

1. Legal Ad

Documents: [PB LEGAL AD 6-9-15.PDF](#)

2. Agenda (Updated)

Documents: [PB AGENDA 6-9-15.PDF](#)

3. India Street Form Based Code

3.I. Memo

Documents: [INDIA ST. FORM BASED CODE \(MEMO AND ATTACHMENTS\).PDF](#)

4. 802 Ocean Avenue

4.I. Report

Documents: [OCEAN AVE. - 802 \(PB REPORT\).PDF](#)

4.II. Public Comment

Documents: [OCEAN AVE. - 802 \(PUBLIC COMMENT\).PDF](#)

4.III. Applicants Submittal

Documents: [OCEAN AVE. - 802 \(APPLICANTS SUBMITTAL\).PDF](#)

4.IV. Plans

Documents: [OCEAN AVE. - 802 \(PLANS\).PDF](#)

5. 138 Kennebec Street

5.I. Report

Documents: [KENNEBEC ST. - 138 \(REPORT\).PDF](#)

5.II. Staff Attachments

Documents: [KENNEBEC ST. - 138 \(STAFF ATTACHMENTS\).PDF](#)

5.III. I. Applicant Initial Submission (3-23-15)

Documents: [KENNEBEC ST. - 138 \(APPLICANT INITIAL SUBMISSION\) DATED 3-23-15.PDF](#)

5.IV. II. Applicant Submission Response To Comments (5-28-15)

Documents: [KENNEBEC ST. - 138 \(APPLICANT RESPONSE TO COMMENTS\) DATED 5-28-15.PDF](#)

5.V. III. Applicant Submission Response To Comments (5-7-15)

Documents: [KENNEBEC ST. - 138 \(APPLICANT SUBMISSION \(RESPONSE TO COMMENTS\) 5-7-15.PDF](#)

5.VI. IV. Applicant Submission Response To Comments (4-22-15)

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

5.VII. V. Plans (5-28-15)

Documents: [KENNEBEC ST. - 138 \(PLANS\) DATED 5-28-15.PDF](#)

5.VIII. VI. Plans (5-7-15)

Documents: [KENNEBEC ST. - 138 \(PLANS\) DATED 5-7-15.PDF](#)

5.IX. VII. Plans (4-22-15)

Documents: [KENNEBEC ST. - 138 \(PLANS\) DATED 4-22-15.PDF](#)

5.X. VIII. Initial Plans (3-23-15)

Documents: [KENNEBEC ST. - 138 \(PLANS\) DATED 3-23-15.PDF](#)

**LEGAL ADVERTISEMENT
PORTLAND PLANNING BOARD MEETING**

The Portland Planning Board will hold a meeting on Tuesday, June 9, 2015, Council Chambers, 2nd Floor, City Hall, 389 Congress Street. **Public comments will be taken at this meeting.**

Workshop – 4:30 p.m.

- i. India Street Historic District Designation; City of Portland, Applicant. (4:30 – 5:30 p.m. estimated time) The Board will consider a proposal to designate the historic core of the India Street neighborhood as a local historic district.
- ii. India Street Form Based Code. (5:30-6:30 p.m. estimated time) The Board will consider a proposal to rezone the existing zoning regulations in the India Street Neighborhood to a Form-based Code.

Evening Workshop – 7:00 p.m.

- i. 802 Ocean Avenue; Zoning Map Amendment; Portland Retirement Residence; OBO Hawthorn Development, LLC., Applicant. (8:00 p.m.-9:00 p.m. – estimated time) The Board will hold a public hearing on 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.
- iii. 138 Kennebec Street; Level III Site Plan; Bo Po, LLC., Applicant. (9:00- 10:00 p.m. estimated time) The Board will hold a public hearing on a proposal for a 16,000 sq. ft. addition to Bayside Bowl at 138 Kennebec Street. The 2 story building 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

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

AGENDA
PORTLAND PLANNING BOARD MEETING

The Portland Planning Board will hold a meeting on Tuesday, June 9, 2015, Council Chambers, 2nd Floor, City Hall, 389 Congress Street. **Public comments will be taken at this meeting.**

WORKSHOP – 4:30 p.m.

