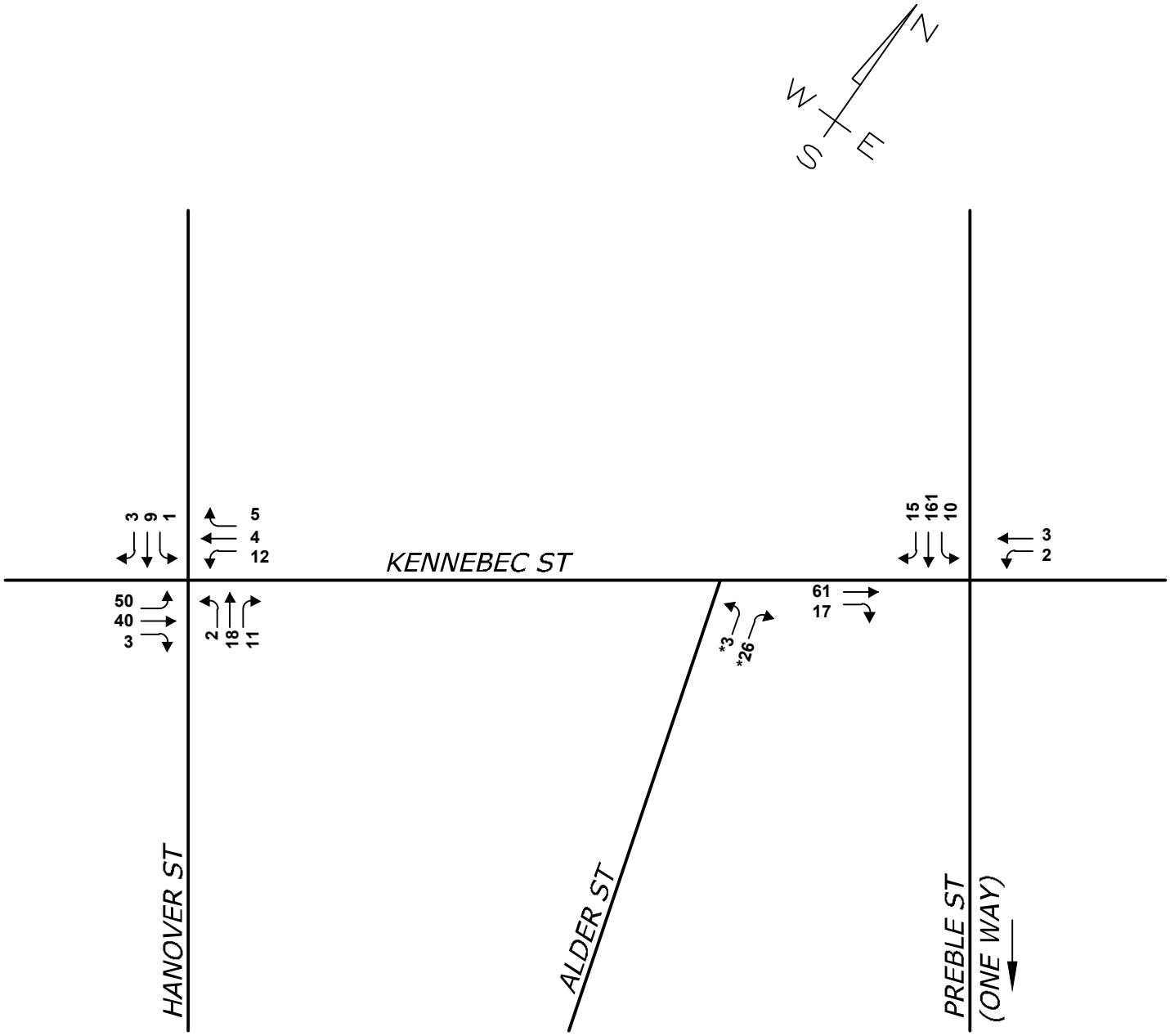
Raw Volumes

Figure No. 2



SOURCE: ACCURATE COUNTS
DATE: OCTOBER 8, 2013
5:30-6:30PM

*** ESTIMATED BY GORRILL PALMER**

BAYSIDE BOWL
PORTLAND, MAINE

Design:	RED	Scale:	NONE
Draft:	LAN	Date:	MAR 2015
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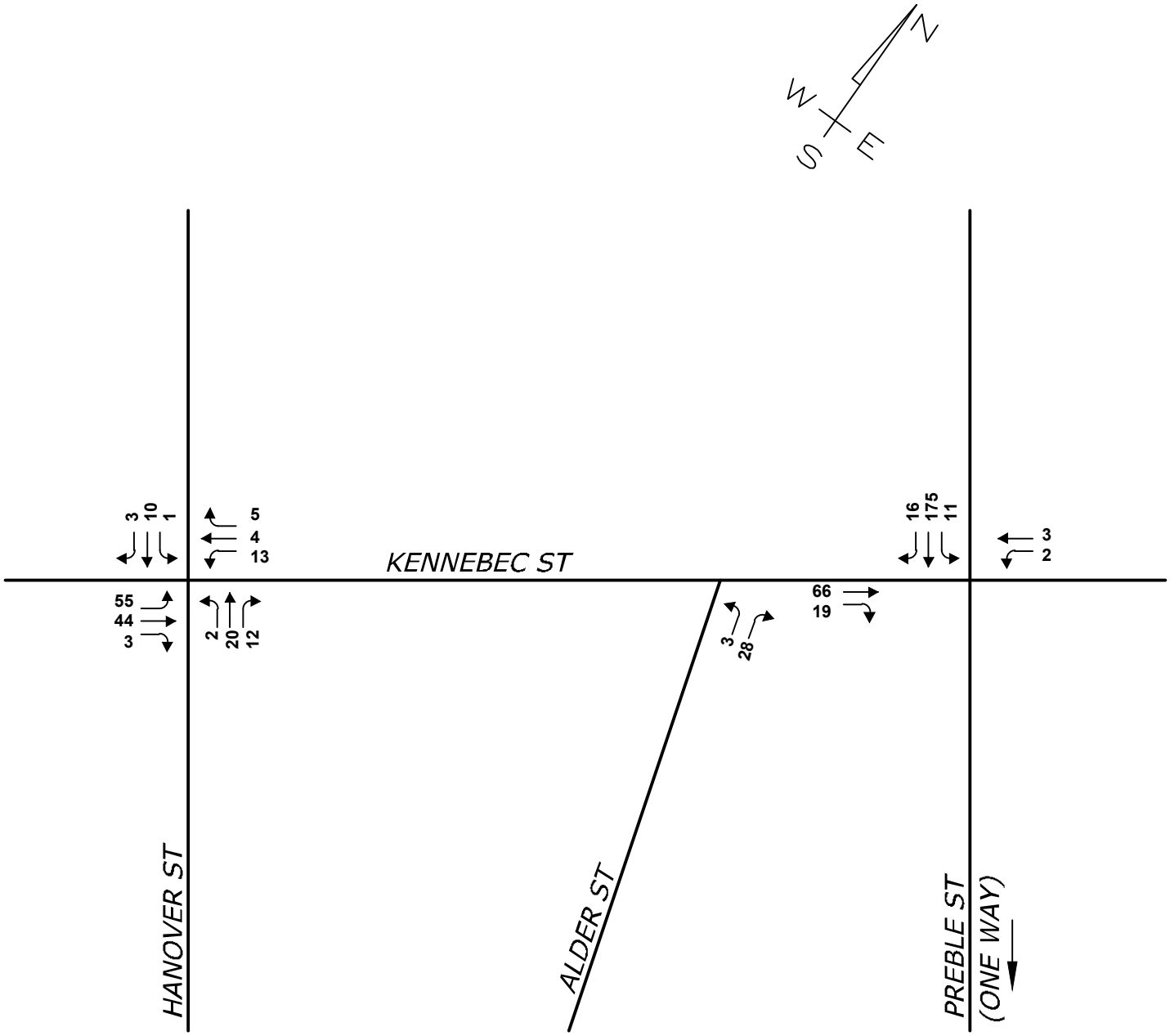
2017 Predevelopment PM Design Hour Volumes

Figure No. 3



ADJUSTMENT FACTORS:

MAINE DOT GP I $\frac{0.92}{0.88}$ = 1.045

ANNUAL GROWTH: DATA IN VICINITY SHOWS SLIGHT DECLINE; USE 1% GROWTH/YEAR

$= 1.01^4 = 1.04$

TOTAL ADJUSTMENT = 1.09

BAYSIDE BOWL
PORTLAND, MAINE

Design:	RED	Scale:	NONE
Draft:	LAN	Date:	MAR 2015
Checked:	TLG	File Name:	2994-TRAFF.dwg

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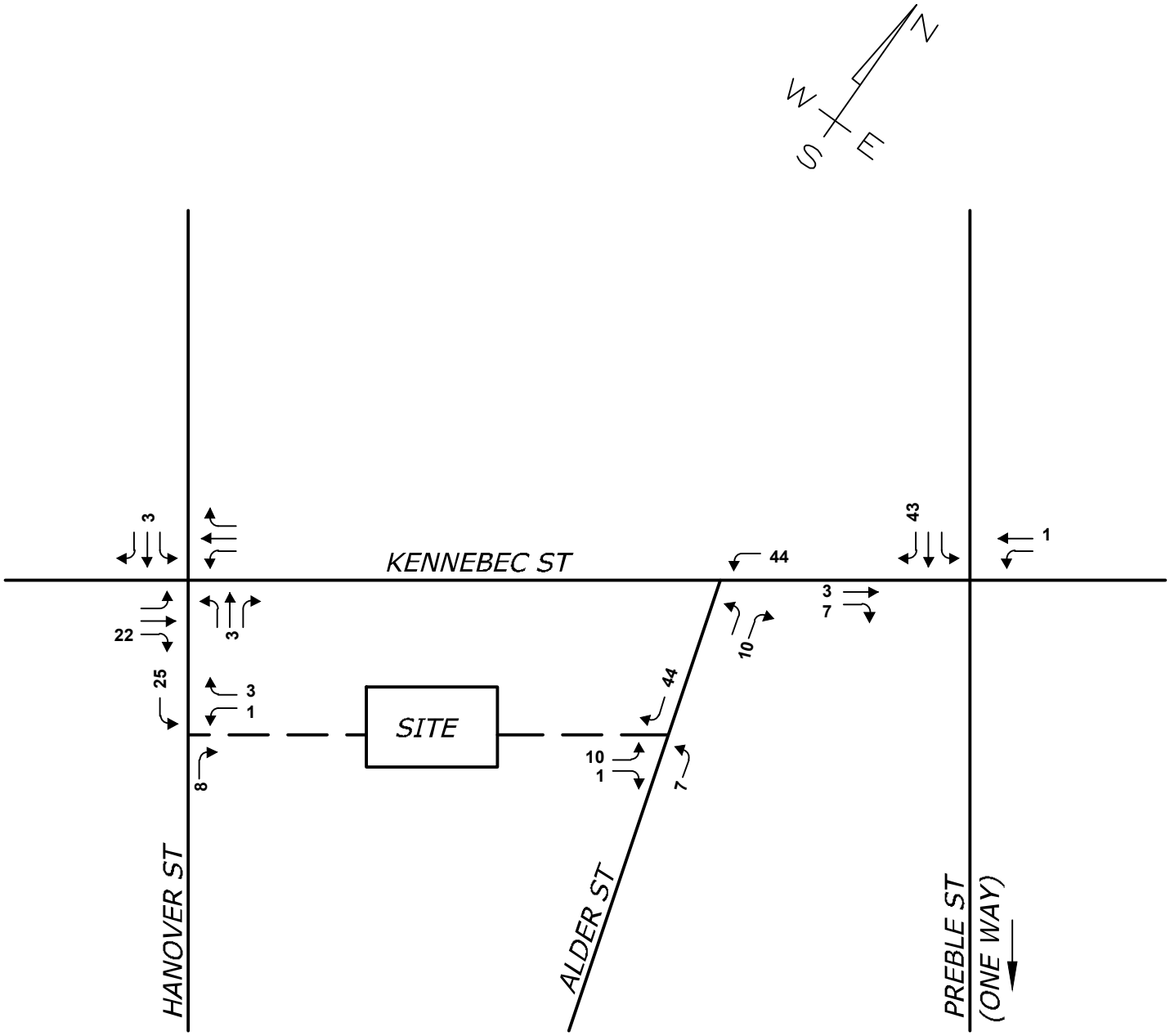
Trip Distribution and Assignment

Figure No. 4



ENTER	84
EXIT	15
TOTAL	99

BAYSIDE BOWL
PORTLAND, MAINE

Design:	RED	Scale:	NONE
Draft:	LAN	Date:	MAR 2015
Checked:	TLG	File Name:	2994-TRAFF.dwg

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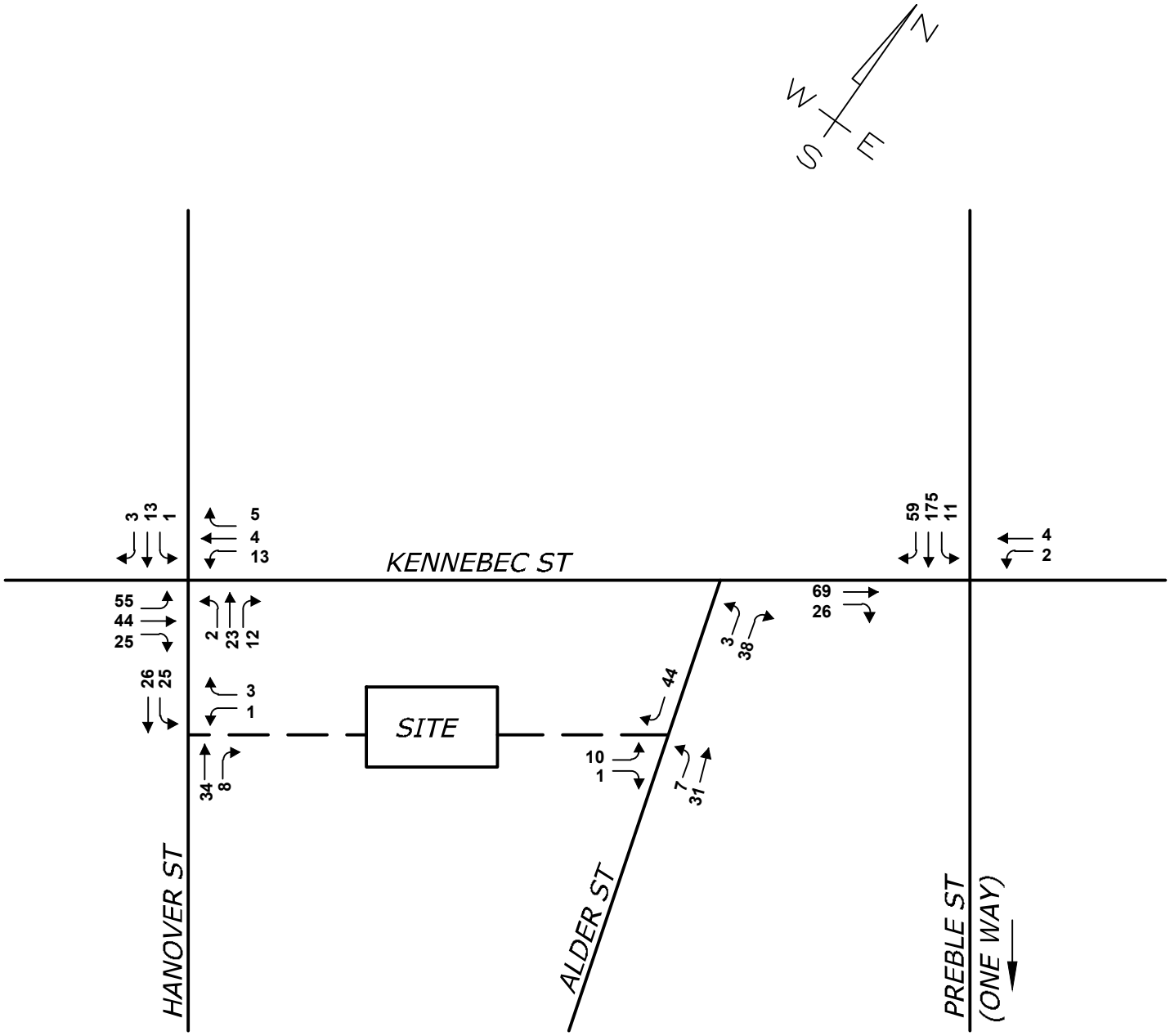
2017 Postdevelopment PM Design Hour Volumes

Figure No. 5



BAYSIDE BOWL
PORTLAND, MAINE

Design:	RED	Scale:	NONE
Draft:	LAN	Date:	MAR 2015
Checked:	TLG	File Name:	2994-TRAFF.dwg

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Site Generated Trip Ends

PM Peak Hour

TOTAL ENTERING TRIPS = 184

TOTAL EXITING TRIPS = 165

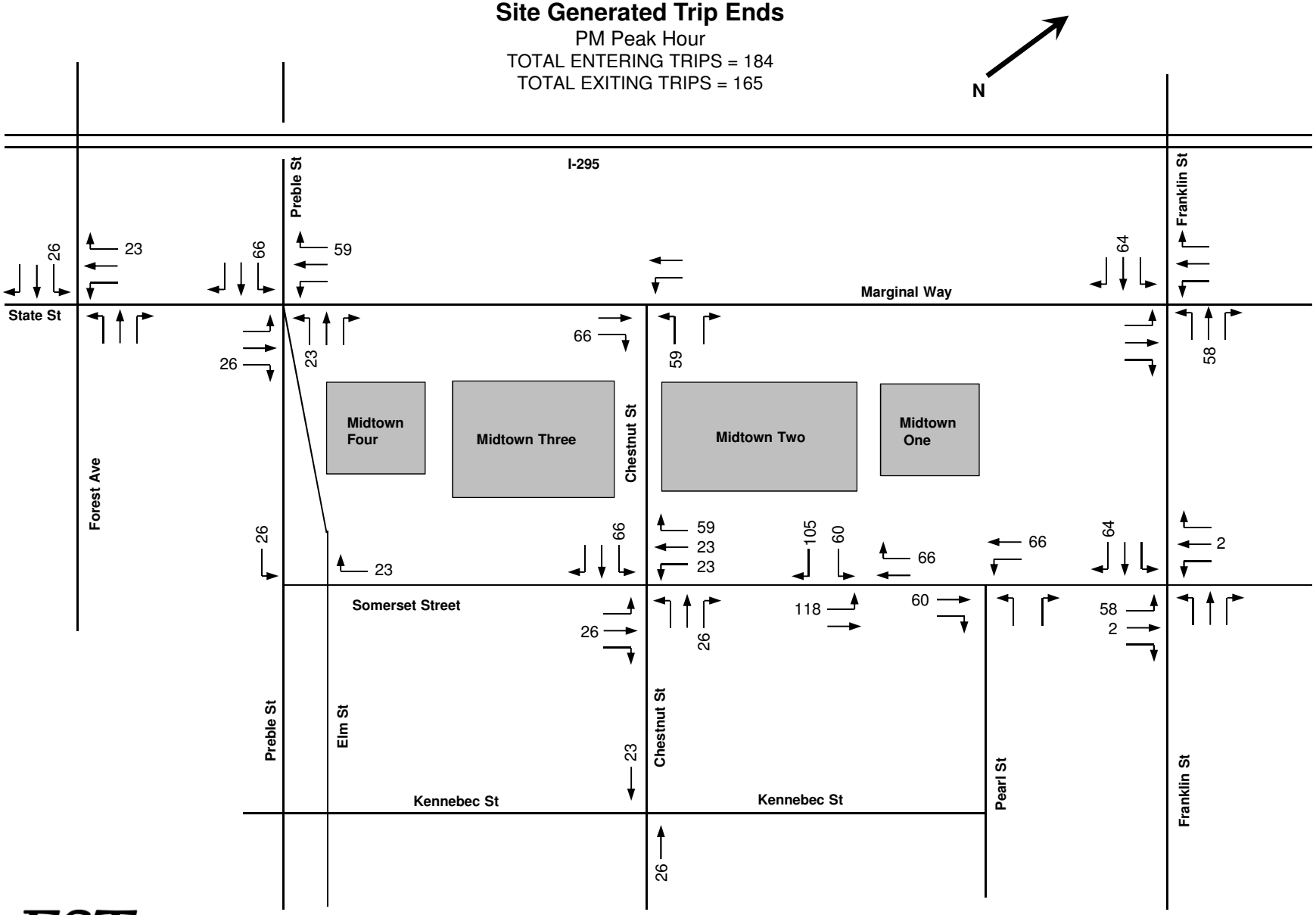


Figure 3
Not to Scale

Capacity and Queuing Analyses

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	365	399	374	357	375	371
Vehs Exited	368	402	375	357	374	375
Starting Vehs	3	4	3	3	4	2
Ending Vehs	0	1	2	3	5	2
Denied Entry Before	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0
Travel Distance (mi)	52	57	54	51	53	53
Travel Time (hr)	2.5	2.8	2.5	2.4	2.5	2.5
Total Delay (hr)	0.4	0.5	0.4	0.4	0.4	0.4
Total Stops	237	280	254	237	248	250
Fuel Used (gal)	2.3	2.6	2.3	2.2	2.3	2.3

Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	365	399	374	357	375	371
Vehs Exited	368	402	375	357	374	375
Starting Vehs	3	4	3	3	4	2
Ending Vehs	0	1	2	3	5	2
Denied Entry Before	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0
Travel Distance (mi)	52	57	54	51	53	53
Travel Time (hr)	2.5	2.8	2.5	2.4	2.5	2.5
Total Delay (hr)	0.4	0.5	0.4	0.4	0.4	0.4
Total Stops	237	280	254	237	248	250
Fuel Used (gal)	2.3	2.6	2.3	2.2	2.3	2.3

3: Kennebec St & Hanover St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.1	0.1	0.1
Total Del/Veh (s)	4.6	4.1	4.0	4.1	4.4
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

6: Preble St & Kennebec St Performance by approach

Approach	EB	WB	SE	All
Denied Del/Veh (s)	0.0	0.1	0.1	0.1
Total Del/Veh (s)	5.6	8.1	0.1	1.8
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

Total Network Performance

Denied Del/Veh (s)	0.1
Total Del/Veh (s)	3.9
Denied Entry Before	0
Denied Entry After	0

Intersection: 3: Kennebec St & Hanover St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	59	28	35	31
Average Queue (ft)	31	15	20	11
95th Queue (ft)	51	37	44	35
Link Distance (ft)	258	208	273	254
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: Preble St & Kennebec St

Movement	EB	WB
Directions Served	TR	LT
Maximum Queue (ft)	44	22
Average Queue (ft)	19	2
95th Queue (ft)	34	13
Link Distance (ft)	208	374
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	473	473	486	449	431	463
Vehs Exited	472	473	485	450	431	461
Starting Vehs	3	3	3	5	3	2
Ending Vehs	4	3	4	4	3	2
Denied Entry Before	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0
Travel Distance (mi)	63	63	65	60	59	62
Travel Time (hr)	3.1	3.1	3.2	3.0	2.9	3.1
Total Delay (hr)	0.5	0.5	0.5	0.5	0.5	0.5
Total Stops	291	305	307	294	281	295
Fuel Used (gal)	2.9	2.9	2.9	2.7	2.6	2.8

Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	473	473	486	449	431	463
Vehs Exited	472	473	485	450	431	461
Starting Vehs	3	3	3	5	3	2
Ending Vehs	4	3	4	4	3	2
Denied Entry Before	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0
Travel Distance (mi)	63	63	65	60	59	62
Travel Time (hr)	3.1	3.1	3.2	3.0	2.9	3.1
Total Delay (hr)	0.5	0.5	0.5	0.5	0.5	0.5
Total Stops	291	305	307	294	281	295
Fuel Used (gal)	2.9	2.9	2.9	2.7	2.6	2.8

3: Kennebec St & Hanover St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.1	0.1	0.1
Total Del/Veh (s)	4.4	1.5	4.2	4.3	3.6
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

6: Preble St & Kennebec St Performance by approach

Approach	EB	WB	SE	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.1
Total Del/Veh (s)	5.7	5.4	0.2	1.7
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

Total Network Performance

Denied Del/Veh (s)	0.1
Total Del/Veh (s)	3.7
Denied Entry Before	0
Denied Entry After	0

Intersection: 3: Kennebec St & Hanover St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	73	28	40	31
Average Queue (ft)	34	15	20	15
95th Queue (ft)	55	38	45	39
Link Distance (ft)	258	208	273	254
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: Preble St & Kennebec St

Movement	EB	WB	SE
Directions Served	TR	LT	LT
Maximum Queue (ft)	55	22	7
Average Queue (ft)	22	3	0
95th Queue (ft)	42	16	4
Link Distance (ft)	208	374	243
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 0

MDOT Crash Data
Trip Generation Calculations

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☑ Crash Summary I ☐ Section Detail ☑ Crash Summary II ☐ 1320 Public ☐ 1320 Private ☐ 1320 Summary

REPORT DESCRIPTION

Alder St area

REPORT PARAMETERS

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

Route: 0560414	Start Node: 19010	Start Offset: 0	☐ Exclude First Node
	End Node: 19008	End Offset: 0	☐ Exclude Last Node
Route: 0560345	Start Node: 19008	Start Offset: 0	☑ Exclude First Node
	End Node: 19045	End Offset: 0	☐ Exclude Last Node
Route: 0560593	Start Node: 19045	Start Offset: 0	☑ Exclude First Node
	End Node: 19021	End Offset: 0	☐ Exclude Last Node
Route: 0560008	Start Node: 69141	Start Offset: 0	☑ Exclude First Node
	End Node: 19021	End Offset: 0	☑ Exclude Last Node
Route: 0560597	Start Node: 19010	Start Offset: 0	☑ Exclude First Node
	End Node: 19016	End Offset: 0	☐ Exclude Last Node
Route: 0560426	Start Node: 19017	Start Offset: 0	☑ Exclude First Node
	End Node: 19018	End Offset: 0	☑ Exclude Last Node
Route: 0560426	Start Node: 19016	Start Offset: 0	☑ Exclude First Node
	End Node: 19017	End Offset: 0	☑ Exclude Last Node

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
19010	0560414 - 0.26	Int of KENNEBEC ST PREBLE ST	2	6	0	0	0	0	6	0.0	1.885	1.06	0.46	2.32
												Statewide Crash Rate:	0.14	
69141	0560414 - 0.27	Int of ALDER ST KENNEBEC ST	2	1	0	0	0	1	0	100.0	0.482	0.69	0.60	1.16
												Statewide Crash Rate:	0.14	
19004	0560414 - 0.32	Non Int KENNEBEC ST	2	0	0	0	0	0	0	0.0	0.197	0.00	0.55	0.00
												Statewide Crash Rate:	0.14	
19008	0560414 - 0.33	0509428 POR,HANOVER,KENNEBEC ST.	2	0	0	0	0	0	0	0.0	1.232	0.00	0.51	0.00
												Statewide Crash Rate:	0.14	
19018	0560345 - 0.16	Int of HANOVER ST LANCASTER ST	2	0	0	0	0	0	0	0.0	0.445	0.00	0.60	0.00
												Statewide Crash Rate:	0.14	
19045	0560345 - 0.27	Int of HANOVER ST PORTLAND ST	2	2	0	0	0	1	1	50.0	1.701	0.39	0.44	0.00
												Statewide Crash Rate:	0.13	
19021	0560593 - 0.18	Int of ALDER ST, OXFORD ST, PORTLAND ST	2	0	0	0	0	0	0	0.0	1.758	0.00	0.44	0.00
												Statewide Crash Rate:	0.13	
19017	0560008 - 0.06	Int of ALDER ST LANCASTER ST	2	0	0	0	0	0	0	0.0	0.255	0.00	0.59	0.00
												Statewide Crash Rate:	0.14	
19016	0560597 - 0.19	Int of LANCASTER ST PREBLE ST	2	3	0	0	0	1	2	33.3	1.455	0.69	0.49	1.41
												Statewide Crash Rate:	0.14	
Study Years:	3.00	NODE TOTALS:		12	0	0	0	3	9	25.0	9.410	0.43	0.30	1.43

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
69141	19010	3509369	0 - 0.01	0560414 - 0.26	0.01	2	0	0	0	0	0	0	0.0	0.00004	0.00	336.32	0.00
Int of ALDER ST KENNEBEC ST				RD INV 05 60414											Statewide Crash Rate: 346.68		
19004	69141	3509368	0 - 0.05	0560414 - 0.27	0.05	2	1	0	0	1	0	0	100.0	0.00020	1692.76	1473.67	1.15
Non Int KENNEBEC ST				RD INV 05 60414											Statewide Crash Rate: 346.68		
19004	19008	194695	0 - 0.01	0560414 - 0.32	0.01	2	0	0	0	0	0	0	0.0	0.00004	0.00	527.37	0.00
Non Int KENNEBEC ST				RD INV 05 60414											Statewide Crash Rate: 346.68		
19008	19018	194702	0 - 0.05	0560345 - 0.11	0.05	2	1	0	0	0	0	1	0.0	0.00026	1279.95	1422.66	0.00
0509428 POR,HANOVER,KENNEBEC ST.				RD INV 05 60345											Statewide Crash Rate: 346.68		
19018	19045	194720	0 - 0.11	0560345 - 0.16	0.11	2	3	0	0	1	0	2	33.3	0.00037	2692.61	1334.84	2.02
Int of HANOVER ST LANCASTER ST				RD INV 05 60345											Statewide Crash Rate: 346.68		
19021	19045	3122297	0 - 0.04	0560593 - 0.14	0.04	2	0	0	0	0	0	0	0.0	0.00059	0.00	622.52	0.00
Int of ALDER ST, OXFORD ST, PORTLAND ST				RD INV 05 60593											Statewide Crash Rate: 151.38		
69141	19017	3525695	0 - 0.06	0560008 - 0	0.06	2	0	0	0	0	0	0	0.0	0.00013	0.00	1491.00	0.00
Int of ALDER ST KENNEBEC ST				RD INV 05 60008											Statewide Crash Rate: 346.68		
19017	19021	194719	0 - 0.10	0560008 - 0.06	0.10	2	3	0	0	0	0	1	0.0	0.00020	5092.43	1474.06	3.45
Int of ALDER ST LANCASTER ST				RD INV 05 60008											Statewide Crash Rate: 346.68		
19010	19016	3106835	0 - 0.06	0560597 - 0.13	0.06	2	1	0	0	0	0	1	0.0	0.00083	403.41	690.88	0.00
Int of KENNEBEC ST PREBLE ST				RD INV 05 60597											Statewide Crash Rate: 186.33		
19017	19018	194718	0 - 0.05	0560426 - 0.27	0.05	2	0	0	0	0	0	0	0.0	0.00002	0.00	-3452.66	0.00
Int of ALDER ST LANCASTER ST				RD INV 05 60426											Statewide Crash Rate: 346.68		
19016	19017	194716	0 - 0.03	0560426 - 0.24	0.03	2	0	0	0	0	0	0	0.0	0.00002	0.00	-1417.32	0.00
Int of LANCASTER ST PREBLE ST				RD INV 05 60426											Statewide Crash Rate: 346.68		
Study Years:	3.00			Section Totals:	0.57		9	0	0	2	0	5	22.2	0.00268	1120.19	650.38	1.72
				Grand Totals:	0.57		21	0	0	2	3	14	23.8	0.00268	2613.78	834.56	3.13

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
69141	19010	3509369	0 - 0.01	0560414 - 0.26	0	0	0	0	0	0				
19004	69141	3509368	0 - 0.05	0560414 - 0.27	1	0	0	1	0	0	2012-37806	09/04/2012	0.27	B
19004	19008	194695	0 - 0.01	0560414 - 0.32	0	0	0	0	0	0				
19008	19018	194702	0 - 0.05	0560345 - 0.11	1	0	0	0	0	1	2012-34013	07/31/2012	0.13	PD
19018	19045	194720	0 - 0.11	0560345 - 0.16	3	0	0	1	0	2	2011-7452	08/09/2011	0.21	B
											2011-1429C	01/25/2011	0.22	PD
											2013-2828	02/02/2013	0.25	PD
19021	19045	3122297	0 - 0.04	0560593 - 0.14	0	0	0	0	0	0				
69141	19017	3525695	0 - 0.06	0560008 - 0	0	0	0	0	0	0				
19017	19021	194719	0 - 0.10	0560008 - 0.06	3	0	0	0	0	1	2012-28697	05/21/2012	0.09	
											2013-5124	02/22/2013	0.13	
											2012-43808	11/09/2012	0.13	PD
19010	19016	3106835	0 - 0.06	0560597 - 0.13	1	0	0	0	0	1	2013-23165	09/17/2013	0.18	PD
19017	19018	194718	0 - 0.05	0560426 - 0.27	0	0	0	0	0	0				
19016	19017	194716	0 - 0.03	0560426 - 0.24	0	0	0	0	0	0				
				Totals:	9	0	0	2	0	5				

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM												Hour of Day													
Day Of Week	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	Un	Tot
SUNDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MONDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	3
TUESDAY	0	0	0	0	0	0	1	1	0	1	1	1	0	0	1	0	0	0	0	1	0	0	0	0	0	7
WEDNESDAY	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
THURSDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
FRIDAY	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	5
SATURDAY	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3
Totals	0	0	0	0	0	1	1	3	1	1	1	2	0	2	1	3	0	2	0	2	0	0	1	0	0	21

Vehicle Counts by Type

Unit Type	Total	Unit Type	Total
1-Passenger Car	23	23-Bicyclist	1
2-(Sport) Utility Vehicle	3	24-Witness	6
3-Passenger Van	0	25-Other	3
4-Cargo Van (10K lbs or Less)	0	Total	46
5-Pickup	7		
6-Motor Home	0		
7-School Bus	0		
8-Transit Bus	0		
9-Motor Coach	0		
10-Other Bus	0		
11-Motorcycle	1		
12-Moped	1		
13-Low Speed Vehicle	0		
14-Autocycle	0		
15-Experimental	0		
16-Other Light Trucks (10,000 lbs or Less)	0		
17-Medium/Heavy Trucks (More than 10,000 lbs)	0		
18-ATV - (4 wheel)	0		
20-ATV - (2 wheel)	0		
21-Snowmobile	0		
22-Pedestrian	1		

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	6	3	0	0	0	0	9
Ran Off Roadway	0	0	0	0	0	0	0
Failed to Yield Right-of-Way	3	4	0	0	0	0	7
Ran Red Light	0	0	0	0	0	0	0
Ran Stop Sign	1	0	0	0	0	0	1
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	0	1	0	0	0	0	1
Improper Turn	0	1	0	0	0	0	1
Improper Backing	0	1	0	0	0	0	1
Improper Passing	0	0	0	0	0	0	0
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	0	0	0	0	0	0	0
Failed to Keep in Proper Lane	0	0	0	0	0	0	0
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	0	0	0	0	0	0	0
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	0	0	0	0	0	0
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	2	0	0	0	0	0	2
Unknown	2	3	0	0	0	0	5
Total	14	13	0	0	0	0	27

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	17	12	0	0	0	1	30
Physically Impaired or Handicapped	0	1	0	0	0	0	1
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	1	0	0	0	0	1	2
Other	0	1	0	0	0	0	1
Total	18	14	0	0	0	2	34

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	3	0	0	0	0	3
20-24	4	0	0	0	0	4
25-29	6	0	0	0	0	6
30-39	6	0	0	0	0	6
40-49	5	0	0	0	0	5
50-59	4	0	0	0	0	4
60-69	2	0	0	0	0	2
70-79	2	0	0	0	0	2
80-Over	0	0	0	0	0	0
Unknown	6	1	0	1	0	8
Total	38	1	0	1	0	40

Crash Summary II - Characteristics

Most Harmful Event

Most Harmful Event	Total
1-Overturn / Rollover	0
2-Fire / Explosion	0
3-Immersion	0
4-Jackknife	0
5-Cargo / Equipment Loss Or Shift	0
6-Fell / Jumped from Motor Vehicle	0
7-Thrown or Falling Object	0
8-Other Non-Collision	0
9-Pedestrian	0
10-Pedalcycle	0
11-Railway Vehicle - Train, Engine	0
12-Animal	0
13-Motor Vehicle in Transport	21
14-Parked Motor Vehicle	3
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0
16-Work Zone / Maintenance Equipment	0
17-Other Non-Fixed Object	0
18-Impact Attenuator / Crash Cushion	0
19-Bridge Overhead Structure	0
20-Bridge Pier or Support	0
21-Bridge Rail	0
22-Cable Barrier	0
23-Culvert	0
24-Curb	0
25-Ditch	0
26-Embankment	0
27-Guardrail Face	0
28-Guardrail End	0
29-Concrete Traffic Barrier	0
30-Other Traffic Barrier	0
31-Tree (Standing)	0
32-Utility Pole / Light Support	0
33-Traffic Sign Support	1
34-Traffic Signal Support	0
35-Fence	0
36-Mailbox	0
37-Other Post Pole or Support	0
38-Other Fixed Object (wall, building, tunnel, etc.)	1
39-Unknown	2
40-Gate or Cable	0
41-Pressure Ridge	0
Total	28

Traffic Control Devices

Traffic Control Device	Total
1-Traffic Signals (Stop & Go)	0
2-Traffic Signals (Flashing)	0
3-Advisory/Warning Sign	0
4-Stop Signs - All Approaches	1
5-Stop Signs - Other	9
6-Yield Sign	0
7-Curve Warning Sign	0
8-Officer, Flagman, School Patrol	0
9-School Bus Stop Arm	0
10-School Zone Sign	0
11-R.R. Crossing Device	0
12-No Passing Zone	0
13-None	10
14-Other	1
Total	21

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	2	2
C	3	4
PD	14	0
Total	19	6

Road Character

Road Grade	Total
1-Level	13
2-On Grade	8
3-Top of Hill	0
4-Bottom of Hill	0
5-Other	0
Total	21

Light

Light Condition	Total
1-Daylight	15
2-Dawn	1
3-Dusk	1
4-Dark - Lighted	3
5-Dark - Not Lighted	1
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	21

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2011	2012	2013	Total
JANUARY	2	1	0	3
FEBRUARY	0	0	2	2
MARCH	2	1	0	3
APRIL	0	0	0	0
MAY	0	1	0	1
JUNE	0	1	1	2
JULY	0	1	0	1
AUGUST	2	0	0	2
SEPTEMBER	0	3	1	4
OCTOBER	0	0	1	1
NOVEMBER	1	1	0	2
DECEMBER	0	0	0	0
Total	7	9	5	21

Report is limited to the last 10 years of data.

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End / Sideswipe	4	0	0	2	0	0	0	0	0	0	0	0	0	6
Head-on / Sideswipe	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Intersection Movement	0	0	0	8	0	1	0	0	0	0	0	0	0	9
Pedestrians	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	0	0	0	1	0	0	0	0	0	0	0	0	0	1
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Other	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	0	0	12	0	2	0	0	0	0	0	0	0	21

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	2	0	0	0	0	0	0	0	0	0	0	2
Dark - Not Lighted	1	0	0	0	0	0	0	0	0	0	0	1
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	14	0	0	0	0	0	0	0	0	0	0	14
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	1	0	0	0	0	0	0	0	0	0	0	1
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

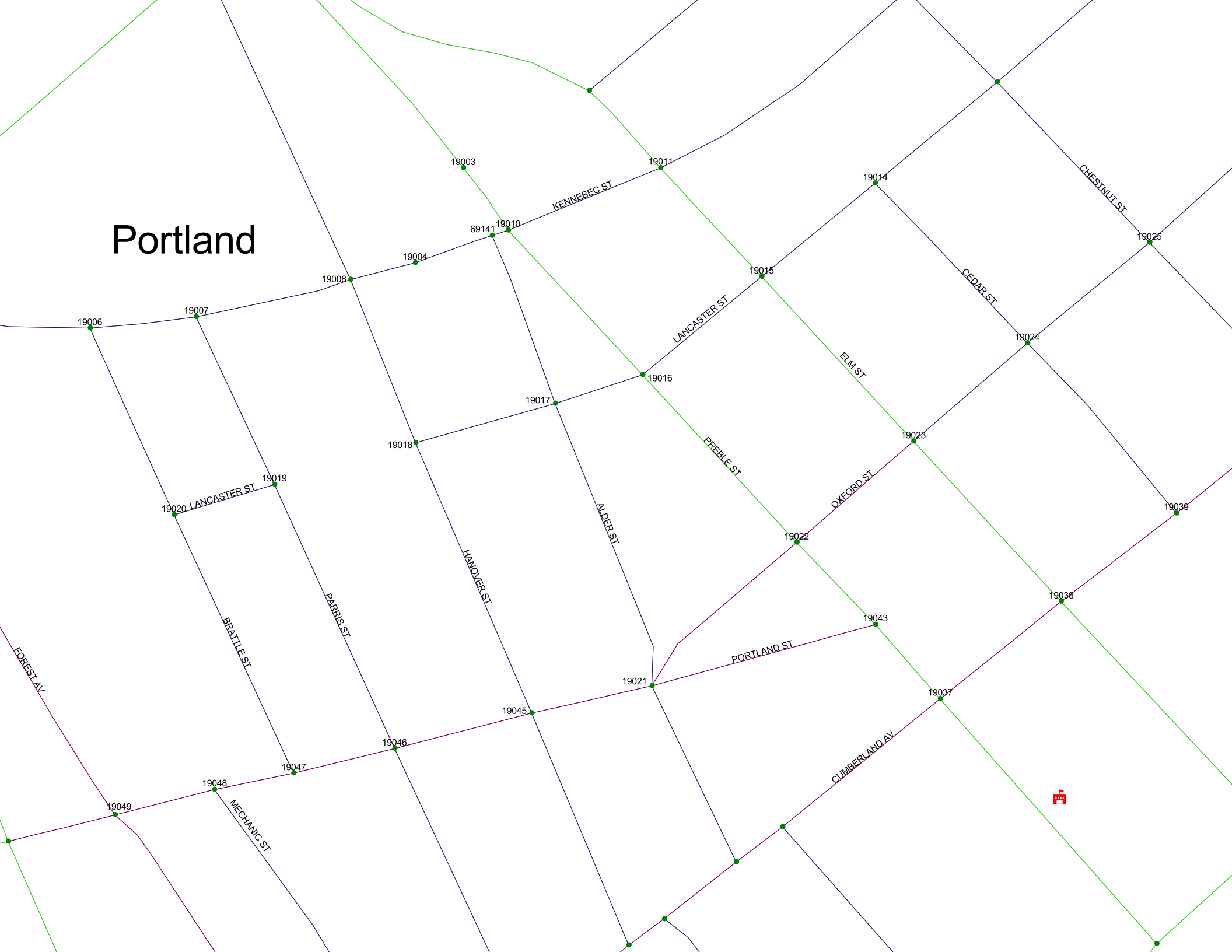
Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	1	0	0	0	0	0	0	1
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	1	0	0	0	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	1	0	0	0	1
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	18	0	0	0	1	0	0	2	0	0	0	21


Portland
19003
19011
19014
CHESTNUT ST
KENNEBEC ST
6914
19010
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19004
19008
19015
CEDAR ST
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LANCASTER ST
19024
ELM ST
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19017
19018
19023
PREBLE ST
19019
19020
LANCASTER ST
OXFORD ST
19039
ALDER ST
19022
HANOVER ST
19038
PARRIS ST
19043
BRATTLE ST
PORTLAND ST
FOREST AV
19021
19037
19045
19046
CUMBERLAND AV
19047
19048
19049
MECHANIC ST

JN:	2994	Gorrill-Palmer Consulting Engineers, Inc.
Project Description:	Bayside Bowl	P.O. Box 1237
Project Location:	Portland	15 Shaker Road
Date:	3/19/2015	Gray, Maine 04039

Quality Restaurant
Land Use Code (LUC) 931

Seats: 150

Time Period	ITE Trip Rate	Trip Ends	Directional Split IN	Directional Split OUT	Directional Distribution IN	Directional Distribution OUT
Weekday	T = 2.86 (X)	429	50%	50%	215	214
AM Peak Adjacent Street	T = 0.03 (X)	5	70%	30%	4	1
PM Peak Adjacent Street	T = 0.26 (X)	39	65%	35%	25	14
AM Peak of Generator	T = 0.16 (X)	24	70%	30%	17	7
PM Peak of Generator	T = 0.30 (X)	45	60%	40%	27	18
Saturday	T = 2.81 (X)	422	50%	50%	211	211
Saturday Peak Hour of Gen.	T = 0.33 (X)	50	60%	40%	30	20

Att. 13

STORMWATER MANAGEMENT PLAN

Please see the attached stormwater report from Ransom Consulting Engineers.

RANSOM
Consulting, Inc.

Consulting
Engineers
and Scientists

Bayside Bowl Stormwater Management Narrative

Date:	March 23, 2015
To:	City of Portland
From:	Stephen J. Bradstreet, P.E.
Peer Review:	Maureen P. McGlone, P.E.
Location:	58 Alder Street, Portland, Maine

List of Appendices:

Appendix A: Post Construction Stormwater Management Plan
Appendix B: Stormwater BMP Inspection and Maintenance Requirements
Appendix C: Pre Development Hydro CAD Calculations
Appendix D: Post Development Hydro CAD Calculations

Existing Conditions:

The site is a 55,290 SF (1.27 acres) acre parcel that is bordered by Kennebec Street, Hanover Street, East Lancaster Street and the existing Bayside Bowl building. The site's topography is generally flat and slopes from the south to the north and drains into catch basins on Hanover Street and Alder Street. Actual site topography was difficult to ascertain due to large snow piles on much of the site. The parcel is currently being utilized for the Portland Public Services salt sheds, a paved parking area for Public Services, and a gravel parking lot for the existing Bayside Bowl. The entire parcel is impervious with either paved or gravel surfaces.

Stormwater runoff from the area of the parcel containing the two salt sheds (Sub-catchment 3) flows in two directions. A portion flows toward Hanover Street and into CB 8110. The remaining area appears to flow to an on-site catch basin located in the most northerly storage bay. It is unknown if that catch basin is tied into the City's stormdrain system on Hanover Street. The paved parking lot and possibly part of the existing gravel parking area (Sub-catchment 2) also appears to flow to CB 8110. The remaining part of the site, consisting of the majority of the gravel parking lot and the existing building flows to CB 8290 located in Alder Street. All catch basins are part of the City's combined sewer system in this area of Bayside.

Proposed Development:

The applicant, BoPo, LLC proposes to construct a 2 story (with a third floor deck area) building addition to the existing Bayside Bowl. The building will have an additional eight lanes of bowling on the first floor along with expanded restaurant sitting area, kitchen area and storage. The second floor will have Squash courts, training rooms and locker facilities. The proposed development will decrease the site's

impervious area from 52,290 SF to approximately 47,588 SF. The remaining area will be a combination of landscaped planting areas or lawn.

Stormwater Management – Basic Standards:

Erosion and sedimentation control measures are detailed within the design plans. Good housekeeping practices will be in accordance with Maine DEP Best Management Practices. A post construction stormwater management plan is provided in *Appendix A*. Stormwater BMP inspection and maintenance requirements are provided in *Appendix B*.

Stormwater Management - Quality:

The existing site is currently all gravel and basically an impervious site. The existing gravel parking lot sheet flows primarily to the catch basin in Alder Street, which at this location is a separated system. The second area of the site is a small paved parking lot. Stormwater from this area of the site flows to a catch basin located in Hanover Street which is connected to the City's combined sewer system. The third area of the site is the City's salt sheds and truck loading area that sheet flows out to the same catch basin in Hanover Street.

The site's impervious area has been reduced by 7,702 SF which is a 14% reduction. With the removal of the salt sheds and truck loading area, the stormwater quality would improve greatly. However, an underdrained vegetated swale is proposed in the grass area adjacent to Kennebec Street. This will further improve the water quality exiting the site. Furthermore, the site's stormwater will now primarily exit to Alder Street, into the separated system. This will reduce the load on the combined sewer system within Hanover Street.

Stormwater Management - Quantity:

With the reduction in impervious area and the introduction of landscaped areas with an underdrained vegetated swale, there are no detention measures proposed. The stormwater runoff has been reduced by 6% to 36% depending on the storm event. The 1" storm event is obviously the most frequent and has been reduced by 36%. Based on the proposed site conditions and the reduction in stormwater flows, we believe that detention is not required.

Hydraulic Analysis:

Stormwater runoff calculations for quantity were made using the HydroCAD 10.0 computer program, which is based on the Soil Conservation Service's TR-20 methodology. Runoff hydrographs are generated based on a standard Type III 24 hour storm.

Five storm events were modeled as follows:

1. 1" storm: The 1" storm event was analyzed to simulate a heavy weather event that would typically happen multiple times over a given year and may impact the CSO frequency and volume.

2. 2-year frequency flood event: 3" rainfall

3. 10-year frequency flood event: 4.7" rainfall

4. 25-year frequency flood event: 5.5" rainfall

5. 100-year frequency flood event: 6.7" rainfall

Runoff Curve numbers were determined based on land coverage and soil type based on geotechnical investigations conducted on March 12, 2015. Soils were typically 8-10 feet of urban fill underlain by soft clays. Times of concentration were developed based on runoff flow paths for each subarea and shown on the Pre and Post-Development plans. A minimum Tc of 6 minutes was set in the HydroCAD model.

Peak runoff flow rates and runoff volumes are provided for the following two analysis points, which are identified on the Pre and Post-Development plans.

1. Analysis Point A (CB at Alder Street)-This catch basin currently receives stormwater runoff from the existing gravel parking lot. In this area the catch basin is in a separated stormwater system.

2. Analysis Point B (CB at Hanover Street)-This catch basin currently receives stormwater runoff from the salt shed and paved parking lot areas. In this area the catch basin is in a combined sewer system.

Analysis Point A shows an increase in runoff rates and volume; however reduction in flows going to Analysis Point B and the overall reduction in flows and volumes off-site benefits the combined sewer system downstream of the site.

Analysis Point B) shows a reduction in runoff rates and volumes.

Peak runoff rates and runoff volumes for the above analysis points and storm events are tabulated in the following tables. HydroCAD calculations can be found in *Appendices C & D*. Pre- and Post-Development plans (SW-1 and SW-2) can be found in the plan set.

Storm Event	PRE-Development Peak Runoff RATES cubic feet per second (CFS)			
	Analysis Point A CB in Alder St	Analysis Point B CB in Hanover St		Total A + B
	Sub Area 1	Sub Area 2	Sub Area 3	
1" Storm	.55	.2	.32	1.07
2 Year Frequency Storm	1.93	.69	1.03	3.65
10 Year Frequency Storm	3.07	1.1	1.63	5.80
25 Year Frequency Storm	3.61	1.29	1.91	6.81
100 Year Frequency Storm	4.41	1.57	2.33	8.31

Storm Event	POST-Development Peak Runoff RATES cubic feet per second (CFS)		
	Analysis Point A CB in Alder St	Analysis Point B CB in Hanover St	Total A + B
1" Storm	.66	.00	.66
2 Year Frequency Storm	2.99	.10	3.09
10 Year Frequency Storm	4.96	.25	5.21
25 Year Frequency Storm	5.87	.33	6.2
100 Year Frequency Storm	7.24	.44	7.69

Storm Event	PRE-Development Runoff VOLUMES acre feet (AF) volume of water 1' deep over one acre			
	Analysis Point A CB in Alder St	Analysis Point B CB in Hanover St		Total A + B
	Sub Area 1	Sub Area 2	Sub Area 3	
1" Storm	.037	.013	.022	.072
2 Year Frequency Storm	.142	.051	.078	.270
10 Year Frequency Storm	.233	.083	.125	.441
25 Year Frequency Storm	.275	.098	.148	.521
100 Year Frequency Storm	.339	.121	.181	.641

Storm Event	POST-Development Runoff VOLUMES acre feet (AF) volume of water 1' deep over one acre		
	Analysis Point A CB in Alder St	Analysis Point B CB in Hanover St	Total A+B
1" Storm	.046	.000	.046
2 Year Frequency Storm	.217	.007	.224
10 Year Frequency Storm	.372	.017	.388
25 Year Frequency Storm	.445	.022	.467
100 Year Frequency Storm	.556	.029	.586

APPENDIX A

Post Construction Stormwater Management Plan

Bayside Bowl Stormwater Management Narrative
City of Portland
58 Alder Street
Portland, Maine

Ransom Consulting, Inc.
Project 151.06004

Bayside Bowl Post-construction stormwater management plan

The Applicant shall maintain the BMPs in accordance with the approved plan and shall demonstrate compliance with the plan as follows:

(a) *Inspections.* The owner or operator of a BMP shall hire a qualified post-construction stormwater inspector to at least annually, inspect the BMPs, including but not limited to any parking areas, catch basins, drainage swales, detention basins and ponds, pipes and related structures, in accordance with all municipal and state inspection, cleaning and maintenance requirements of the approved post-construction stormwater management plan.

(b) *Maintenance and repair.* If the BMP requires maintenance, repair or replacement to function as intended by the approved post-construction stormwater management plan, the owner or operator of the BMP shall take corrective action(s) to address the deficiency or deficiencies as soon as possible after the deficiency is discovered and shall provide a record of the deficiency and corrective action(s) to the department of public services ("DPS") in the annual report.

(c) *Annual report.* The owner or operator of a BMP or a qualified post-construction stormwater inspector hired by that person, shall, on or by June 30 of each year, provide a completed and signed certification to DPS in a form provided by DPS, certifying that the person has inspected the BMP(s) and that the yare adequately maintained and functioning as intended by the approved post-construction stormwater management plan, or that they require maintenance or repair, including the record of the deficiency and corrective action(s) taken.

(d) *Filing fee.* Any persons required to file and annual certification under this section shall include with the annual certification a filing fee established by DPS to pay the administrative and technical costs of review of the annual certification.

(e) *Right of entry.* In order to determine compliance with this article and with the post-construction stormwater management plan, DPS may enter upon property at reasonable hours with the consent of the owner, occupant or agent to inspect the BMPs.

Bayside Bowl: Stormwater BMP Inspection Log

The City of Portland, ME requires ongoing annual inspections to ensure the proper maintenance and operation of stormwater management facilities. Inspections must be conducted by third parties qualified by the City.

A. General Information

Use only one Cover Sheet per site with as many specific structural BMP Inspection Report attachments as needed. Attach required color digital photos of site, structures and devices as applicable with captions.

Project Name:	**Bayside Bowl**	**Inspection Date:**	
Parcel Map, Block and Lot:	**34-H-001, 34-H-002, 34-H-004, 34-H-005**	**Current Weather:**	
BMP Owner:	**Bo,Po, LLC**	**Date / Amount Last Precip:**	
Owner Mailing Address:	**58 Alder Street Portland, Maine**	**3PI Company:**	
		3PI Mailing Address:	
Owner Phone #:	**207-232-4187**		
Owner Email:		**Inspector Name:**	
		Inspector Phone #:	
		Inspector Email:	

B. Inspection Report Attachments

Please document the number of each structural BMP type found at this site in the blank spaces provided below. Use additional Attachments if / as needed and submit all Attachments together with the Cover Sheet as a single report.

BMP Type	Number BMPs at site
Vegetated Areas	-
Stormdrain Outlets	1
Stormdrain Structures: Overflow Control and Harco Drain with Stormsack	2
FocalPoint High Flow Biofiltration Unit	1
R-Tank Subsurface Detention-Infiltration System	1

Other (describe	

C. Inspection Results

FAIL** ☐

** If any one item on an Inspection Report attachment is coded as "Work Needed" then entire BMP fails inspection.

** If a site has multiple BMPs and one fails inspection, mark as "Fail" until all BMPs pass inspection.

Note: Applicable BMP Inspection Reports and confirmatory color digital photos summarizing required repairs must be submitted to the City following completion of the preliminary inspection. A re-inspection and certification must be completed within 60 days of the failed preliminary report. It is recommended that the inspector be part of the repair / maintenance process to ensure that repairs are performed properly.

PASS ☐

Note: a qualified professional (as determined by the City) must sign below and include all applicable Inspection Report attachments and confirmatory digital color photos with captions.

D. Professional Certification (as qualified by City of Portland Stormwater Program Coordinator)

To be completed only when all BMPs at this site are functioning as designed with no outstanding maintenance issues.

I, _____, as a duly qualified third party inspector attest that a thorough inspection has been completed for ALL applicable BMPs that are associated with this particular site. All inspected structural BMPs are performing as designed and intended and are in compliance with the provisions of the City Portland's Standards

Signature: _____

Date: _____

Form Adapted from the City of South Portland's Annual Structural BMP Inspection Report Cover Sheet

Owner: BoPo, LLC	**Operator:**
Location & Parcel Id:	**Inspector:**
	Date:

General Information	**Observations**
Inspection duration (hours)	
Days since last precipitation	
Quantity of last precipitation (in)	
Type of inspection	
Storm event	
Current weather	
Photos taken	☐ Yes ☐ No ☐ NA
Nearby natural resources	☐ Yes ☐ No ☐ NA
Copy of ESC plan	☐ Yes ☐ No ☐ NA
MEDEP Permit # (*if applicable*)	
General info notes	

Vegetated Areas	**Observations**
Condition of slopes and embankment is good	☐ Yes ☐ No ☐ NA
No bare areas (< 90% covered) with sparse growth	☐ Yes ☐ No ☐ NA
Armored areas have no rill erosion or the flow diverted to onsite areas can withstand concentrated flows	☐ Yes ☐ No ☐ NA
Vegetated area notes	

Stormdrain outlets	**Observations**
Accumulated sediments and debris at the outlet and within the conduit have been removed.	☐ Yes ☐ No ☐ NA
Erosion damage at the outlet have been repaired	☐ Yes ☐ No ☐ NA
Outlet notes	

Stormdrain Structures (Require inspection TWICE per year)	**Observations**
Accumulated sediments from inflow channels, pipes and sumps between basins have been removed and legally disposed of.	☐ Yes ☐ No ☐ NA
Floating debris and floating oils have been removed.	☐ Yes ☐ No ☐ NA
Debris and Sediment Removed From Harco Stormsack	☐ Yes ☐ No ☐ NA

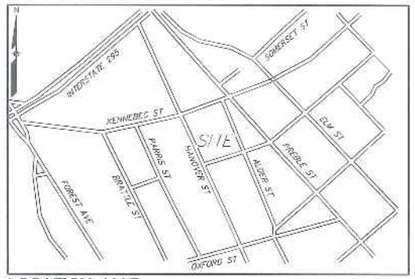
Stormdrain Structure system notes

The Harco Stormsack in the overflow drain shall be inspected every three months for the first year and twice annually after that. It is CRITICAL THAT THE STORMSACK BE MAINTAINED IN ORDER TO PREVENT DEBRIS AND SEDIMENT FROM ENTERING THE R-TANKs.

Other Comments	**Observations**
Corrective action needed	☐ Yes ☐ No ☐ NA
If corrective action in needed, please explain detail	
Verbal notification provided to responsible party	☐ Yes ☐ No
Verbal notification contact	
Follow up required	☐ Yes ☐ No
Final comment notes	

Photos (*use additional pages as needed*)

Review Notes
Date Reviewed: Reviewed by: Date entered: Date edited: Edited by:



LOCATION MAP

N.T.S.

PLAN REFERENCES

1. ALDER STREET RECONSTRUCTION PLAN AND PROFILE CITY OF PORTLAND PUBLIC WORKS DEPARTMENT ENGINEERING SECTION DATED JUNE 1996.
2. STANDARD BOUNDARY SURVEY PROPOSED SALT SHED LOT HANOVER STREET CITY OF PORTLAND PUBLIC WORKS DEPARTMENT ENGINEERING SECTION DATED SEPTEMBER 2001.
3. LAND TITLE SURVEY ON KENNEBEC STREET, PORTLAND, MAINE PORTLAND TERMINAL COMPANY TO ROSS Y. FURMAN 58 ALDER ST., PORTLAND MAINE DATED JULY 27, 1994 BY OWEN HASKELL, INC. AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN PLAN BOOK 184 PAGE 292.
4. EXISTING CONDITIONS AND STANDARD BOUNDARY SURVEY ON KENNEBEC STREET, PORTLAND, MAINE FOR ROSS Y. FURMAN 58 ALDER STREET, PORTLAND, MAINE DATED APRIL 15, 1996 BY OWEN HASKELL, INC.
5. BAYSIDE TRAIL SOMERSET STREET EXTENTION ELM STREET TO KENNEBEC STREET DATED JULY 3, 2012 CITY OF PORTLAND, MAINE PUBLIC SERVICES DEPARTMENT ENGINEERING DIVISION
6. LANCASTER STREET EXTENSION FROM PREBLE ST. TO FOREST AVE. DATED FEB. 1913 ON FILE WITH THE CITY OF PORTLAND ENGINEERING DIVISION.
7. RIGHT OF WAY AND TRACK MAP PORTLAND TERMINAL OPERATED BY THE PORTLAND TERMINAL COMPANY STATION 52+80.0 TO STATION 105+50.0 JUNE 30, 1916 SHEET V1-C/2
8. CITY OF PORTLAND CITY PROPERTY REVALUATION SHEET 6.

GENERAL NOTES

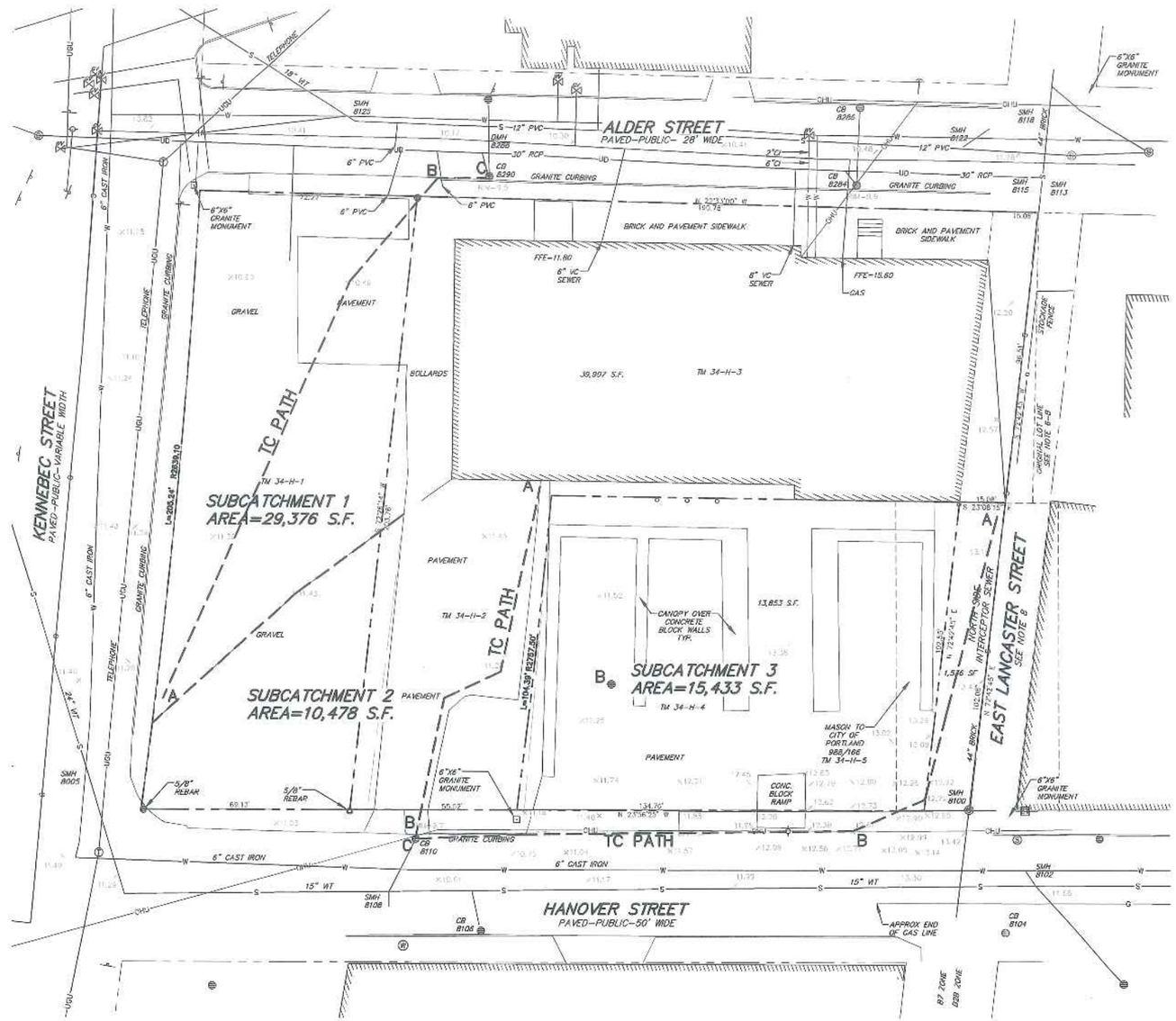
1. SITE AREA: 55,290 SF OR 1.27 ACRES
2. SUBCATCHMENT 1: AREA = 29,376 S.F. IMPERVIOUS AREA = 29,376 S.F.
   SUBCATCHMENT 2: AREA = 10,478 S.F. IMPERVIOUS AREA = 10,478 S.F.
   SUBCATCHMENT 3: AREA = 15,433 S.F. IMPERVIOUS AREA = 15,436 S.F.
3. SUBCATCHMENT BOUNDARIES AND TC PATHS WERE ESTIMATED BASED ON SPOT GRADES PROVIDED ON THE EXISTING CONDITION SURVEY.
4.

STATE OF MAINE
STEPHEN J. BRADSTREET
#5740
LICENSED
PROFESSIONAL ENGINEER

RANSOM
Consulting Engineers and Scientists

Prepared For:
Applicant:
BoPo,L.L.C.
Street Name
Portland, Maine

Prepared By:
MITCHELL & ASSOCIATES
Landscape Architects
The Staples School
70 Center Street
Portland, Maine 04101
Tel: (207) 774-4427



LEGEND

	EXISTING
PROPERTY LINE	
GRANITE MONUMENT	
IRON PIPE/ROD	
CATCHBASIN	
MANHOLE	
HYDRANT	
UTILITY POLE	
GATE VALVE	WV
SANITARY SEWER	S
STORM DRAIN	SD
WATER	W
TELEPHONE	T
GAS	G
OVERHEAD WIRES	OHW
CMP CABLE LINES	E
CURB	
FENCE	
SIGN	
DECIDUOUS TREE	
CONTOUR	72
SPOT ELEVATION	+ 72.00

BAYSIDE BOWL

58 Alder Street Portland, Maine

Date:
MARCH 20, 2015

Issued For:
SITE PLAN SUBMISSION

Revisions:

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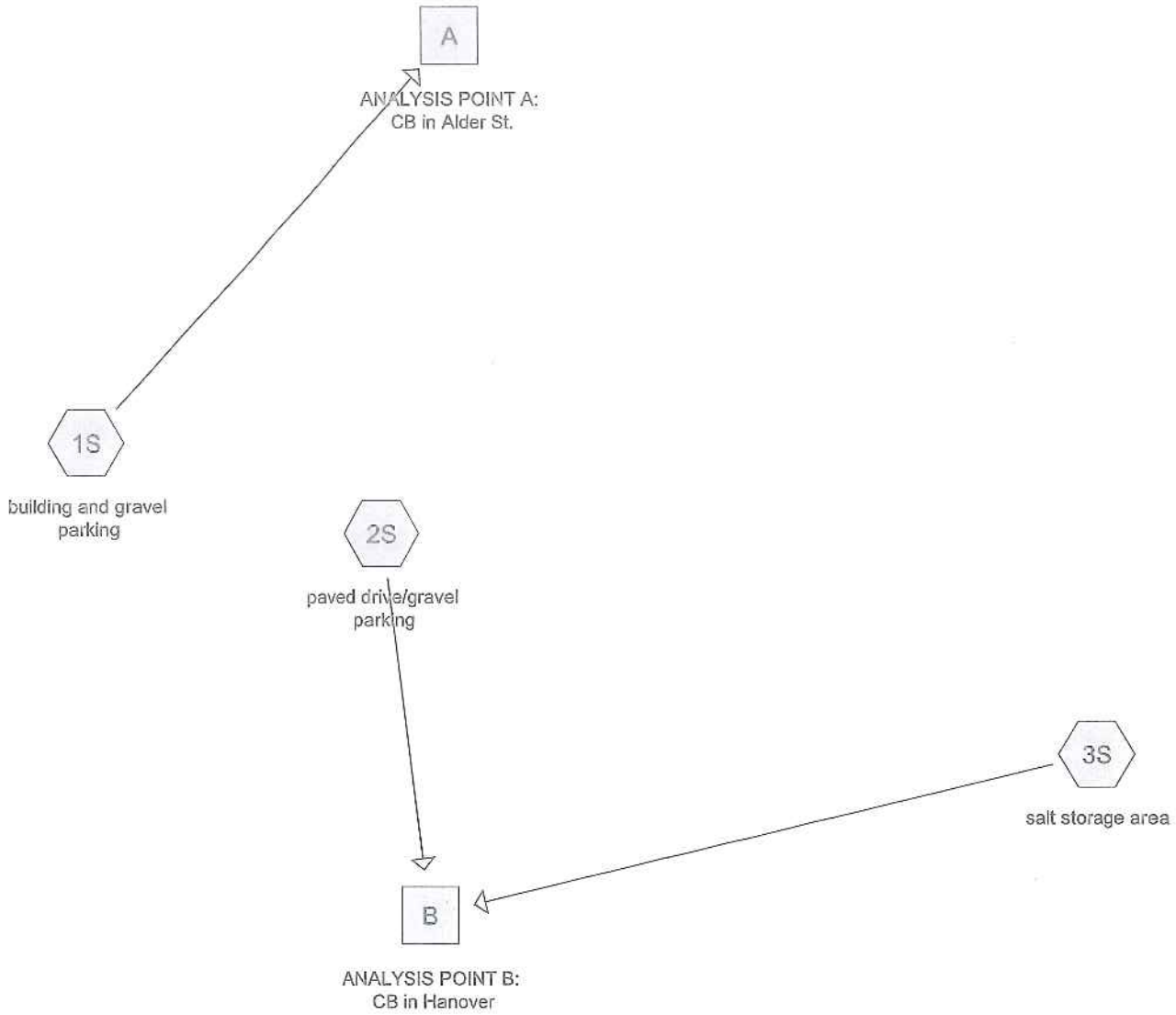
Title:
PRE-DEVELOPMENT STORMWATER PLAN

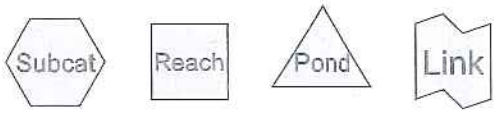
Scale: 1"=20'

0 10 20 40 ft.

North:

Sheet No.:
SW-1





Routing Diagram for Bayside Bowl Pre Development
Prepared by {enter your company name here}, Printed 3/23/2015
HydroCAD® 10.00-12 s/n 05121 © 2014 HydroCAD Software Solutions LLC

Area Listing (all nodes)

Area (acres)	CN	Description (subcatchment-numbers)
0.312	96	Gravel surface, HSG B (1S, 2S)
0.958	98	Paved parking & roofs (1S, 2S, 3S)
1.269	**98**	**TOTAL AREA**

Soil Listing (all nodes)

Area (acres)	Soil Group	Subcatchment Numbers
0.000	HSG A	
0.312	HSG B	1S, 2S
0.000	HSG C	
0.000	HSG D	
0.958	Other	1S, 2S, 3S
1.269		**TOTAL AREA**

Ground Covers (all nodes)

HSG-A (acres)	HSG-B (acres)	HSG-C (acres)	HSG-D (acres)	Other (acres)	Total (acres)	Ground Cover	Subcatchment Numbers
0.000	0.312	0.000	0.000	0.000	0.312	Gravel surface	1S, 2S
0.000	0.000	0.000	0.000	0.958	0.958	Paved parking & roofs	1S, 2S, 3S
0.000	**0.312**	**0.000**	**0.000**	**0.958**	**1.269**	**TOTAL AREA**	

Time span=2.00-20.00 hrs, dt=0.01 hrs, 1801 points x 3
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment1S: building and gravel Runoff Area=29,376 sf 70.73% Impervious Runoff Depth>0.66"
Flow Length=200' Tc=6.0 min CN=97 Runoff=0.55 cfs 0.037 af

Subcatchment2S: paved drive/gravel Runoff Area=10,478 sf 52.52% Impervious Runoff Depth>0.66"
Flow Length=130' Slope=0.0130 '/' Tc=6.0 min CN=97 Runoff=0.20 cfs 0.013 af

Subcatchment3S: salt storage area Runoff Area=15,433 sf 100.00% Impervious Runoff Depth>0.75"
Flow Length=267' Tc=6.0 min CN=98 Runoff=0.32 cfs 0.022 af

Reach A: ANALYSISPOINT A: CB in Alder St. Inflow=0.55 cfs 0.037 af
Outflow=0.55 cfs 0.037 af

Reach B: ANALYSISPOINT B: CB in Hanover Inflow=0.51 cfs 0.035 af
Outflow=0.51 cfs 0.035 af

Total Runoff Area = 1.269 ac Runoff Volume = 0.073 af Average Runoff Depth = 0.69"
24.55% Pervious = 0.312 ac 75.45% Impervious = 0.958 ac

Summary for Subcatchment 1S: building and gravel parking

Runoff = 0.55 cfs @ 12.09 hrs, Volume= 0.037 af, Depth> 0.66"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 2.00-20.00 hrs, dt= 0.01 hrs
Type III 24-hr 1-inch Rainfall=1.00"

Area (sf)	CN	Description
20,779	98	Paved parking & roofs
8,597	96	Gravel surface, HSG B
29,376	97	Weighted Average
8,597		29.27% Pervious Area
20,779		70.73% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
3.2	180	0.0060	0.93		**Sheet Flow, A-B gravel** Smooth surfaces n= 0.011 P2= 3.00"
0.1	20	0.0375	3.93		**Shallow Concentrated Flow, B-C gutter** Paved Kv= 20.3 fps
3.3	200	Total, Increased to minimum Tc = 6.0 min			

Summary for Subcatchment 2S: paved drive/gravel parking

Runoff = 0.20 cfs @ 12.09 hrs, Volume= 0.013 af, Depth> 0.66"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 2.00-20.00 hrs, dt= 0.01 hrs
Type III 24-hr 1-inch Rainfall=1.00"

Area (sf)	CN	Description
5,503	98	Paved parking & roofs
4,975	96	Gravel surface, HSG B
10,478	97	Weighted Average
4,975		47.48% Pervious Area
5,503		52.52% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.8	130	0.0130	1.18		**Sheet Flow, A-B pavement** Smooth surfaces n= 0.011 P2= 3.00"
1.8	130	Total, Increased to minimum Tc = 6.0 min			

Summary for Subcatchment 3S: salt storage area

Runoff = 0.32 cfs @ 12.08 hrs, Volume= 0.022 af, Depth> 0.75"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 2.00-20.00 hrs, dt= 0.01 hrs
Type III 24-hr 1-inch Rainfall=1.00"

Area (sf)	CN	Description
15,433	98	Paved parking & roofs
15,433		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
2.8	122	0.0040	0.73		**Sheet Flow, A-B** Smooth surfaces n= 0.011 P2= 3.00"
0.8	145	0.0200	2.87		**Shallow Concentrated Flow, B-C gutter** Paved Kv= 20.3 fps
3.6	267	Total, Increased to minimum Tc = 6.0 min			

Summary for Reach A: ANALYSIS POINT A: CB in Alder St.

Inflow Area = 0.674 ac, 70.73% Impervious, Inflow Depth > 0.66" for 1-inch event
Inflow = 0.55 cfs @ 12.09 hrs, Volume= 0.037 af
Outflow = 0.55 cfs @ 12.09 hrs, Volume= 0.037 af, Atten= 0%, Lag= 0.0 min

Routing by Dyn-Stor-Ind method, Time Span= 2.00-20.00 hrs, dt= 0.01 hrs / 3

Summary for Reach B: ANALYSIS POINT B: CB in Hanover

Inflow Area = 0.595 ac, 80.80% Impervious, Inflow Depth > 0.71" for 1-inch event
Inflow = 0.51 cfs @ 12.09 hrs, Volume= 0.035 af
Outflow = 0.51 cfs @ 12.09 hrs, Volume= 0.035 af, Atten= 0%, Lag= 0.0 min

Routing by Dyn-Stor-Ind method, Time Span= 2.00-20.00 hrs, dt= 0.01 hrs / 3

Time span=2.00-20.00 hrs, dt=0.01 hrs, 1801 points x 3
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment1S: building and gravel Runoff Area=29,376 sf 70.73% Impervious Runoff Depth>2.53"
Flow Length=200' Tc=6.0 min CN=97 Runoff=1.93 cfs 0.142 af

Subcatchment2S: paved drive/gravel Runoff Area=10,478 sf 52.52% Impervious Runoff Depth>2.53"
Flow Length=130' Slope=0.0130 '/' Tc=6.0 min CN=97 Runoff=0.69 cfs 0.051 af

Subcatchment3S: salt storage area Runoff Area=15,433 sf 100.00% Impervious Runoff Depth>2.64"
Flow Length=267' Tc=6.0 min CN=98 Runoff=1.03 cfs 0.078 af

Reach A: ANALYSISPOINT A: CB in Alder St. Inflow=1.93 cfs 0.142 af
Outflow=1.93 cfs 0.142 af

Reach B: ANALYSISPOINT B: CB in Hanover Inflow=1.72 cfs 0.128 af
Outflow=1.72 cfs 0.128 af

Total Runoff Area = 1.269 ac Runoff Volume = 0.270 af Average Runoff Depth = 2.56"
24.55% Pervious = 0.312 ac 75.45% Impervious = 0.958 ac

Summary for Subcatchment 1S: building and gravel parking

Runoff = 1.93 cfs @ 12.08 hrs, Volume= 0.142 af, Depth> 2.53"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 2.00-20.00 hrs, dt= 0.01 hrs
Type III 24-hr 2-Year Rainfall=3.00"

Area (sf)	CN	Description
20,779	98	Paved parking & roofs
8,597	96	Gravel surface, HSG B
29,376	97	Weighted Average
8,597		29.27% Pervious Area
20,779		70.73% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
3.2	180	0.0060	0.93		**Sheet Flow, A-B gravel** Smooth surfaces n= 0.011 P2= 3.00"
0.1	20	0.0375	3.93		**Shallow Concentrated Flow, B-C gutter** Paved Kv= 20.3 fps
3.3	200	Total, Increased to minimum Tc = 6.0 min			

Summary for Subcatchment 2S: paved drive/gravel parking

Runoff = 0.69 cfs @ 12.08 hrs, Volume= 0.051 af, Depth> 2.53"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 2.00-20.00 hrs, dt= 0.01 hrs
Type III 24-hr 2-Year Rainfall=3.00"

Area (sf)	CN	Description
5,503	98	Paved parking & roofs
4,975	96	Gravel surface, HSG B
10,478	97	Weighted Average
4,975		47.48% Pervious Area
5,503		52.52% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.8	130	0.0130	1.18		**Sheet Flow, A-B pavement** Smooth surfaces n= 0.011 P2= 3.00"
1.8	130	Total, Increased to minimum Tc = 6.0 min			

Summary for Subcatchment 3S: salt storage area

Runoff = 1.03 cfs @ 12.08 hrs, Volume= 0.078 af, Depth> 2.64"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 2.00-20.00 hrs, dt= 0.01 hrs
Type III 24-hr 2-Year Rainfall=3.00"

Area (sf)	CN	Description
15,433	98	Paved parking & roofs
15,433		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
2.8	122	0.0040	0.73		**Sheet Flow, A-B** Smooth surfaces n= 0.011 P2= 3.00"
0.8	145	0.0200	2.87		**Shallow Concentrated Flow, B-C gutter** Paved Kv= 20.3 fps
3.6	267	Total, Increased to minimum Tc = 6.0 min			

Summary for Reach A: ANALYSIS POINT A: CB in Alder St.

Inflow Area = 0.674 ac, 70.73% Impervious, Inflow Depth > 2.53" for 2-Year event
Inflow = 1.93 cfs @ 12.08 hrs, Volume= 0.142 af
Outflow = 1.93 cfs @ 12.08 hrs, Volume= 0.142 af, Atten= 0%, Lag= 0.0 min

Routing by Dyn-Stor-Ind method, Time Span= 2.00-20.00 hrs, dt= 0.01 hrs / 3

Summary for Reach B: ANALYSIS POINT B: CB in Hanover

Inflow Area = 0.595 ac, 80.80% Impervious, Inflow Depth > 2.59" for 2-Year event
Inflow = 1.72 cfs @ 12.08 hrs, Volume= 0.128 af
Outflow = 1.72 cfs @ 12.08 hrs, Volume= 0.128 af, Atten= 0%, Lag= 0.0 min

Routing by Dyn-Stor-Ind method, Time Span= 2.00-20.00 hrs, dt= 0.01 hrs / 3

Time span=2.00-20.00 hrs, dt=0.01 hrs, 1801 points x 3
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment1S: building and gravel Runoff Area=29,376 sf 70.73% Impervious Runoff Depth>4.14"
Flow Length=200' Tc=6.0 min CN=97 Runoff=3.07 cfs 0.233 af

Subcatchment2S: paved drive/gravel Runoff Area=10,478 sf 52.52% Impervious Runoff Depth>4.14"
Flow Length=130' Slope=0.0130 '/' Tc=6.0 min CN=97 Runoff=1.10 cfs 0.083 af

Subcatchment3S: salt storage area Runoff Area=15,433 sf 100.00% Impervious Runoff Depth>4.25"
Flow Length=267' Tc=6.0 min CN=98 Runoff=1.63 cfs 0.125 af

Reach A: ANALYSISPOINT A: CB in Alder St. Inflow=3.07 cfs 0.233 af
Outflow=3.07 cfs 0.233 af

Reach B: ANALYSISPOINT B: CB in Hanover Inflow=2.72 cfs 0.208 af
Outflow=2.72 cfs 0.208 af

Total Runoff Area = 1.269 ac Runoff Volume = 0.441 af Average Runoff Depth = 4.17"
24.55% Pervious = 0.312 ac 75.45% Impervious = 0.958 ac

Summary for Subcatchment 1S: building and gravel parking

Runoff = 3.07 cfs @ 12.08 hrs, Volume= 0.233 af, Depth> 4.14"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 2.00-20.00 hrs, dt= 0.01 hrs
Type III 24-hr 10-Year Rainfall=4.70"

Area (sf)	CN	Description
20,779	98	Paved parking & roofs
8,597	96	Gravel surface, HSG B
29,376	97	Weighted Average
8,597		29.27% Pervious Area
20,779		70.73% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
3.2	180	0.0060	0.93		**Sheet Flow, A-B gravel** Smooth surfaces n= 0.011 P2= 3.00"
0.1	20	0.0375	3.93		**Shallow Concentrated Flow, B-C gutter** Paved Kv= 20.3 fps
3.3	200	Total, Increased to minimum Tc = 6.0 min			

Summary for Subcatchment 2S: paved drive/gravel parking

Runoff = 1.10 cfs @ 12.08 hrs, Volume= 0.083 af, Depth> 4.14"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 2.00-20.00 hrs, dt= 0.01 hrs
Type III 24-hr 10-Year Rainfall=4.70"

Area (sf)	CN	Description
5,503	98	Paved parking & roofs
4,975	96	Gravel surface, HSG B
10,478	97	Weighted Average
4,975		47.48% Pervious Area
5,503		52.52% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.8	130	0.0130	1.18		**Sheet Flow, A-B pavement** Smooth surfaces n= 0.011 P2= 3.00"
1.8	130	Total, Increased to minimum Tc = 6.0 min			

Summary for Subcatchment 3S: salt storage area

Runoff = 1.63 cfs @ 12.08 hrs, Volume= 0.125 af, Depth> 4.25"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 2.00-20.00 hrs, dt= 0.01 hrs
Type III 24-hr 10-Year Rainfall=4.70"

Area (sf)	CN	Description
15,433	98	Paved parking & roofs
15,433		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
2.8	122	0.0040	0.73		**Sheet Flow, A-B** Smooth surfaces n= 0.011 P2= 3.00"
0.8	145	0.0200	2.87		**Shallow Concentrated Flow, B-C gutter** Paved Kv= 20.3 fps
3.6	267	Total, Increased to minimum Tc = 6.0 min			

Summary for Reach A: ANALYSIS POINT A: CB in Alder St.

Inflow Area = 0.674 ac, 70.73% Impervious, Inflow Depth > 4.14" for 10-Year event
Inflow = 3.07 cfs @ 12.08 hrs, Volume= 0.233 af
Outflow = 3.07 cfs @ 12.08 hrs, Volume= 0.233 af, Atten= 0%, Lag= 0.0 min

Routing by Dyn-Stor-Ind method, Time Span= 2.00-20.00 hrs, dt= 0.01 hrs / 3

Summary for Reach B: ANALYSIS POINT B: CB in Hanover

Inflow Area = 0.595 ac, 80.80% Impervious, Inflow Depth > 4.20" for 10-Year event
Inflow = 2.72 cfs @ 12.08 hrs, Volume= 0.208 af
Outflow = 2.72 cfs @ 12.08 hrs, Volume= 0.208 af, Atten= 0%, Lag= 0.0 min

Routing by Dyn-Stor-Ind method, Time Span= 2.00-20.00 hrs, dt= 0.01 hrs / 3

Time span=2.00-20.00 hrs, dt=0.01 hrs, 1801 points x 3
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment1S: building and gravel Runoff Area=29,376 sf 70.73% Impervious Runoff Depth>4.90"
Flow Length=200' Tc=6.0 min CN=97 Runoff=3.61 cfs 0.275 af

Subcatchment2S: paved drive/gravel Runoff Area=10,478 sf 52.52% Impervious Runoff Depth>4.90"
Flow Length=130' Slope=0.0130 '/' Tc=6.0 min CN=97 Runoff=1.29 cfs 0.098 af

Subcatchment3S: salt storage area Runoff Area=15,433 sf 100.00% Impervious Runoff Depth>5.00"
Flow Length=267' Tc=6.0 min CN=98 Runoff=1.91 cfs 0.148 af

Reach A: ANALYSISPOINT A: CB in Alder St. Inflow=3.61 cfs 0.275 af
Outflow=3.61 cfs 0.275 af

Reach B: ANALYSISPOINT B: CB in Hanover Inflow=3.20 cfs 0.246 af
Outflow=3.20 cfs 0.246 af

Total Runoff Area = 1.269 ac Runoff Volume = 0.521 af Average Runoff Depth = 4.93"
24.55% Pervious = 0.312 ac 75.45% Impervious = 0.958 ac

Summary for Subcatchment 1S: building and gravel parking

Runoff = 3.61 cfs @ 12.08 hrs, Volume= 0.275 af, Depth> 4.90"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 2.00-20.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Rainfall=5.50"

Area (sf)	CN	Description
20,779	98	Paved parking & roofs
8,597	96	Gravel surface, HSG B
29,376	97	Weighted Average
8,597		29.27% Pervious Area
20,779		70.73% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
3.2	180	0.0060	0.93		**Sheet Flow, A-B gravel** Smooth surfaces n= 0.011 P2= 3.00"
0.1	20	0.0375	3.93		**Shallow Concentrated Flow, B-C gutter** Paved Kv= 20.3 fps
3.3	200	Total, Increased to minimum Tc = 6.0 min			

Summary for Subcatchment 2S: paved drive/gravel parking

Runoff = 1.29 cfs @ 12.08 hrs, Volume= 0.098 af, Depth> 4.90"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 2.00-20.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Rainfall=5.50"

Area (sf)	CN	Description
5,503	98	Paved parking & roofs
4,975	96	Gravel surface, HSG B
10,478	97	Weighted Average
4,975		47.48% Pervious Area
5,503		52.52% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.8	130	0.0130	1.18		**Sheet Flow, A-B pavement** Smooth surfaces n= 0.011 P2= 3.00"
1.8	130	Total, Increased to minimum Tc = 6.0 min			

Summary for Subcatchment 3S: salt storage area

Runoff = 1.91 cfs @ 12.08 hrs, Volume= 0.148 af, Depth> 5.00"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 2.00-20.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Rainfall=5.50"

Area (sf)	CN	Description
15,433	98	Paved parking & roofs
15,433		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
2.8	122	0.0040	0.73		**Sheet Flow, A-B** Smooth surfaces n= 0.011 P2= 3.00"
0.8	145	0.0200	2.87		**Shallow Concentrated Flow, B-C gutter** Paved Kv= 20.3 fps
3.6	267	Total, Increased to minimum Tc = 6.0 min			

Summary for Reach A: ANALYSIS POINT A: CB in Alder St.

Inflow Area = 0.674 ac, 70.73% Impervious, Inflow Depth > 4.90" for 25-Year event
Inflow = 3.61 cfs @ 12.08 hrs, Volume= 0.275 af
Outflow = 3.61 cfs @ 12.08 hrs, Volume= 0.275 af, Atten= 0%, Lag= 0.0 min

Routing by Dyn-Stor-Ind method, Time Span= 2.00-20.00 hrs, dt= 0.01 hrs / 3

Summary for Reach B: ANALYSIS POINT B: CB in Hanover

Inflow Area = 0.595 ac, 80.80% Impervious, Inflow Depth > 4.96" for 25-Year event
Inflow = 3.20 cfs @ 12.08 hrs, Volume= 0.246 af
Outflow = 3.20 cfs @ 12.08 hrs, Volume= 0.246 af, Atten= 0%, Lag= 0.0 min

Routing by Dyn-Stor-Ind method, Time Span= 2.00-20.00 hrs, dt= 0.01 hrs / 3

Time span=2.00-20.00 hrs, dt=0.01 hrs, 1801 points x 3
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment1S: building and gravel Runoff Area=29,376 sf 70.73% Impervious Runoff Depth>6.04"
Flow Length=200' Tc=6.0 min CN=97 Runoff=4.41 cfs 0.339 af

Subcatchment2S: paved drive/gravel Runoff Area=10,478 sf 52.52% Impervious Runoff Depth>6.04"
Flow Length=130' Slope=0.0130 '/' Tc=6.0 min CN=97 Runoff=1.57 cfs 0.121 af

Subcatchment3S: salt storage area Runoff Area=15,433 sf 100.00% Impervious Runoff Depth>6.14"
Flow Length=267' Tc=6.0 min CN=98 Runoff=2.33 cfs 0.181 af

Reach A: ANALYSISPOINT A: CB in Alder St. Inflow=4.41 cfs 0.339 af
Outflow=4.41 cfs 0.339 af

Reach B: ANALYSISPOINT B: CB in Hanover Inflow=3.90 cfs 0.302 af
Outflow=3.90 cfs 0.302 af

Total Runoff Area = 1.269 ac Runoff Volume = 0.641 af Average Runoff Depth = 6.06"
24.55% Pervious = 0.312 ac 75.45% Impervious = 0.958 ac

Summary for Subcatchment 1S: building and gravel parking

Runoff = 4.41 cfs @ 12.08 hrs, Volume= 0.339 af, Depth> 6.04"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 2.00-20.00 hrs, dt= 0.01 hrs
Type III 24-hr 100-Year Rainfall=6.70"

Area (sf)	CN	Description
20,779	98	Paved parking & roofs
8,597	96	Gravel surface, HSG B
29,376	97	Weighted Average
8,597		29.27% Pervious Area
20,779		70.73% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
3.2	180	0.0060	0.93		**Sheet Flow, A-B gravel** Smooth surfaces n= 0.011 P2= 3.00"
0.1	20	0.0375	3.93		**Shallow Concentrated Flow, B-C gutter** Paved Kv= 20.3 fps
3.3	200	Total, Increased to minimum Tc = 6.0 min			

Summary for Subcatchment 2S: paved drive/gravel parking

Runoff = 1.57 cfs @ 12.08 hrs, Volume= 0.121 af, Depth> 6.04"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 2.00-20.00 hrs, dt= 0.01 hrs
Type III 24-hr 100-Year Rainfall=6.70"

Area (sf)	CN	Description
5,503	98	Paved parking & roofs
4,975	96	Gravel surface, HSG B
10,478	97	Weighted Average
4,975		47.48% Pervious Area
5,503		52.52% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.8	130	0.0130	1.18		**Sheet Flow, A-B pavement** Smooth surfaces n= 0.011 P2= 3.00"
1.8	130	Total, Increased to minimum Tc = 6.0 min			

Summary for Subcatchment 3S: salt storage area

Runoff = 2.33 cfs @ 12.08 hrs, Volume= 0.181 af, Depth> 6.14"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 2.00-20.00 hrs, dt= 0.01 hrs
Type III 24-hr 100-Year Rainfall=6.70"

Area (sf)	CN	Description
15,433	98	Paved parking & roofs
15,433		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
2.8	122	0.0040	0.73		**Sheet Flow, A-B** Smooth surfaces n= 0.011 P2= 3.00"
0.8	145	0.0200	2.87		**Shallow Concentrated Flow, B-C gutter** Paved Kv= 20.3 fps
3.6	267	Total, Increased to minimum Tc = 6.0 min			

Summary for Reach A: ANALYSIS POINT A: CB in Alder St.

Inflow Area = 0.674 ac, 70.73% Impervious, Inflow Depth > 6.04" for 100-Year event
Inflow = 4.41 cfs @ 12.08 hrs, Volume= 0.339 af
Outflow = 4.41 cfs @ 12.08 hrs, Volume= 0.339 af, Atten= 0%, Lag= 0.0 min

Routing by Dyn-Stor-Ind method, Time Span= 2.00-20.00 hrs, dt= 0.01 hrs / 3

Summary for Reach B: ANALYSIS POINT B: CB in Hanover

Inflow Area = 0.595 ac, 80.80% Impervious, Inflow Depth > 6.10" for 100-Year event
Inflow = 3.90 cfs @ 12.08 hrs, Volume= 0.302 af
Outflow = 3.90 cfs @ 12.08 hrs, Volume= 0.302 af, Atten= 0%, Lag= 0.0 min

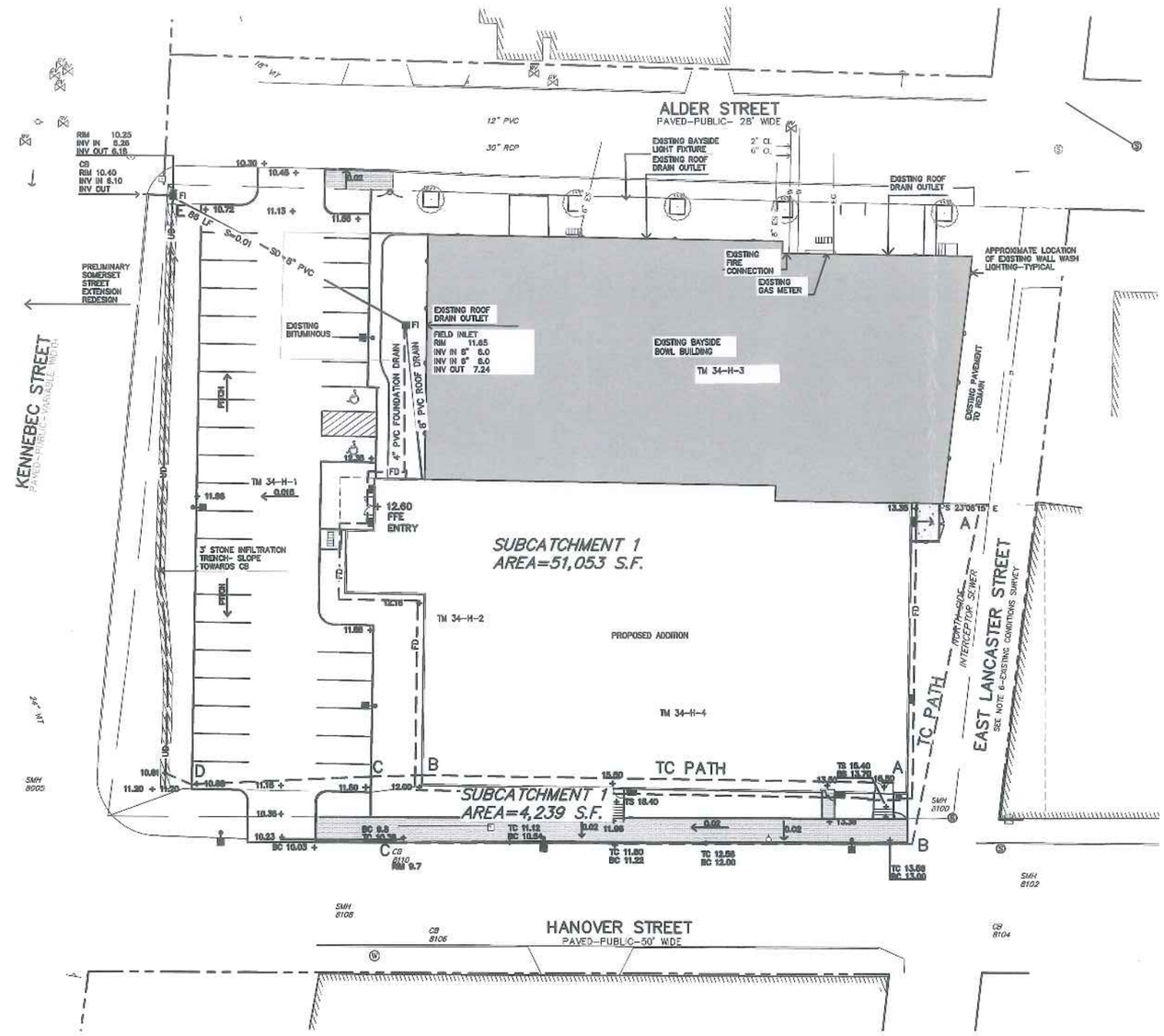
Routing by Dyn-Stor-Ind method, Time Span= 2.00-20.00 hrs, dt= 0.01 hrs / 3

GENERAL NOTES

1. SITE AREA: 55,290 SF OR 1.27 ACRES
2. SUBCATCHMENT 1: AREA = 51,053 S.F. IMPERVIOUS AREA = 45,865 S.F.
   SUBCATCHMENT 2: AREA = 4,239 S.F. IMPERVIOUS AREA = 1,628 S.F.
3. SUBCATCHMENT BOUNDARIES AND TC PATHS WERE ESTIMATED BASED ON SPOT GRADES PROVIDED ON THE PROPOSED GRADING PLAN.
4. ASSUMES ROOF DRAINS OUTLET IN THE DIRECTION OF THE EXISTING BUILDING PER THE ARCHITECTURAL ELEVATIONS PROVIDED IN PROPOSAL.