- i. India Street Historic District Designation; City of Portland, Applicant. **(Postponed)** The Board will consider a proposal to designate the historic core of the India Street neighborhood as a local historic district.
- ii. India Street Form Based Code. **(4:30 - 6:30 p.m. estimated time)** The Board will consider a proposal to rezone the existing zoning regulations in the India Street Neighborhood to a Form-based Code.

PUBLIC HEARING – 7:00 p.m.

1. **ROLL CALL AND DECLARATION OF QUORUM**
2. **COMMUNICATIONS AND REPORTS**
3. **REPORT OF ATTENDANCE AT THE FOLLOWING MEETING HELD ON May 26, 2015:**
Workshop: O'Brien, Dundon, Eaton, Hall, Morrisette, and Soley present. Boepple absent.
Public Hearing: O'Brien, Dundon, Eaton, Hall, Morrisette, and Soley present. Boepple absent.
4. **REPORT OF DECISIONS AT THE MAY 26, 2015 MEETING:**
 - i. 89 Anderson Street, East Bayside Lofts; Level II Site Plan; Redfern Bayside, LLC, Applicant. Morrisette moved and Hall seconded motions to grant the waiver of Technical Manual standard (Section 1.7.2.3) to allow a driveway of 18 feet in width at the overhead door on Everett Street. Board voted 6-0 (Boepple absent); to grant the waiver of Technical Manual standard (Section 1.14) to allow a 23 foot wide aisle in the parking area at the interior of the site. Board voted 6-0 (Boepple absent); to grant the waiver of Technical Manual standard (Section 1.14 and Figures I-27 to I-29) to allow 83% compact spaces; nonstandard spaces. Board voted 6-0 (Boepple absent); to grant the waiver of Technical Manual standard (Section 14-526(b)2.b(ii) and concludes that the applicant shall make a financial contribution of \$1,800 for nine (9) trees to Portland's tree fund. Board voted 6-0 (Boepple absent); to grant the waiver of Technical manual standard (Section 14-526(b)(iii) requiring one street tree per unit for multi-family development and concludes that the applicant shall contribute \$8,600 for 43 street trees to Portland's tree fund. Morrisette moved and Hall seconded the approval of the subdivision plan subject to two (2) conditions of approval. Board voted 6-0 (Boepple absent).

Morrisette moved and Hall seconded that prior to issuance of a certificate of occupancy, the applicant shall provide drawings related to the proposed treatment of the Fairpoint box for

review and approval by the Planning Authority and the applicant shall provide drawings addressing the comments of Ms. Cameron, particularly with respect to the treatment of the Fox Street screen, for review and approval by the Planning Authority *within 3 months of issuance of a building permit*. Board voted 6-0 (Boepple absent).

- ii. 185 Fore Street; Level III Site Plan and Subdivision; Bateman Partners, LLC, Applicant. Morrisette moved and Hall seconded a motion to waive Section 14-526(b)(2)(b)(iii) Street Trees of the Site Plan Ordinance and Morrisette moved and Hall seconded on a motion to waive Technical Standard, Sections 12.2.3 Illumination Levels and 12.2.5 Light Trespass of the Site Lighting Standards. Board voted 6-0 (Boepple absent); Morrisette moved and Hall seconded that the plan is in conformance with the Traffic Movement Permit subject to one (1) condition of approval. Board voted 6-0 (Boepple absent); Morrisette moved and Hall seconded that the plan is in conformance with the Subdivision standards of the land use code subject to five (5) conditions of approval. Board voted 6-0 (Boepple absent); Morrisette moved and Hall seconded that the plan is in conformance with the Site Plan standards of the land use code subject to nine (9) conditions of approval.
- iii. 16 Middle Street; Level III Site Plan; Bateman Partners, LLC, Applicant. Morrisette moved and Hall seconded a motion to waive Section 14-526(b)(2)(b)(iii) Street Trees of the Site Plan Ordinance and Morrisette moved and Hall seconded on a motion to waive Technical Standard, Sections 12.2.3 Illumination Levels and 12.2.5 Light Trespass of the Site Lighting Standards. Board voted 6-0 (Boepple absent); Morrisette moved and Hall seconded that the plan is in conformance with the Traffic Movement Permit subject to one (1) condition of approval. Board voted 6-0 (Boepple absent); Morrisette moved and Hall seconded that the plan is in conformance with the Subdivision standards of the land use code subject to five (5) conditions of approval. Board voted 6-0 (Boepple absent); Morrisette moved and Hall seconded that the plan is in conformance with the Site Plan standards of the land use code subject to nine (9) conditions of approval.