LEGEND

	EXISTING	PROPOSED
PROPERTY LINE		
GRANITE MONUMENT		
IRON PIN		
CATCHBASIN		
MANHOLE		
HYDRANT		
UTILITY POLE		
WATER VALVE	WV	
SANITARY SEWER	ES	S
STORM DRAIN	ESD	SD
WATER	EW	W
TELEPHONE	T	
GAS	EG	G
CURB		
FENCE		
SIGN		
DECIDUOUS TREE		
EVERGREEN TREE		
PIPE BOLLARD		
BIKE HITCH		
SPOT GRADE		
WALL MOUNTED		
LIGHT FIXTURE		
SECURITY CAMERA		
OVERHEAD WIRES	OHW	
CMP CABLE LINES	E	



STATE OF MAINE
STEPHEN J. BRADSTREET #5740
LICENSED PROFESSIONAL ENGINEER

RANSOM
Consulting Engineers and Scientists

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Applicant:
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58 Alder Street
Portland, Maine

Prepared By:
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BAYSIDE BOWL

58 Alder Street — Portland, Maine

Date: MARCH 24, 2015

Issued For: SITE PLAN SUBMISSION

Revisions:

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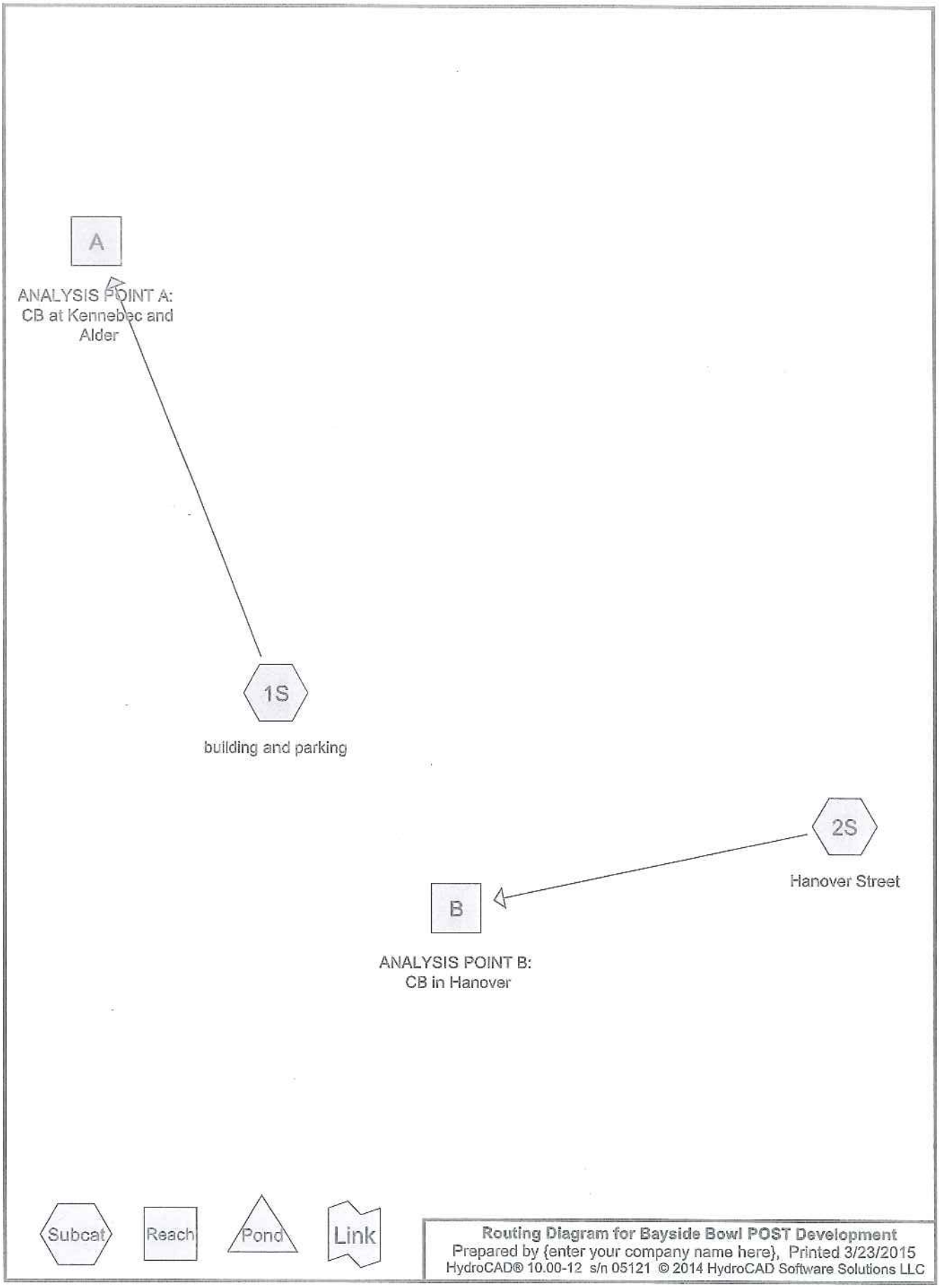
Title: **POST DEVELOPMENT STORMWATER PLAN**

Scale: 1"=20'

0 10 20 40 ft.

North:

Sheet No.: SW-2


A
ANALYSIS POINT A:
CB at Kennebec and
Alder
1S
building and parking
2S
Hanover Street
B
ANALYSIS POINT B:
CB in Hanover
Subcat
Reach
Pond
Link
Routing Diagram for Bayside Bowl POST Development
Prepared by {enter your company name here}, Printed 3/23/2015
HydroCAD® 10.00-12 s/n 05121 © 2014 HydroCAD Software Solutions LLC

Area Listing (all nodes)

Area (acres)	CN	Description (subcatchment-numbers)
0.177	61	>75% Grass cover, Good, HSG B (1S, 2S)
1.093	98	Paved parking & roofs (1S, 2S)
1.269	**93**	**TOTAL AREA**

Soil Listing (all nodes)

Area (acres)	Soil Group	Subcatchment Numbers
0.000	HSG A	
0.177	HSG B	1S, 2S
0.000	HSG C	
0.000	HSG D	
1.093	Other	1S, 2S
1.269		**TOTAL AREA**

Ground Covers (all nodes)

HSG-A (acres)	HSG-B (acres)	HSG-C (acres)	HSG-D (acres)	Other (acres)	Total (acres)	Ground Cover	Subcatchment Numbers
0.000	0.177	0.000	0.000	0.000	0.177	>75% Grass cover, Good	1S, 2S
0.000	0.000	0.000	0.000	1.093	1.093	Paved parking & roofs	1S, 2S
0.000	**0.177**	**0.000**	**0.000**	**1.093**	**1.269**	**TOTAL AREA**	

Time span=2.00-20.00 hrs, dt=0.01 hrs, 1801 points x 3
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment1S: building and parking Runoff Area=51,053 sf 90.04% Impervious Runoff Depth>0.47"
Flow Length=424' Tc=7.1 min CN=94 Runoff=0.66 cfs 0.046 af

Subcatchment2S: Hanover Street Runoff Area=4,239 sf 38.41% Impervious Runoff Depth>0.02"
Flow Length=275' Tc=6.0 min CN=75 Runoff=0.00 cfs 0.000 af

Reach A: ANALYSISPOINT A: CB at Kennebec and Alder Inflow=0.66 cfs 0.046 af
Outflow=0.66 cfs 0.046 af

Reach B: ANALYSISPOINT B: CB in Hanover Inflow=0.00 cfs 0.000 af
Outflow=0.00 cfs 0.000 af

Total Runoff Area = 1.269 ac Runoff Volume = 0.046 af Average Runoff Depth = 0.43"
13.92% Pervious = 0.177 ac 86.08% Impervious = 1.093 ac

Summary for Subcatchment 1S: building and parking

Runoff = 0.66 cfs @ 12.10 hrs, Volume= 0.046 af, Depth> 0.47"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 2.00-20.00 hrs, dt= 0.01 hrs
Type III 24-hr 1-inch Rainfall=1.00"

Area (sf)	CN	Description
45,968	98	Paved parking & roofs
5,085	61	>75% Grass cover, Good, HSG B
51,053	94	Weighted Average
5,085		9.96% Pervious Area
45,968		90.04% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
3.1	153	0.0050	0.83		**Sheet Flow, A-B roof** Smooth surfaces n= 0.011 P2= 3.00"
0.1	16	0.0310	2.83		**Shallow Concentrated Flow, B-C planted bed to parking** Unpaved Kv= 16.1 fps
0.5	60	0.0100	2.03		**Shallow Concentrated Flow, C-D Parking to swale** Paved Kv= 20.3 fps
3.4	195	0.0040	0.95		**Shallow Concentrated Flow, D-E swale** Grassed Waterway Kv= 15.0 fps
7.1	424	Total			

Summary for Subcatchment 2S: Hanover Street

Runoff = 0.00 cfs @ 13.78 hrs, Volume= 0.000 af, Depth> 0.02"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 2.00-20.00 hrs, dt= 0.01 hrs
Type III 24-hr 1-inch Rainfall=1.00"

Area (sf)	CN	Description
1,628	98	Paved parking & roofs
2,611	61	>75% Grass cover, Good, HSG B
4,239	75	Weighted Average
2,611		61.59% Pervious Area
1,628		38.41% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
2.8	108	0.0030	0.63		**Sheet Flow, A-B pavement** Smooth surfaces n= 0.011 P2= 3.00"
1.0	167	0.0200	2.87		**Shallow Concentrated Flow, B-C gutter** Paved Kv= 20.3 fps
3.8	275	Total, Increased to minimum Tc = 6.0 min			

Summary for Reach A: ANALYSIS POINT A: CB at Kennebec and Alder

Inflow Area = 1.172 ac, 90.04% Impervious, Inflow Depth > 0.47" for 1-inch event
Inflow = 0.66 cfs @ 12.10 hrs, Volume= 0.046 af
Outflow = 0.66 cfs @ 12.10 hrs, Volume= 0.046 af, Atten= 0%, Lag= 0.0 min

Routing by Dyn-Stor-Ind method, Time Span= 2.00-20.00 hrs, dt= 0.01 hrs / 3

Summary for Reach B: ANALYSIS POINT B: CB in Hanover

Inflow Area = 0.097 ac, 38.41% Impervious, Inflow Depth > 0.02" for 1-inch event
Inflow = 0.00 cfs @ 13.78 hrs, Volume= 0.000 af
Outflow = 0.00 cfs @ 13.78 hrs, Volume= 0.000 af, Atten= 0%, Lag= 0.0 min

Routing by Dyn-Stor-Ind method, Time Span= 2.00-20.00 hrs, dt= 0.01 hrs / 3

Time span=2.00-20.00 hrs, dt=0.01 hrs, 1801 points x 3
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment1S: building and parking Runoff Area=51,053 sf 90.04% Impervious Runoff Depth>2.22"
Flow Length=424' Tc=7.1 min CN=94 Runoff=2.99 cfs 0.217 af

Subcatchment2S: Hanover Street Runoff Area=4,239 sf 38.41% Impervious Runoff Depth>0.88"
Flow Length=275' Tc=6.0 min CN=75 Runoff=0.10 cfs 0.007 af

Reach A: ANALYSISPOINT A: CB at Kennebec and Alder Inflow=2.99 cfs 0.217 af
Outflow=2.99 cfs 0.217 af

Reach B: ANALYSISPOINT B: CB in Hanover Inflow=0.10 cfs 0.007 af
Outflow=0.10 cfs 0.007 af

Total Runoff Area = 1.269 ac Runoff Volume = 0.224 af Average Runoff Depth = 2.12"
13.92% Pervious = 0.177 ac 86.08% Impervious = 1.093 ac

Summary for Subcatchment 1S: building and parking

Runoff = 2.99 cfs @ 12.10 hrs, Volume= 0.217 af, Depth> 2.22"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 2.00-20.00 hrs, dt= 0.01 hrs
Type III 24-hr 2-Year Rainfall=3.00"

Area (sf)	CN	Description
45,968	98	Paved parking & roofs
5,085	61	>75% Grass cover, Good, HSG B
51,053	94	Weighted Average
5,085		9.96% Pervious Area
45,968		90.04% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
3.1	153	0.0050	0.83		**Sheet Flow, A-B roof** Smooth surfaces n= 0.011 P2= 3.00"
0.1	16	0.0310	2.83		**Shallow Concentrated Flow, B-C planted bed to parking** Unpaved Kv= 16.1 fps
0.5	60	0.0100	2.03		**Shallow Concentrated Flow, C-D Parking to swale** Paved Kv= 20.3 fps
3.4	195	0.0040	0.95		**Shallow Concentrated Flow, D-E swale** Grassed Waterway Kv= 15.0 fps
7.1	424	Total			

Summary for Subcatchment 2S: Hanover Street

Runoff = 0.10 cfs @ 12.10 hrs, Volume= 0.007 af, Depth> 0.88"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 2.00-20.00 hrs, dt= 0.01 hrs
Type III 24-hr 2-Year Rainfall=3.00"

Area (sf)	CN	Description
1,628	98	Paved parking & roofs
2,611	61	>75% Grass cover, Good, HSG B
4,239	75	Weighted Average
2,611		61.59% Pervious Area
1,628		38.41% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
2.8	108	0.0030	0.63		**Sheet Flow, A-B pavement** Smooth surfaces n= 0.011 P2= 3.00"
1.0	167	0.0200	2.87		**Shallow Concentrated Flow, B-C gutter** Paved Kv= 20.3 fps
3.8	275	Total, Increased to minimum Tc = 6.0 min			

Summary for Reach A: ANALYSIS POINT A: CB at Kennebec and Alder

Inflow Area =	1.172 ac,	90.04% Impervious,	Inflow Depth >	2.22"	for 2-Year event
Inflow =	2.99 cfs @	12.10 hrs, Volume=	0.217 af		
Outflow =	2.99 cfs @	12.10 hrs, Volume=	0.217 af,	Atten= 0%,	Lag= 0.0 min

Routing by Dyn-Stor-Ind method, Time Span= 2.00-20.00 hrs, dt= 0.01 hrs / 3

Summary for Reach B: ANALYSIS POINT B: CB in Hanover

Inflow Area =	0.097 ac,	38.41% Impervious,	Inflow Depth >	0.88"	for 2-Year event
Inflow =	0.10 cfs @	12.10 hrs, Volume=	0.007 af		
Outflow =	0.10 cfs @	12.10 hrs, Volume=	0.007 af,	Atten= 0%,	Lag= 0.0 min

Routing by Dyn-Stor-Ind method, Time Span= 2.00-20.00 hrs, dt= 0.01 hrs / 3

Time span=2.00-20.00 hrs, dt=0.01 hrs, 1801 points x 3
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment1S: building and parking Runoff Area=51,053 sf 90.04% Impervious Runoff Depth>3.81"
Flow Length=424' Tc=7.1 min CN=94 Runoff=4.96 cfs 0.372 af

Subcatchment2S: Hanover Street Runoff Area=4,239 sf 38.41% Impervious Runoff Depth>2.04"
Flow Length=275' Tc=6.0 min CN=75 Runoff=0.25 cfs 0.017 af

Reach A: ANALYSISPOINT A: CB at Kennebecand Alder Inflow=4.96 cfs 0.372 af
Outflow=4.96 cfs 0.372 af

Reach B: ANALYSISPOINT B: CB in Hanover Inflow=0.25 cfs 0.017 af
Outflow=0.25 cfs 0.017 af

Total Runoff Area = 1.269 ac Runoff Volume = 0.388 af Average Runoff Depth = 3.67"
13.92% Pervious = 0.177 ac 86.08% Impervious = 1.093 ac

Summary for Subcatchment 1S: building and parking

Runoff = 4.96 cfs @ 12.10 hrs, Volume= 0.372 af, Depth> 3.81"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 2.00-20.00 hrs, dt= 0.01 hrs
Type III 24-hr 10-Year Rainfall=4.70"

Area (sf)	CN	Description
45,968	98	Paved parking & roofs
5,085	61	>75% Grass cover, Good, HSG B
51,053	94	Weighted Average
5,085		9.96% Pervious Area
45,968		90.04% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
3.1	153	0.0050	0.83		**Sheet Flow, A-B roof** Smooth surfaces n= 0.011 P2= 3.00"
0.1	16	0.0310	2.83		**Shallow Concentrated Flow, B-C planted bed to parking** Unpaved Kv= 16.1 fps
0.5	60	0.0100	2.03		**Shallow Concentrated Flow, C-D Parking to swale** Paved Kv= 20.3 fps
3.4	195	0.0040	0.95		**Shallow Concentrated Flow, D-E swale** Grassed Waterway Kv= 15.0 fps
7.1	424	Total			

Summary for Subcatchment 2S: Hanover Street

Runoff = 0.25 cfs @ 12.09 hrs, Volume= 0.017 af, Depth> 2.04"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 2.00-20.00 hrs, dt= 0.01 hrs
Type III 24-hr 10-Year Rainfall=4.70"

Area (sf)	CN	Description
1,628	98	Paved parking & roofs
2,611	61	>75% Grass cover, Good, HSG B
4,239	75	Weighted Average
2,611		61.59% Pervious Area
1,628		38.41% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
2.8	108	0.0030	0.63		**Sheet Flow, A-B pavement** Smooth surfaces n= 0.011 P2= 3.00"
1.0	167	0.0200	2.87		**Shallow Concentrated Flow, B-C gutter** Paved Kv= 20.3 fps
3.8	275	Total, Increased to minimum Tc = 6.0 min			

Summary for Reach A: ANALYSIS POINT A: CB at Kennebec and Alder

Inflow Area =	1.172 ac, 90.04% Impervious, Inflow Depth > 3.81" for 10-Year event				
Inflow =	4.96 cfs @ 12.10 hrs, Volume=	0.372 af			
Outflow =	4.96 cfs @ 12.10 hrs, Volume=	0.372 af, Atten= 0%, Lag= 0.0 min			

Routing by Dyn-Stor-Ind method, Time Span= 2.00-20.00 hrs, dt= 0.01 hrs / 3

Summary for Reach B: ANALYSIS POINT B: CB in Hanover

Inflow Area =	0.097 ac, 38.41% Impervious, Inflow Depth > 2.04" for 10-Year event				
Inflow =	0.25 cfs @ 12.09 hrs, Volume=	0.017 af			
Outflow =	0.25 cfs @ 12.09 hrs, Volume=	0.017 af, Atten= 0%, Lag= 0.0 min			

Routing by Dyn-Stor-Ind method, Time Span= 2.00-20.00 hrs, dt= 0.01 hrs / 3

Time span=2.00-20.00 hrs, dt=0.01 hrs, 1801 points x 3
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment1S: building and parking Runoff Area=51,053 sf 90.04% Impervious Runoff Depth>4.56"
Flow Length=424' Tc=7.1 min CN=94 Runoff=5.87 cfs 0.445 af

Subcatchment2S: Hanover Street Runoff Area=4,239 sf 38.41% Impervious Runoff Depth>2.66"
Flow Length=275' Tc=6.0 min CN=75 Runoff=0.33 cfs 0.022 af

Reach A: ANALYSISPOINT A: CB at Kennebec and Alder Inflow=5.87 cfs 0.445 af
Outflow=5.87 cfs 0.445 af

Reach B: ANALYSISPOINT B: CB in Hanover Inflow=0.33 cfs 0.022 af
Outflow=0.33 cfs 0.022 af

Total Runoff Area = 1.269 ac Runoff Volume = 0.467 af Average Runoff Depth = 4.41"
13.92% Pervious = 0.177 ac 86.08% Impervious = 1.093 ac

Summary for Subcatchment 1S: building and parking

Runoff = 5.87 cfs @ 12.10 hrs, Volume= 0.445 af, Depth> 4.56"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 2.00-20.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Rainfall=5.50"

Area (sf)	CN	Description
45,968	98	Paved parking & roofs
5,085	61	>75% Grass cover, Good, HSG B
51,053	94	Weighted Average
5,085		9.96% Pervious Area
45,968		90.04% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
3.1	153	0.0050	0.83		**Sheet Flow, A-B roof** Smooth surfaces n= 0.011 P2= 3.00"
0.1	16	0.0310	2.83		**Shallow Concentrated Flow, B-C planted bed to parking** Unpaved Kv= 16.1 fps
0.5	60	0.0100	2.03		**Shallow Concentrated Flow, C-D Parking to swale** Paved Kv= 20.3 fps
3.4	195	0.0040	0.95		**Shallow Concentrated Flow, D-E swale** Grassed Waterway Kv= 15.0 fps
7.1	424	Total			

Summary for Subcatchment 2S: Hanover Street

Runoff = 0.33 cfs @ 12.09 hrs, Volume= 0.022 af, Depth> 2.66"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 2.00-20.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Rainfall=5.50"

Area (sf)	CN	Description
1,628	98	Paved parking & roofs
2,611	61	>75% Grass cover, Good, HSG B
4,239	75	Weighted Average
2,611		61.59% Pervious Area
1,628		38.41% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
2.8	108	0.0030	0.63		**Sheet Flow, A-B pavement** Smooth surfaces n= 0.011 P2= 3.00"
1.0	167	0.0200	2.87		**Shallow Concentrated Flow, B-C gutter** Paved Kv= 20.3 fps
3.8	275	Total, Increased to minimum Tc = 6.0 min			

Summary for Reach A: ANALYSIS POINT A: CB at Kennebec and Alder

Inflow Area = 1.172 ac, 90.04% Impervious, Inflow Depth > 4.56" for 25-Year event
Inflow = 5.87 cfs @ 12.10 hrs, Volume= 0.445 af
Outflow = 5.87 cfs @ 12.10 hrs, Volume= 0.445 af, Atten= 0%, Lag= 0.0 min

Routing by Dyn-Stor-Ind method, Time Span= 2.00-20.00 hrs, dt= 0.01 hrs / 3

Summary for Reach B: ANALYSIS POINT B: CB in Hanover

Inflow Area = 0.097 ac, 38.41% Impervious, Inflow Depth > 2.66" for 25-Year event
Inflow = 0.33 cfs @ 12.09 hrs, Volume= 0.022 af
Outflow = 0.33 cfs @ 12.09 hrs, Volume= 0.022 af, Atten= 0%, Lag= 0.0 min

Routing by Dyn-Stor-Ind method, Time Span= 2.00-20.00 hrs, dt= 0.01 hrs / 3

Time span=2.00-20.00 hrs, dt=0.01 hrs, 1801 points x 3
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment1S: building and parking Runoff Area=51,053 sf 90.04% Impervious Runoff Depth>5.70"
Flow Length=424' Tc=7.1 min CN=94 Runoff=7.24 cfs 0.556 af

Subcatchment2S: Hanover Street Runoff Area=4,239 sf 38.41% Impervious Runoff Depth>3.63"
Flow Length=275' Tc=6.0 min CN=75 Runoff=0.44 cfs 0.029 af

Reach A: ANALYSISPOINT A: CB at Kennebec and Alder Inflow=7.24 cfs 0.556 af
Outflow=7.24 cfs 0.556 af

Reach B: ANALYSISPOINT B: CB in Hanover Inflow=0.44 cfs 0.029 af
Outflow=0.44 cfs 0.029 af

Total Runoff Area = 1.269 ac Runoff Volume = 0.586 af Average Runoff Depth = 5.54"
13.92% Pervious = 0.177 ac 86.08% Impervious = 1.093 ac

Summary for Subcatchment 1S: building and parking

Runoff = 7.24 cfs @ 12.10 hrs, Volume= 0.556 af, Depth> 5.70"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 2.00-20.00 hrs, dt= 0.01 hrs
Type III 24-hr 100-Year Rainfall=6.70"

Area (sf)	CN	Description
45,968	98	Paved parking & roofs
5,085	61	>75% Grass cover, Good, HSG B
51,053	94	Weighted Average
5,085		9.96% Pervious Area
45,968		90.04% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
3.1	153	0.0050	0.83		**Sheet Flow, A-B roof** Smooth surfaces n= 0.011 P2= 3.00"
0.1	16	0.0310	2.83		**Shallow Concentrated Flow, B-C planted bed to parking** Unpaved Kv= 16.1 fps
0.5	60	0.0100	2.03		**Shallow Concentrated Flow, C-D Parking to swale** Paved Kv= 20.3 fps
3.4	195	0.0040	0.95		**Shallow Concentrated Flow, D-E swale** Grassed Waterway Kv= 15.0 fps
7.1	424	Total			

Summary for Subcatchment 2S: Hanover Street

Runoff = 0.44 cfs @ 12.09 hrs, Volume= 0.029 af, Depth> 3.63"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 2.00-20.00 hrs, dt= 0.01 hrs
Type III 24-hr 100-Year Rainfall=6.70"

Area (sf)	CN	Description
1,628	98	Paved parking & roofs
2,611	61	>75% Grass cover, Good, HSG B
4,239	75	Weighted Average
2,611		61.59% Pervious Area
1,628		38.41% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
2.8	108	0.0030	0.63		**Sheet Flow, A-B pavement** Smooth surfaces n= 0.011 P2= 3.00"
1.0	167	0.0200	2.87		**Shallow Concentrated Flow, B-C gutter** Paved Kv= 20.3 fps
3.8	275	Total, Increased to minimum Tc = 6.0 min			

Summary for Reach A: ANALYSIS POINT A: CB at Kennebec and Alder

Inflow Area =	1.172 ac,	90.04% Impervious,	Inflow Depth >	5.70"	for 100-Year event
Inflow =	7.24 cfs @	12.10 hrs, Volume=	0.556 af		
Outflow =	7.24 cfs @	12.10 hrs, Volume=	0.556 af,	Atten= 0%,	Lag= 0.0 min

Routing by Dyn-Stor-Ind method, Time Span= 2.00-20.00 hrs, dt= 0.01 hrs / 3

Summary for Reach B: ANALYSIS POINT B: CB in Hanover

Inflow Area =	0.097 ac,	38.41% Impervious,	Inflow Depth >	3.63"	for 100-Year event
Inflow =	0.44 cfs @	12.09 hrs, Volume=	0.029 af		
Outflow =	0.44 cfs @	12.09 hrs, Volume=	0.029 af,	Atten= 0%,	Lag= 0.0 min

Routing by Dyn-Stor-Ind method, Time Span= 2.00-20.00 hrs, dt= 0.01 hrs / 3

SOLID WASTE DISPOSAL

Bayside Bowl currently contracts with a private hauler for removal of solid waste generated within the building and will continue to do so. A fenced exterior dumpster area for recycling and solid waste disposal will be located along the former Lancaster Street side of the addition. Pickup will occur twice each week.

SNOW REMOVAL

Snow is currently stored on site and removed as necessary. With the building addition, snow will still be able to be stored on the edges of the parking area along Kennebec Street and will require removal as necessary.

LIGHT FIXTURES

Site lighting will consist of new pole mounted fixtures (three) in the parking lot, wall mounted fixtures located at new egress locations and wall pac fixtures along the former Lancaster Street side of the addition. The existing building has small wall wash fixtures located along the Alder Street and Kennebunk Street façade. (Refer to attached light fixture cut sheets). Two “Bayside” street fixtures are located along the Alder Street frontage and three new “Bayside” fixtures are proposed along the Hanover Street frontage.

BEACON
design . performance . technology

Type:

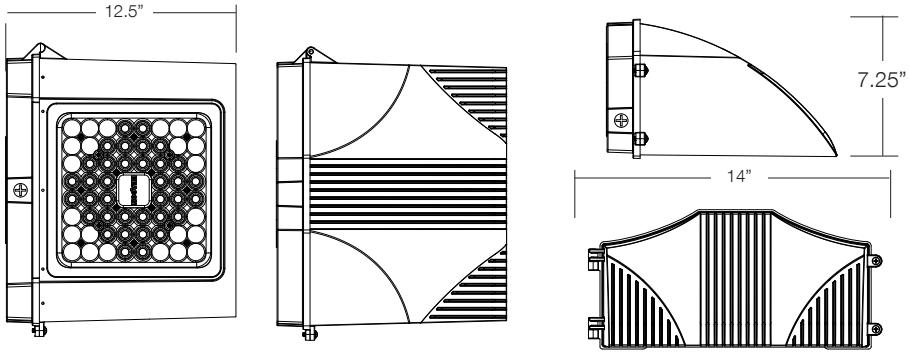
Ordering Code:

Job Name:

Notes:

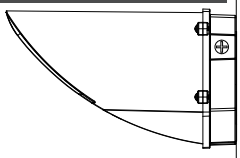
TRAVERSE

details

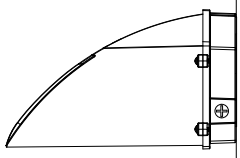


Models

for indoor up-lighting applications, select the **TRV-U** model



for down-lighting applications select the **TRV-D** model



ORDERING EXAMPLE: TRV-D / 60NB-136 / 5K / T5R / UNV / MDD / MT

model	engine-watts	cct-color temp	optics	voltage	electrical options	color
TRV-D Traverse down-light	**24NB-27**	**5K** 5000K	**T2** type II	**UNV** 120-277V	**PEC** button photocell *(specify voltage)*	**BB** black
TRV-U Traverse up-light	**24NB-55**	**4K** 4000K	**T3** type III	**347V**		**BZ** bronze
(indoor use only)	**36NB-80**	**3K** 3000K	**T4** type IV	**480V**	**MOB** motion sensor 33% or 50% dimming	**BW** white
	48NB-110		**T5R** rectangular	**12VDC** *(consult factory)*	*(not available on 48NB-110 & 60NB-136)*	**BG** green
	60NB-136	*5k 5000K (standard)*	**flood optics**		**2PF** dual power feed [1,2]	**BY** gray
	(see chart)		**2x2** narrow spot		**BPC** cold weather battery pack [3]	**MB** met. bronze
			5x5 medium flood		**OCS** occupancy sensor (on/off ONLY)	**MT** met. titanium
					standard electrical options	___ RAL
					lifeShield™ thermal protection	___ other
					20K - surge protection [4]	
					dimming drivers	

[1] not available on **24NB-27** [2] not available @ **347V/480V** input [3] 3**6NB-80** only [4] not available @ **347V** input

Engine	Wattage	Delivered Lumens (varies by optic)	Delivered LPW	TM21 Calculated % Lumen Maint. at 100,000 hrs
24NB	27	2752-3014	105-115	96.19%
24NB	55	5138-5500	93-100	96.19%
36NB	80	6935-8215	93-103	94.87%
48NB	110	10240-10950	93-103	92.73%
60NB	136	12800-13700	93-103	85.79%

TM21 is the framework for taking LM-80 data and making useful LED lifetime projections. Reported and Calculated Lifetimes shown are based on hours at the time of this printing. For current Reported and Calculated hours please contact factory or Beacon’s web-site.

MOB ORDERING INFORMATION: When ordering a fixture with the motion detection option (MOB), please specify the appropriate information. These settings are specified in the ordering as shown in the example below.

TRV-D / 48NB-110 / T5SW / UNV / **MOB -** 1 to 30 min**-** 33% or 50% ?? / MT

High to Dim Delay Low Level Mounting Height (ft.)

CCT (color Temp) Lumen Output Multipliers	CRI (Color Rendering)
5000K = 1.0	min 67 CRI
4000K = .92	min 70 CRI
3000K = .75	min 80 CRI

TRAVERSE

GENERAL: The Beacon TRV luminaire is a wall surface mounted luminaire with a field replaceable LED light engine & optical bezel system. Internal components are totally enclosed in rain-tight and corrosion-resistant die cast aluminum housing. The TRV Luminaire is,suitable for wet locations.

HOUSING/LED THERMAL MANAGEMENT: The Beacon TRV luminaire consists of a die cast aluminum two-piece housing. The die cast main (thermal) housing provides direct heat exchange between the LED light engine and the cool outdoor air by drawing heat through integral heat channels and out to the sculptured and functional luminaire surface. LED drivers are thermally isolated from the main housing, mechanically attached and heat sinked to the rear housing The main housing is designed with heat dissipating fins for LED thermal management without the use of metallic screens, cages, or fans. The shape of the main housing is designed to prevent debris accumulation and as a bird nesting deterrent. The back and main housings are designed to hinge open for easy mounting and easy access.

MOUNTING & INSTALLATION: The rear housing (back plate) is designed with various bolt patterns for direct wall mounting or mounting to a recessed 4" junction box The rear housing has three integral 3/4" NPT power feed locations (bottom and each side) for surface mounted conduit applications. After mounting the rear housing to the wall or junction box the main housing is designed to hang and hinge closed after connecting the male and female quick connectors. The mounting design permits a simple retrofit to existing wall luminaires that utilize surface mount or recessed junction boxes.

BEZEL OPTICAL SYSTEM: Each Traverse luminaire is supplied with an Optical one piece cartridge system consisting of an LED engine, LED lamps, optics, gasket and stainless steel bezel. The cartridge is held together with internal brass standoffs soldered to the board so that it can be field replaced as a one piece Optical system. A two-piece die cut silicone and polycarbonate foam gasket ensures a weather-proof seal around each individual LED and allows the Traverse luminaire to be rated for high-pressure hose down (IP67) applications.

The optical cartridge is secured to the extruded housing with fasteners and a heat pad to ensure thermal conductivity. The optics are held in place without the use of adhesives and the complete assembly is gasketed for high pressure hose down cleaning. The cartridge assembly is available in various lighting distributions using TIR designed Acrylic optical lenses over each LED.

PRINTED CIRCUIT BOARD (PCB): Aluminum thermal clad board with 0.062" thick aluminum base layer "high temperature" HT-06503 or equivalent (subject to change) dielectric (0.003" thick, thermal conductivity of 2.2 W/MK, UL RTI of 140°C) 0.0014" thick copper circuit layer Circuit layer designed with copper pours to minimize thermal impedance across dielectric. Board shall be supplied with QPAD-3 fiberglass reinforced thermal pad 0.005" thick thermal conductivity of 2.0 W/Mk. Continuous use temperature of 180°C UL94 V-0. Board will be mounted to the heat sink using 12 #4-40 screws to ensure contact with thermal pad and heat sink. Use of thermal grease will not be allowed.

LIFESHIELD™ CIRCUIT: (OPTIONAL) Thermal circuit shall protect the luminaire from excessive temperature by interfacing with its 0-10V dimmable drivers to reduce drive current as necessary. The factory-preset temperature limits shall be designed to ensure maximum hours of operation to assure L70 rated lumen maintenance. The device shall activate at a specific, factory-preset temperature, and progressively reduce power over a finite temperature range in recognition of the effect of reduced current on the internal temperature and longevity of the LEDs and other components.

A luminaire equipped with the device may be reliably operated in any ambient temperature up to 55ºC (131ºF).

The LifeShield™ thermal regulation circuit will allow higher maximum wattages than would be permissible on an unregulated luminaire (if some variation in light output is permissible), without risk of premature LED failure. Operation shall be smooth and undetectable to the eye. Thermal circuit shall directly measure the temperature at the LED solder point.

LifeShield™ shall consist of surface mounted components mounted on the LED engine (printed circuit board). For maximum simplicity and reliability, the device shall have no dedicated enclosure, circuit board, wiring harness, gaskets, or hardware. Device shall have no moving parts, and shall operate entirely at low voltage (NEC Class 2). The device shall be located in an area of the luminaire that is protected from the elements.

LifeShield™ shall be designed to "fail on", allowing the luminaire to revert to full power in the event of an interruption of its power supply, or faulty wiring connection to the drivers.

Device shall be able to co-exist with other 0-10V control devices (occupancy sensors, external dimmers, etc.). The device will effectively control the solder point temperature as needed; otherwise it will allow the other control device(s) to function unimpeded.

MOTION ACTIVATED LUMINAIRES: Beacon TRV luminaires are available with an optional passive infrared (PIR) motion sensor capable of detecting motion within 24 feet of the sensor, 360° around the luminaire, when placed at an 8 foot mounting height. When no motion is detected for 5 minutes, the Motion Response system reduces the wattage from 10% to 50% (factory set at 50% reduction) of the maximum wattage, reducing the light level accordingly. When motion is detected by the PIR sensor, the luminaire returns to full wattage and full light output. Please contact Beacon Products if project requirements vary from standard configuration.

ELECTRICAL: Luminaires are equipped with an LED driver that accepts 100V through 277V, 50 Hz to 60 Hz (UNIV), or a driver that accepts 347V or 480V input. Power factor is .92 at full load. All electrical components are rated at 50,000 hours at full load and 40°C ambient conditions per MIL-217F Notice 2. Optional 0 to 10 volt dimming drivers are available upon request. Component-to-component wiring within the luminaire may carry no more than 80% of rated load and is listed by UL for use at 600VAC at 50°C or higher. Plug disconnects are listed by UL for use at 600 VAC, 15A or higher. 15A rating applies to primary (AC) side only.

SURGE PROTECTOR: The onboard surge protector shall be a UL recognized component for the United States and Canada and have a surge current rating of 10,000 Amps using the industry standard 8/20 pSec wave. The LSP shall have a clamping voltage of 320V and surge rating of 372J. The case shall be a high-temperature, flame resistant plastic enclosure.

COLD WEATHER BATTERY PACK: The emergency driver shall be capable of operating an LED load of up to 23.1 watts at rated current (700 mA) for a minimum of 90 minutes. It is suitable for damp locations as well as sealed and gasketed fixtures. The BPC shall have 37 watts of input power and a 54.0 watt-hour battery capacity and shall comply with emergency standards set forth by the current NEC.

FASTENERS: All fasteners shall be stainless steel. When tamper resistant fasteners are required, spanner HD (snake eye) style shall be provided (special tool required, consult factory).

AGENCY CERTIFICATION: The luminaire shall bear a CSA label and be marked suitable for wet locations.

WARRANTY: Beacon luminaires feature a 5 year limited warranty. Beacon LED luminaires with LED arrays feature a 5 year limited warranty covering the LED arrays. LED drivers are covered by a 5 year limited warranty. PIR sensors carry a 5 year limited warranty from the sensor manufacturer. See Warranty Information on www.beaconproducts.com complete details and exclusions.

Ordering
rev 03.21.2013

Type:

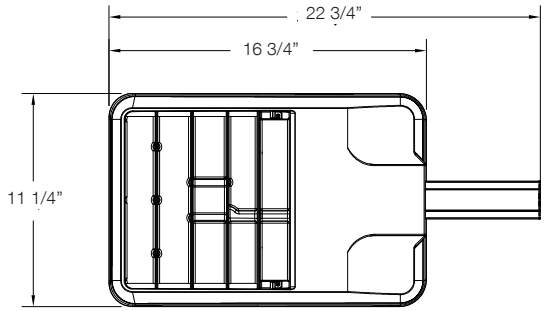
Ordering Code:

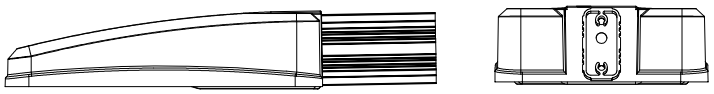
Job Name:

Notes:

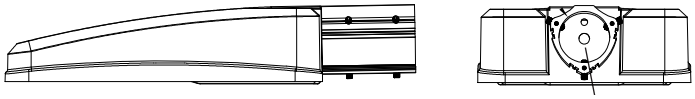
VIPER (SMALL)

details





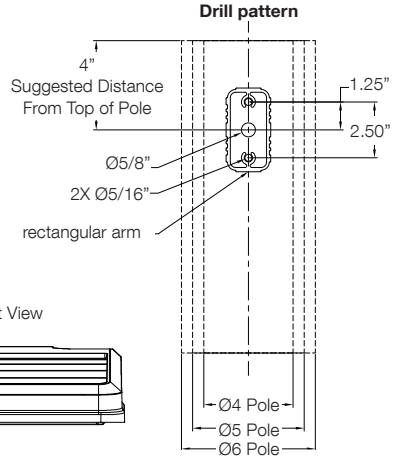
RA rectangular arm



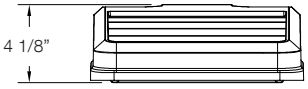
SF2 2-3/8” OD slip-fitter

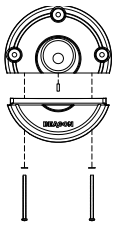
Accepts 2 3/8” OD tenon, min 4” long.

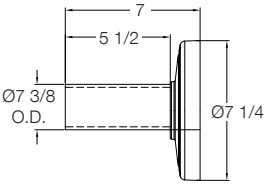
Drill pattern



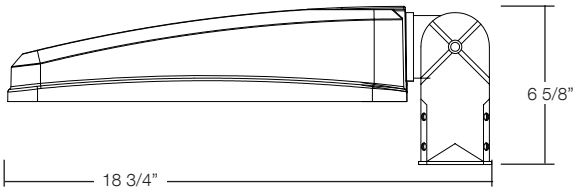
Front View







WB wall bracket



PK2 2-3/8” adjustable knuckle

weight: 15lbs **epa:** 0.67 ft^2

ORDERING EXAMPLE: VP-S / 30NB-90 / 5K / T5R / UNV / PCRU-TL / SF2 / BB

model	engine-watts	cct-color temp	optics	voltage	electrical options	mounting options	color
VP-S	**22NB-50**	**5K** 5000K	**T2** type II	**UNV** 120-277	**PCRU** photocell (specify voltage)[1]	**RA** rectangular arm	**BB** black
(small)	**22NB-70**	**4K** 4000K	**T3** type III	**347**	**PCR3** photocell receptacle [2]	**SF2** 2-3/8” OD slip-fitter	**BZ** bronze
	30NB-70	**3K** 3000K	**T4** type IV	**480**	**PCR4** photocell receptacle [3]	**PK2** 2-3/8” adjustable knuckle	**BW** white
	30NB-90		**T5R** rectangular	**12VDC** *(consult factory)*	**TL** twistlock photocontrol		**BG** green
		5k 5000K (standard)	**T5QM** sq medium		**SC** shorting cap	**WB** wall bracket	**BY** gray
			T5W round wide		**NP** no photocontrol		**MB** met. bronze
					2PF dual power feed [4,5]		**MT** met. titanium
					std. electrical options		___ **RAL**
					lifeshield™ thermal protection		___ **OTHER**
					20k-surge protection [6]		
					dimming drivers		

[1] **120-277** only [2] **347V** only [3] **480V** only [4] not available on **30NB-90** [5] not available @ **347V/480V** input [6] not available @ **347V** input

VIPER (SMALL)

GENERAL: The Beacon Viper luminaire is available in two sizes with a wide choice of different LED wattage configurations and optical distributions designed to replace HID lighting up to 1000W MH or HPS and with 5 different mounting options for application in a wide variety of new and existing installations. Luminaires are suitable for wet locations.

BEZEL OPTICAL SYSTEM: Each Viper luminaire is supplied with an one piece optical cartridge system consisting of an LED engine, LED lamps, optics, gasket and stainless steel bezel. The cartridge is held together with internal brass standoffs soldered to the board so that it can be field replaced as a one piece optical system. Two-piece silicone and microcellular polyurethane foam gasket ensures a weather-proof seal around each individual LED.

The optical cartridge is secured to the die cast housing with fasteners. The optics are held in place without the use of adhesives. The cartridge assembly is available in various lighting distributions using TIR designed acrylic optical lenses over each LED.

LIFESHIELD™ CIRCUIT: Thermal circuit shall protect the luminaire from excessive temperature by interfacing with the 0-10V dimmable drivers to reduce drive current as necessary. The factory-preset temperature limits shall be designed to ensure maximum hours of operation to assure L70 rated lumen maintenance. The device shall activate at a specific, factory-preset temperature, and progressively reduce power over a finite temperature range.

A luminaire equipped with the device may be reliably operated in any ambient temperature up to 55ºC (131ºF). The thermal circuit will allow higher maximum wattages than would be permissible on an unregulated luminaire (if some variation in light output is permissible), without risk of premature LED failure or lumen depreciation. Operation shall be smooth and undetectable to the eye. Thermal circuit shall directly measure the temperature at the LED solder point. Thermal circuit shall consist of surface mounted components mounted on the LED engine (printed circuit board). For maximum simplicity and reliability, the device shall have no dedicated enclosure, circuit board, wiring harness, gaskets, or hardware. Device shall have no moving parts, and shall operate entirely at low voltage. The device shall be located in an area of the luminaire that is protected from the elements. Thermal circuit shall be designed to “fail on”, allowing the luminaire to revert to full power in the event of an interruption of its power supply, or faulty wiring connection to the drivers.
Device shall be able to co-exist with other 0-10V control devices (occupancy sensors, external dimmers, etc.). The device will effectively control the solder point temperature as needed; otherwise it will allow the other control device(s) to function unimpeded.

PRINTED CIRCUIT BOARD (PCB): Aluminum thermal clad board with 0.062” thick aluminum base layer, thermally conductive dielectric layer, 0.0014” thick copper circuit layer circuit layer designed with copper pours to minimize thermal impedance across dielectric. Board will be mounted to the heat sink using minimum 12 #4-40 screws to ensure contact with thermal pad and heat sink. Use of thermal grease will not be allowed.

HOUSING AND LED THERMAL MANAGEMENT: The Viper’ monolithic housing design creates over 4.5 square feet (small Viper) or 7.7 square feet (large Viper) of heat-sinking surface area. Vertical fins, combined with flow-thru openings prevent sediment and moisture buildup on critical heat sinking surfaces without the need for grates, screens or other debris control tactics. The Viper housing, electrical compartment and fitter are made from die cast aluminum that is pre-treated and powder-coated to meet the most rugged industry standards. The finish is corrosion resistant to meet ASTMB-117, resists cracking or loss of adhesion per ASTM D522, resists surface impacts of up to 160 inch-pound. All external hardware is corrosion resistant. The housing serves as a heat-sink for the LED bezel with a separate compartment for the drivers.

ELECTRICAL ASSEMBLY: The fixture electrical compartment shall contain all LED driver components and shall be provided with a push-button terminal block for AC power connections. The housing is designed for an optional twist lock photo control receptacle.
ACCESSIBILITY: Although the Viper luminaire is designed to operate for many years without maintenance, accessibility is a key component in its design. The Drivers are mounted on a removable door that is secured with keyslotted screws and hinges down for convenient access. The drivers are field replaceable using quick disconnects.

DRIVERS: Luminaires are equipped with an LED driver that accepts 100V through 277V, 50 Hz to 60 Hz (UNIV), or a driver that accepts 347V or 480V input. Power factor is .92 at full load. All electrical components are rated at 50,000 hours at full load and 25°C ambient conditions per MIL- 217F Notice 2. Dimming drivers are standard, with connections for external dimming equipment available upon request. Component-to-component wiring within the luminaire may carry no more than 80% of rated load and is listed by UL for use at 600VAC at 50°C or higher. Plug disconnects are listed by UL for use at 600 VAC, 13A or higher. 13A rating applies to primary (AC) side only.

SURGE PROTECTOR: The onboard surge protector shall be a UL recognized component for the United States and Canada and have a surge current rating of 20,000 Amps using the industry standard 8/20 pSec wave. The LSP shall have a clamping voltage of 925V and surge rating of 540J. The case shall be a high-temperature, flame resistant plastic enclosure.

FASTENERS: All fasteners shall be stainless steel. When tamper resistant fasteners are required, spanner HD (snake eye) style shall be provided (special tool required, consult factory).

AGENCY CERTIFICATION: The luminaire shall bear a CSA label and be marked suitable for wet locations.

WARRANTY: Beacon luminaires feature a 5 year limited warranty. Beacon LED luminaires with LED arrays feature a 5 year limited warranty covering the LED arrays. LED drivers are covered by a 5 year limited warranty. PIR sensors carry a 5 year limited warranty from the sensor manufacturer. See Warranty Information on www.beaconproducts.com complete details and exclusions.

Power/Lumens & Distrubutions

Engine	Wattage	Delivered Lumens (varies by optic)	Delivered LPW	TM21 Calculated % Lumen Maint. at 100,000 hrs
22NB	50	4700-5020	93-103	96.19%
22NB	70	5780-6200	82-103	85.79%
30NB	70	6408-6850	91-103	95.02%
30NB	90	7700-8260	85-97	85.79%

TM21 is the framework for taking LM-80 data and making useful LED lifetime projections. Reported and Calculated Lifetimes shown are based on hours at the time of this printing. For current Reported and Calculated hours please contact factory or Beacon’s web-site.

CCT (color Temp) Lumen Output Multipliers	CRI (Color Rendering)
5000K = 1.0	min 67 CRI
4000K = .92	min 70 CRI
3000K = .75	min 80 CRI

EASEMENTS

The Bayside Bowl survey references the following easements regarding the 'discontinued' Lancaster Street:

A. "Lancaster Street east had been discontinued as a city street on May 5, 1995. The discontinuance reserved the continued use of this property as a sewer easement for the still-active north side intercepting sewer. However, the discontinuance notice made no mention of also discontinuing the public easement within the street boundaries."

B. "The city has a stockade fence built out to the approximate centerline of the street which fences in a dumpster and materials storage area. I believe that the reversionary rights involved in the street discontinuance in May 1995 would establish the property line back in it's location prior to the creation of Lancaster Street. As is clearly shown on the 1913 plan of Lancaster Street Extension, the former property line between what is now Furman and the city, fronting along Alder Street, did not run along with the centerline of the proposed street. In fact, more land was taken from what is now Furman's parcel than was taken from what is now the city's."

Att. 1

Mitchell & Associates
LANDSCAPE ARCHITECTS

The Staples School
70 Center Street
Portland, Maine 04101
P: 207.774.4427
F: 207.874.2460
www.mitchellassociates.biz

April 22, 2015

Mr. Richard Knowland, Senior Planner
and Planning Board Members
City of Portland
389 Congress Street
Portland, Maine 04101

RE: Bayside Bowl and Portland Community Squash
58 Alder Street

Dear Rick and Planning Board Members,

The following documentation and supporting information have been prepared in response to staff review comments received on April 8, 2015, April 9, 2015, and April 13, 2015, responses are in **Italic**. In addition, the applicant has conducted a neighborhood meeting and the required submission documentation is attached.

Email from Rick Knowland April 8, 2015.

<u>Comment's 3-5, 7-9 and 14:</u>

3. Ability to serve letters should be provided from the Portland Water District and Dept. of Public Services (sewer capacity).

Request for letter from Public Services was sent. We have not received a response as of this date. As soon as we receive a letter a copy shall be provided.

4. Will the existing Alder Street building entrance remain a public entrance?

The two points of entry on Alder Street shall remain as the main entry points to the bowling facility. 58 Alder Street is the front door and legal address, with the access from the parking lot as a secondary entry serving patrons using the parking or walking via Hanover Street. Refer to partial waiver request below.

5. Dumpster along Lancaster Street. The screening of the dumpster should meet Bayside Design Standard C-7 ["materials, colors and design of screen walls and fences shall conform to those used on the building"]. A detail of this design should be provided. Also the dumpster enclosure should be clearly out of the old Lancaster Street r-o-w.

The dumpster enclosure is located in a recessed area between the existing and proposed building. Two sides of the enclosure are formed by the existing and proposed building with a double wide wood gate and a solid wood fence section with a man door access parallel to Hanover Street. The material on the building is a metal siding with exception of a masonry band along the base of the building. The use of similar material for the trash enclosure is not sustainable as these materials are subject to significant damage from impact from rolling trash units and trash hauling vehicles. The wood panels will be stained an appropriate complementary color to materials used on the building.

7. Bayside Design Standards, Standard A-7 (Building Orientation). I believe Bayside Bowl meets the primary intent of this standards but a sentence in the standard does state "the primary facades and entrances of buildings shall not be oriented toward parking lots". Would recommend that you request a partial waiver for this since the primary facade and entrance is adjacent to a parking lot as a well as supplemental info in support of the waiver request. The good news is that the primary façade and entrance does face a street. Standard E-6 has a "primary entrances shall not be oriented to a parking lot or structure" standard. A similar waiver should be requested as well.

As stated in item 4 above, the main entry to Bayside Bowl will continue to be on Alder Street. The unique situation with this parcel is that it has frontage on three streets and meeting the intent of the B7, Standard A-7 and E–6 is a challenge. Providing access from the parking lot as well as for pedestrians arriving from Hanover Street is a matter of function and convenience. We are requesting the following partial waiver:

The applicant is requesting a partial waiver from the requirements of the B7 Design Standards A-7 (Building Orientation) and E-6 that primary entrances shall not be oriented to a parking lot or structure to permit the secondary entry facing Kennebec Street and the parking lot.

8. What will the hours of the roof top bar? Is there a management plan to deal with potential noise issues at night that could impact the surrounding residential neighborhood?

The roof top deck, bar/outdoor patio, is a small area, the hours will be similar to the first floor bar and outdoor seasonal venue. The hours will be from 3 PM to midnight during the warmer months and activities will be similar to the current outdoor venue, providing outdoor music events, movie screenings, and gatherings. They have not had any complaints from the neighborhood for the outdoor uses. There will be a manager on duty at all times to address any noise issues. A significant feature of the roof deck will be the views to Back Cove and to the White Mountains.

9. Incorporate in your drawings where HVAC units will located. Will units be screened and integrated into the design of the building? Needs to be located away from residential properties.

The roof top elements have been shown on the roof plan enclosed with this submission, including the roof plans for the existing building. The mechanical units are located such that they are not visible from the street and not near any residential use. We understand that the adjacent City owned parcel to the south (Traffic Division) is being offered for sale by RFP for redevelopment for housing. The location of the equipment will have no impact on future development.

14. The plan has not extended a brick sidewalk down the northerly end of Alder Street project frontage. Is there a particular reason why the sidewalk has not been extended? Also presumably a Bayside street light fixture should also be installed in that location.

The brick sidewalk has not been extended to the north side of the two access curb cuts at this time pending the final design of the Somerset Street extension/realignment. The current Somerset Street concept appears to have potential impact on curb alignment that also impacts sidewalk. There is an existing section of concrete sidewalk and ADA ramp access to an existing crosswalk on Alder Street. The applicant is requesting as a condition of approval that construction of new sidewalk be deferred until the final design of Somerset Street and construction coordination can occur. The requirement for additional Bayside street light fixture can be evaluated at that time as well.

Woodard & Curran Memorandum: David Senus, P.E.

<u>Comments</u>

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 and Flooding Standards. We offer the following comments:

(a) Basic Standard: The applicant will need to provide plans, notes and details to address erosion and sediment control requirements, inspection and maintenance requirements, and good housekeeping practices in accordance with Appendix A, B, & C of Maine DEP Chapter 500.

We have prepared the enclosed Erosion and Sediment Control plan to address the comments above.

(b) General Standard: The project will result in a net decrease in impervious area. As such, the project in not required to include any specific stormwater management features for stormwater quality control. The applicant has proposed a grassed, underdrained stone filtration swale to provide some level of water quality treatment for runoff from the site. This approach to stormwater management on the site is acceptable to the City; however, we encourage the Applicant to review the City's Stormwater Service Charge Credit Manual (available online) to evaluate whether they would consider incorporating treatment measures which may qualify for a future Stormwater Service Charge credit.

The applicant is aware of the City's new Stormwater Service Charge and will evaluate other opportunities to address water quality and provide information regarding water quality treatment measures that include the proposed infiltration and opportunities to address new roof run off from the prosed addition. We will provide this information in a subsequent submission.

(c) Flooding Standard: The project will result in a net decrease in impervious area. As such, the project is not required to include any specific stormwater management features to control the rate of stormwater runoff from the site.

No response required.

2. The project will disturb more than one acre; the Applicant should note that a Maine Construction General Permit will be required from the Maine DEP and that copies of all permits should be forwarded to the City upon receipt.

The applicant will file for the Maine Construction General Permit and will file a copy with the City.

3. The Applicant has noted that ability to serve letters have been requested from the Portland Water District and the City of Portland; these letters should be forwarded upon receipt.

See response above.

4. The Applicant should provide the following details:
   a) Concrete Pad; and
   b) Pipe Installation Trench Cross-Section

The additional details will be provided in the next submission.

5. Final plans must be stamped by a professional engineer (Section 14-527, sub-section (f) of the City of Portland Land Use Ordinance).

Final Plan submission will have drawings stamped accordingly.

6. The field inlet and catch basins depict a flat frame and grate flush with the adjacent grade. We recommend that the Applicant consider installing domed grates (beehive grates) on field inlets and catch basins located in landscape/lawn areas.

The applicant understands the recommendation and will revise the details to provide a domed grate vs. the flat grate.

Caitlin Cameron, Urban Designer

Findings of Design Review:

General Comments:

- Please provide drawings showing all of existing building.

See attached Rooftop Mechanical Unit Cut sheet and units shown on roof plan, the two units are located at the center of the new addition roof to minimize any visual impact. The three new units on the existing low building roof are located 50' back from the Kennebec Street elevation minimizing any visual impact.

- Which building entrances will be operable to the public (new and existing)?

The proposed entrances for public use are the existing main entrance on Alder Street, the existing accessible entrance on Alder Street and the new side entrance at the new addition stair tower vestibule facing Kennebec Street. The other exterior doors will be for emergency egress purposes only with the exception of the door on the south west corner along Hanover Street which will be a service door for deliveries.

- What is the proposed pedestrian circulation around the site?

The facility has access to public sidewalk on Alder Street, a new 8 foot wide sidewalk will be constructed along Hanover Street. Sidewalk will extend along the north side of the existing building and proposed addition that will connect to Alder and Hanover Streets.

Once the final design for the Somerset Street extension has been finalized, brick sidewalk will be extended along both Alder and Hanover Streets to connect to Somerset.

Principal A: Urban Design

A-5: Pedestrian Environment – Development on public streets or public spaces shall…enhance the pedestrian environment through the use of elements at the first floor such as fully functioning entries oriented to the street; active windows and storefronts; awnings and weather protection; appropriately scaled streetlights; trees and landscaping;…

- See comments below regarding the orientation of the primary building entrance and windows.

Response provided below.

A-7: Building Orientation – The primary facades and entrances of buildings shall be oriented to streets, major pedestrian routes, or open spaces in order to enhance the pedestrian-oriented environment. The primary facades and entrances of buildings shall not be oriented toward parking lots.

- The primary entrance should be revised to have a visible and accessible orientation to Alder Street. Staff suggests adding a double door to the vestibule facing Alder Street and altering the canopy design to extend over this part of the entry. Lighting and Signage should also be provided i=on this East (facing Alder) face of the stair tower/vestibule.

While we understand the comment, the Main entry points are from Alder Street. Our concern with adding an additional double door as proposed is with impact to energy efficiency, air infiltration and confusion for patrons accessing the bowling facility. We understand the intent of the standards to have access directed toward the street that said, this parcel fronts on three streets and the program does not include constructing a building that takes up the entire parcel. Egress along Hanover Street is for emergency exiting and for service, the entry facing Kennebec provides a second means of access from not only the parking lot but patrons that may access the building from Hanover Street.

Refer to partial waiver request above under comment 7 from Rick Knowland.

Principle B: Access and Circulation

B-6 Multimodal- New development shall create a functional and safe environment that provides a continuous travel corridor for pedestrians and bicycles which serves the same major destinations as automobiles.

- Please provide a direct pedestrian path from Kennebec Street to the primary building entrance.

As stated above, the entrance facing Kennebec Street is not the main entrance to the facility. In addition, direct access to the building is provided by a sidewalk that connects to both Alder and Hanover Streets. A sidewalk from Kennebec Street (Future Somerset Street) is an excessive amount of pavement and would only serve pedestrians that may park in the limited curbside parking. The safe street crosswalks occur at either Alder or Hanover Streets.

B-9: Streetscape Design-New development in the public realm shall utilize the City's streetscape standards for Bayside which includes specifications for sidewalks, street lighting and signage in order to create a unified image of the neighborhood.

- Please provide a direct pedestrian path from Kennebec Street to the primary building entrance.

See response to B-6 above.

Principle C: Parking, Loading ad Service Areas

C-7: Bike Racks shall be provided in a convenient location, proximate to the entries of the building(s), either immediately adjacent to or no further than the associated motor vehicle parking, and shall be visible from the street or provided with prominent directional signage visible from the street as detailed in the Technical Design Standards and Guidelines Manual and in compliance with the City's Off-street bicycle parking Standards

- Bick racks appear to be on private property. If any bike racks are proposed in the public right of way, they must conform to the Technical Manual in placement as well as type specification (Dero).

There are three bike racks providing space for 21 bikes, two along Alder Street adjacent to the two entry doors and a proposed new bike rack adjacent to the entry facing Kennebec Street. All of these are located on private property, there are no bike racks proposed within the public right of way.

- Make sure bike racks correspond to any new building entrance arrangement, including for staff.

See response above.

C-8: Service, Utility and Mechanical Infrastructure- Areas for outdoor storage and trash collection or compaction shall not be visible from public rights-of-way, or located within 20 feet of any public street, sidewalk or open space.

- A waiver may be required about placement of the trash storage.

The trash enclosure is located on private property, Lancaster Street is no longer a public right-of-way, and ownership reverted 50-50 to properties on either side of the former street. The City has maintained rights to access for maintenance of the existing sewer main and for crossing.

- More detail about the waste management is requested.

We will coordinate with staff to determine what additional information is required.

- Materials for screening trash storage should be of the same family as the rest of the building.

The trash enclosure will be a solid board fence enclosure that will be stained a complementary color to the building siding. The building siding is metal panel and is not a suitable material for siding of the enclosure due to potential damage (dents) from impact from rolling dumpster or vehicle.

<u>Principle E: Architectural Design</u>

E-6: Entrances-Buildings along public street shall have the <u>primary entrances oriented to the street.</u> Primary entrances shall not be oriented to a parking lot or structure. …Commercial and mixed use buildings shall be permeable and accessible on all sides from the public way, unless the building program precludes such design.

- The primary entrance should be revised to have a visible and accessible orientation to Alder Street. Staff suggest adding a double door to the vestibule facing Alder Street and altering the canopy to extend over this part of the entry. Lighting and Signage should also be provided on this East (facing Alder) face of the stair tower/vestibule.

Refer to responses above.

E-7-Windows-<u>Windows shall be located on all facades visible from public rights of way</u>…The first floor transparency(minimum visible transmittance (VT) of .7 or greater, along public streets an trail shall be equal to at least 50% of the wall area between the height of 2 and 9 feet.

- Consider adding more fenestration to the Dining/Lounge along Hanover Street area to increase the visibility of the active uses on the street.

We have included seven windows and two doors (plus the pair of dry storage entry doors) on Hanover Street, we have maximized the amount of glazing in response to the city streetscape design intent for an active street front and balanced it with the demands of the internal building uses. The bowling use on the first floor ideally has no glass to the exterior, especially on the South facing elevation that Hanover Street is on. The sun exposure has two negative effects on the bowling use, one being glare on the lanes which impacts the function of users being able to bowl. The second negative impact is the sun deteriorates the wood bowling lane surface, sun exposure on the lanes rapidly deteriorates the finish and wood surfaces and creates a maintenance issue for the bowling use. We have included glazing and other architectural elements on the Hanover street facade to break up the elevation and create a pleasant pedestrian experience, while balancing the needs of the use within the building. Thus we would like to ask for a waiver for the 50% glazing to wall area ratio in the design standard.

E-12: Materials-Materials such as thin gauge metal panels…shall be used on facades visible from public rights-of-way.

- Please provide more information about gauge of metal siding

Please see the attached material cut sheets and building elevations for the proposed metal siding, the gauges are 20 and 26 gauge, both metal profiles have corrugations thus creating a durable material form.

E-13: Transparency-Windows that have daylighting application on all levels of the façade shall use glass with a visible transmittance (VT) value of .7 or greater, which looks clear…Opaque, heavily tinted or reflective glass shall not be used at the pedestrian level unless it can be demonstrated that the building program precludes the use of transparent glass.

- Please provide more information about the transparency of the windows.

Please see the attached cut sheets for the proposed glazing which indicates a (VT) of .73

E-16: Signage-Each building may have one sign per storefront tenant at the pedestrian level, one sign board at each entrance with a tenant roster, and a street number sign at the entrances as necessary

- Add signage to the East-facing (Alder-facing) side of the primary building entry stair tower/vestibule to provide a strong presence and orientation to the street.

A final sign plan will be submitted at a later date.

TY Lin: Tom Errico comments. ***We have reviewed Tom Errico's comments and are in the process of coordinating with Tom Errico to prepare additional information to address comments. One comment concerned the need for a Traffic Movement Permit. The applicant is in the process of preparing the application. Responses will be provided with our next submission.***

The applicant has held the required Neighborhood Meeting and the required documentation is included with this submission.

Enclosed for your review are the following:

- Revised Site Plan 11x17
- Erosion Control Plan 11x17
- Draft Construction Management Plan
- Revised Architectural Plan
- Architectural Plans for Existing Building
- Materials and Mechanical Equipment Cut Sheets
- Neighborhood Meeting Documentation
- Portland Water District Letter

Should you or staff have any additional questions, please do not hesitate to contact me.

Sincerely,
Mitchell & Associates

Robert B. Metcalf, Principal
Maine Licensed Landscape Architect

Enclosure

cc: Justin Alfond
Dale Akeley
Josh Cushman
Dave O'Connell
Ryan Senetore

Att. 2

Portland Water District

FROM SEBAGO LAKE TO CASCO BAY

April 10, 2015

Mitchell & Associates
The Staples School
70 Center Street
Portland, ME 04101

Attn: Sashie Misner
Re: Bayside Bowl Expansion; 58 Alder Street, Portland
Ability to Serve with PWD Water

Dear Ms. Misner:

The Portland Water District has received your request for an Ability to Serve determination for the noted site submitted on February 26, 2015. 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.

Conditions of Service

The existing services at this site may be used by the proposed development as long as the project team determines that they will provide adequate flow and pressure for the proposed use. If any of the existing services will no longer be used as a result of the development then they must be retired per PWD standards. This includes shutting the corporation valve and cutting the pipe from the water main (for the 2-inch services) or shutting down the main cutting out the tee (for the 6-inch service).

Existing Site Service

According to District records, the project site does currently have existing water service. A 2-inch diameter cast iron domestic service line and a 6-inch diameter cast iron fire service line, located as shown on the attached water service cards, provide water service to this site. Please refer to the "Conditions of Service" section of this letter for requirements related to the use of these services.

Water System Characteristics

According to District records, there is a 6-inch diameter cast iron water main on the east side of Alder Street and a 6-inch diameter cast iron water main on the east side of Hanover Street as well as public fire hydrant located 170-feet from the site.

225 DOUGLASS STREET P.O. BOX 3553 PORTLAND, MAINE 04104-3553
PHONE: 207.774.5961 FAX: 207.761.8307 WEB: WWW.PWD.ORG

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

Hydrant Location:	Kennebec Street at Hannover Street
Hydrant Number:	POD-HYD00238
Last Tested:	9/13/2011
Static Pressure:	106 psi
Residual Pressure:	80 psi
Flow:	978 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 project. Based on the high water pressure in this area, we recommend that you consider the installation of pressure reducing devices that comply with state plumbing codes.

Private Fire Protection Water Needs

You have indicated that the proposed addition 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.

If the District can be of further assistance in this matter, please let us know.

Sincerely,
Portland Water District

Glissen Havu

Glissen Havu, E.I.
Design Engineer

Att. 3

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 seven days prior to the neighborhood meeting)**, invitations were mailed to all addresses on the mailing list provided by the Planning Division, including property owners within 500 feet of the proposed development and the residents on the "interested parties" list.

Signed,

Doug O'Connell
Pontiac Builders

4-15-15 (date)

Attached to this certification are

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

April 1, 2015

Dear Neighbor:

Please join us for a neighborhood meeting to discuss our plans for the addition to Bayside Bowl at 58 Alder Street.

Meeting Location: Portland City Hall, Room 24

Meeting Date: Thursday, April 16th

Meeting Time: 5-7:30 pm

The city code requires that property owners within 500 feet of the proposed development and residents on an "interested parties list" be invited to participate in a neighborhood meeting. A sign-in sheet will be circulated and minutes of the meeting will be taken. Both the sign-in sheet and minutes will be submitted to the Planning Board.

If you have any questions, please call Dave O'Connell at 207-879-0118.

Sincerely,

Dave O'Connell
Project Manager
Portland Builders, Inc.

Note:
Under Section 14-32(C) and 14-525 of the City Code of Ordinances, an applicant for a Level III development, subdivision of over five lots/units, or zone change is required to hold a neighborhood meeting within three weeks of submitting a preliminary application or two weeks 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

BAYSIDE BOWL

NEIGHBORHOOD MEETING

APRIL 16, 2015

PORTLAND CITY HALL – ROOM 24

SIGN IN SHEET:

NAME	STREET ADDRESS	EMAIL ADDRESS
Steve Hirshon	18 Hanover St	steve@hirshon.com
JOSHUA CUSHMAN	70 CENTER ST.	JCUSHMAN@PORTLANDBUILDER.COM
DAVID O'CONNELL	70 CENTER ST	doconnell@portlandbuilder.com
Ryan Senatore	565 Congress St	ryan@senatorearchitects.com
BOB METCALF	70 CENTER ST	rmetcalf@mitchellassociates.biz
Colette Bouchard	181 Hanover St.	colette.bouchard@goodwill.org
RON Spinella	377 Cumberland	ronspinella@maine.rr.com
SMcCluskey	25 Parris ST	smccluskey@maine.rr.com
Stephanie Scheer	21 Hanover St.	stephanie.f.scheer@gmail.com
Lisa + Jim CASTONIA	143 Kennebec	info@thegraphateria.com
Justin Alford	143 Vaughan St.	jalford@gmail.com
Chris Danse	21 Cedar ST	Portland, ME
Laura Cannon	18 Parris St.	laura@lauracannon.com
Jack Woods	71 Concord St.	jack@jackwoods.org
Jim Tortorella	160 Preble	jim@foundationhouse.com

Predator

Single Package R-410A Air Conditioner

Project Name:

Unit Model #: **ZJ120N15V4KZZ50001**

Quantity:

System: **ZJ120N15V4KZZ50001 (2)**

Cooling Performance		
Total capacity	123.5	MBH
Sensible capacity	101.0	MBH
Refrigerant type	R-410A	
Efficiency (at ARI)	12.00	EER
Integrated eff. (at ARI)	12.80	IEER
Ambient DB temp.	95.0	°F
Entering DB temp.	77.0	°F
Entering WB temp.	63.9	°F
Leaving DB temp.	53.6	°F
Leaving WB temp.	53.3	°F
Part load efficiency	13.4	IPLV
Power input (w/o blower)	8.94	kW
Sound power	90	dB(A)

Gas Heating Performance		
Entering DB temp.	58	°F
Heating output capacity (Max)	144	MBH
Supply air	4000	CFM
Heating input capacity (Max)	180	MBH
Leaving DB temp.	91.3	°F
Air temp. rise	33.3	°F
SSE	80.0	%
Stages	2	

Supply Air Blower Performance		
Supply air	4000	CFM
Ext. static pressure	0.5	IWG
Unit static resistance	0.78	IWG
Blower speed	1204	RPM
Max BHP of Motor (including service factor)	3.45	HP
Duct location	Bottom	
Motor rating	3.00	HP
Actual required BHP	3.00	HP
Power input	2.79	kW
Elevation	0	ft.
Drive type	BELT	
Requires field-supplied drive	true	

Outside/Mixed Air		
Outside Air Cfm	400	CFM
Outside Air DB temp.	95	°F
Outsided Air WB temp.	78	°F
Outside Air RH	47.3	%
Return Air CFM	3600	CFM
Return Air DB temp.	75	°F
Return Air WB temp.	62	°F
Return Air RH	48.1	%

Electrical Data		
Power supply	460-3-60	
Unit min circuit ampacity	25.6	Amps
Unit max over-current protection	30	Amps

Dimensions & Weight						
Hgt	51	in.	Len	89	in.	Wth	59	in.
Weight with factory installed options							1175	lbs.

Clearances								
Right	12	in.	Front	36	in.	Back	36	in.
Top	72	in.	Bottom	0	in.	Left	36	in.

Note: Please refer to the tech guide for listed maximum static pressures

10 Ton

- York Predator units are manufactured at an ISO 9001 registered facility and each rooftop is completely computer-run tested prior to shipment.

Unit Features

- Unit Cabinet Constructed of Powder Painted Steel, Certified At 1000 Hours Salt Spray Test (ASTM B-117 Standards)
- Through-the-Curb and Through-the-Base Utility Connections
- Full perimeter base rails with built in rigging capabilities
- Hinged Access Panels
- Slide-Out Condensate Drain Pan
- Scroll Compressors
- Two Stage Cooling
- Solid Core Liquid Line Filter Driers
- Microchannel Condenser Coil
- 144 MBH Output Aluminized Steel, Two Stage Gas Heat
- Unit Ships with 4" Pleated Filters (MERV 13)
- Single Point Power Connection
- HACR Circuit Breaker/Disconnect
- Non-Powered Convenience Outlet
- Phase Monitor
- Return Air Smoke Detector
- Single Enthalpy Low Leak Slab Economizer w/Barometric Relief and Hoods (Bottom Return Only)
- Short Circuit Current: 5kA RMS Symmetrical

Standard Unit Controller: Simplicity Control Board

- Safety Monitoring - Monitors the high and low-pressure switches, the freezestats, the gas valve, if applicable, and the temperature limit switch on gas and electric heat units. The unit control board will alarm on ignition failures, safety lockouts and repeated limit switch trips.

Warranty

- One (1) Year Limited Warranty on the Complete Unit
- Five (5) Year Warranty - Compressors
- Ten (10) Year Warranty - Aluminized Steel Tubular Heat Exchangers

Predator

Single Package R-410A Air Conditioner

Project Name: | Unit Model #: **ZJ120N15V4KZZ50001**

Quantity: | System: **ZJ120N15V4KZZ50001 (2)**

Factory Installed Options

ZJ120N15V4KZZ50001

Product Category:	**Z**	York Predator Single Packaged R-410A Air Conditioner
Product Identifier:	**J**	12.0 EER / 12.2 IEER
Nominal Cooling Capacity:	**120**	10 Ton Two Stage Cooling
Heat Type and Nominal Heat Capacity:	**N15**	144 MBH Output Aluminized Steel, Two Stage Gas Heat
Airflow:	**V**	3 HP High Static Belt Drive Blower Single Enthalpy Low Leak Slab Economizer w/Barometric Relief and Hoods (Bottom Return Only)
Voltage:	**4**	460-3-60
Installation Options:	**K**	HACR Circuit Breaker/Disconnect Return Air Smoke Detector (Bottom return only) Non Powered Convenience Outlet
Additional Options:	**ZZ**	4" Pleated Filters (MERV 13) Microchannel Condenser Coil Phase Monitor Composite Drain Pan
Product Generation:	**5**	

Field Installed Accessories

- 1RC0471 - Roof Curb - 14" High, Flat, Uninsulated, Full Perimeter (Shipped Knocked Down) (135.0 lbs)
- 2AQ04700324B - Space CO2 Sensor (To maintain CO2 levels in a conditioned space.) (2.0 lbs)
- 2EC04700924 - Dual Enthalpy Control (For Use with Honeywell 7212 Model Actuators Only) (1.0 lbs)
- S1-02815208000 - Blower Sheave for 8.5 and 10 Ton High Static Field Installed Drive (3.0 lbs)
- S1-A52 - Belt for 8.5 and 10 Ton High Static Field Installed Drive (0.4 lbs)
- S1-TBSU32P7Y - York Branded LX Series, Up to 4 Heat / 2 Cool, Electronic 7 Day Programmable (1.0 lbs)

Predator

Single Package R-410A Air Conditioner

Project Name:

Unit Model #: **ZJ120N15V4KZZ50001**

Quantity:

System: **ZJ120N15V4KZZ50001 (2)**

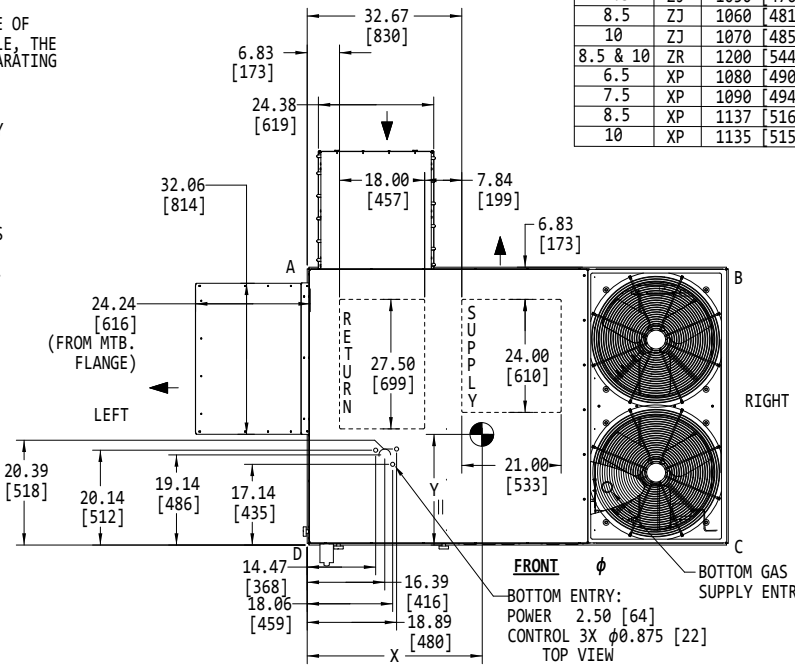
Consolidated Drawing

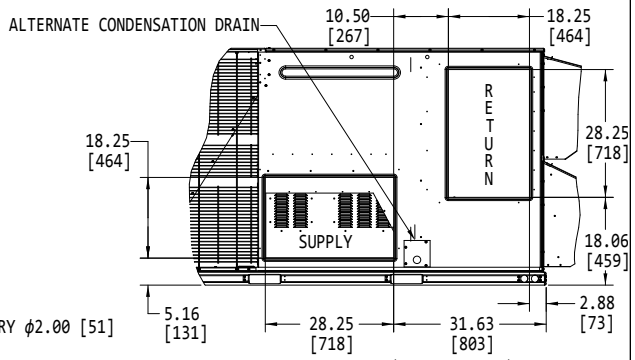
NOTES:
1. FOR OUTDOOR USE ONLY.
2. WEIGHTS SHOWN ARE FOR COOLING ONLY UNITS.
3. MIN. CLEARANCES TO BE:
   RIGHT SIDE: 12 [305]
   LEFT SIDE: 36 [915]
   FRONT: 36 [915]
   REAR: 36 [915]
   TOP: 72 [1830]
   BOTTOM: 0 [0]
4. TO REMOVE THE SLIDE-OUT DRAIN PAN, A REAR CLEARANCE OF 60 in (1525 mm) IS REQUIRED. IF SPACE IS UNAVAILABLE, THE DRAIN PAN CAN BE REMOVED THROUGH THE FRONT BY SEPARATING THE CORNER WALL.
5. FOR SMALLER SERVICE AND OPERATIONAL CLEARANCES CONTACT YOUR APPLICATION ENGINEERING DEPARTMENT.
6. DOWNFLOW DUCTS DESIGNED TO BE ATTACHED TO ACCESSORY ROOF CURB ONLY. IF UNIT IS MOUNTED SIDE SUPPLY, IT IS RECOMMENDED THAT THE DUCTS ARE SUPPORTED BY CROSS BRACES, AS DONE ON ACCESSORY ROOF CURBS.
7. SIDE DUCT FLANGES ARE 0.75" HIGH. BOTTOM DUCTS DO NOT HAVE FLANGES.
8. MINIMUM CONDENSATION TRAP HEIGHT SHALL BE 1.5 TIMES THE LOWEST NEGATIVE STATIC.
9. DIMENSIONS IN [ ] ARE IN MILLIMETERS OR KILOGRAMS.
10. OPTIONAL COIL GUARDS, POWER EXHAUST, GAS HEAT, ECONOMIZER, DISCONNECT SWITCH, CONVENIENCE OUTLET, AND BAROMETRIC RELIEF AND FRESH AIR HOODS SHOWN.
11. EXCEPT XP (HEAT PUMP) UNITS.

DIRECTION OF AIRFLOW

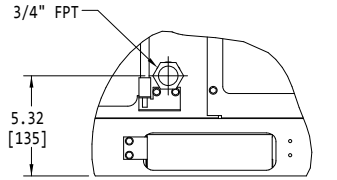
CENTER OF GRAVITY

TONNAGE	UNIT	OPERATING WEIGHT (LBS) (BASE UNIT)	CENTER OF GRAVITY LOCATION (BASE UNIT)		4 POINT CORNER LOADS (LBS) (BASE UNIT)			
			X	Y	A	B	C	D
8.5	ZF	1007 [458]	38 [965]	24 [610]	235 [107]	175 [79]	255 [116]	342 [155]
10	ZF	1103 [501]	38 [965]	24 [610]	257 [117]	192 [87]	279 [127]	375 [170]
8.5	ZH	1030 [467]	38 [965]	24 [610]	240 [109]	179 [81]	261 [118]	350 [159]
10	ZH	1090 [494]	38 [965]	24 [610]	254 [115]	189 [86]	276 [125]	371 [168]
6.5	ZJ	1030 [467]	39 [991]	25 [635]	245 [111]	191 [87]	260 [118]	333 [151]
7.5	ZJ	1050 [476]	39 [991]	25 [635]	250 [113]	195 [89]	265 [120]	340 [154]
8.5	ZJ	1060 [481]	38 [965]	24 [610]	247 [112]	184 [84]	268 [122]	360 [163]
10	ZJ	1070 [485]	39 [991]	24 [610]	245 [111]	191 [87]	278 [126]	357 [162]
8.5 & 10	ZR	1200 [544]	38 [965]	25.5 [648]	297 [135]	221 [100]	291 [132]	390 [177]
6.5	XP	1080 [490]	38 [965]	25 [635]	262 [119]	195 [89]	266 [121]	357 [162]
7.5	XP	1090 [494]	38 [965]	23 [584]	243 [110]	181 [82]	284 [129]	381 [173]
8.5	XP	1137 [516]	38 [965]	25.5 [648]	282 [128]	210 [95]	276 [125]	370 [168]
10	XP	1135 [515]	38 [965]	25.5 [648]	281 [127]	209 [95]	275 [125]	369 [167]

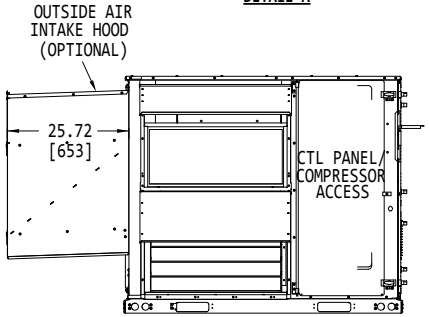




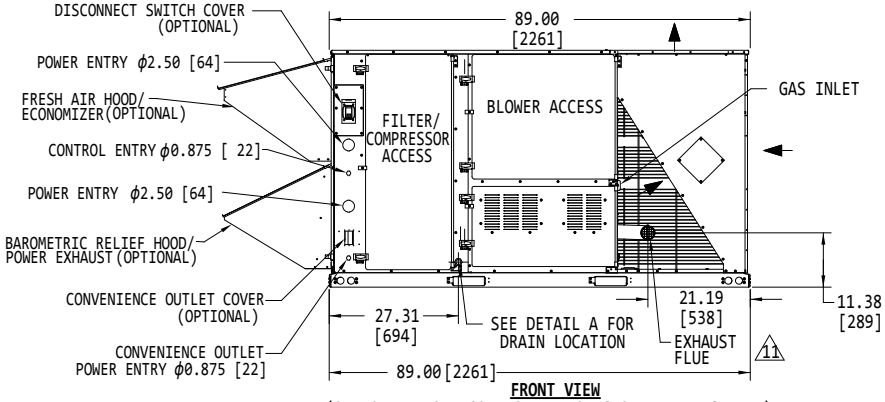
REAR (PARTIAL VIEW)
(INTAKE HOOD NOT SHOWN IN THIS VIEW)



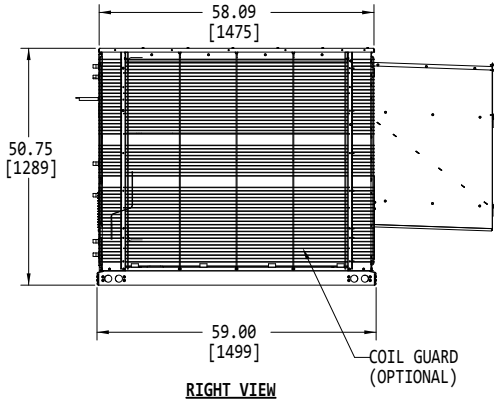
DETAIL A



LEFT VIEW



FRONT VIEW
(OPTIONAL FRONT COIL GUARD NOT SHOWN IN THIS VIEW)



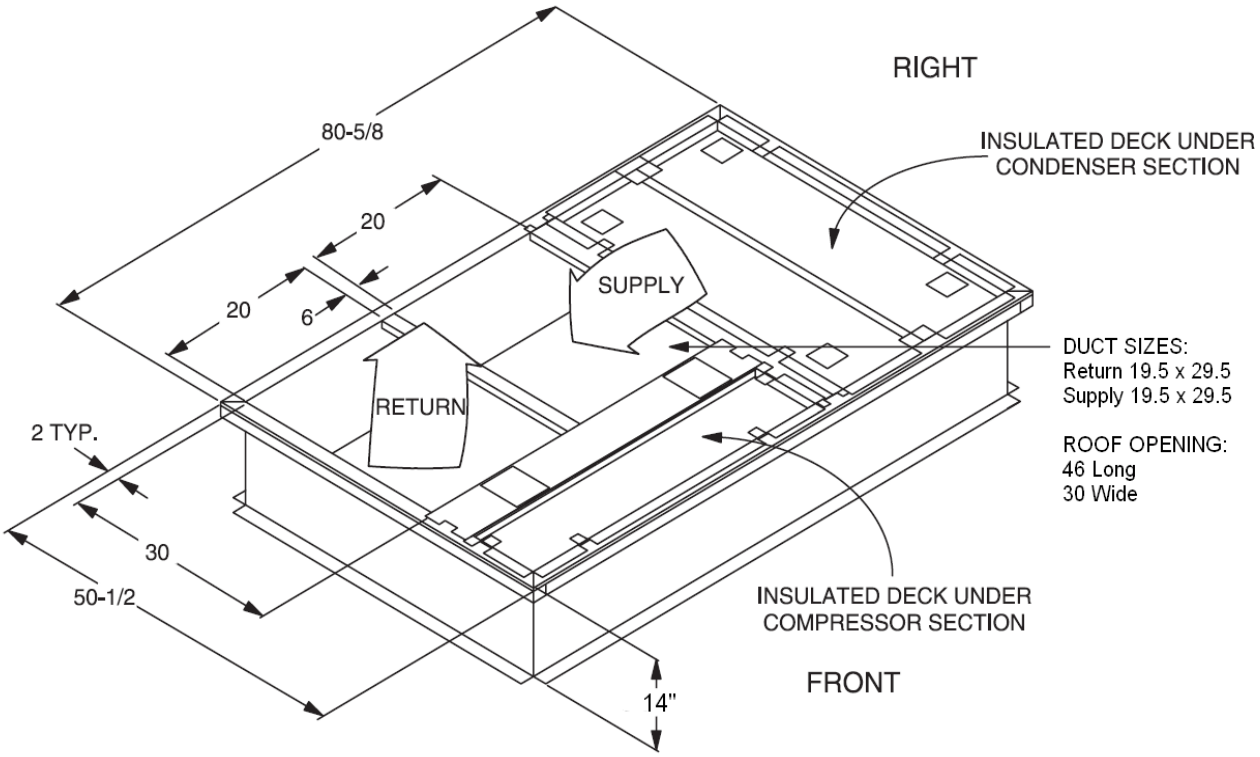
RIGHT VIEW

Predator

Single Package R-410A Air Conditioner

Project Name:	Unit Model #: **ZJ120N15V4KZZ50001**
Quantity:	System: **ZJ120N15V4KZZ50001 (2)**

1RC0471 Roof Curb



* Supply and Return Air (Including duct support rails) as shown, are typical for bottom duct applications.

For location of horizontal duct applications (On rear of unit), refer to Unit Dimensions details.

1RC0471 Roof Curb Dimensions

CHARACTERISTICS

M-156R AND M-651R

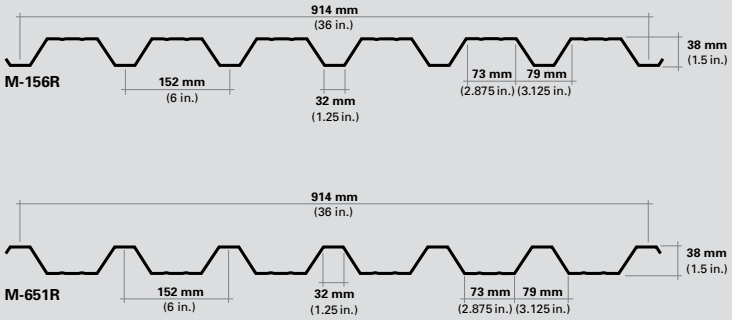
Cover width: 914 mm (36 in.)

Nominal thickness: 0.38 mm to 0.76 mm (0.015 in. to 0.030 in.)

Gauge: 24 to 28

Nominal rib depth: 38 mm (1.5 in.)

Rib spacing (center to center): 152 mm (6 in.)



M-9022 AND M-9722

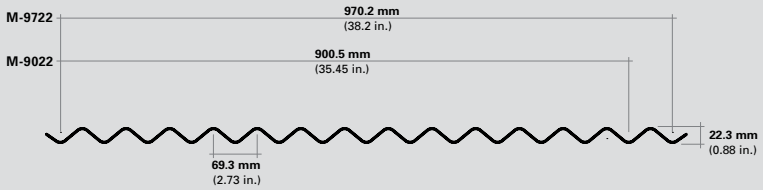
Cover width: 900.5 mm (35.45 in.) and 970.2 mm (38.2 in.)

Nominal thickness: 0.38 mm to 0.76 mm (0.015 in. to 0.030 in.)

Gauge: 22 to 28

Nominal rib depth: 22.3 mm (0.88 in.)

Rib spacing (center to center): 69.3 mm (2.73 in.)



February 5, 2014
By Kelley, Carol
ckelley@sigcoinc.com

SIGCO™

Clear Energy Adv 3

Make-up Name	Make-up	Thermal Stress Guideline	Outboard Substrate & Coating	Transmission			Reflectance			U-Value		RHG (Btu/hr-ft²)	SC	SHGC	LSG
				Visible Light %	UV %	Solar Energy %	Visible Out %	Visible In %	Solar Energy Out %	Winter Night (Btu/hr-ft²-F)	Summer Day (Btu/hr-ft²-F)				
Default Make-up 01		Go	Clear	73	39	54	17	16	15	0.33	0.33	162	0.79	0.684	1.07

Calculation Standard: NFRC 2010

Default Make-up 01

Thermal Stress Guideline (°F)

Outdoors

LITE	Clear Thickness = 1/4" = 6mm	#1 ----- #2 -----	Go 115.2
GAP	100% Air, 1/2" = 12mm		
LITE	Optifloat™ Clear Thickness = 1/4" = 6mm	#3 Energy Advantage™ Low-E Glass #4 -----	Go 112.8

Total Unit = 0.944 in / 23.978 mm Slope = 90°

Indoors

Important Notes

Calculations and terms in this report are based on NFRC 2010. The performance values shown above represent **NOMINAL VALUES** for the center of glass with no spacer system or framing. Slight variations may occur due to manufacturing tolerances, point of manufacture, and type of instrumentation used to measure the optical properties.

For configurations which include ceramic frit coating, the actual values may vary significantly based upon the thickness and composition of the frit. For configurations with diffuse optical properties the solar transmission is per ASTM 1084-86. For configurations with coatings laminated facing the PVB, there may be a noticeable color change. Guardian recommends that a full size mock-up be approved.

Please note that the **THERMAL STRESS GUIDELINE** is only a rough reference to the thermal safety of a glazing. Other factors such as the size of glass areas, shapes and patterns, glass thickness, glass damaged during shipping, handling or installation, orientation of the building, exterior shading, overhangs/fins that reduce wind speed, and areas with high daily temperature fluctuations can all increase the probability of thermal breakage. The results shown are not for any specific glazing installation and do not constitute a warranty against glass breakage.

Explanation of Terms

% Transmittance Visible is the percentage of visible light at normal incidence (90° to surface) directly transmitted through the glass. Visible Light is defined as radiant energy in the wavelength range of 380 nm to 780 nm with Ill. D65 and CIE 2° observer

% Ultraviolet (UV) Transmittance is the percentage of ultraviolet light at normal incidence (90° to surface) directly transmitted through the glass. Ultraviolet Light is defined as radiant energy from the sun having a wavelength range of 300 nm to 380 nm at ASTM air mass of 1.5

% Solar Energy Direct Transmittance is the percentage of solar energy at normal incidence (90° to surface) directly transmitted through the glass. Solar Energy is the radiant energy from the sun having a wavelength range of 300 nm to 2500 nm at ASTM air mass of 1.5.

% Reflectance Visible Outdoors is the percentage of visible light at normal incidence directly reflected from the glass back outdoors

% Reflectance Visible Indoors is the percentage of visible light at normal incidence directly reflected from the glass back indoors

% Solar Energy Reflected Outdoors is the percentage of solar energy at normal incidence directly reflected from the glass back

SunGuard® is a registered trademark of Guardian Industries Corp.

outdoors

U-Factor (also called U-Value) is the air-to-air thermal conductance of 39" high glazing and associated air films. Units are Btu/hr.ft².F. Winter-night = 12.3 mph wind at -0.4°F outdoors and 69.8°F still (no forced convection) indoor air. Summer = 0 sun, 6.15 mph wind at 89.6°F outdoors and 75.2°F still (no forced convection) indoor air.

Relative Heat Gain (RHG) is the total net heat gain to the indoors due to both the air-to-air thermal conductance and the solar heat gain. The units are Btu/hr.ft². RHG = [(Summer U-Value)(89.6°F - 75.2°F) + (Shading Coefficient)(200 Btu/hr-ft²)]

Shading Coefficient (SC) is the fraction of solar heat, direct (300 to 2500 nm) plus indirect (5 to 40 µm), transferred indoors through the glass. For reference, 1/8" (3.1 mm) clear glass has a value of 1.00 (SC is an older term being replaced by the SHGC).

Solar Heat Gain Coefficient (SHGC) is the fraction of solar energy incident on the glazing that is transferred indoors both directly and indirectly through the glazing. The direct gain portion equals the direct solar transmittance, while the indirect is the fraction of the solar energy absorbed to the energy reradiated and convected indoors. No heat gain from warmer outdoor air is included. SHGC = (Direct Solar Trans) + {[(Indirect Solar Heat Gain) - (Summer U-Value)(89.6°F - 75.2°F)] / (248.209 Btu/hr-ft²)}

Light-to-Solar Gain (LSG) is the ratio of visible light gain to solar gain. LSG = (Visible Transmittance) / (SHGC)

This performance analysis is provided under license by Guardian Industries Corp. It is designed to assist the user in evaluating the performance of the glass products identified on this report. Many factors may affect glass performance including glass size, building orientation, shading, wind speed, type of installation, and other factors. With respect to non-Guardian products, this performance analysis may be based on published information from the manufacturer that has not been independently verified by Guardian for accuracy. The applicability and results of the analysis are directly related to user inputs and any changes in actual conditions can have a significant affect on the results.

While Guardian has made a good faith effort to verify the reliability of this program, it may contain unknown programming errors that could result in incorrect results. GUARDIAN DOES NOT PROVIDE ANY WARRANTY OR GUARANTEE REGARDING THE ACCURACY OF THE INFORMATION IN THIS REPORT OR AGAINST GLASS BREAKAGE OR FOR ANY DIRECT OR INDIRECT DAMAGES THAT MAY BE DUE TO THE USE OF THE PROGRAM.

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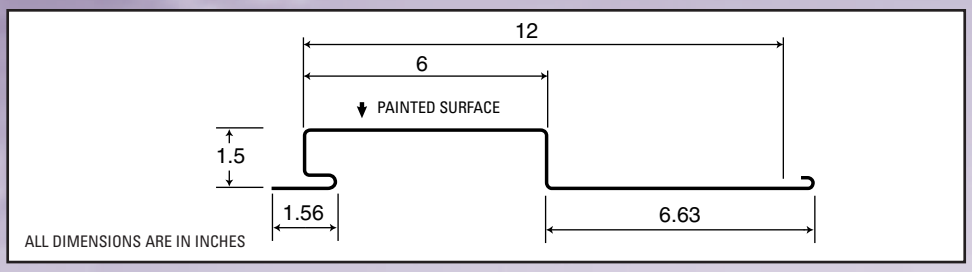


Section Properties (Per Foot of Width)

Base Steel Thickness (in.)	Weight G90 (psf)	Yield Stress (ksi)	Section Modulus Mid Span (in^3)	Section Modulus Support (in^3)	Deflection Moment of Inertia Mid Span (in^4)	Specified Web Crippling Data (lb) End P_{e1}	End P_{e2}	Interior P_{i1}	Interior P_{i2}
0.030	1.87	33	0.0982	0.147	0.122	195	48.7	376	63.9
0.036	2.23	33	0.130	0.188	0.159	287	71.8	553	94.0
0.048	2.96	33	0.205	0.281	0.241	527	132	1011	172

Live Load Factor = 1.4; Importance Factor = 0.75; Importance Category = 1.0

Load Table

Maximum Specified Uniformly Distributed Loads in psf

Span (ft.)		1-Span Base Steel Thickness (in.) 0.030	0.036	0.048			2-Span Base Steel Thickness (in.) 0.030	0.036	0.048			3-Span Base Steel Thickness (in.) 0.030	0.036	0.048		
4′-0″	S	87	115	181			118*	166*	248			134*	180	283		
	D	221	288	437			530	691	1049			417	544	826		
4′-6″	S	69	91	143			102	131	196			107	142	224		
	D	155	202	307			372	485	737			293	382	580		
5′-0″	S	56	74	116			83	106	159			87	115	181		
	D	113	147	224			271	354	537			214	279	423		
5′-6″	S	46	61	96			68	88	131			72	95	150		
	D	85	111	168			204	266	404			161	209	318		
6′-0″	S	39	51	81			58	74	110			60	80	126		
	D	65	85	130			157	205	311			124	161	245		
6′-6″	S	33	44	69			49	63	94			51	68	107		
	D	51	67	102			123	161	244			97	127	193		
7′-0″	S	28	38	59			42	54	81			44	59	92		
	D	41	54	82			99	129	196			78	102	154		
7′-6″	S	25	33	52			37	47	71			39	51	81		
	D	33	44	66			80	105	159			63	83	125		
8′-0″	S	22	29	45			32	41	62			34	45	71		
	D	28	36	55			66	86	131			52	68	103		
8′-6″	S	19	26	40			29	37	55			30	40	63		
	D	23	30	46			55	72	109			43	57	86		
9′-0″	S	17	23	36			26	33	49			27	36	56		
	D	19	25	38			47	61	92			37	48	73		

** load controlled by web crippling based on 1.5″ bearing*

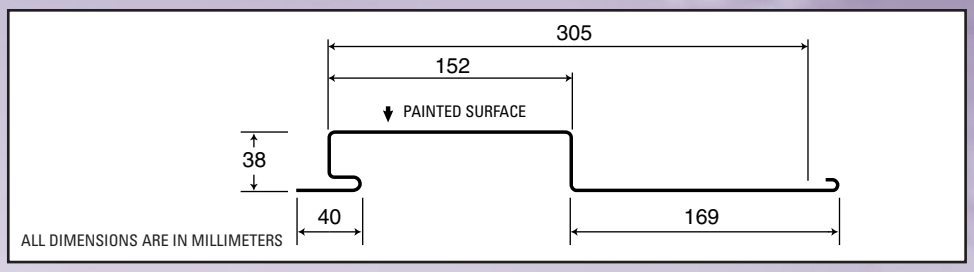
Notes:

1. Steel conforms to ASTM A653.
2. Section properties are in accordance with CSA-S136-07.
3. Values in row "S" are based on strength.
4. Values in row "D" are based on a deflection limit of 1/180 of the span.
5. Web crippling not included in strength values. See example calculation in notes to designer.
6. Oil canning may be present due to thickness and coverage. Oil canning is not a valid reason for rejection of this product.
7. Contact the sales department for stocked colours and gauges.
8. The load table contained on this data sheet was prepared by Dr. R.M. Schuster P.Eng. Professor Emeritus of Structural Engineering, University of Waterloo, Ontario, Canada.

METRIC

HF-6 NF

Wall Cladding



Section Properties

(Per Metre of Width)

Base Steel Thickness (mm)	Mass Z275 (kg/m^2)	Yield Stress (MPa)	Section Modulus Mid Span ($x 10^3 mm^3$)	Section Modulus Support ($x 10^3 mm^3$)	Deflection Moment of Inertia Mid Span ($x 10^6 mm^4$)	Specified Web Crippling Data (kN) End P_{e1}	End P_{e2}	Interior P_{i1}	Interior P_{i2}
0.762	8.85	230	5.26	7.86	0.166	2.87	0.718	5.55	0.943
0.914	10.6	230	6.98	10.1	0.216	4.24	1.06	8.16	1.39
1.22	14.2	230	11.0	15.1	0.328	7.78	1.94	14.9	2.54

Live Load Factor = 1.4; Importance Factor = 0.75; Importance Category = 1.0

Load Table

Maximum Specified Uniformly Distributed Loads in kPa

Span (mm)		1-Span Base Steel Thickness (mm) 0.762	0.914	1.22			2-Span Base Steel Thickness (mm) 0.762	0.914	1.22			3-Span Base Steel Thickness (mm) 0.762	0.914	1.22		
1200	S	4.32	5.74	9.03			5.90*	8.25*	12.4			6.70*	8.96	14.1		
	D	11.1	14.4	21.9			26.5	34.6	52.6			20.9	27.3	41.4		
1400	S	3.18	4.22	6.63			4.74	6.08	9.09			4.96	6.59	10.4		
	D	6.96	9.08	13.8			16.7	21.8	33.1			13.2	17.2	26.1		
1500	S	2.77	3.67	5.78			4.13	5.29	7.92			4.32	5.74	9.03		
	D	5.66	7.39	11.2			13.6	17.7	26.9			10.7	14.0	21.2		
1600	S	2.43	3.23	5.08			3.63	4.65	6.96			3.80	5.04	7.93		
	D	4.67	6.09	9.24			11.2	14.6	22.2			8.82	11.5	17.5		
1800	S	1.92	2.55	4.01			2.87	3.68	5.50			3.00	3.98	6.27		
	D	3.28	4.27	6.49			7.86	10.3	15.6			6.19	8.08	12.3		
2000	S	1.56	2.07	3.25			2.32	2.98	4.45			2.43	3.23	5.08		
	D	2.39	3.12	4.73			5.73	7.48	11.4			4.52	5.89	8.94		
2200	S	1.29	1.71	2.69			1.92	2.46	3.68			2.01	2.67	4.20		
	D	1.79	2.34	3.55			4.31	5.62	8.53			3.39	4.42	6.72		
2400	S	1.08	1.43	2.26			1.61	2.07	3.09			1.69	2.24	3.53		
	D	1.38	1.80	2.74			3.32	4.33	6.57			2.61	3.41	5.17		
2500	S	1.00	1.32	2.08			1.49	1.91	2.85			1.56	2.07	3.25		
	D	1.22	1.60	2.42			2.94	3.83	5.81			2.31	3.02	4.58		
2600	S	0.92	1.22	1.92			1.38	1.76	2.64			1.44	1.91	3.00		
	D	1.09	1.42	2.15			2.61	3.40	5.17			2.06	2.68	4.07		
2800	S	0.79	1.05	1.66			1.19	1.52	2.27			1.24	1.65	2.59		
	D	0.87	1.14	1.72			2.09	2.73	4.14			1.65	2.15	3.26		

** load controlled by web crippling based on 38 mm bearing*

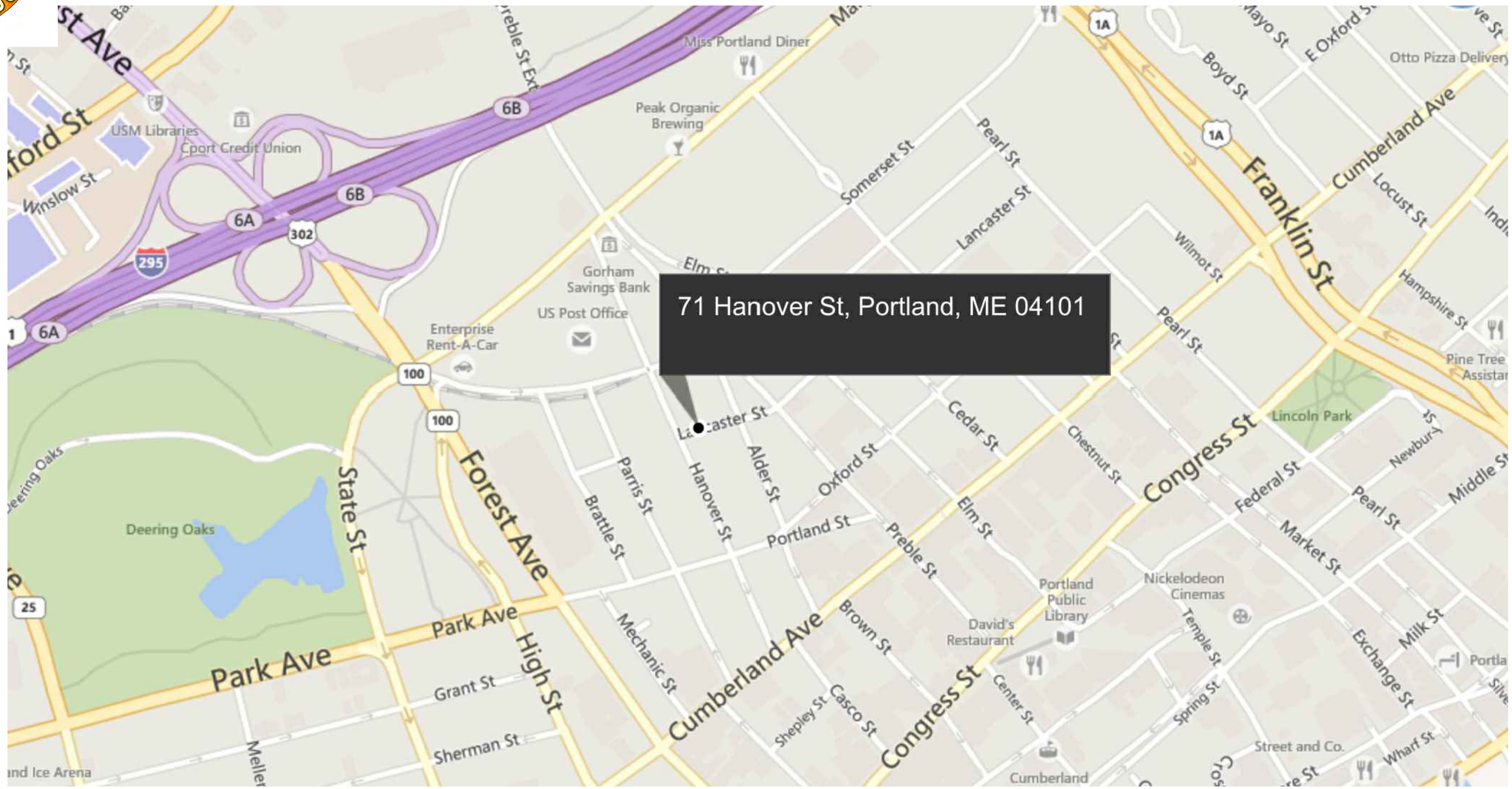
Notes:

1. Steel conforms to ASTM A653M.
2. Section properties are in accordance with CSA-S136-07.
3. Values in row "S" are based on strength.
4. Values in row "D" are based on a deflection limit of 1/180 of the span.
5. Web crippling not included in strength values. See example calculation in notes to designer.
6. Oil canning may be present due to thickness and coverage. Oil canning is not a valid reason for rejection of this product.
7. Contact the sales department for stocked colours and gauges.
8. The load table contained on this data sheet was prepared by Dr. R.M. Schuster P.Eng. Professor Emeritus of Structural Engineering, University of Waterloo, Ontario, Canada.

MARCH 20, 2015

PROPOSED ADDITION TO BAYSIDE BOWL

PORTLAND COMMUNITY SQUASH



1 SITE LOCATION MAP
NOT TO SCALE

PROGRESS PRINT ONLY
Not for Construction

PORTLAND BUILDERS INC

Mitchell & Associates
LANDSCAPE ARCHITECTS

RYAN SENATORE ARCHITECTURE

GENERAL NOTES

1. SITE AREA: 55,290 SF OR 1.27 ACRES
2. APPLICANT: BOPO, LLC/ JUSTIN ALFOND, MANAGER
   CONGRESS STREET
   PORTLAND, MAINE 04101
3. RECORD OWNERS: BOPO LLC, RECORDED JUNE 30, 2011
   C.C.R.D. BOOK 28797 PAGE 222
   TAX MAP 34, BLOCK H, LOTS 2 AND 3

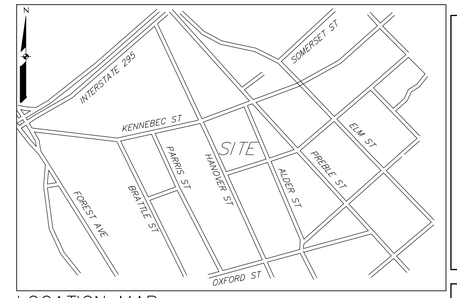
   BOPO LLC, RECORDED JUNE 30, 2011
   C.C.R.D. BOOK 28797 PAGE 224
   TAX MAP 34, BLOCK H, LOT 1

   CITY OF PORTLAND, RECORDED APRIL 23, 1849
   C.C.R.D. BOOK 213 PAGE 449
   TAX MAP 34, BLOCK H, LOT 4

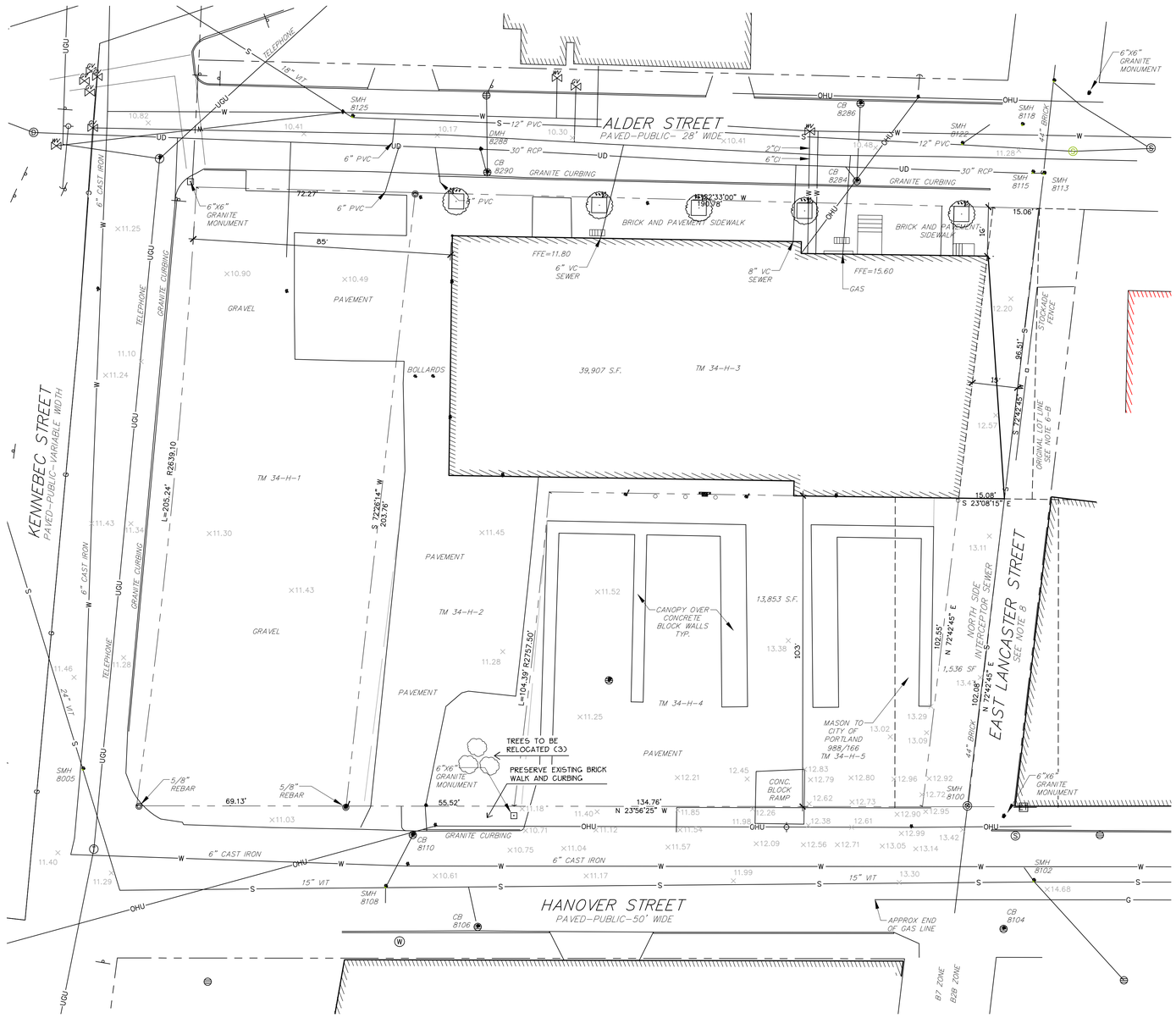
   CITY OF PORTLAND, RECORDED MARCH 14, 1917
   C.C.R.D. BOOK 988 PAGE 166
   TAX MAP 34, BLOCK H, LOT 5
4. THE SURVEYED PARCELS ARE SHOWN AS LOTS 1, 2, 3, 4 AND 5, BLOCK H, ON THE CITY OF PORTLAND'S ASSESSORS MAP 34.
5. BEARINGS ARE GRID NORTH PER PLAN REFERENCE XX. ELEVATIONS ARE CITY OF PORTLAND DATUM BASED ON TOP OF GRANITE MONUMENT ELEVATION 11.55 AS SHOWN ON PLAN REFERENCE XX.
6. THE PARCEL IS LOCATED, BY SCALING METHODS, WITHIN ZONE C (AREAS OF MINIMAL FLOODING) AS SHOWN ON THE FLOOD INSURANCE RATE MAP FOR THE CITY OF PORTLAND, MAINE COMMUNITY PANEL NO. 230051-0013-B WITH AN EFFECTIVE DATE OF JULY 17, 1986. THE FLOOD ELEVATION FOR THE A2 ZONE WHICH ENCOMPASSES BACK COVE HAS AN ELEVATION OF 10 NGVD 1929.
7. UTILITIES SHOWN ARE BASED ON THE REFERENCED PLANS AND A FIELD SURVEY OF VISIBLE STRUCTURES PERFORMED IN FEBRUARY 2015. DURING THE FIELD SURVEY THERE WAS SNOW IN EXCESS OF THREE FEET DEEP AND ASSOCIATED ICE THAT MADE VERIFICATION DIFFICULT. A SITE VISIT TO VERIFY UTILITIES IS RECOMMENDED ONCE SNOW COVER IS GONE.
8. THE FOLLOWING NOTES APPEAR IN THE "SURVEY REPORT FOR HANOVER STREET SALT SHED SITE" DATED JANUARY 7, 2002 BY WILLIAM G. SCOTT, P.L.S. CITY PF PORTLAND D.P.W.:
   - A. "LANCASTER STREET EAST HAD BEEN DISCONTINUED AS A CITY STREET ON MAY 5, 1995. THE DISCONTINUANCE RESERVED THE CONTINUED USE OF THIS PROPERTY AS A SEWER EASEMENT FOR THE STILL-ACTIVE NORTH SIDE INTERCEPTING SEWER. HOWEVER, THE DISCONTINUANCE NOTICE MADE NO MENTION OF ALSO DISCONTINUING THE PUBLIC EASEMENT WITHIN THE STREET BOUNDARIES."
   - B. "THE CITY HAS A STOCKADE FENCE BUILT OUT TO THE APPROXIMATE CENTERLINE OF THE STREET WHICH FENCES IN A DUMPSTER AND MATERIALS STORAGE AREA. I BELIEVE THAT THE REVERSIONARY RIGHTS INVOLVED IN THE STREET DISCONTINUANCE IN MAY 1995 WOULD ESTABLISH THE PROPERTY LINE BACK IN IT'S LOCATION PRIOR TO THE CREATION OF LANCASTER STREET, AS IS CLEARLY SHOWN ON THE 1913 PLAN OF LANCASTER STREET EXTENSION. THE FORMER PROPERTY LINE BETWEEN WHAT IS NOW FURMAN AND THE CITY, FRONTING ALONG ALDER STREET, DID NOT RUN ALONG WITH THE CENTERLINE OF THE PROPOSED STREET. IN FACT, MORE LAND WAS TAKEN FROM WHAT IS NOW FURMANS PARCEL THAN WAS TAKEN FROM WHAT IS NOW THE CITY'S."

PLAN REFERENCES

1. ALDER STREET RECONSTRUCTION PLAN AND PROFILE CITY OF PORTLAND PUBLIC WORKS DEPARTMENT ENGINEERING SECTION DATED JUNE 1996.
2. STANDARD BOUNDARY SURVEY PROPOSED SALT SHED LOT HANOVER STREET CITY OF PORTLAND PUBLIC WORKS DEPARTMENT ENGINEERING SECTION DATED SEPTEMBER 2001.
3. LAND TITLE SURVEY ON KENNEBEC STREET, PORTLAND, MAINE PORTLAND TERMINAL COMPANY TO ROSS Y. FURMAN 58 ALDER ST., PORTLAND MAINE DATED JULY 27, 1994 BY OWEN HASKELL, INC. AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN PLAN BOOK 194 PAGE 292.
4. EXISTING CONDITIONS AND STANDARD BOUNDARY SURVEY ON KENNEBEC STREET, PORTLAND, MAINE FOR ROSS Y. FURMAN 58 ALDER STREET, PORTLAND, MAINE DATED APRIL 18, 1996 BY OWEN HASKELL, INC.
5. BAYSIDE TRAIL SOMERSET STREET EXTENTION ELM STREET TO KENNEBEC STREET DATED JULY 3, 2012 CITY OF PORTLAND, MAINE PUBLIC SERVICES DEPARTMENT ENGINEERING DIVISION
6. LANCASTER STREET EXTENSION FROM PREBLE ST. TO FOREST AVE. DATED FEB. 1913 ON FILE WITH THE CITY OF PORTLAND ENGINEERING DIVISION.
7. RIGHT OF WAY AND TRACK MAP PORTLAND TERMINAL OPERATED BY THE PORTLAND TERMINAL COMPANY STATION 52+80.0 TO STATION 105+60.0 JUNE 30, 1916 SHEET V1-C/2
8. CITY OF PORTLAND CITY PROPERTY REVALUATION SHEET 6.



LOCATION MAP N.T.S.



LEGEND

	EXISTING
PROPERTY LINE	
GRANITE MONUMENT	
IRON PIPE/ROD	
CATCHBASIN	
MANHOLE	
HYDRANT	
UTILITY POLE	
GATE VALVE	WV
SANITARY SEWER	S
STORM DRAIN	SD
WATER	W
TELEPHONE	T
GAS	G
OVERHEAD WIRES	OHW
CMP CABLE LINES	E
CURB	
FENCE	X X
SIGN	
DECIDUOUS TREE	
CONTOUR	72
SPOT ELEVATION	+ 72.00

Prepared For:

Applicant: Plan 2

BoPo,L.L.C.
58 Alder Street
Portland, Maine

Justin Alfond, Manager

Prepared By:

MITCHELL & ASSOCIATES
Landscape Architects
The Staples School
70 Center Street
Portland, Maine 04101
Tel: (207) 774-4427

BAYSIDE BOWL

Portland, Maine

58 Alder Street

Date: MARCH 23, 2015

Issued For: SITE PLAN SUBMISSION

Revisions:

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Title: EXISTING CONDITIONS PLAN

Scale: 1"=20'

0 10 20 40 ft.

North:

Sheet No.: 1

GENERAL NOTES

1. SITE AREA: 55,290 SF OR 1.27 ACRES

2. APPLICANT: BOPO, L.L.C.
   58 ALDER STREET
   PORTLAND, MAINE 04101

3. RECORD OWNERS: BOPO LLC, RECORDED JUNE 30, 2011
   C.C.R.D. BOOK 28797 PAGE 222
   TAX MAP 34, BLOCK H, LOTS 2 AND 3

   CITY OF PORTLAND, RECORDED APRIL 23, 1849
   C.C.R.D. BOOK 213 PAGE 449
   TAX MAP 34, BLOCK H, LOT 4

   BOPO LLC, RECORDED JUNE 30, 2011
   C.C.R.D. BOOK 28797 PAGE 224
   TAX MAP 34, BLOCK H, LOT 1

   CITY OF PORTLAND, RECORDED MARCH 14, 1917
   C.C.R.D. BOOK 988 PAGE 166
   TAX MAP 34, BLOCK H, LOT 5

4. THE SURVEYED PARCELS ARE SHOWN AS LOTS 1, 2, 3, 4 AND 5, BLOCK H, ON THE CITY OF PORTLAND'S ASSESSORS MAP 34.

5. THE PARCEL IS LOCATED, BY SCALING METHODS, WITHIN ZONE C (AREAS OF MINIMAL FLOODING) AS SHOWN ON THE FLOOD INSURANCE RATE MAP FOR THE CITY OF PORTLAND, MAINE COMMUNITY PANEL NO. 230051-0013-B WITH AN EFFECTIVE DATE OF JULY 17, 1986. THE FLOOD ELEVATION FOR THE A2 ZONE WHICH ENCOMPASSES BACK COVE HAS AN ELEVATION OF 10 NGVD 1929.

6. UTILITIES SHOWN ARE BASED ON THE REFERENCED PLANS AND A FIELD SURVEY OF VISIBLE STRUCTURES PERFORMED IN FEBRUARY 2015. DURING THE FIELD SURVEY THERE WAS SNOW IN EXCESS OF THREE FEET DEEP AND ASSOCIATED ICE THAT MADE VERIFICATION DIFFICULT. A SITE VISIT TO VERIFY UTILITIES IS RECOMMENDED ONCE SNOW COVER IS GONE.

7. THE FOLLOWING NOTES APPEAR IN THE "SURVEY REPORT FOR HANOVER STREET SALT SHED SITE" DATED JANUARY 7, 2002 BY WILLIAM G. SCOTT, P.L.S. CITY PF PORTLAND D.P.W.:

   - A. "LANCASTER STREET EAST HAD BEEN DISCONTINUED AS A CITY STREET ON MAY 5, 1995. THE DISCONTINUANCE RESERVED THE CONTINUED USE OF THIS PROPERTY AS A SEWER EASEMENT FOR THE STILL-ACTIVE NORTH SIDE INTERCEPTING SEWER. HOWEVER, THE DISCONTINUANCE NOTICE MADE NO MENTION OF ALSO DISCONTINUING THE PUBLIC EASEMENT WITHIN THE STREET BOUNDARIES."

   - B. "THE CITY HAS A STOCKADE FENCE BUILT OUT TO THE APPROXIMATE CENTERLINE OF THE STREET WHICH FENCES IN A DUMPSTER AND MATERIALS STORAGE AREA. I BELIEVE THAT THE REVERSIONARY RIGHTS INVOLVED IN THE STREET DISCONTINUANCE IN MAY 1995 WOULD ESTABLISH THE PROPERTY LINE BACK IN IT'S LOCATION PRIOR TO THE CREATION OF LANCASTER STREET, AS IS CLEARLY SHOWN ON THE 1913 PLAN OF LANCASTER STREET EXTENSION. THE FORMER PROPERTY LINE BETWEEN WHAT IS NOW FURMAN AND THE CITY, FRONTING ALONG ALDER STREET, DID NOT RUN ALONG WITH THE CENTERLINE OF THE PROPOSED STREET. IN FACT, MORE LAND WAS TAKEN FROM WHAT IS NOW FURMANS PARCEL THAN WAS TAKEN FROM WHAT IS NOW THE CITY'S."

9. ZONING DISTRICT: B-7 MIXED DEVELOPMENT DISTRICT ZONE

10. SPACE AND BULK STANDARDS:

	REQUIRED	PROPOSED
MINIMUM LOT SIZE:	NONE	53,760 SF
MINIMUM FRONTAGE:	NONE	190 FEET
FRONT SETBACK:	NONE REQUIRED	EXISTING: 12.5-14.7 FEET
SIDE SETBACK:	NONE REQUIRED	0 FEET
REAR SETBACK:	NONE REQUIRED	10 FEET
MAXIMUM STREET SETBACK	10 FEET	10 FEET (ADDITION)
MAXIMUM BUILDING LOT COVERAGE:	100 PERCENT	78 PERCENT
MAXIMUM BUILDING HEIGHT:	105 FEET	45 FEET
MINIMUM BUILDING HEIGHT:	3 FLOORS (45 FEET)	45 FEET

(PER HEIGHT DISTRICT B, BAYSIDE OVERLAY MAP)

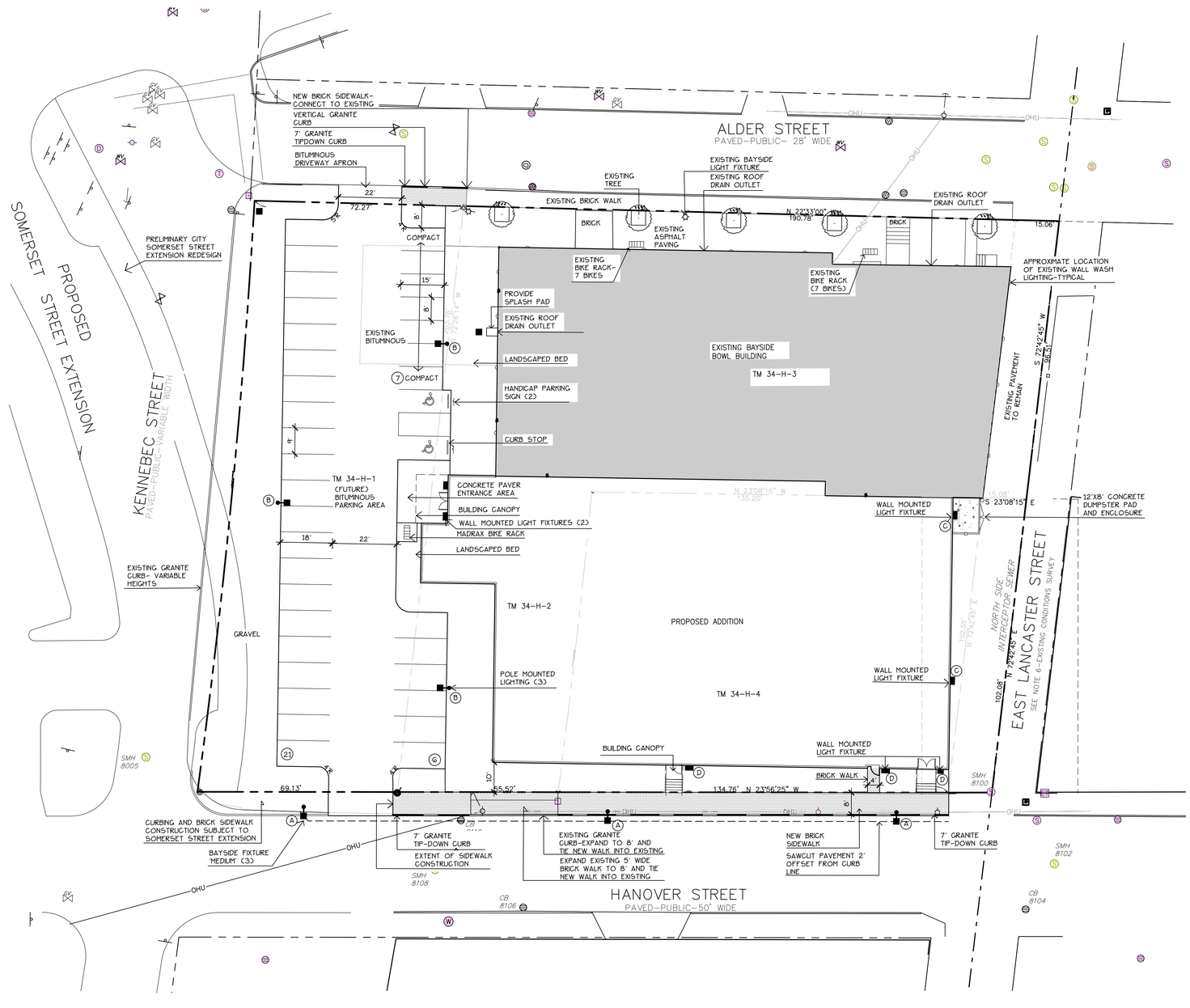
11. BICYCLE PARKING:
    REQUIRED: 16 SPACES
    EXISTING: 14 SPACES
    PROPOSED: 21 SPACES

LEGEND

	EXISTING	PROPOSED
PROPERTY LINE		
GRANITE MONUMENT		
IRON PIN		
CATCHBASIN		
MANHOLE		
HYDRANT		
UTILITY POLE		
WATER VALVE	WV	
SANITARY SEWER	ES	S
STORM DRAIN	ESD	SD
WATER	EW	W
TELEPHONE	T	
GAS	EG	G
CURB		
FENCE	X X	
SIGN		
DECIDUOUS TREE		
EVERGREEN TREE		
PIPE BOLLARD		
BIKE HITCH		
ZONE LINE		
WALL MOUNTED		
LIGHT FIXTURE		
SECURITY CAMERA		
OVERHEAD WIRES	OHW	
CMP CABLE LINES	E	

LIGHTING SCHEDULE

KEY	QTY	MANUFACTURER	CATALOG NUMBER	DESCRIPTION		LAMP
A	3	HOLOPHANE	ESL 110 4K AS X	BAYSIDE DISTRICT FIXTURE 'MEDIUM' LED TEARDROP		110 W 100 LED ARRAY
B	3	BEACON	VP-S-3ONB-9O-5K-T4-UNIV-MOB5O-WB-BZ-PC	VIPER WITH PHOTOCELL		XX
C	2	HUBBELL	LNC2-18LU-5K-3-1-PC	LAREDO WALL PAC WITH PHOTOCELL		XX
D	5	HUBBELL	PGF1-P-PC-1	PGF1 SCONCE		XX



Prepared For: Plan 3

Applicant:
BoPo,L.L.C.
58 Alder Street
Portland, Maine
Justin Alfond, Manager

Prepared By:
MITCHELL & ASSOCIATES
Landscape Architects
The Staples School
70 Center Street
Portland, Maine 04101
Tel: (207) 774-4427

BAYSIDE BOWL

Portland, Maine

58 Alder Street

Date: MARCH 23, 2015

Issued For: SITE PLAN SUBMISSION

Revisions:

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Title: LAYOUT AND LIGHTING PLAN

Scale: 1"=20'

0 10 20 40 ft.

North:

Sheet No.: 2

LICENSED LANDSCAPE ARCHITECT
ROBERT B. METCALF
No. 1815
STATE OF MAINE

GRADING AND DRAINAGE NOTES:

1. DO NOT SCALE THESE DRAWINGS. ANY DISCREPANCIES BETWEEN DRAWINGS, DETAILS, NOTES AND SPECIFICATIONS SHALL BE IMMEDIATELY REPORTED TO THE LANDSCAPE ARCHITECT FOR FURTHER DIRECTION AND RESOLUTION BEFORE ADDITIONAL WORK PROCEEDS.
2. CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND GRADES ON THE GROUND. ANY DISCREPANCIES SHALL BE REPORTED IMMEDIATELY TO THE LANDSCAPE ARCHITECT FOR DIRECTION AND RESOLUTION PRIOR TO ANY FURTHER WORK.
3. CONTRACTOR SHALL FIELD VERIFY LOCATION AND DEPTH OF ALL EXISTING UTILITIES WITH THE APPROPRIATE UTILITY COMPANIES PRIOR TO EXCAVATION OF OR INSTALLATION OF ANY PART OF THIS WORK.
4. CONTRACTOR SHALL AVOID ALL AREAS NOT REQUIRING GRADING. CONTRACTOR SHALL NOT DISTURB THESE AREAS.
5. 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 DIGSAFE (1-888-344-7233) AT LEAST THREE BUSINESS DAYS BEFORE PERFORMING ANY CONSTRUCTION.
6. CONTRACTOR SHALL CONDUCT TEST PIT EXCAVATION TO CONFIRM LOCATION OF EXISTING UTILITIES WHERE NEW BUILDING SANITARY SERVICE AND WATER SERVICE ARE PROPOSED.
7. WHERE STORM DRAINS OR SEWER MAINS HAVE LESS THAN FOUR (4) FEET OF COVER BETWEEN TOP OF PIPE AND FINISH GRADE, INSULATE PIPE USING TWO (2) INCH THICK STYROFOAM INSULATION BOARD OVER AND ALONG SIDES OF THE PIPE.
8. EXISTING DRAINAGE MANHOLES SHALL BE CORED TO ACCEPT NEW DRAINAGE PIPES AS NOTED.
9. PIPE LENGTH EQUALS THE CENTER TO CENTER DISTANCES BETWEEN CATCH BASINS AND/OR MANHOLES MINUS ONE-HALF OF THE DIAMETER OF EACH CATCH BASIN OR MANHOLE.
10. ROOF DRAIN CONNECTIONS SHALL BE CONFIRMED WITH FINAL BUILDING PLANS.
11. ALL UTILITIES SHALL BE INSTALLED IN CONFORMANCE WITH INDIVIDUAL UTILITY DISTRICT REQUIREMENTS; CONTRACTOR SHALL COORDINATE INSTALLATION WITH APPROPRIATE UTILITY DISTRICT BEFORE INSTALLATION.
12. ALL WORK WITHIN THE ROAD RIGHT-OF-WAY AND ALL UTILITIES CONNECTING TO INFRASTRUCTURE WITHIN THE ROAD SHALL MEET CITY OF PORTLAND TECHNICAL MANUAL STANDARDS.
13. DISCONTINUED UTILITY SERVICES INCLUDING SANITARY SEWER SHALL BE PERMANENTLY CAPPED CONFORMING TO CITY OF PORTLAND STANDARDS. CONTRACTOR SHALL COORDINATE WITH PUBLIC SERVICES.
14. UTILITIES SHOWN ARE BASED ON THE REFERENCED PLANS AND A FIELD SURVEY OF VISIBLE STRUCTURES PERFORMED IN FEBRUARY 2015. DURING THE FIELD SURVEY THERE WAS SNOW IN EXCESS OF THREE FEET DEEP AND ASSOCIATED ICE THAT MADE VERIFICATION DIFFICULT. A SITE VISIT TO VERIFY UTILITIES IS RECOMMENDED ONCE SNOW COVER IS GONE.
15. BENCHMARK:

STRUCTURES

SMH 8108 RIM=10.6
8" VIT INV IN=5.7
12" VIT INV IN=4.5
12" VIT INV OUT=4.4
SHELF=4.8

CB 8110 RIM=9.7
8" VIT INV OUT=5.7
SUMP=4.0

SMH 8102 RIM=14.3
15" CMP INV IN=6.9
18" VIT INV IN=8.6
15" VIT INV IN=6.2
15" VIT INV OUT=6.1
SHELF=6.9

SMH 8115 RIM=11.1
44" BRICK INV IN=4.0
44" BRICK INV IN=3.9
TOP WEIR=5.9
30" RCP INV OUT=3.2

CB 8284 RIM=9.9
12" PVC INV IN=6.2
12" PVC INV OUT=5.0
SUMP=1.6

CB 8290 RIM=9.5
8" PVC INV IN=5.4
12" PVC INV OUT=4.3
SUMP=1.7

DMH 8288 RIM=9.8
30" RCP INV IN=1.7
12" PVC INV IN=3.8
30" RCP INV OUT=1.6
SHELF=3.9

SMH 8125 RIM=10.1

CB 8106 RIM=10.1

CB 8104 RIM=13.4

SMH 8005 RIM= 11.4

SMH 8100 RIM=11.9

SMH 8113 RIM=11.1

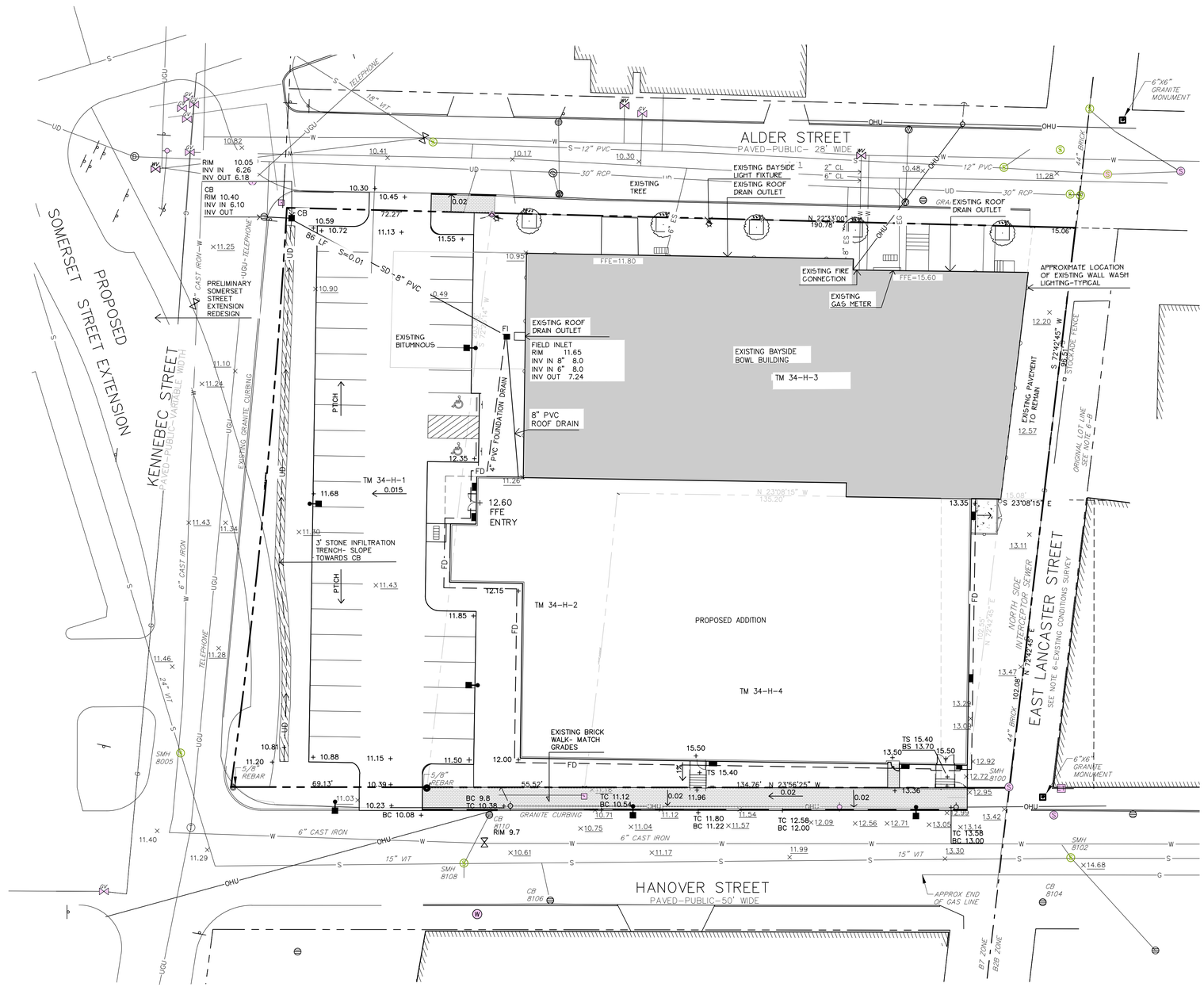
SMH 8118 RIM=11.1

SMH 8122 RIM=10.8

CB 8286 RIM=9.8

LEGEND

	EXISTING	PROPOSED
PROPERTY LINE		
GRANITE MONUMENT		
IRON PIN		
CATCHBASIN		
MANHOLE		
HYDRANT		
UTILITY POLE		
WATER VALVE	WV	
SANITARY SEWER	ES	S
STORM DRAIN	ESD	SD
WATER	EW	W
TELEPHONE	T	
GAS	EG	G
CURB		
FENCE	X X	
SIGN		
DECIDUOUS TREE		
EVERGREEN TREE		
PIPE BOLLARD		
BIKE HITCH		
SPOT GRADE		
WALL MOUNTED		
LIGHT FIXTURE		
SECURITY CAMERA		
OVERHEAD WIRES	OHW	
CMP CABLE LINES	E	



Prepared For: Plan 4

Applicant:
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58 Alder Street
Portland, Maine
Justin Alfond, Manager

Prepared By:
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BAYSIDE BOWL

58 Alder Street — Portland, Maine

Date: MARCH 23, 2015

Issued For: SITE PLAN SUBMISSION

Revisions:

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Title: GRADING AND DRAINAGE PLAN- SOMERSET EXTENSION

Scale: 1"=20'
0 10 20 40 ft.

North:

Sheet No.: 3

GENERAL PLANTING NOTES

1. CALL DIG-SAFE (1-888-344-7233) PRIOR TO BEGINNING WORK. THE LANDSCAPE CONTRACTOR IS ADVISED OF THE PRESENCE OF UNDERGROUND UTILITIES AND SHALL VERIFY THE EXISTENCE AND LOCATION OF SAME BEFORE COMMENCING AND DIGGING OPERATIONS. THE LANDSCAPE CONTRACTOR SHALL REPLACE OR REPAIR UTILITIES PAVING, WALKS, CURBING, ETC. DAMAGED IN PERFORMANCE OF THIS JOB AT NO ADDITIONAL COST TO OWNER.
2. CONTRACTOR SHALL THOROUGHLY FAMILIARIZE HIMSELF WITH ALL SITE CONDITIONS PRIOR TO CONSTRUCTION BIDDING.
3. DO NOT SCALE FROM DRAWINGS. ANY OMISSIONS IN DIMENSIONING SHALL BE REPORTED IMMEDIATELY TO THE LANDSCAPE ARCHITECT. ANY DISCREPANCIES BETWEEN DRAWINGS, DETAILS, NOTES AND SPECS SHALL BE IMMEDIATELY REPORTED TO THE LANDSCAPE ARCHITECT FOR FURTHER DIRECTION AND RESOLUTION BEFORE ANY ADDITIONAL WORK PROCEEDS.
4. PROVIDE SMOOTH TRANSITION WHERE NEW WORK MEETS EXISTING CONDITIONS.
5. CONTRACTOR SHALL FURNISH AND PLACE 12 INCHES OF LOAM IN ALL SHRUB BEDS, 30 INCHES IN ALL TREE PITS, AND 6 INCHES UNDER ALL TURF AREAS. THE LANDSCAPE CONTRACTOR SHALL COORDINATE SUBGRADE PREPARATION WITH THE GENERAL CONTRACTOR PRIOR TO PLACING LOAM.
6. ALL PLANT MATERIAL INSTALLED SHALL MEET THE SPECIFICATIONS OF "AMERICAN STANDARDS FOR NURSERY STOCK BY THE AMERICAN ASSOCIATION OF NURSERYMEN" LATEST EDITION.
7. ALL PLANT MATERIAL SHALL BE FREE FROM INSECTS AND DISEASE.
8. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH ACCEPTABLE HORTICULTURAL PRACTICES. THIS IS TO INCLUDE PROPER PLANTING MIX, PLANT BED AND TREE PIT PREPARATION, PRUNING, STAKING OR GUYING, WRAPPING, SPRAYING, FERTILIZATION, PLANTING AND ADEQUATE MAINTENANCE UNTIL ACCEPTANCE FROM THE OWNER.
9. ALL GRASS, OTHER VEGETATION AND DEBRIS SHALL BE REMOVED FROM ALL PLANTING AREAS PRIOR TO PLANTING.
10. EXISTING TREES TO BE PRESERVED SHALL BE PROTECTED DURING CONSTRUCTION AND SHALL BE THE RESPONSIBILITY OF THE GENERAL CONTRACTOR.
11. ALL SHRUB BEDS AND TREE PITS SHALL BE MULCHED WITH 3" CLEAN SHREDDED BLACK MULCH (DO NOT EXCEED 3" DEPTH).
12. ANY DEVIATION FROM THE LANDSCAPE PLAN, INCLUDING PLANT LOCATION, SELECTION, SIZE, QUANTITY, OR CONDITION SHALL BE REVIEWED AND APPROVED BY THE OWNER AND LANDSCAPE ARCHITECT (AND MUNICIPAL AUTHORITY, IF APPLICABLE) PRIOR TO INSTALLATION ON SITE.
13. WHERE INDICATED ON PLAN, PLANTING SOIL MIXTURE FOR GROUND COVER AND PERENNIAL BED AREAS SHALL CONSIST OF FOUR PARTS TOPSOIL, TWO PARTS SPHAGNUM PEAT MOSS, AND ONE PART HORTICULTURAL PERLITE BY VOLUME. PEAT MOSS MAY BE SUBSTITUTED WITH WELL-ROTTED OR DEHYDRATED MANURE OR COMPOST. ROTOTILL BEDS TO A DEPTH OF 8 INCHES.
14. DAMAGE TO EXISTING SITE IMPROVEMENTS DURING INSTALLATION OF LANDSCAPE MATERIAL SHALL BE THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR.
15. ALL WORK WITHIN THE ROAD RIGHT-OF-WAY AND ALL UTILITIES CONNECTING TO INFRASTRUCTURE WITHIN THE ROAD SHALL MEET CITY OF PORTLAND TECHNICAL MANUAL STANDARDS.

LEGEND

	EXISTING	PROPOSED
PROPERTY LINE		
GRANITE MONUMENT		
IRON PIN		
CATCHBASIN		
MANHOLE		
HYDRANT		
UTILITY POLE		
WATER VALVE	WV	
CURB		
FENCE	X X	
SIGN		
DECIDUOUS TREE		
EVERGREEN TREE		
PIPE BOLLARD		
BIKE HITCH		
ZONE LINE		
WALL MOUNTED		
LIGHT FIXTURE		
SECURITY CAMERA		
OVERHEAD WIRES	OHW	
CMP CABLE LINES	E	

PLANT LIST

KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE
TREES				
A. RUB	5	ACER RUBRUM 'KARPICK'	KARPICK MAPLE	2" CAL
A. PSE	4	ACER PSEUDOSIEBOLDIANUM	KOREAN MAPLE	#7
F. PEN	1	FRAXINUS PENNSYLVANICA	SUMMIT GREEN ASH	2" CAL
Q. RUB	6	QUERCUS CRIMSCHMIDT	CRIMSON SPIRE OAK	2" CAL
T. CUS	1	TAXUS CUSPIDATA 'CAPITATA'	UPRIGHT JAPANESE YEW	4'-5" HT.
SHRUBS				
C. ALN	5	CLETHRA ALNIFOLIA 'RUBY SPICE'	RUBY SPICE SUMMERSWEET	#3
C. SAF	7	CORNUS SERICEA 'ARCTIC FIRE'	RED TWIG DOGWOOD	#3
M. GAL	15	MYRICA GALE	SWEET GALE	#3

NOTES

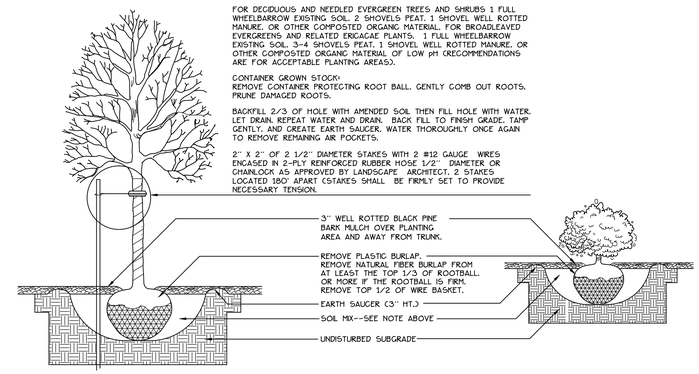
DIG HOLE AT LEAST 2 TIMES THE WIDTH OF ROOT BALL AND AS DEEP AS THE ROOT BALL (NO DEEPER). SET ROOT BALL CENTERED, WITH TOP AT GROUND LEVEL OR SLIGHTLY HIGHER. CORRECT HOLE DEPTH AS NEEDED.

FOR DECIDUOUS AND NEEDLED EVERGREEN TREES AND SHRUBS 1 FULL WHEELBARROW EXISTING SOIL, 2 SHOVELS PEAT, 1 SHOVEL WELL ROTTED MANURE, OR OTHER COMPOSTED ORGANC MATERIAL. FOR BROADLEAVED EVERGREENS AND RELATED ERICACAE PLANTS, 1 FULL WHEELBARROW EXISTING SOIL, 3-4 SHOVELS PEAT, 1 SHOVEL WELL ROTTED MANURE, OR OTHER COMPOSTED ORGANC MATERIAL OF LOW pH (RECOMMENDATIONS ARE FOR ACCEPTABLE PLANTING AREAS).

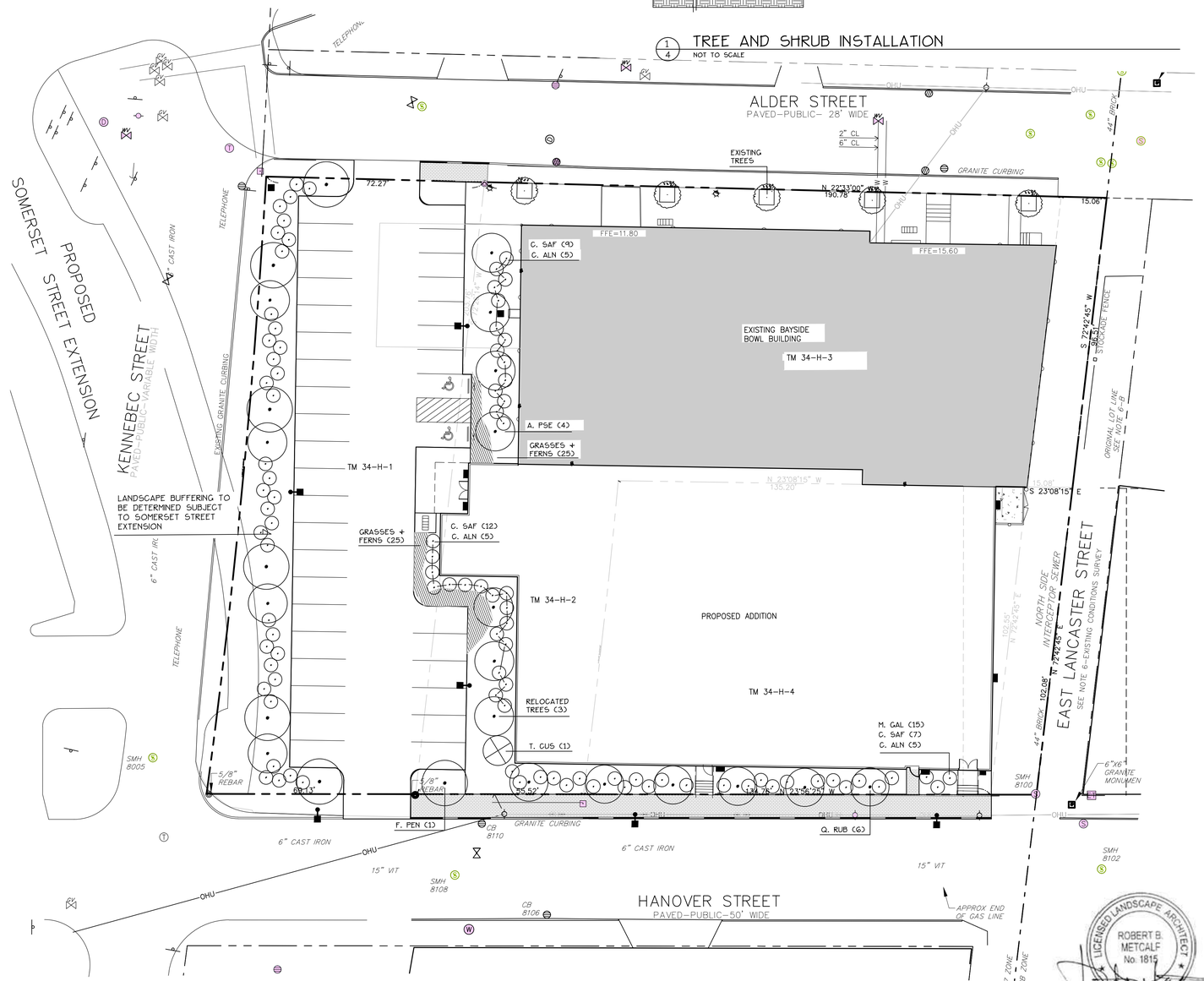
CONTAINER GROWN STOCK:
REMOVE CONTAINER PROTECTING ROOT BALL. GENTLY COMB OUT ROOTS. PRUNE DAMAGED ROOTS.

BACKFILL 2/3 OF HOLE WITH AMENDED SOIL THEN FILL HOLE WITH WATER. LET DRAIN. REPEAT WATER AND DRAIN. BACK FILL TO FINISH GRADE. TAMP GENTLY, AND CREATE EARTH SAUCER. WATER THOROUGHLY ONCE AGAIN TO REMOVE REMAINING AIR POCKETS.

2" X 2" OF 2 1/2" DIAMETER STAKES WITH 2 #12 GAUGE WIRES ENCASED IN 2-PLY REINFORCED RUBBER HOSE 1/2" DIAMETER OR CHAINLOCK AS APPROVED BY LANDSCAPE ARCHITECT. 2 STAKES LOCATED 180° APART (STAKES SHALL BE FIRMLY SET TO PROVIDE NECESSARY TENSION.



1/4 TREE AND SHRUB INSTALLATION
NOT TO SCALE



Prepared For:

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BAYSIDE BOWL

58 Alder Street — Portland, Maine

Date: MARCH 23, 2015

Issued For: SITE PLAN SUBMISSION

Revisions:

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Title: PLANTING PLAN

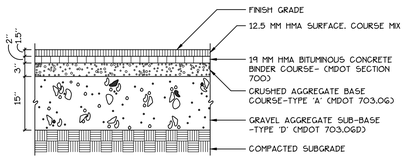
Scale: 1"=20'

0 10 20 40 ft.

North:

Sheet No.: 4

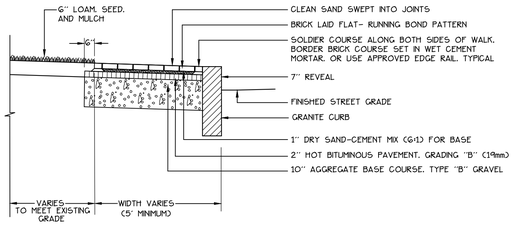
LICENSED LANDSCAPE ARCHITECT ROBERT B. METCALF No. 1815 STATE OF MAINE



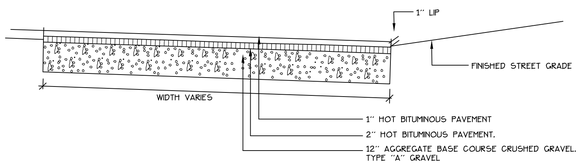
1/5 BITUMINOUS PAVEMENT- PARKING LOT
NOT TO SCALE

NOTE:
BRICK SIDEWALKS IN CITY OF PORTLAND RIGHT-OF-WAY SHALL BE PINE HALL PATHWAY PAVER. 4X8. LACHANCE ITEM #143623

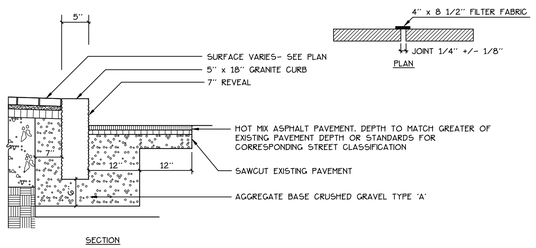
NOTE:
SLOPE 0.02 TYPICAL TOWARD CURB.



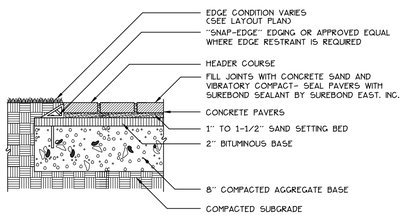
2/5 BRICK SIDEWALK WITH BITUMINOUS BASE AND GRANITE CURB
NOT TO SCALE



3/5 BITUMINOUS DRIVEWAY APRON
NOT TO SCALE



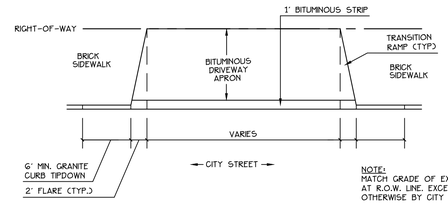
4/5 VERTICAL GRANITE CURB
NOT TO SCALE



NOTE:
PAVERS SHALL BE SEALED WITH SUREBOND SB-1370 JOINT STABILIZING SEALER OR APPROVED EQUAL

MANUFACTURER: GENEST CONCRETE WORKS, INC. OR APPROVED EQUAL

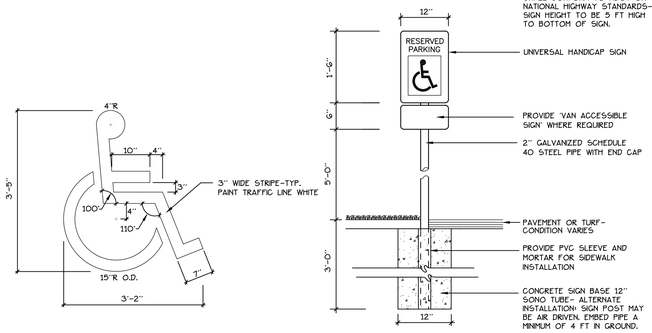
5/5 CONCRETE PAVERS
NOT TO SCALE



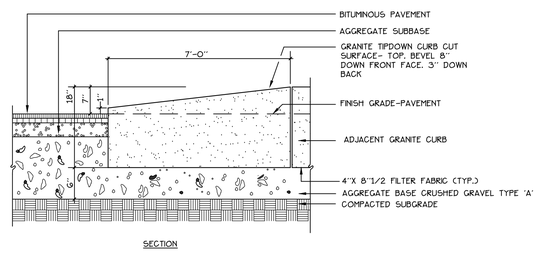
NOTE:
MATCH GRADE OF EXISTING DRIVEWAY AT R.O.W. LINE. EXCEPT WHEN DIRECTED OTHERWISE BY CITY ENGINEER

10/5 DRIVEWAY APRON LAYOUT
NOT TO SCALE

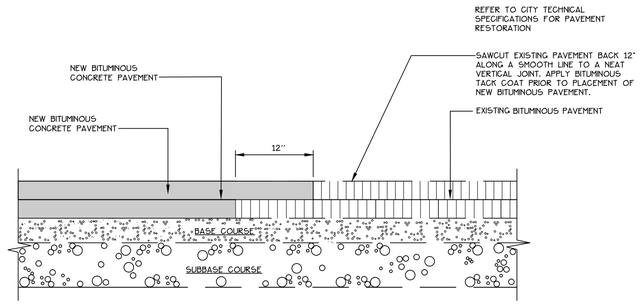
NOTE: ALL REGULATORY SIGNS SHALL CONFORM TO MDOT OR NATIONAL HIGHWAY STANDARDS- SIGN HEIGHT TO BE 5 FT HIGH TO BOTTOM OF SIGN.



7/5 ACCESSIBLE SPACE MARKINGS + SIGNAGE
NOT TO SCALE

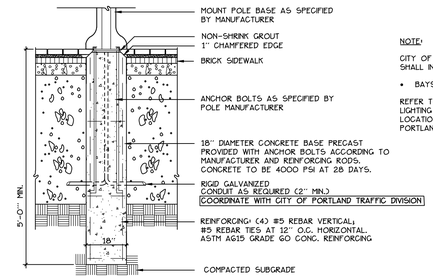


8/5 GRANITE TIP-DOWN CURB
NOT TO SCALE



9/5 PAVEMENT SAWCUT DETAIL
NOT TO SCALE

NOTE:
ALL CITY POLE BASES LOCATED IN PAVED AREAS SHALL BE SET FLUSH WITH PAVEMENT TO ALLOW POLE BASE TO BE MOUNTED FLUSH WITH BRICK PAVEMENT.



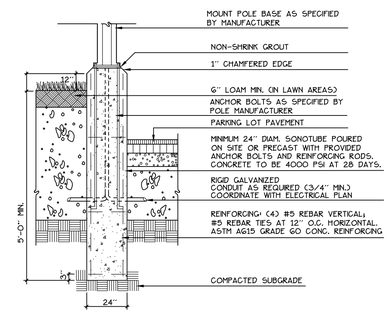
NOTE:
CITY OF PORTLAND POLE MOUNTED STREET LIGHTING SHALL INCLUDE:

- BAYSIDE DISTRICT MEDIUM SCALE RESIDENTIAL LIGHT

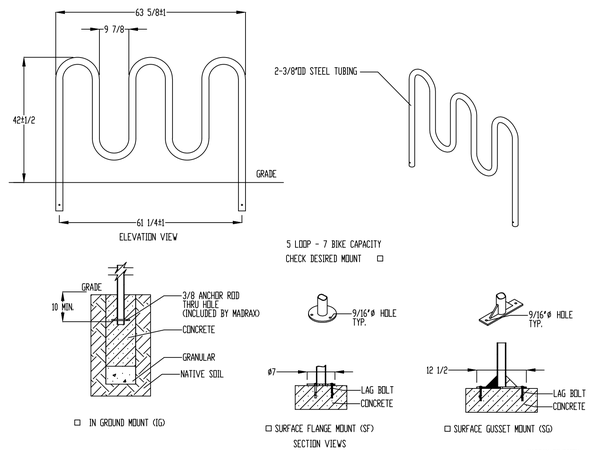
REFER TO UTILITIES PLAN AND SPECIFICATIONS FOR LIGHTING FIXTURE INFORMATION. QUANTITIES. COLORS AND LOCATIONS. COORDINATE INSTALLATION WITH CITY OF PORTLAND TRAFFIC DIVISION.

11/5 BAYSIDE FIXTURE LIGHT POLE BASE
NOT TO SCALE

NOTES:
1. POLES MOUNTED IN PARKING AREAS SHALL HAVE A CONCRETE BASE SET 12" ABOVE PAVEMENT OR UNPROTECTED EDGES OF PARKING LOTS- **PAINT BASE DARK GREEN.**



12/5 LIGHT POLE BASE
NOT TO SCALE



PRODUCT: HV238-7-IGSF,SG)
DESCRIPTION: HEAVY DUTY VINDER BIKE RACK
7 BIKE, SURFACE OR IN GROUND MOUNT
DATE: 8-21-12
ENG: SMC

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MADRAX DIVISION
GRABER MANUFACTURING, INC.
1089 UNEX DRIVE
WAUWATOSA, WI 53207
P(800) 448-7931, P(608) 849-1080, F(608) 849-1081
WWW.MADRAX.COM, E-MAIL: SALES@MADRAX.COM

NOTES:
1. INSTALL BIKE RACKS ACCORDING TO MANUFACTURER'S SPECIFICATIONS.
2. CONSULTANT TO SELECT COLOR/FINISH. SEE MANUFACTURER'S SPECIFICATIONS.
3. SEE SITE PLAN FOR LOCATION OR CONSULT OWNER.

13/5 BIKE RACK
NOT TO SCALE

Prepared For:
Applicant:
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58 Alder Street
Portland, Maine
Justin Alfond, Manager

Plan 6

Prepared By:
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BAYSIDE BOWL
58 Alder Street
Portland, Maine

Date: MARCH 23, 2015

Issued For: SITE PLAN SUBMISSION

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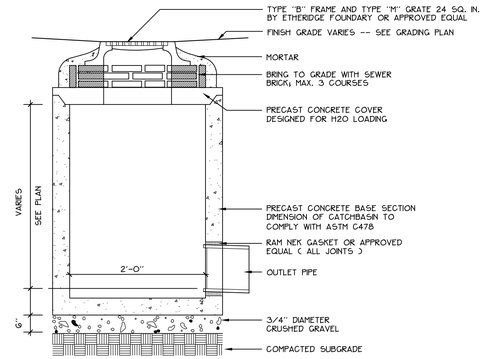
Title: SITE DETAILS

Scale: 1"=20'

0 10 20 40 ft.

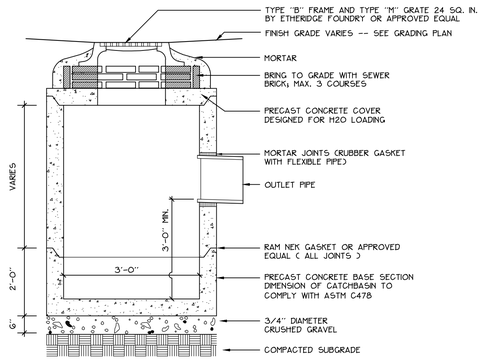
North:

Sheet No.: 5



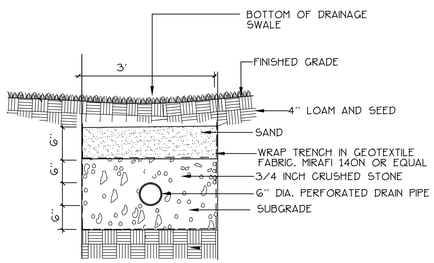
1/6 PRECAST CONCRETE FIELD INLET

NOT TO SCALE



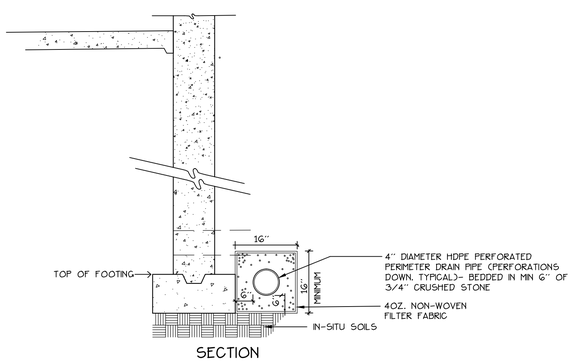
4/6 PRECAST CONCRETE CATCHBASIN

NOT TO SCALE



2/6 STONE INFILTRATION TRENCH

NOT TO SCALE



3/6 PERIMETER FOUNDATION UNDERDRAIN

NOT TO SCALE

Prepared For: Plan 7

Applicant:
BoPo,L.L.C.
58 Alder Street
Portland, Maine
Justin Alfond, Manager

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BAYSIDE BOWL

58 Alder Street — Portland, Maine

Date: MARCH 23, 2015

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Title: SITE DETAILS

Scale: 1"=20'

0 10 20 40 ft.

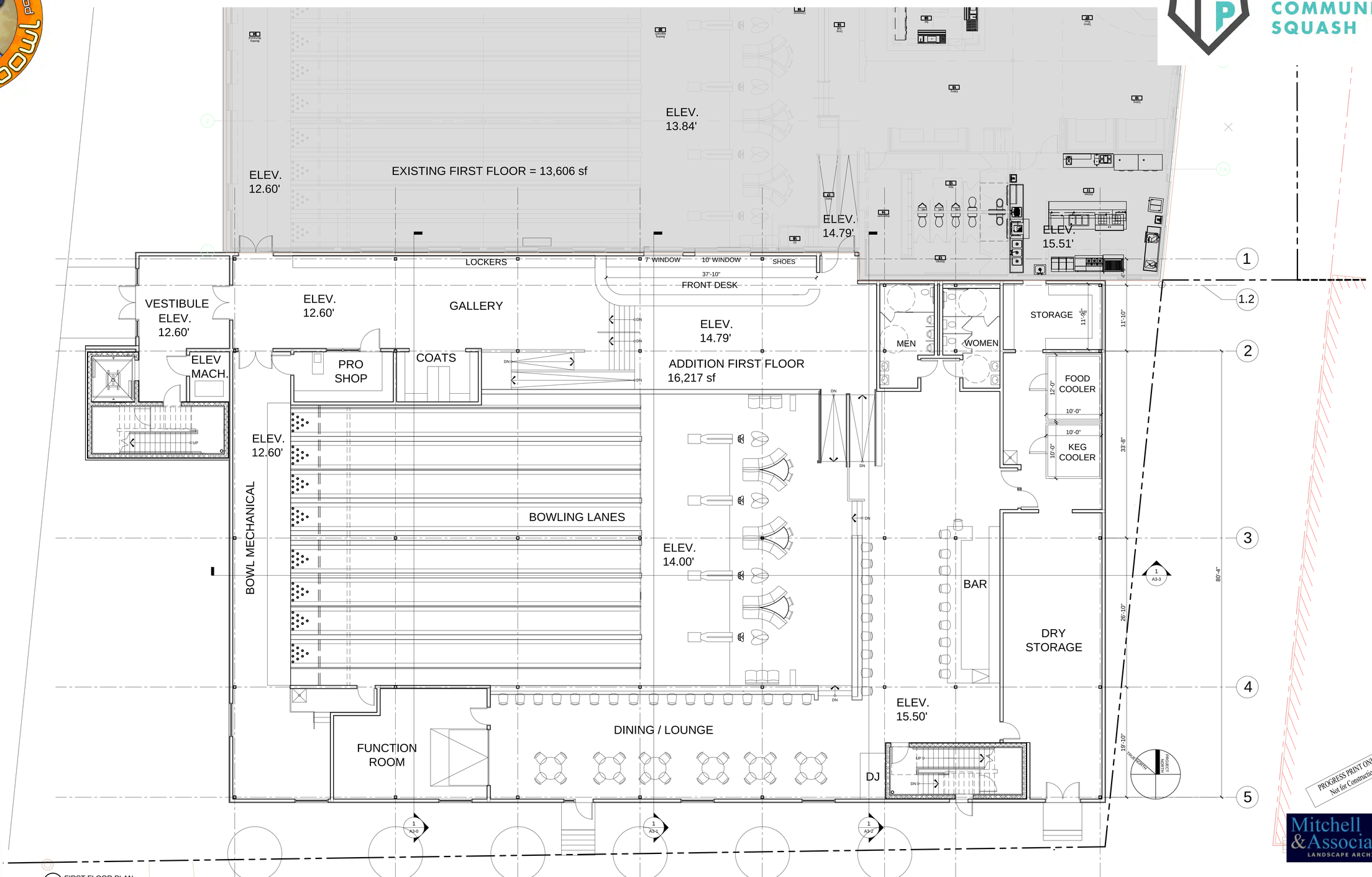
North:

Sheet No.: 6

PROPOSED ADDITION TO BAYSIDE BOWL

MARCH 20, 2015

PORTLAND COMMUNITY SQUASH



1 FIRST FLOOR PLAN
1/8" = 1'-0"

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PORTLAND BUILDERS INC.

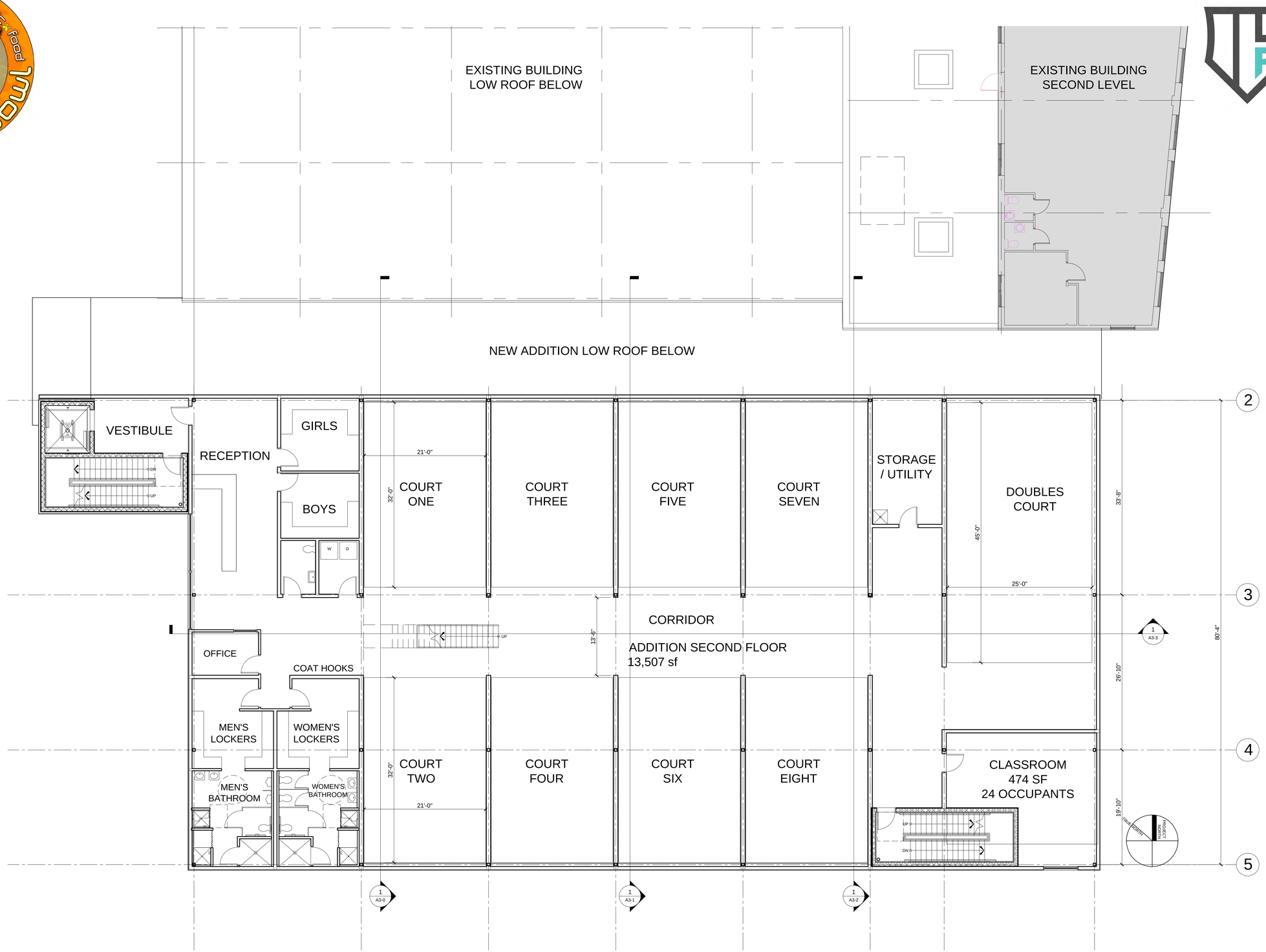
Mitchell & Associates LANDSCAPE ARCHITECTS

RYAN SENATORE ARCHITECTURE

PROPOSED ADDITION TO BAYSIDE BOWL

MARCH 20, 2015

PORTLAND COMMUNITY SQUASH



1 SECOND FLOOR PLAN
1/8" = 1'-0"

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PORTLAND BUILDERS INC

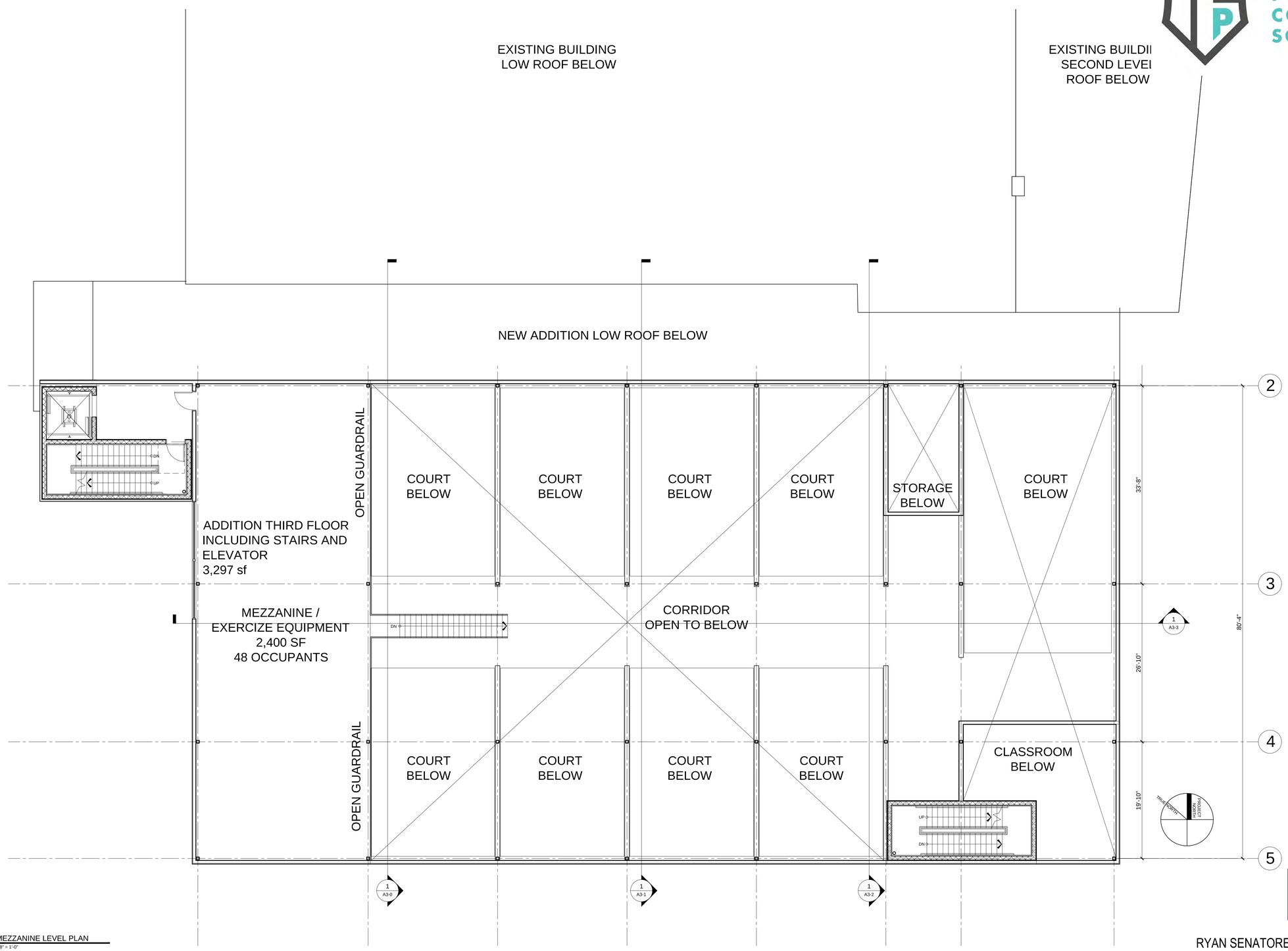
Mitchell & Associates LANDSCAPE ARCHITECTS

RYAN SENATORE ARCHITECTURE

PROPOSED ADDITION TO BAYSIDE BOWL

MARCH 20, 2015

PORTLAND COMMUNITY SQUASH



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Mitchell & Associates
LANDSCAPE ARCHITECTS

PORTLAND BUILDERS INC

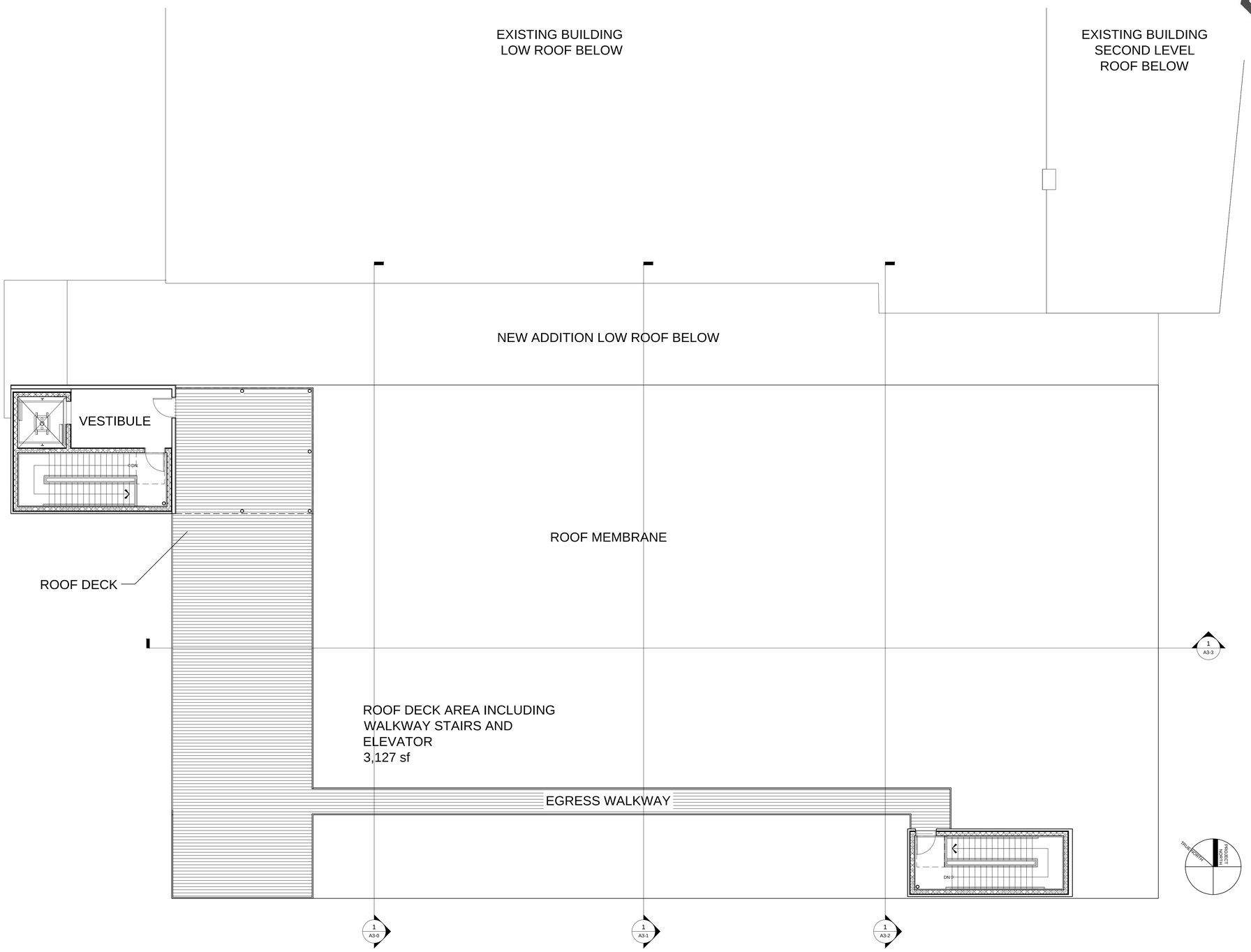
1 MEZZANINE LEVEL PLAN
1/8" = 1'-0"

RYAN SENATORE ARCHITECTURE

PROPOSED ADDITION TO BAYSIDE BOWL

MARCH 20, 2015

PORTLAND COMMUNITY SQUASH



PROGRESS PRINT ONLY
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PORTLAND BUILDERS INC

1 ROOF PLAN
1/8" = 1'-0"

Mitchell & Associates
LANDSCAPE ARCHITECTS

RYAN SENATORE ARCHITECTURE

PROPOSED ADDITION TO BAYSIDE BOWL

MARCH 20, 2015

1 WEST ELEVATION
1/8" = 1'-0"

MATERIALS KEY

ITEM	MANUF.	PROFILE	COLOR
HORIZONTAL METAL SIDING COLOR #1	MUROX	HF-12NF (NO INTERMEDIARY FLUTE) (CONCEALED FASTENERS)	GALVALUME PLUS
HORIZONTAL METAL SIDING COLOR #3	MUROX	HF-12NF (NO INTERMEDIARY FLUTE) (CONCEALED FASTENERS)	BLACK QC 18262
HORIZONTAL CORRUGATED METAL SIDING COLOR #2	AGWAY	M-156R (EXPOSED FASTENERS)	CHARCOAL QC 18306
FIN COLOR #4			CUSTOM ORANGE R:227, G:126, B:30
VERTICAL SIDING COLOR #1	MUROX	HF-11NF (NO INTERMEDIARY FLUTE) (CONCEALED FASTENERS)	GALVALUME PLUS
WINDOWS AND WINDOW SCREEN COLOR #3			BLACK
MASONRY VENEER	GENEST	MIRRA-TEX GROUND FACE BLOCK WITH INTEGRAL WATERPROOFING	GF-308 BRICK RED

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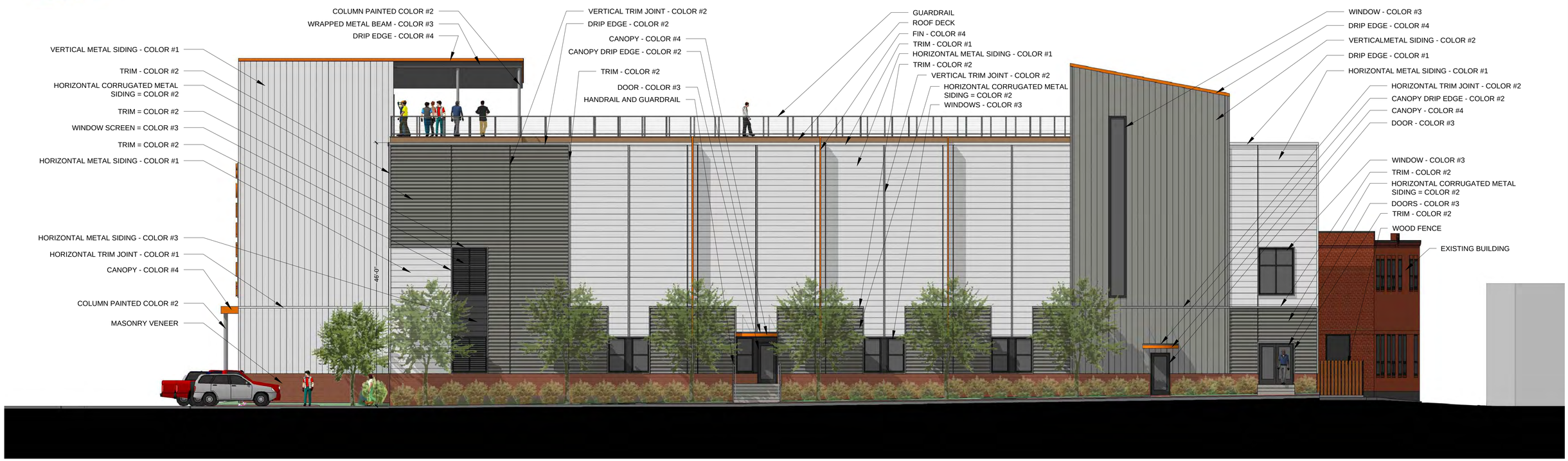

1 SOUTH ELEVATION
1/8" = 1'-0"

MATERIALS KEY

ITEM	MANUF.	PROFILE	COLOR
HORIZONTAL METAL SIDING COLOR #1	MUROX	HF-12NF (NO INTERMEDIARY FLUTE) (CONCEALED FASTENERS)	GALVALUME PLUS
HORIZONTAL METAL SIDING COLOR #3	MUROX	HF-12NF (NO INTERMEDIARY FLUTE) (CONCEALED FASTENERS)	BLACK QC 18262
HORIZONTAL CORRUGATED METAL SIDING COLOR #2	AGWAY	M-156R (EXPOSED FASTENERS)	CHARCOAL QC 18306
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VERTICAL SIDING COLOR #1	MUROX	HF-11NF (NO INTERMEDIARY FLUTE) (CONCEALED FASTENERS)	GALVALUME PLUS
WINDOWS AND WINDOW SCREEN COLOR #3			BLACK
MASONRY VENEER	GENEST	MIRRA-TEX GROUND FACE BLOCK WITH INTEGRAL WATERPROOFING	GF-308 BRICK RED

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MARCH 20, 2015

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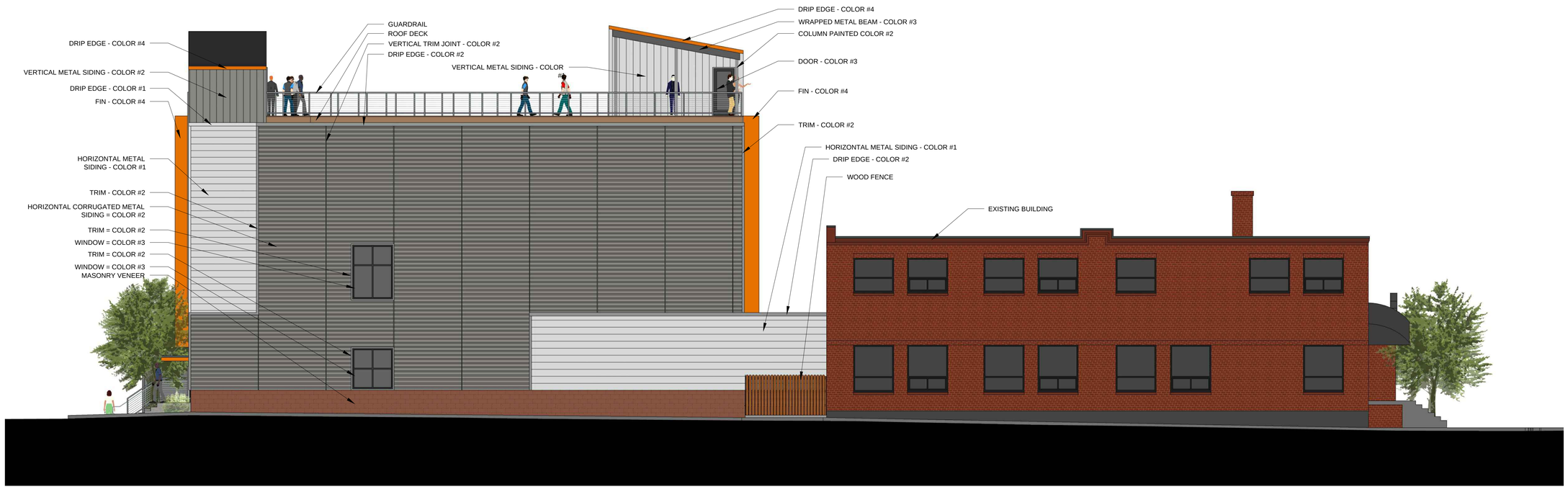

1 EAST ELEVATION
1/8" = 1'-0"

MATERIALS KEY

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HORIZONTAL METAL SIDING COLOR #1	MUROX	HF-12NF (NO INTERMEDIARY FLUTE) (CONCEALED FASTENERS)	GALVALUME PLUS
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PORTLAND BUILDERS INC

RYAN SENATORE ARCHITECTURE

PROPOSED ADDITION TO BAYSIDE BOWL

MARCH 20, 2015

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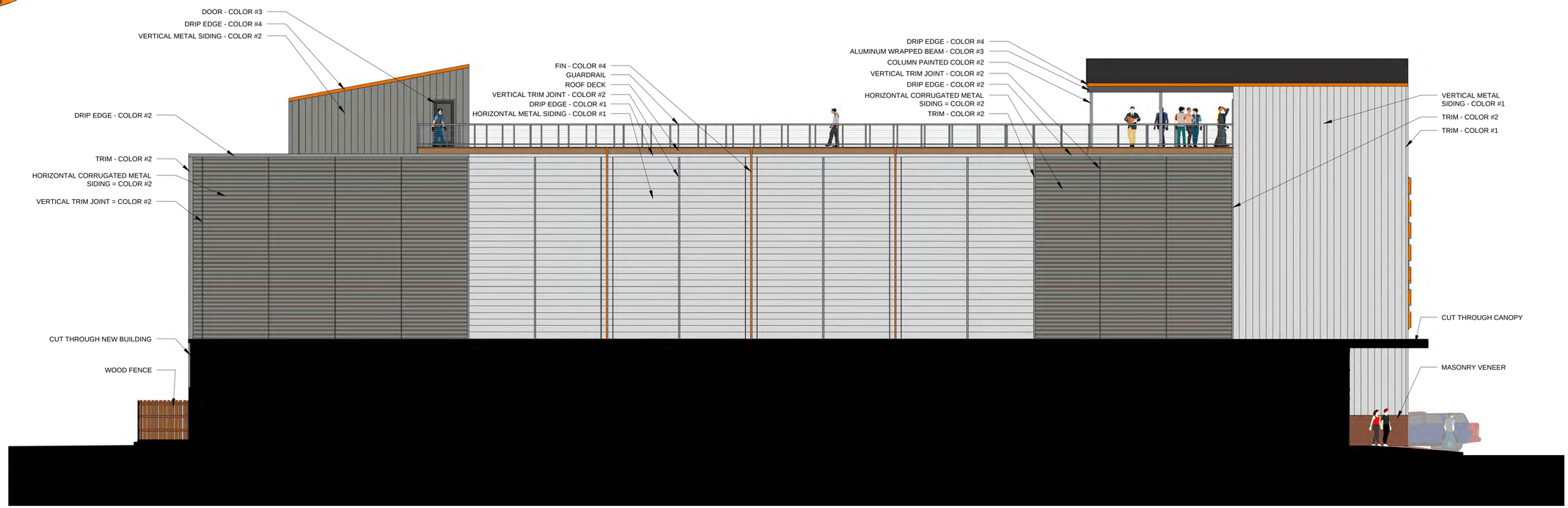

1 NORTH ELEVATION
1/8" = 1'-0"

MATERIALS KEY

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HORIZONTAL METAL SIDING COLOR #1	MUROX	HF-12NF (NO INTERMEDIARY FLUTE) (CONCEALED FASTENERS)	GALVALUME PLUS
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LANDSCAPE ARCHITECTS

PORTLAND BUILDERS INC

RYAN SENATORE ARCHITECTURE

Hoe St

BOWLING
Hill St

Hanover St
Bayside Bowl

bayside bowl
BOWLING
PORTLAND
COMMUNITY
SQUASH
Hanover St

SALT

56 Alder St
Portland, Maine
Street View - Sep 2011
Plan 24
Alder St
Bayside Bowl
Bowling alley with pub fare & live music
Google

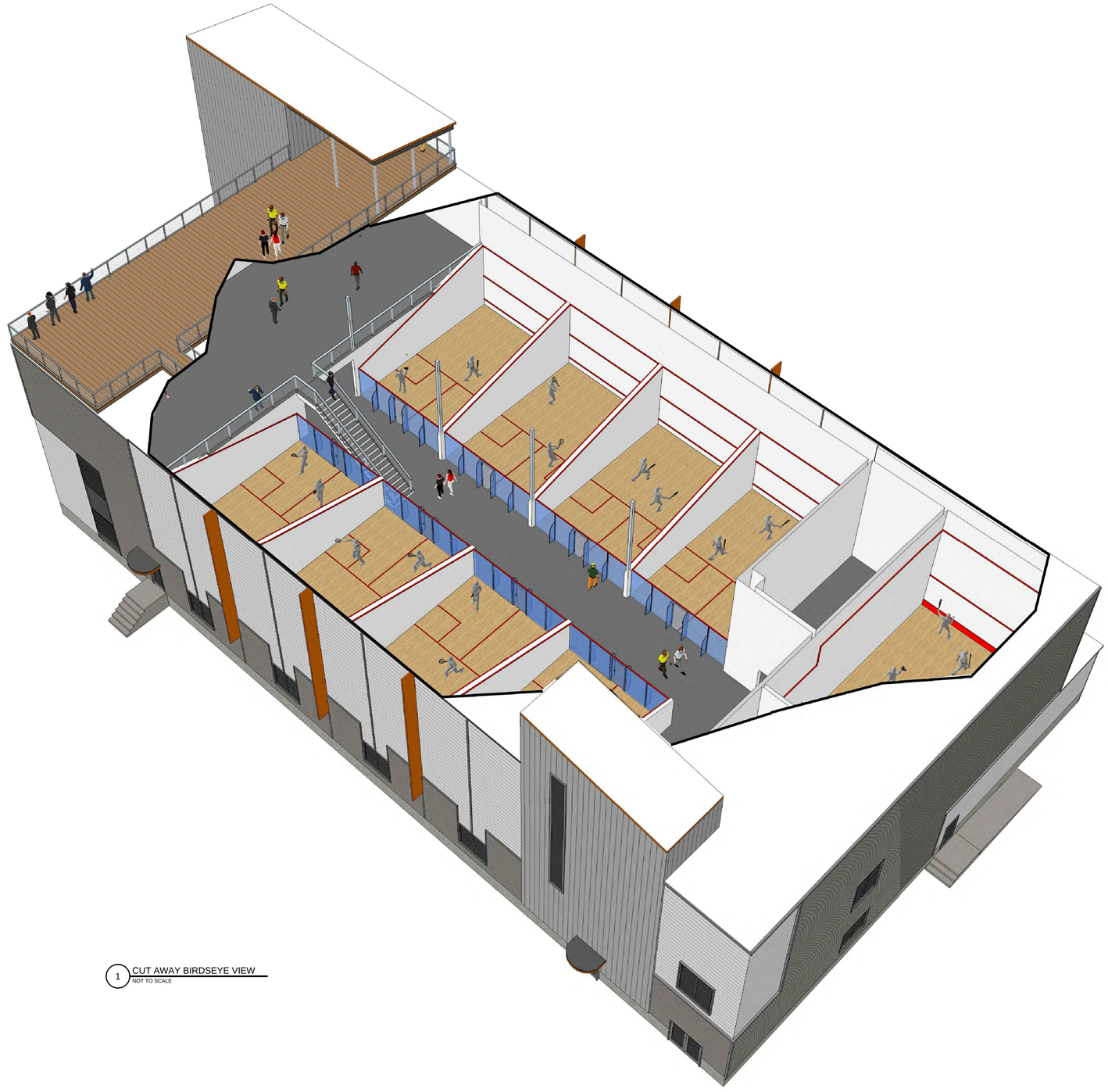
Plan 25

56 Alder St
Portland, Maine
Street View - Sep 2011
Alder St
DiMillo
Bayside Bowl
Bowling alley with pub fare & live music
Forest Ave
Brattle St
Parris St
Portland St
Google

MARCH 20, 2015

PROPOSED ADDITION TO BAYSIDE BOWL

PORTLAND COMMUNITY SQUASH



1 CUT AWAY BIRDSEYE VIEW
NOT TO SCALE

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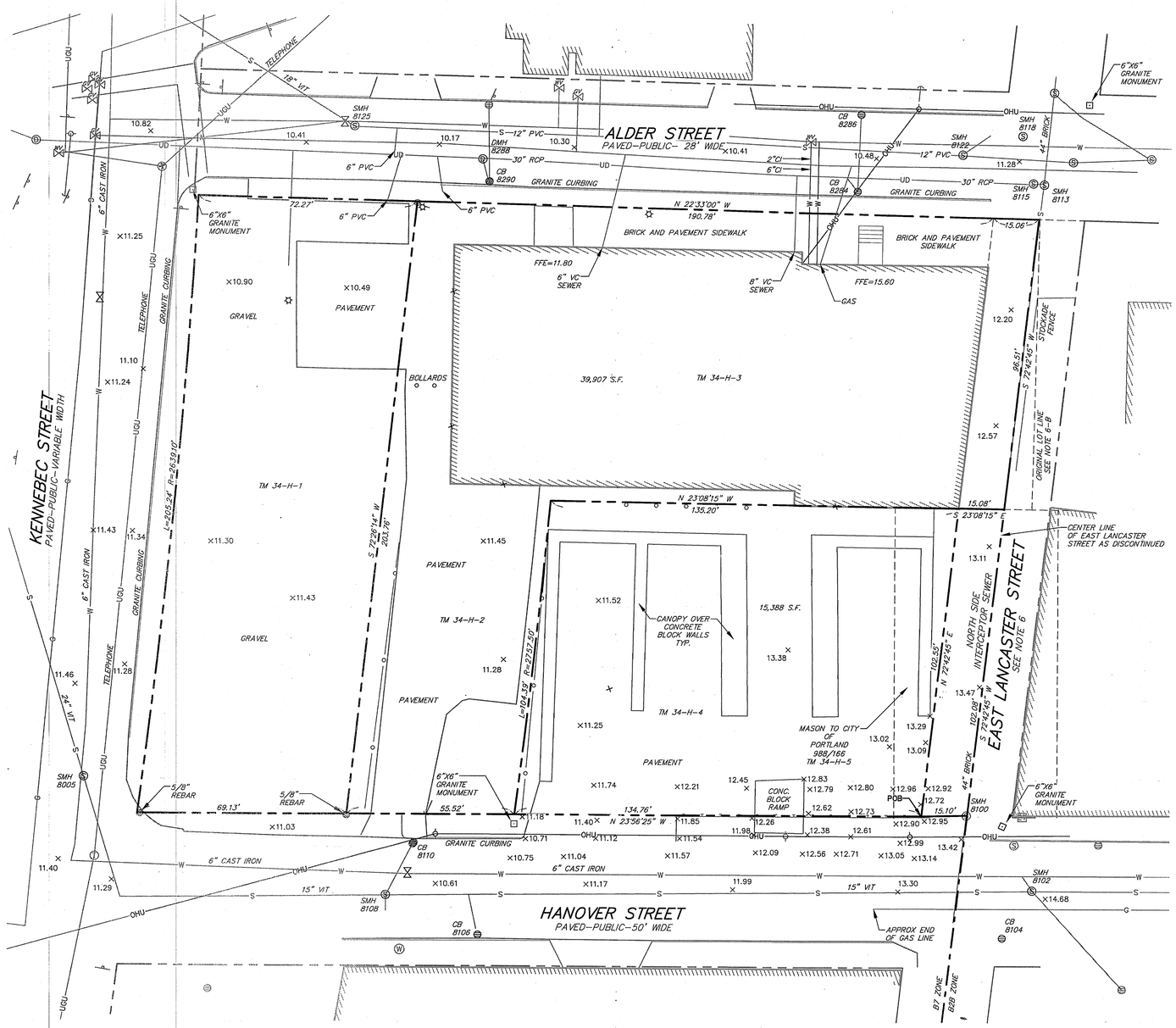
LANDSCAPE ARCHITECTS

PORTLAND BUILDERS INC

RYAN SENATORE ARCHITECTURE



STRUCTURES

SMH 8108 RIM=10.6
8" VIT INV IN=5.7
12" VIT INV IN=4.5
12" VIT INV OUT=4.4
SHELF=4.8

CB 8110 RIM=9.7
8" VIT INV OUT=5.7
SUMP=4.0

SMH 8102 RIM=14.3
15" CMP INV IN=6.9
18" VIT INV IN=8.6
15" VIT INV IN=6.2
15" VIT INV OUT=6.1
SHELF=6.9

SMH 8115 RIM=11.1
44" BRICK INV IN=4.0
44" BRICK INV IN=3.9
TOP WEIR=5.9
30" RCP INV OUT=3.2

CB 8284 RIM=9.9
12" PVC INV IN=6.2
12" PVC INV OUT=5.0
SUMP=1.6

CB 8290 RIM=9.5
8" PVC INV IN=5.4
12" PVC INV OUT=4.3
SUMP=1.7

DMH 8288 RIM=9.8
30" RCP INV IN=1.7
12" PVC INV IN=3.8
30" RCP INV OUT=1.6
SHELF=3.9

SMH 8125 RIM=10.1

CB 8106 RIM=10.1

CB 8104 RIM=13.4

SMH 8005 RIM= 11.4

SMH 8100 RIM=11.9

SMH 8113 RIM=11.1

SMH 8118 RIM=11.1

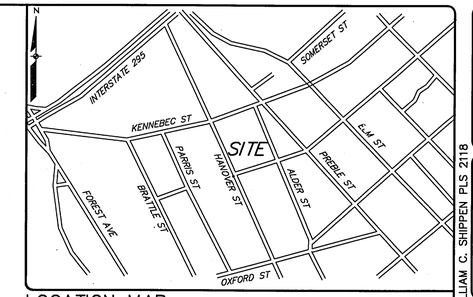
SMH 8122 RIM=10.8

CB 8286 RIM=9.8

LEGEND

EXISTING

- PROPERTY LINE/R.O.W.
- ABUTTER LINE/R.O.W.
- DEED LINE/R.O.W.
- MONUMENT
- IRON PIPE/ROD
- BUILDING
- EDGE PAVEMENT
- EDGE CONCRETE
- PAVEMENT PAINT
- EDGE GRAVEL
- CURB LINE
- CHAIN LINK FENCE
- STOCKADE FENCE
- GUARD RAIL
- ×120.00 SPOT GRADE
- DECIDUOUS TREE
- BOLLARD
- SIGN
- G GAS
- GAS GATE VALVE
- W WATER
- WATER GATE VALVE
- S SANITARY SEWER
- SANITARY MANHOLE
- UNDER DRAIN
- DRAINAGE MANHOLE
- CATCH BASIN
- UGU UNDERGROUND UTILITY
- TRANSFORMER PAD
- TELEPHONE MANHOLE
- LIGHT POLE
- UTILITY POLE
- GUY WIRE
- POB POINT OF BEGINNING



LOCATION MAP N.T.S.

GENERAL NOTES:

1. THE RECORD OWNERS OF THE PARCELS ARE:
   BOPO LLC BY DEED DATED JUNE 30, 2011 RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 28797 PAGE 222 TAX MAP 34, BLOCK H, LOTS 2 AND 3
   BOPO LLC BY DEED DATED JUNE 30, 2011 RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 28797 PAGE 224 TAX MAP 34, BLOCK H, LOT 1
   CITY OF PORTLAND BY DEED DATED APRIL 23, 1849 RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 213 PAGE 449 TAX MAP 34, BLOCK H, LOT 4
   CITY OF PORTLAND BY DEED DATED MARCH 14, 1917 RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 988 PAGE 166 TAX MAP 34, BLOCK H, LOT 5
2. THE SURVEYED PARCELS ARE SHOWN AS LOTS 1, 2, 3, 4 AND 5, BLOCK H, ON THE CITY OF PORTLAND'S ASSESSORS MAP 34.
3. BEARINGS ARE GRID NORTH PER PLAN REFERENCE 2. ELEVATIONS ARE CITY OF PORTLAND DATUM BASED ON TOP OF GRANITE MONUMENT ELEVATION 11.55 AS SHOWN ON PLAN REFERENCE 5.
4. THE PARCEL IS LOCATED, BY SCALING METHODS, WITHIN ZONE C (AREAS OF MINIMAL FLOODING) AS SHOWN ON THE FLOOD INSURANCE RATE MAP FOR THE CITY OF PORTLAND, MAINE COMMUNITY PANEL NO. 230051-0013-B WITH AN EFFECTIVE DATE OF JULY 17, 1986. THE FLOOD ELEVATION FOR THE A2 ZONE WHICH ENCOMPASSES BACK COVE HAS AN ELEVATION OF 10 NGVD 1929.
5. UTILITIES SHOWN ARE BASED ON THE REFERENCED PLANS AND A FIELD SURVEY OF VISIBLE STRUCTURES PERFORMED IN FEBRUARY 2015. DURING THE FIELD SURVEY THERE WAS SNOW IN EXCESS OF THREE FEET DEEP AND ASSOCIATED ICE THAT MADE VERIFICATION DIFFICULT. A SITE VISIT TO VERIFY UTILITIES IS RECOMMENDED ONCE SNOW COVER IS GONE.
6. THE FOLLOWING NOTES APPEAR IN THE "SURVEY REPORT FOR HANOVER STREET SALT SHED SITE" DATED JANUARY 7, 2002 BY WILLIAM G. SCOTT, P.L.S. CITY OF PORTLAND D.P.W.:
   A. "LANCASTER STREET EAST HAD BEEN DISCONTINUED AS A CITY STREET ON MAY 5, 1995. THE DISCONTINUANCE RESERVED THE CONTINUED USE OF THIS PROPERTY AS A SEWER EASEMENT FOR THE STILL-ACTIVE NORTH SIDE INTERCEPTING SEWER. HOWEVER, THE DISCONTINUANCE NOTICE MADE NO MENTION OF ALSO DISCONTINUING THE PUBLIC EASEMENT WITHIN THE STREET BOUNDARIES."
   B. "THE CITY HAS A STOCKADE FENCE BUILT OUT TO THE APPROXIMATE CENTERLINE OF THE STREET WHICH FENCES IN A DUMPSTER AND MATERIALS STORAGE AREA. I BELIEVE THAT THE REVERSIONARY RIGHTS INVOLVED IN THE STREET DISCONTINUANCE IN MAY 1995 WOULD ESTABLISH THE PROPERTY LINE BACK IN IT'S LOCATION PRIOR TO THE CREATION OF LANCASTER STREET. AS IS CLEARLY SHOWN ON THE 1913 PLAN OF LANCASTER STREET EXTENSION, THE FORMER PROPERTY LINE BETWEEN WHAT IS NOW FURMAN AND THE CITY, FRONTING ALONG ALDER STREET, DID NOT RUN ALONG WITH THE CENTERLINE OF THE PROPOSED STREET. IN FACT, MORE LAND WAS TAKEN FROM WHAT IS NOW FURMANS PARCEL THAN WAS TAKEN FROM WHAT IS NOW THE CITY'S."
7. WATER SERVICES SHOWN ARE BASED ON TIE CARDS PROVIDED BY THE PORTLAND WATER DISTRICT AND ARE TO BE CONSIDERED APPROXIMATE.

ZONING:

DIVISION 10. B-2B COMMUNITY BUSINESS ZONE

DIMENSIONAL REQUIREMENTS:	
MINIMUM LOT SIZE	NONE
MINIMUM STREET FRONTAGE	20 FEET
FRONT YARD SETBACK	MINIMUM NONE
REAR YARD SETBACK	MINIMUM 10 FEET
SIDE YARD SETBACK	MINIMUM NONE REQUIRED
SIDE YARD ON SIDE STREET SETBACK	MINIMUM NONE
HEIGHT MAXIMUM	45 FEET
MAXIMUM IMPERVIOUS SURFACE	RATIO 80%

DIVISION 17. B-7 MIXED DEVELOPMENT DISTRICT ZONE

MINIMUM LOT SIZE	NONE
MINIMUM FRONTAGE	NONE
FRONT SETBACK	NONE REQUIRED
SIDE SETBACK	NONE REQUIRED
REAR SETBACK	NONE REQUIRED
MAXIMUM BUILDING LOT COVERAGE	ONE-HUNDRED PERCENT(100%)
MAXIMUM RESIDENTIAL DENSITY	NONE
MAXIMUM BUILDING HEIGHT	AS DETAILED ON THE BAYSIDE HEIGHT OVERLAY MAP ON FILE IN THE PLANNING AND DEVELOPMENT DEPARTMENT OFFICE.
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.

REFERENCE IS MADE TO CHAPTER 14 IN THE LAND USE ORDINANCE FOR THE CITY OF PORTLAND, MAINE FOR ADDITIONAL INFORMATION.

PLAN REFERENCES:

1. ALDER STREET RECONSTRUCTION PLAN AND PROFILE CITY OF PORTLAND PUBLIC WORKS DEPARTMENT ENGINEERING SECTION DATED JUNE 1996.
2. STANDARD BOUNDARY SURVEY PROPOSED SALT SHED LOT HANOVER STREET CITY OF PORTLAND PUBLIC WORKS DEPARTMENT ENGINEERING SECTION DATED SEPTEMBER 2001.
3. LAND TITLE SURVEY ON KENNEBEC STREET, PORTLAND, MAINE PORTLAND TERMINAL COMPANY TO ROSS Y. FURMAN 58 ALDER ST., PORTLAND MAINE DATED JULY 27, 1994 BY OWEN HASKELL, INC. AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN PLAN BOOK 194 PAGE 292.
4. EXISTING CONDITIONS AND STANDARD BOUNDARY SURVEY ON KENNEBEC STREET, PORTLAND, MAINE FOR ROSS Y. FURMAN 58 ALDER STREET, PORTLAND, MAINE DATED APRIL 18, 1996 BY OWEN HASKELL, INC.
5. BAYSIDE TRAIL SOMERSET STREET EXTENTION ELM STREET TO KENNEBEC STREET DATED JULY 3, 2012 CITY OF PORTLAND, MAINE PUBLIC SERVICES DEPARTMENT ENGINEERING DIVISION
6. LANCASTER STREET EXTENSION FROM PREBLE ST. TO FOREST AVE. DATED FEB. 1913 ON FILE WITH THE CITY OF PORTLAND ENGINEERING DIVISION.
7. RIGHT OF WAY AND TRACK MAP PORTLAND TERMINAL OPERATED BY THE PORTLAND TERMINAL COMPANY STATION 52+80.0 TO STATION 105+60.0 JUNE 30, 1916 SHEET V1-C/2
8. CITY OF PORTLAND CITY PROPERTY REVALUATION SHEET 6.
9. BOWL PORTLAND SITE GRADING AND UTILITY PLAN DATED 8-27-09 REVISED THROUGH 12-29-09 BY CASCO BAY ENGINEERING.

Plan 27

WILLIAM C. SHIPPEN PLS 2118

DESIGNED	CHECKED
DJP-WCS	WCS

REV:	BY:	DATE:	STATUS:
D	WCS	3-20-15	ADD CITY LOT PER PURCHASE AND SALE AGREEMENT
D	WCS	3-18-15	ADDITIONAL UTILITY CONNECTIONS
C	WCS	3-12-15	STRUCTURE GRADES
B	WCS	3-6-15	PRELIMINARY TO MITCHELL ASSOCIATES
A	WCS	2-25-15	PRELIMINARY TO MITCHELL ASSOCIATES

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNICS, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNICS, INC.

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd. Suite 1A South Portland, ME 04106 Tel. 207-200-2100
250 Goddard Rd. Suite B Lewiston, ME 04240 Tel. 207-783-3839

EXISTING CONDITIONS PLAN

OF:
BAYSIDE BOWL
58 ALDER ST.
PORTLAND, ME 04101

FOR:
PROJECT RESOURCES, INC,
P.O. BOX 661
YARMOUTH, ME 04096-0661

PROJECT NO.	SCALE
15012	1" = 20'

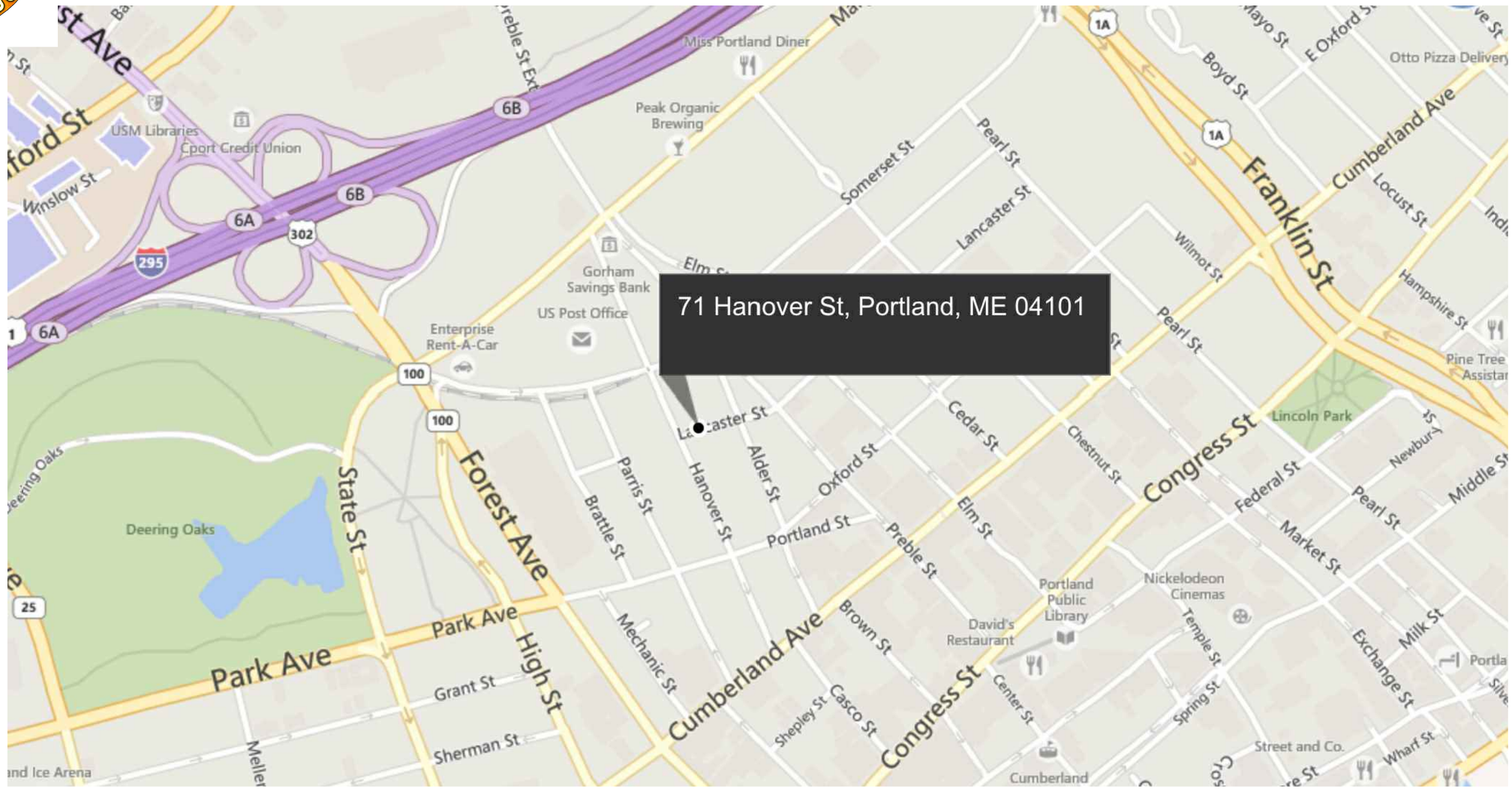
SHEET 1 OF 1

15012EC.dwg, TAB:EC

PROPOSED ADDITION TO BAYSIDE BOWL

APRIL 20, 2015

PORTLAND COMMUNITY SQUASH



1 SITE LOCATION MAP
NOT TO SCALE

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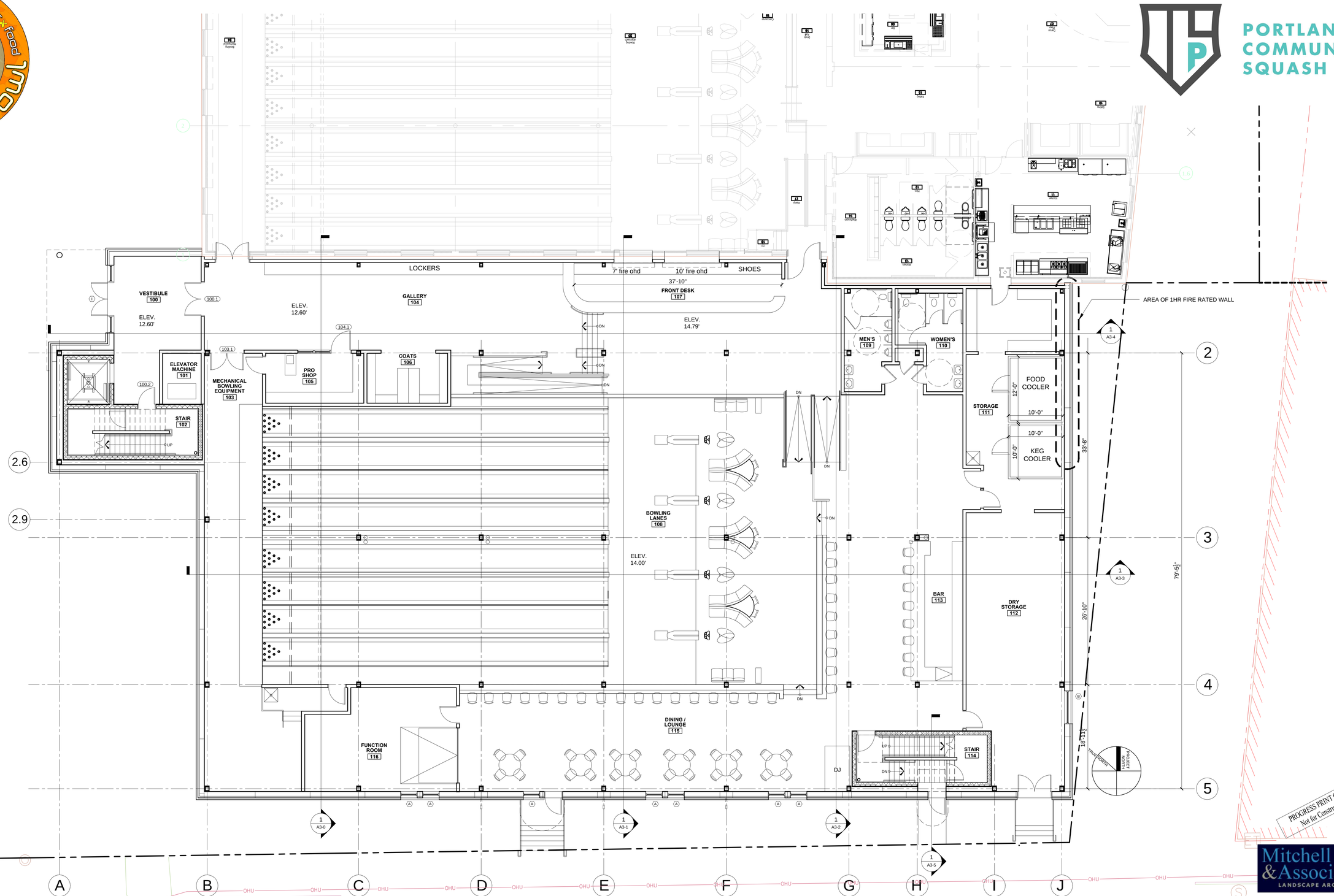

PORTLAND BUILDERS INC

1 FIRST FLOOR PLAN
1/8" = 1'-0"

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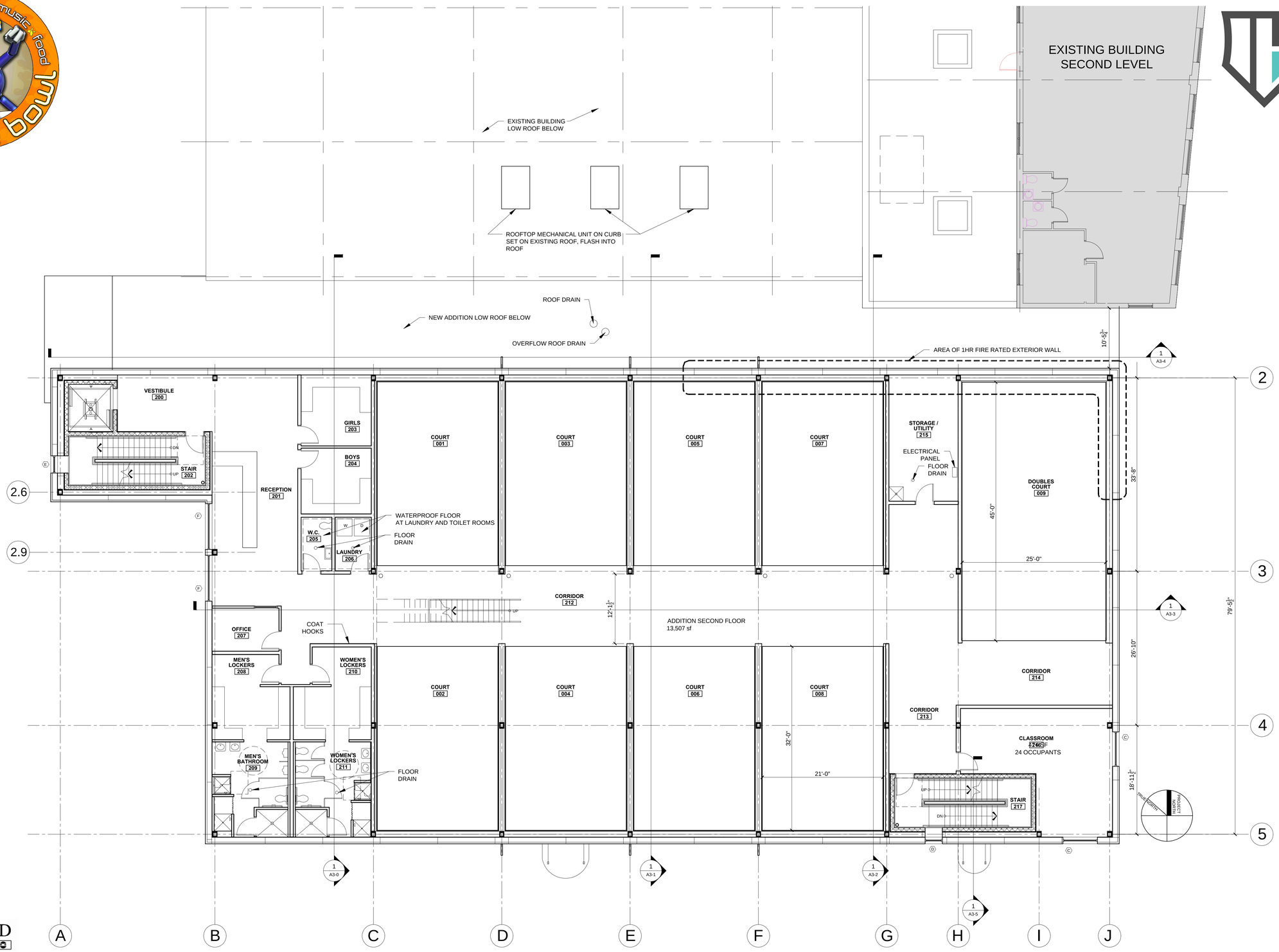

1 SECOND FLOOR PLAN
1/8" = 1'-0"

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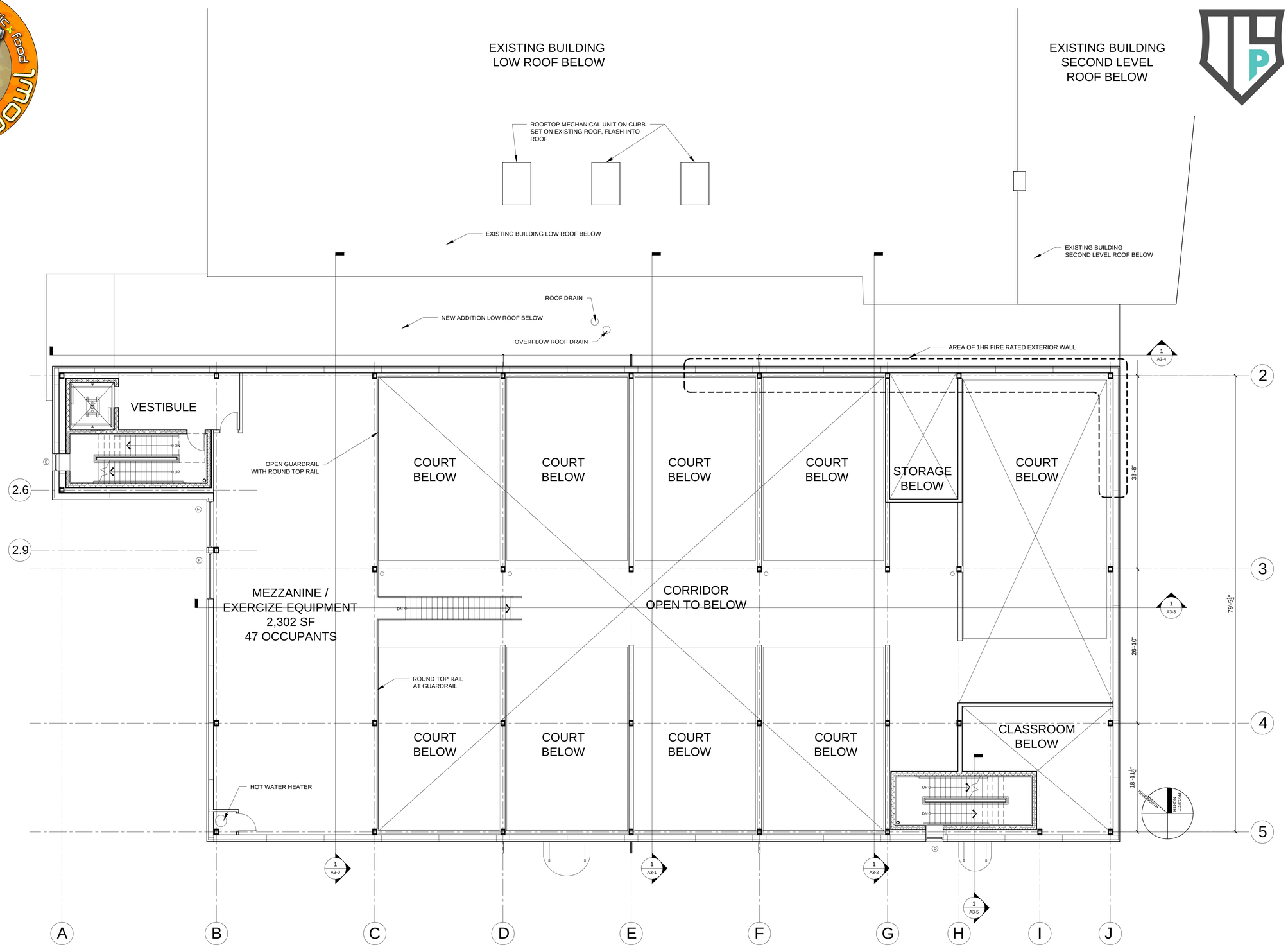

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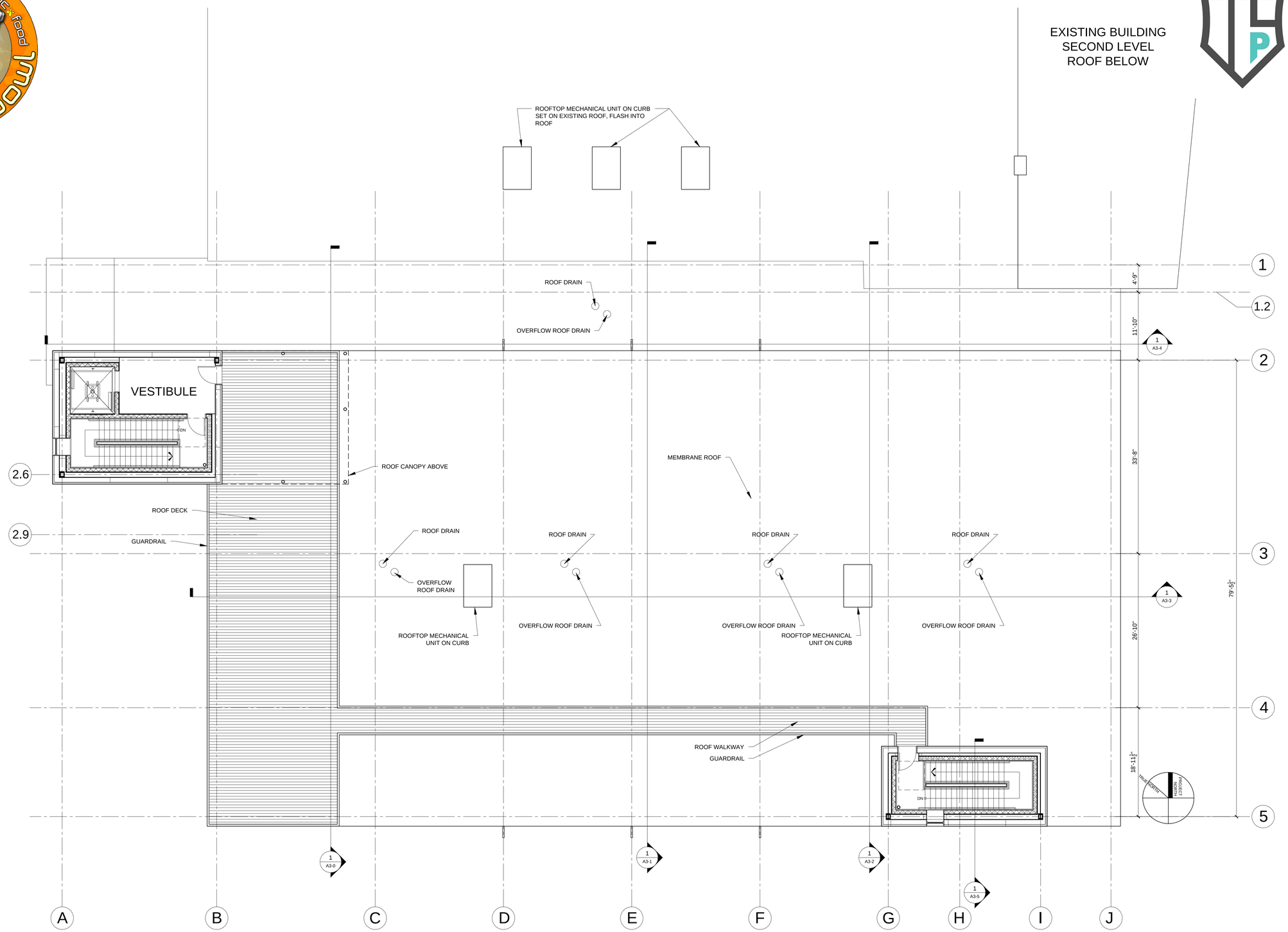

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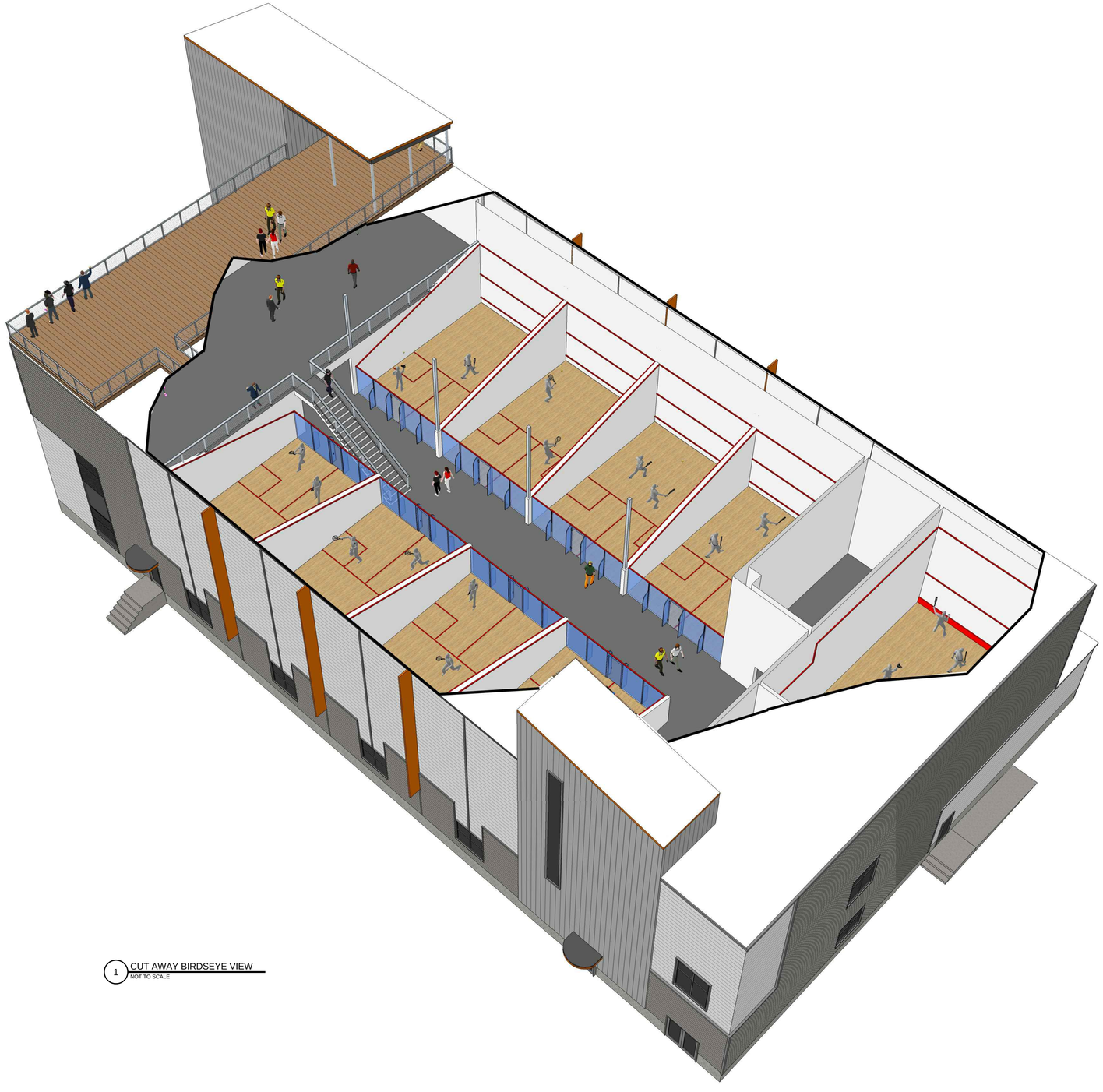

1 CUT AWAY BIRDSEYE VIEW
NOT TO SCALE

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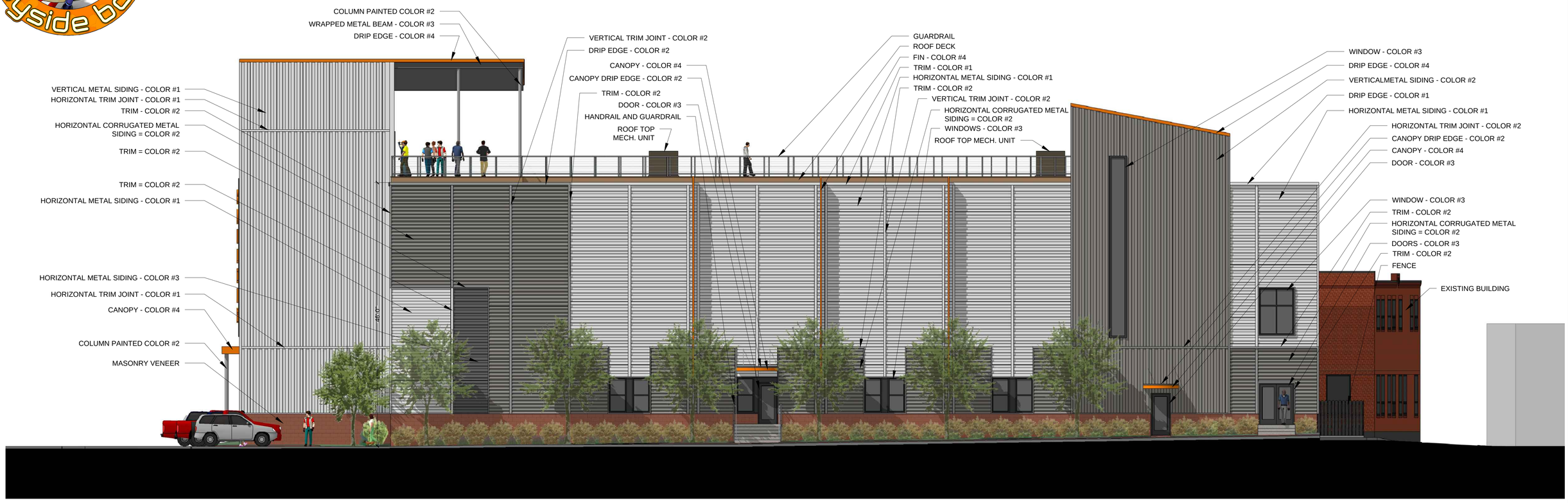
APRIL 20, 2015

PORTLAND COMMUNITY SQUASH



1 SOUTH ELEVATION
1/8" = 1'-0"

MATERIALS KEY

ITEM	MANUF.	PROFILE	COLOR
HORIZONTAL METAL SIDING COLOR #1	MUROX	HF-6, 20 GUAGE (NO INTERMEDIARY FLUTE) (CONCEALED FASTENERS)	SILVER METALLIC QC 7500
HORIZONTAL METAL SIDING COLOR #3	MUROX	HF-6, 20 GUAGE (NO INTERMEDIARY FLUTE) (CONCEALED FASTENERS)	BLACK QC 8262
HORIZONTAL CORRUGATED METAL SIDING COLOR #2	AGWAY	M-156R, 26 GUAGE (EXPOSED FASTENERS)	CHARCOAL QC 8306
FIN COLOR #4			CUSTOM ORANGE R:227, G:126, B:30
VERTICAL SIDING COLOR #1	MUROX	HF-6, 20 GUAGE (NO INTERMEDIARY FLUTE) (CONCEALED FASTENERS)	SILVER METALLIC QC 7500
WINDOWS AND WINDOW SCREEN COLOR #3			BLACK
MASONRY VENEER	GENEST	MIRRA-TEX GROUND FACE BLOCK WITH INTEGRAL WATERPROOFING	GF-308 BRICK RED

PROGRESS PRINT ONLY
Not for Construction

PORTLAND BUILDERS INC

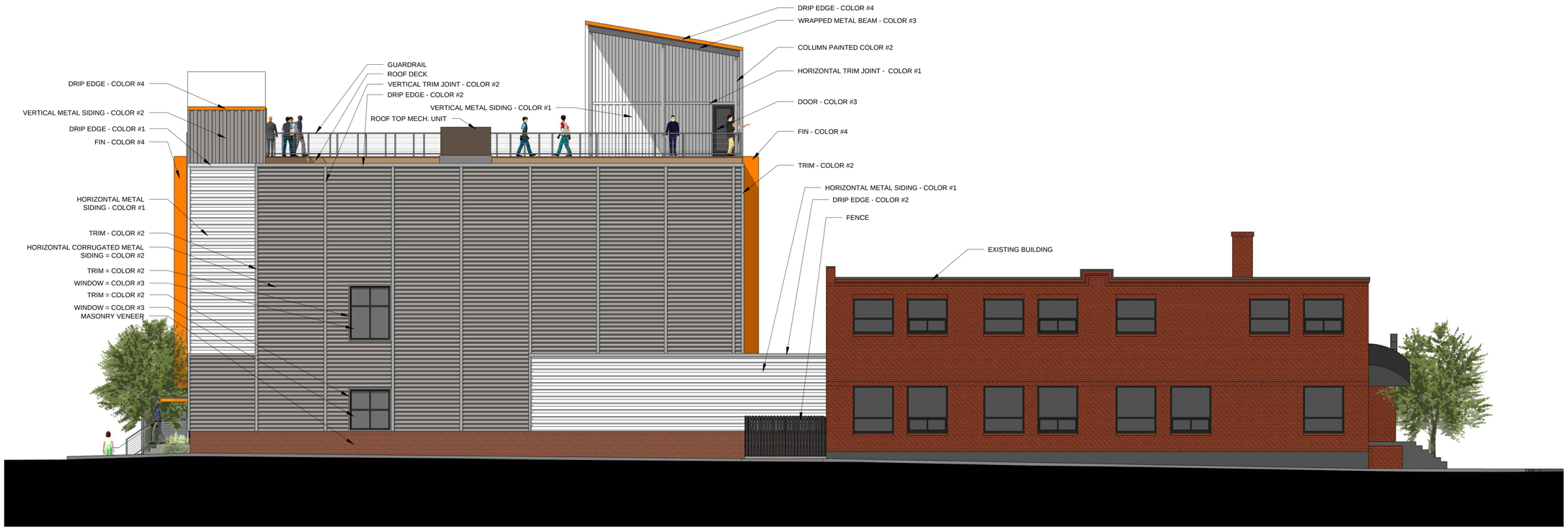
Mitchell & Associates LANDSCAPE ARCHITECTS

RYAN SENATORE ARCHITECTURE

PROPOSED ADDITION TO BAYSIDE BOWL

APRIL 20, 2015

PORTLAND COMMUNITY SQUASH



1 EAST ELEVATION
1/8" = 1'-0"

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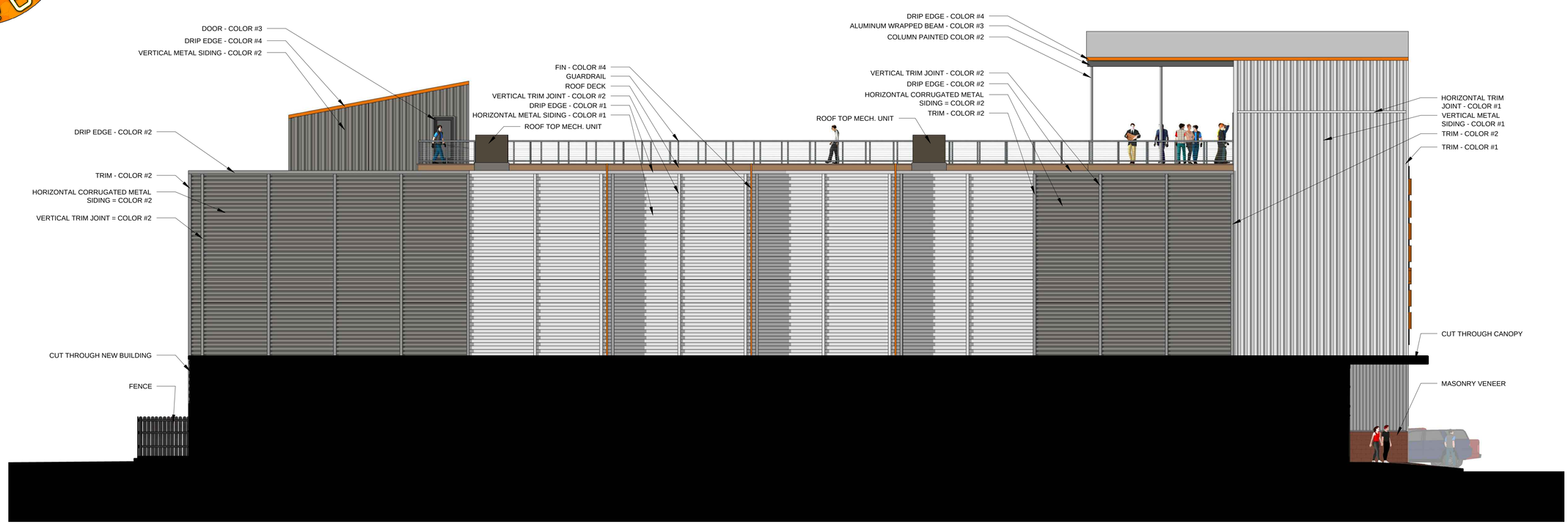
PORTLAND COMMUNITY SQUASH



1 NORTH ELEVATION
1/8" = 1'-0"

MATERIALS KEY

ITEM	MANUF.	PROFILE	COLOR
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Mitchell & Associates
LANDSCAPE ARCHITECTS

PORTLAND BUILDERS INC

RYAN SENATORE ARCHITECTURE

GENERAL NOTES

1. SITE AREA: 55,290 SF OR 1.27 ACRES

2. APPLICANT: BOPO, L.L.C.
   58 ALDER STREET
   PORTLAND, MAINE 04101

3. RECORD OWNERS: BOPO LLC, RECORDED JUNE 30, 2011
   C.C.R.D. BOOK 28797 PAGE 222
   TAX MAP 34, BLOCK H, LOTS 2 AND 3

   BOPO LLC, RECORDED JUNE 30, 2011
   C.C.R.D. BOOK 28797 PAGE 224
   TAX MAP 34, BLOCK H, LOT 1

   CITY OF PORTLAND, RECORDED APRIL 23, 1849
   C.C.R.D. BOOK 213 PAGE 449
   TAX MAP 34, BLOCK H, LOT 4

   CITY OF PORTLAND, RECORDED MARCH 14, 1917
   C.C.R.D. BOOK 988 PAGE 166
   TAX MAP 34, BLOCK H, LOT 5

4. THE SURVEYED PARCELS ARE SHOWN AS LOTS 1, 2, 3, 4 AND 5, BLOCK H, ON THE CITY OF PORTLAND'S ASSESSORS MAP 34.

5. THE PARCEL IS LOCATED, BY SCALING METHODS, WITHIN ZONE C (AREAS OF MINIMAL FLOODING) AS SHOWN ON THE FLOOD INSURANCE RATE MAP FOR THE CITY OF PORTLAND, MAINE COMMUNITY PANEL NO. 230051-0013-B WITH AN EFFECTIVE DATE OF JULY 17, 1986. THE FLOOD ELEVATION FOR THE A2 ZONE WHICH ENCOMPASSES BACK COVE HAS AN ELEVATION OF 10 NGVD 1929.

6. UTILITIES SHOWN ARE BASED ON THE REFERENCED PLANS AND A FIELD SURVEY OF VISIBLE STRUCTURES PERFORMED IN FEBRUARY 2015. DURING THE FIELD SURVEY THERE WAS SNOW IN EXCESS OF THREE FEET DEEP AND ASSOCIATED ICE THAT MADE VERIFICATION DIFFICULT. A SITE VISIT TO VERIFY UTILITIES IS RECOMMENDED ONCE SNOW COVER IS GONE.

7. THE FOLLOWING NOTES APPEAR IN THE "SURVEY REPORT FOR HANOVER STREET SALT SHED SITE" DATED JANUARY 7, 2002 BY WILLIAM G. SCOTT, P.L.S. CITY PF PORTLAND D.P.W.:
   - A. "LANCASTER STREET EAST HAD BEEN DISCONTINUED AS A CITY STREET ON MAY 5, 1995. THE DISCONTINUANCE RESERVED THE CONTINUED USE OF THIS PROPERTY AS A SEWER EASEMENT FOR THE STILL-ACTIVE NORTH SIDE INTERCEPTING SEWER. HOWEVER, THE DISCONTINUANCE NOTICE MADE NO MENTION OF ALSO DISCONTINUING THE PUBLIC EASEMENT WITHIN THE STREET BOUNDARIES."
   - B. "THE CITY HAS A STOCKADE FENCE BUILT OUT TO THE APPROXIMATE CENTERLINE OF THE STREET WHICH FENCES IN A DUMPSTER AND MATERIALS STORAGE AREA. I BELIEVE THAT THE REVERSIONARY RIGHTS INVOLVED IN THE STREET DISCONTINUANCE IN MAY 1995 WOULD ESTABLISH THE PROPERTY LINE BACK IN IT'S LOCATION PRIOR TO THE CREATION OF LANCASTER STREET, AS IS CLEARLY SHOWN ON THE 1913 PLAN OF LANCASTER STREET EXTENSION. THE FORMER PROPERTY LINE BETWEEN WHAT IS NOW FURMAN AND THE CITY, FRONTING ALONG ALDER STREET, DID NOT RUN ALONG WITH THE CENTERLINE OF THE PROPOSED STREET. IN FACT, MORE LAND WAS TAKEN FROM WHAT IS NOW FURMANS PARCEL THAN WAS TAKEN FROM WHAT IS NOW THE CITY'S."

9. ZONING DISTRICT: B-7 MIXED DEVELOPMENT DISTRICT ZONE

10. SPACE AND BULK STANDARDS:

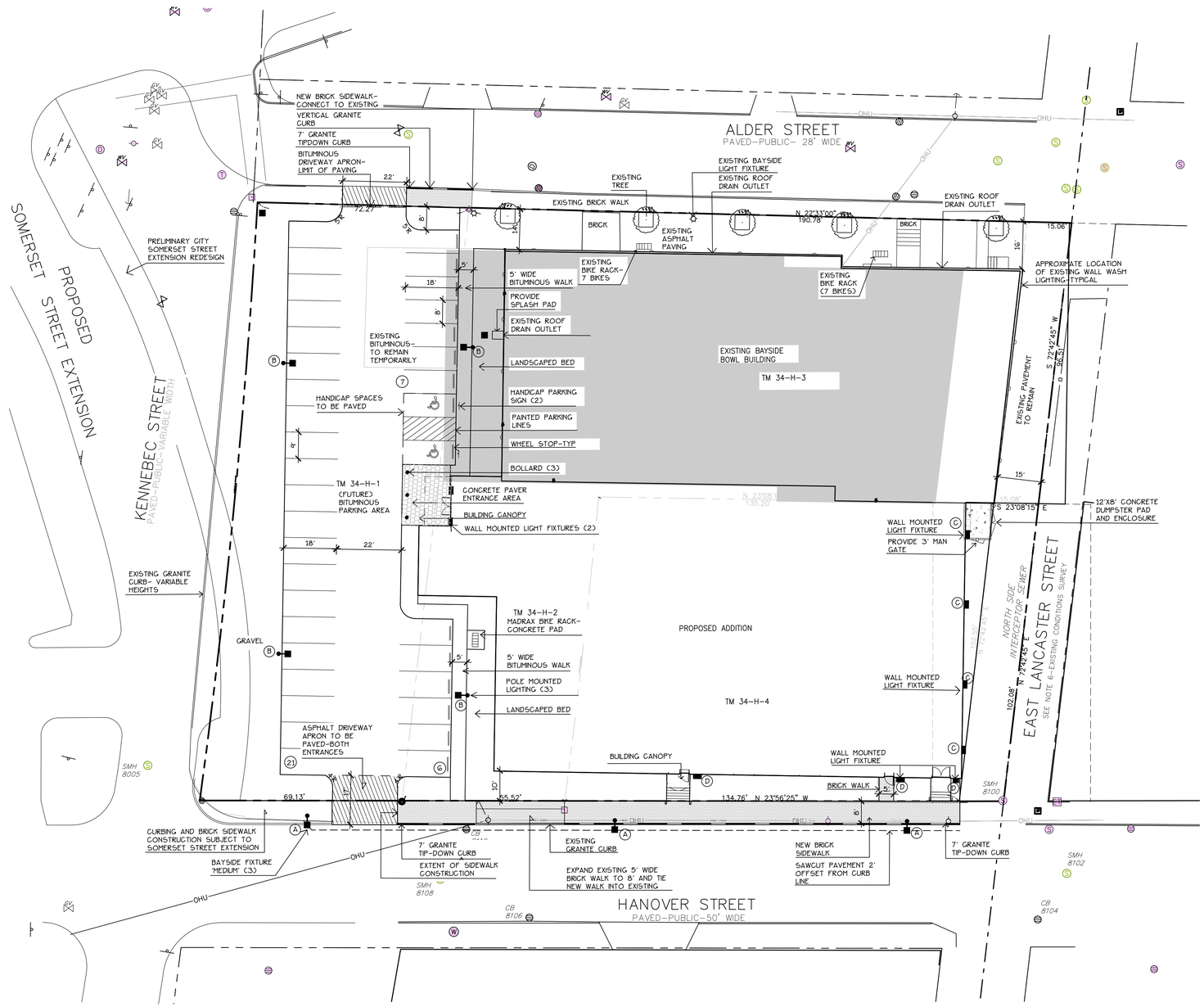
	REQUIRED	PROPOSED
MINIMUM LOT SIZE:	NONE	55,290 SF
MINIMUM FRONTAGE:	NONE	190 FEET
FRONT SETBACK:	NONE REQUIRED	EXISTING: 12.5-14.7 FEET
SIDE SETBACK:	NONE REQUIRED	0 FEET
REAR SETBACK:	NONE REQUIRED	10 FEET
MAXIMUM STREET SETBACK	10 FEET	10 FEET (ADDITION)
MAXIMUM BUILDING LOT COVERAGE:	100 PERCENT	78 PERCENT
MAXIMUM BUILDING HEIGHT:	105 FEET	45 FEET
MINIMUM BUILDING HEIGHT:	3 FLOORS (45 FEET)	45 FEET

(PER HEIGHT DISTRICT B, BAYSIDE OVERLAY MAP)

11. BICYCLE PARKING:
    REQUIRED: 16 SPACES
    EXISTING: 14 SPACES
    PROPOSED: 21 SPACES

LIGHTING SCHEDULE

KEY	QTY	MANUFACTURER	CATALOG NUMBER	DESCRIPTION		LAMP
Ⓐ	3	HOLOPHANE	ESL 110 4K AS X	BAYSIDE DISTRICT FIXTURE 'MEDIUM' LED TEARDROP		110 W 100 LED ARRAY
Ⓑ	4	BEACON	VP-S-30NB-90-5K-T4-UNIV-MOB50-WB-BZ-PC		VIPER WITH PHOTOCELL	XX
Ⓒ	4	HUBBELL	LNC2-18LU-5K-3-1-PC		LAREDO WALL PAC WITH PHOTOCELL	XX
Ⓓ	5	HUBBELL	PGF1-P-PC-1		PGF1 SCONCE	XX



LEGEND

	EXISTING	PROPOSED
PROPERTY LINE		
GRANITE MONUMENT		
IRON PIN		
CATCHBASIN		
MANHOLE		
HYDRANT		
UTILITY POLE		
WATER VALVE	WV	
SANITARY SEWER	ES	S
STORM DRAIN	ESD	SD
WATER	EW	W
TELEPHONE	T	
GAS	EG	G
CURB		
FENCE	X X	
SIGN		
DECIDUOUS TREE		
EVERGREEN TREE		
PIPE BOLLARD		
BIKE HITCH		
ZONE LINE		
WALL MOUNTED		
LIGHT FIXTURE		
SECURITY CAMERA		
OVERHEAD WIRES	OHW	
CMP CABLE LINES	E	

LICENSED LANDSCAPE ARCHITECT
ROBERT B. METCALF
No. 1815
STATE OF MAINE

Prepared For:

Applicant:
BoPo,L.L.C.
58 Alder Street
Portland, Maine
Justin Alfond, Manager

Prepared By:

MITCHELL & ASSOCIATES
Landscape Architects
The Staples School
70 Center Street
Portland, Maine 04101
Tel: (207) 774-4427

BAYSIDE BOWL

58 Alder Street Portland, Maine

Date: MARCH 23, 2015

Issued For: SITE PLAN SUBMISSION

Revisions: 4-23-15

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Title: LAYOUT AND LIGHTING PLAN

Scale: 1"=20'

0 10 20 40 ft.

North:

Sheet No.: 2

EROSION AND SEDIMENTATION CONTROL PLAN

THIS PLAN HAS BEEN DEVELOPED AS A STRATEGY TO CONTROL SOIL EROSION AND SEDIMENTATION DURING AND AFTER CONSTRUCTION OF A 29,724 SF ADDITION TO BAYSIDE BOWL, PORTLAND, MAINE. THIS PLAN IS BASED ON THE STORMWATER MANAGEMENT FOR MAINE VOLUME III BMPs TECHNICAL DESIGN MANUAL DATED JANUARY 2006.

THE PROJECT CONSISTS OF CONSTRUCTION OF A PROPOSED 29,724 SF BUILDING ADDITION AND PAVED PARKING LOT. THE ASSOCIATED GRADING DEFINES THE LIMITS OF PROPOSED EARTH MOVEMENT FOR THE DEVELOPMENT. THE HORIZONTAL AND VERTICAL PLACEMENT PROPOSED BUILDING ADDITION AND PARKING LOT HAVE BEEN DESIGNED TO MAXIMIZE THE TOPOGRAPHIC OPPORTUNITIES AVAILABLE.

B. EROSION CONTROL PRACTICES/TEMPORARY MEASURES

THE FOLLOWING TEMPORARY MEASURES TO CONTROL EROSION AND SEDIMENTATION SHALL BE UTILIZED: EACH GROUND AREA, OPENED OR EXPOSED, WHETHER DIRECTLY OR INDIRECTLY DUE TO THE DEVELOPMENT, SHALL BE MINIMIZED AND SHALL BE STABILIZED WITHIN 15 DAYS OF INITIAL DISTURBANCE OF SOIL AND SHALL BE PERMANENTLY STABILIZED WITHIN SEVEN DAYS OF FINAL GRADING.
THIS STATEMENT APPLIES TO DISTURBED AREAS BEYOND THE LIMITS OF THE PROPOSED BUILDING. EXPOSED AREAS SHALL BE STABILIZED PRIOR TO A RAIN EVENT.

TEMPORARY SOIL STABILIZATION SHALL BE EITHER BY TEMPORARY MULCHING, TEMPORARY SEEDING, PERMANENT BASE GRAVEL, OR ASPHALT BINDER COURSE AS FOLLOWS:

TEMPORARY SEEDING: SEED SHALL BE AROOSTOOK RYE APPLIED AT 2.60#/1000 SF.
LIME SHALL BE AGRICULTURAL GROUND LIMESTONE APPLIED AT 138#/1000 SF.
FERTILIZER SHALL BE 10-10-10 CLASSIFICATION APPLIED AT 13.8#/1000 SF.
MULCH SHALL CONSIST OF HAY AND STRAW MULCH AND SPREAD EVENLY AT A RATE OF 70-90#/1000 SF.
TEMPORARY SEEDING SHALL ONLY BE MADE BETWEEN APRIL 15 AND OCTOBER 1, AND SHALL NOT BE PLACED OVER SNOW.

TEMPORARY MULCHING: MULCH SHALL CONSIST OF CHOPPED HAY OR STRAW MULCH AND SPREAD BY MECHANICAL BLOWER EVENLY AT A RATE OF 150-200#/1000 SF. TEMPORARY MULCH SHALL BE REMOVED PRIOR TO PERMANENT SOIL STABILIZATION. MULCH MUST NOT BE PLACED OVER SNOW. SNOW SHALL BE REMOVED PRIOR TO MULCHING.

PERMANENT BASE GRAVEL: BASE GRAVEL UNDER PAVEMENT SHALL BE SUITABLE AS TEMPORARY SOIL STABILIZATION UNDER THE FOLLOWING CONDITIONS:
a. SLOPES SHALL BE LESS THAN EIGHT PERCENT;
b. GRAVEL SHALL MEET THE SPECIFICATIONS FOR BASE OR SUBBASE GRAVEL FOR THE PROPOSED COMPLETED PAVEMENT.
ASPHALT BINDER COURSE: ASPHALT BINDER SHALL MEET THE SPECIFICATIONS FOR THE ASPHALT BINDER COURSE FOR THE PROPOSED COMPLETED PAVEMENT.

C. EROSION CONTROL PRACTICES/PERMANENT MEASURES

THE FOLLOWING PERMANENT MEASURES TO CONTROL EROSION AND SEDIMENTATION SHALL BE UTILIZED:

1. PERMANENT SEEDING SHALL BE PERFORMED DURING CONSTRUCTION OPERATIONS AS EACH DISTURBED AREA HAS BEEN BROUGHT TO FINISH GRADE. PERMANENT SEEDINGS SHALL BE MADE AS DORMANT SEEDING AFTER THE FIRST KILLING FROST. DORMANT SEEDING AND MULCH SHALL BE USED AT TWO TIMES THE PERMANENT SEEDING AND MULCHING RATE SHOWN BELOW FOR BOTH LAWN AS WELL AS EMBANKMENTS. SEED, LOAM, LIME, FERTILIZER AND MULCH ARE TO BE AS FOLLOWS:

SEED: THE SEED MIXTURE SHALL CONSIST OF SEED PROPORTIONED BY WEIGHT. ALL SEED SHALL BE FRESH, CLEAN, "NEW CROP". SEED, HARMLESS INERT MATTER AND WEED SEEDS SHALL BE PERMITTED UP TO ONE PERCENT OF THE GROSS WEIGHT OF EACH VARIETY OF SEED. ALL SEED SUPPLIED SHALL BE PACKED IN APPROVED CONTAINERS BEARING THE MANUFACTURER'S NAME AND ANALYSIS OF CONTENTS. THE FOLLOWING MATERIALS AND APPLICATION RATES SHALL BE REQUIRED FOR PERMANENT SEEDING:

LAWN	
CREEPING RED RESCUE:	0.69#/1000 SF
KENTUCKY BLUEGRASS:	0.57#/1000 SF
PERENNIAL RYE GRASS:	0.46#/1000 SF
REDTOP:	0.12#/1000 SF
TOTAL:	1.84#/1000 SF

LOAM SHALL BE FREE OF GRASSES, ROOTS, LARGE STONE AND INORGANIC DEBRIS. PLACE LOAM AT FOUR INCHES MINIMUM DEPTH OVER ALL DISTURBED AREAS. FINAL GRADING OF ALL LAWN AREAS TO BE APPROVED BY LANDSCAPE ARCHITECT BEFORE SEEDING.

LIME: LIME SHALL BE AGRICULTURAL GROUND LIMESTONE AND APPLIED AS PER RECOMMENDATION OF A STATE COMMERCIAL SOIL TESTING LABORATORY. FERTILIZER: FERTILIZER SHALL BE 10-20-20 CLASSIFICATION AND APPLIED AS PER RECOMMENDATION OF A STATE COMMERCIAL SOIL TESTING LABORATORY.

MULCH: MULCH SHALL CONSIST OF HAY OR STRAW MULCH. MULCH SHALL BE SPREAD EVENLY AT A RATE OF TWO AND ONE HALF TONS PER ACRE OVER ALL SEEDING. AFTER APPLICATION, THE MULCH SHALL BE THOROUGHLY WETTED. IN STEEP AREAS, THE MULCH SHALL BE HELD IN PLACE BY THE USE OF JUTE EROSION CONTROL NETTING OR APPROVED ALTERNATIVE NETTING MATERIAL. NOTE: ALL EXPOSED SOIL MUST BE COVERED REGARDLESS OF MULCHING RATES SPECIFIED.

THE CONTRACTOR SHALL MAINTAIN THE SEEDED AND MULCHED AREAS UNTIL FINAL ACCEPTANCE OR THE WORK. MAINTENANCE SHALL CONSIST OF PROVIDING PROPER WATERING, PROTECTION AGAINST TRAFFIC AND REPAIRING ANY AREAS DAMAGED DUE TO WIND, WATER, EROSION, FIRE OR OTHER CAUSES. SUCH DAMAGED AREAS SHALL BE REPAIRED TO REESTABLISH THE CONDITION AND GRADE OF THE SOIL PRIOR TO SEEDING AND SHALL THEN BE REFERTILIZED, RESEEDED AND REMULCHED.

D. WINTER CONSTRUCTION

THE WINTER CONSTRUCTION PERIOD IS FROM NOVEMBER 1 THROUGH APRIL 15. WINTER EXCAVATION AND EARTHWORK SHALL BE COMPLETED SUCH THAT NO MORE THAN 1 ACRE OF THE SITE IS WITHOUT STABILIZATION AT ANY ONE TIME. LIMIT THE EXPOSED AREA TO THOSE AREAS IN WHICH WORK IS EXPECTED TO BE UNDERTAKEN DURING THE PROCEEDING 15 DAYS AND THAT CAN BE MULCHED IN ONE DAY PRIOR TO ANY SNOW EVENT. HAY AND STRAW MULCH RATE SHALL BE A MINIMUM OF 150 LBS./1,000 S.F. (3 TONS/ACRE) AND SHALL BE PROPERLY ANCHORED. THE CONTRACTOR SHALL INSTALL ANY ADDED MEASURES WHICH MAY BE NECESSARY TO CONTROL EROSION/SEDIMENTATION FROM THE SITE. DEPENDENT UPON THE ACTUAL SITE AND WEATHER CONDITIONS, CONTINUATION OF EARTHWORK OPERATIONS ON ADDITIONAL AREAS SHALL NOT BEGIN UNTIL THE EXPOSED SOIL SURFACE ON THE AREA BEING WORKED HAS BEEN STABILIZED, IN ORDER TO MINIMIZE AREAS WITHOUT EROSION CONTROL PROTECTION.

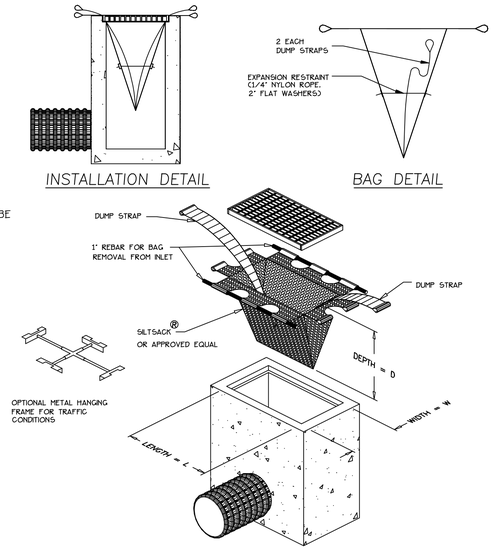
E. CONSTRUCTION SEQUENCE

THE GENERAL SEQUENCE OF WORK SHALL BE AS FOLLOWS:

1. INSTALL EROSION CONTROL DEVICES.
2. GRADE SITE.
3. TEMPORARILY STABILIZE DISTURBED AREAS BY MULCHING ALL EXPOSED SOIL WITHIN 15 DAYS OF INITIAL DISTURBANCE.
4. COMPLETE SITE CONSTRUCTION WORK
5. CONSTRUCT PARKING AREA
6. INSTALL PERMANENT VEGETATION ON ALL EXPOSED AREAS WITHIN 15 DAYS OF FINAL GRADING.
7. PERFORM CONTINUING MAINTENANCE ON ALL EROSION AND SEDIMENTATION CONTROL DEVICES AND MEASURES.

F. SITE INSPECTION + MAINTENANCE

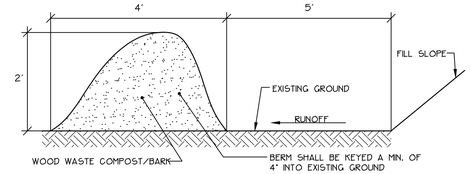
WEEKLY INSPECTIONS, AS WELL AS ROUTINE INSPECTIONS FOLLOWING RAINFALLS OF 0.5" OVER A CONSECUTIVE 24-HOUR PERIOD, SHALL BE CONDUCTED BY THE SITE CONTRACTOR OF ALL TEMPORARY AND PERMANENT EROSION CONTROL DEVICES UNTIL FINAL ACCEPTANCE OF THE PROJECT. NECESSARY REPAIRS SHALL BE MADE TO CORRECT UNDERMINING OR DETERIORATION. FINAL ACCEPTANCE SHALL INCLUDE A SITE INSPECTION TO VERIFY THE STABILITY OF ALL DISTURBED AREAS AND SLOPES. UNTIL FINAL INSPECTION, ALL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL IMMEDIATELY BE CLEANED, AND REPAIRED BY THE SITE CONTRACTOR AS REQUIRED. DISPOSAL OF ALL TEMPORARY EROSION CONTROL DEVICES SHALL BE THE RESPONSIBILITY OF THE SITE CONTRACTOR. CONTINUED TEMPORARY MAINTENANCE AND LONG TERM PROVISIONS FOR PERMANENT MAINTENANCE OF ALL EROSION AND SEDIMENTATION CONTROL FACILITIES AFTER ACCEPTANCE OF THE PROJECT SHALL BE THE RESPONSIBILITY OF BOPO, LLC OR ASSIGNS.



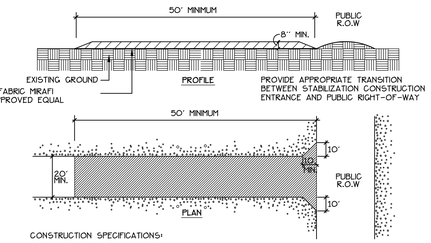
1/7 INLET SEDIMENT CONTROL DEVICE
NOT TO SCALE

NOTES:

1. THE WOOD WASTE COMPOST/BARK MIX SHALL CONFORM TO THE FOLLOWING STANDARDS:
   A. MOISTURE CONTENT - 30-60%.
   B. pH - 5.0 - 8.0.
   C. SCREEN SIZE - 100% LESS THAN 3", MAX. 70% LESS THAN 1".
   D. NO LESS THAN 40% ORGANIC MATERIAL (DRY WEIGHT) BY LOSS OF IGNITION.
   E. NO STONES LARGER THAN 2" IN DIAMETER.
   F. SILTS, CLAYS OR SUGAR SANDS ARE NOT ACCEPTABLE IN THE MIX.
2. THE COMPOST BERM SHALL BE PLACED, UNCOMPACTED, ALONG A RELATIVELY LEVEL CONTOUR.
3. THE WOOD WASTE COMPOST/BARK FILTER BERM MAY BE USED IN LIEU OF SILTATION FENCE, AT THE TOE OF SHALLOW SLOPES, ON FROZEN GROUND, LEDGE OUT CROPS, VERY ROOTED FORESTED AREA OR AT THE EDGE OF GRAVEL PARKING AREAS.
4. BERMS SHALL REMAIN IN PLACE UNTIL UPSTREAM AREA IS COMPLETED OR 70% CATCH OF VEGETATION IS ATTAINED. BERMS SHALL BE REMOVED BY SPREADING SUCH THAT NATIVE EARTH CAN BE SEEN BELOW.



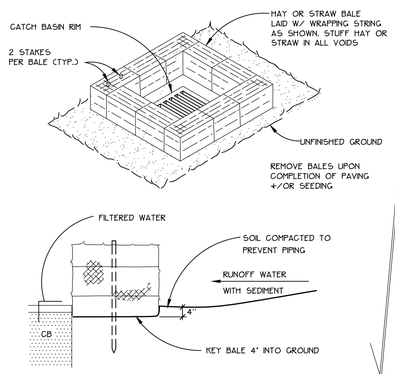
3/7 EROSION CONTROL MIX
NOT TO SCALE



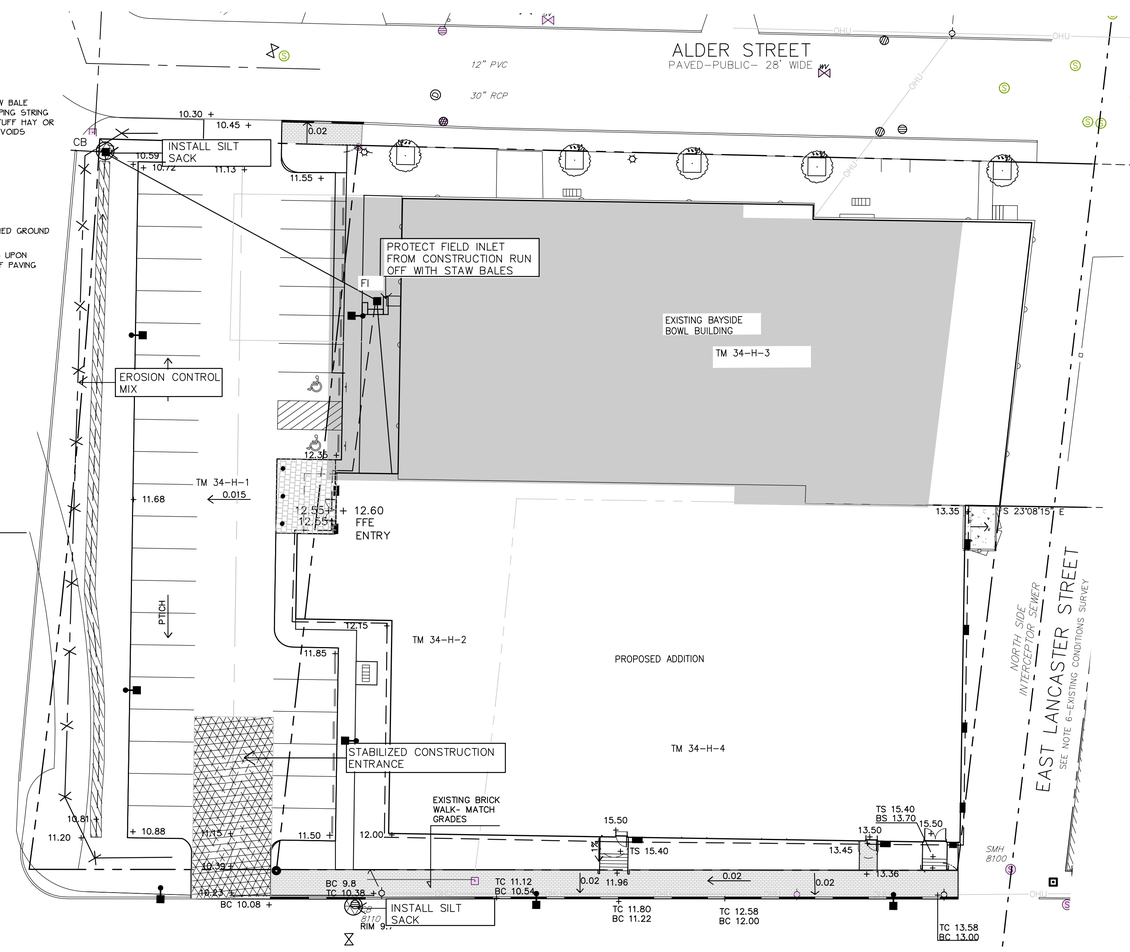
CONSTRUCTION SPECIFICATIONS:

1. STONE SIZE: AASHTO DESIGNATION M 43, SIZE NO. 2 (2.5" TO 1.5"). USE CRUSHED STONE.
2. LENGTH: AS EFFECTIVE, BUT NOT LESS THAN 50 FEET.
3. THICKNESS: NOT LESS THAN EIGHT (8) INCHES.
4. WIDTH: NOT LESS THAN FULL WIDTH OF ALL POINT OF INGRESS OR EGRESS.
5. WASHING: WHEN NECESSARY, WHEELS SHALL BE CLEANED TO REMOVE SEDIMENT PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAY. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE WHICH DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN. ALL SEDIMENT SHALL BE PREVENTED FROM ENTERING ANY STORM DRAIN, DITCH, OR WATERCOURSE THROUGH THE USE OF SAND BAGS, GRAVEL, BOARDS OR OTHER APPROVED METHODS.
6. MAINTENANCE: THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONES AS CONDITIONS DEMAND AND REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED, OR TRACKED ONTO PUBLIC RIGHT-OF-WAY MUST BE REMOVED IMMEDIATELY.

4/7 STABILIZED CONSTRUCTION ENTRANCE
NOT TO SCALE



STRAW BALE DROP INLET SEDIMENT FILTER
2/7 NOT TO SCALE



STATE OF MAINE
STEPHEN J. BRADSTREET
#5740
LICENSED PROFESSIONAL ENGINEER

Prepared For:
Applicant:
BoPo,L.L.C.
58 Alder Street
Portland, Maine
Justin Alfond, Manager

Prepared By:
MITCHELL & ASSOCIATES
Landscape Architects
The Staples School
70 Center Street
Portland, Maine 04101
Tel: (207) 774-4427

BAYSIDE BOWL
58 Alder Street
Portland, Maine

Date: MARCH 23, 2015

Issued For: SITE PLAN SUBMISSION

Revisions: 4-23-15

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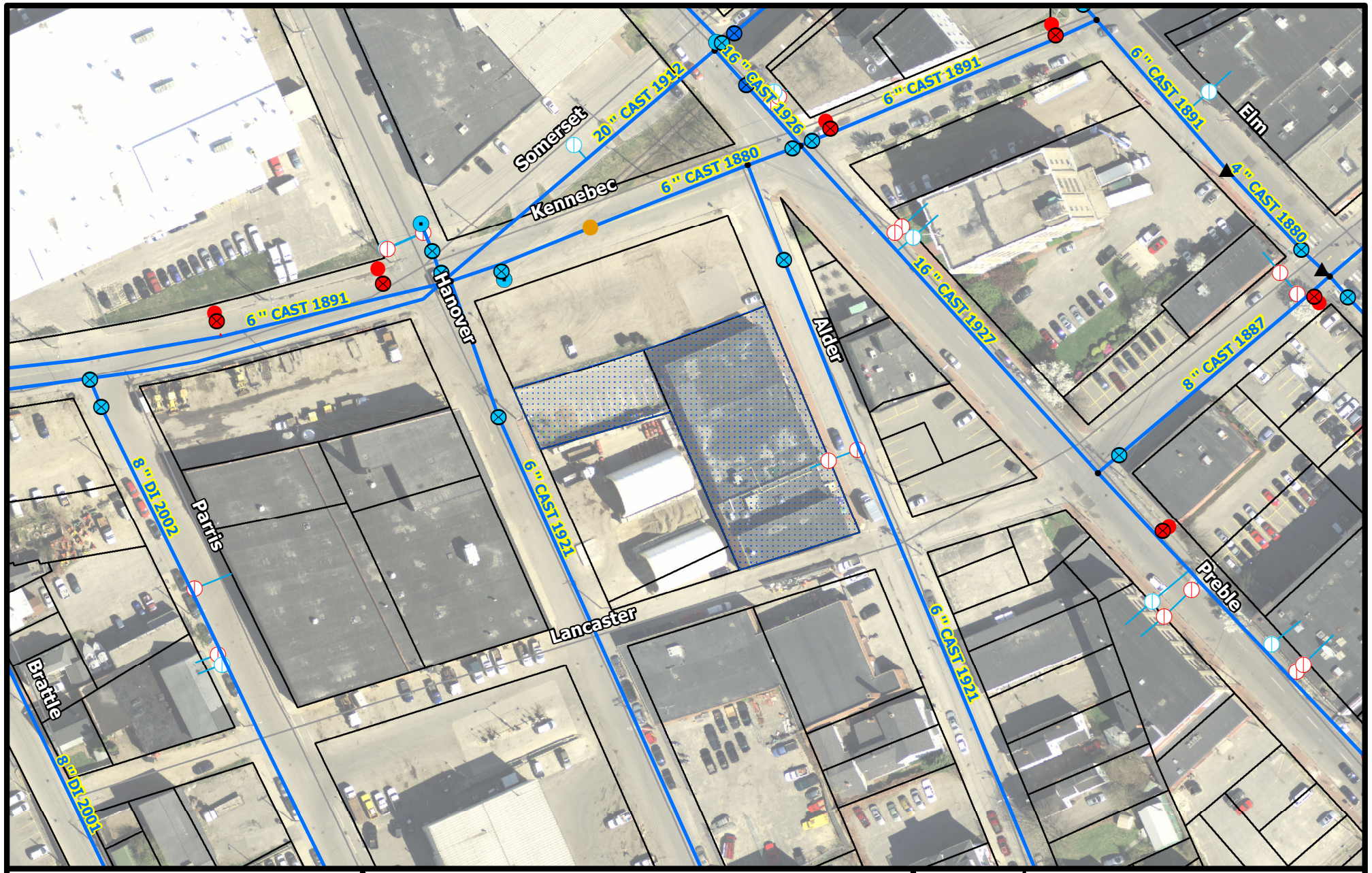
Title: EROSION AND SEDIMENTATION CONTROL PLAN

Scale: 1"=20'
0 10 20 40 ft.

North:

Sheet No.: 7



58 Alder Street

Portland

PORTLAND WATER DISTRICT
225 Douglass Street
Portland, ME 04104

Scale 0 25 50 100 150 200 Feet — 1 inch = 100 feet

Legend

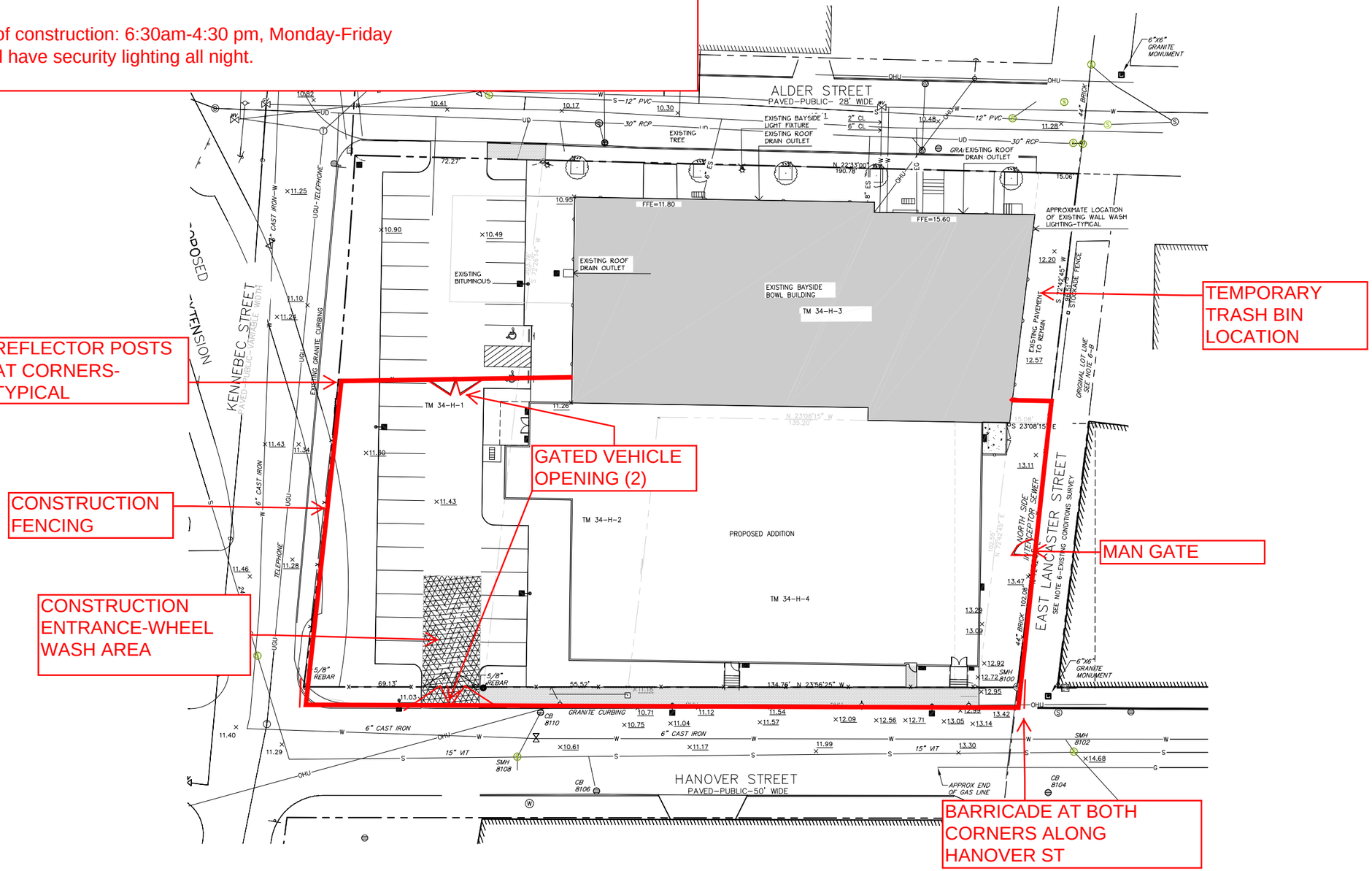
- Air Valve
- Blow Off
- By Pass
- Distribution
- Transmission
- Connection
- Attribute Change
- Reducer
- Hydrant
- Hydrant Control
- Combined Service
- Domestic Service
- Fire Service
- Private Hydrants
- Meter Pits
- Manhole
- CSO
- Gravity
- Force

N

Disclaimer: This map is suitable for preliminary study and analysis and is based on PWD record information. PWD is not liable for any damages whatsoever resulting from inaccurate data or from errors made in the location and marking of its infrastructure.

Drawn By: GJH	Prepared For: Mitchell Associates
Scale: As Noted	Date: April 10, 2015

NOTES:
1. All subcontractors will be responsible for their own parking. The owner and contractor are not providing off site parking for subcontractors. They will be encouraged to carpool and take vans from their main offices to the site. Otherwise, subcontractors will park in legal, City of Portland parking spots.
2. NE side of Hanover inaccessible approximately June 1, 2015-Nov. 15, 2015- no existing sidewalk
3. Hours of construction: 6:30am-4:30 pm, Monday-Friday
4. Site will have security lighting all night.



Prepared For:

Applicant:
BoPo,L.L.C.
58 Alder Street
Portland, Maine
Justin Alfond, Manager

Prepared By:

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BAYSIDE BOWL

58 Alder Street — **Portland, Maine**

Date: MARCH 23, 2015

Issued For: SITE PLAN SUBMISSION

Revisions: 4-23-15

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Title: CONSTRUCTION MANAGEMENT PLAN

Scale: 1"=20'

0 10 20 40 ft.

North:

Sheet No.: A

Hanover St
Bayside Bowl

bayside bowl
BOWLING
PORTLAND
COMMUNITY
SQUASH
Hanover St

Hoe St

BOWLING
Hill St

SALT

56 Alder St
Portland, Maine
Street View - Sep 2011
Alder St
Bayside Bowl
Bowling alley with pub fare & live music
Forest Ave
Brattle St
Parris St
Portland St
Google

56 Alder St
Portland, Maine
Street View - Sep 2011
Alder St
DiMillo
Bayside Bowl
Bowling alley with pub fare & live music
Forest Ave
Brattle St
Parris St
Portland St
Google