5. NEW BUSINESS

- i. 802 Ocean Avenue; Zoning Map Amendment; Portland Retirement Residence; OBO Hawthorn Development, LLC., Applicant. (7:00 - 8:00 p.m. – estimated time) The Board will hold a public hearing on 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. 138 Kennebec Street; Level III Site Plan; Bo Po, LLC., Applicant. (8:00 - 9:00 p.m. - estimated time) The Board will hold a public hearing on a proposal for a 16,000 sq. ft. addition to Bayside Bowl at 138 Kennebec Street. The 2 story building 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

Memorandum
Planning and Urban Development Department
Planning Division



To: Stuart O'Brien, Chair and Members of the Portland Planning Board
From: Caitlin Cameron, Urban Designer, & Alex Jaegerman, Planning Division Director
Date: June 5, 2015
Re: India Street Form-based Code District – Workshop 3
Meeting Date: June 9, 2015

I. Introduction

The intention of the India Street Form-Based Code (IS-FBC) is to provide zoning code that more adequately and appropriately reflects the existing and desired built form and scale of the India Street neighborhood. As a mixed-use neighborhood, separation or regulation of uses is not highly desired or appropriate. The FBC is currently proposed for the India Street neighborhood only and would replace all existing zoning in the neighborhood.

This is the third Planning Board Workshop on this draft code which includes . . . , Lessons Learned from other FBC communities, Review of revisions to the code document, and Introduction to the draft India Street Historic District.

Planning Board Process

Workshop 1 – (2/24/2015) Introduction to proposed Form-based Code (FBC) content

Workshop 2 – (3/30/2015) Site Walk + Discussion of FBC revisions, Introduction to draft Historic District

Workshop 3 – Discussion of FBC revisions, Administration of code, Historic District interaction

Public Hearing – Final presentation of FBC for possible recommendation to Council (It is intended that the recommendations on the FBC and the proposed Historic District converge in the process so that both provisions will be sent to the Council together as a package.)

II. Lessons Learned (continued) (Attachment 3)

“Lessons Learned from Form-based Codes” (APA Conference Session)

Staff attended a conference session led by planners and consultants involved with early-adopter FBC communities – Columbia Pike, VA, Farmers Branch, TX, Richardson, TX, Owensboro, KY.

Lesson 1: FBC should be implemented as part of a PLAN.

“Without close correspondence between the Plan and the Code, the vision for beneficial and appropriately scaled revitalization cannot be fully realized.”

- An integrated adoption process provides continuity and context for the code.

- Generates long-term community support & implementation
- Makes the community VISION AND EXPECTATIONS clear to the development community

Lesson 2: Be realistic about MARKET REALITIES.

- New development interests are not always in line with the code – one example is height minimums in the Farmers Branch, TX code.
- Manage property owner and political expectations.
- Demarcate some “B” streets to accommodate service and parking uses.
- Allow minor modifications to standards in the code Consider private sector interests such as speed to market, being responsive to changing market demand, public amenities/infrastructure participation.
- MAKE IT EASY TO DO THE RIGHT THING.

Lesson 3: Consider all TYPES OF DEVELOPMENT, not just new construction.

- How does the code regulate alterations, additions, renovation, demolition?

Lesson 4: Code IMPLEMENTATION and ADMINISTRATION

- Revise your administration process to provide GOOD SERVICE for the new code (Create a facilitator position to assist applicants, administrative approvals, create flow charts explaining the code process, meet applicants on-site, etc.)
- PUBLIC INVESTMENT (or public/private partnerships) upfront attracts private investment. FBCs are not the only tools needed to implement a great infill/redevelopment plan (incentives for infrastructure, management/governance structure/ financing, etc.).
- PRIORITIZE locations that will benefit most.
- Think about where to build in FLEXIBILITY to the code – include a minor/administrative modifications process with a clearly defined appeals process. Developers and tenants will drive code details – these cannot be anticipated while drafting the FBC
- Be prepared to make REVISIONS – commit to reviewing the code and making revisions if needed. (Don’t throw out the whole code if it’s not working!)

Comparison of Existing Form-based Codes

Staff continues to examine examples of FBC developed in other communities. Refer to the 3/30/15 memo for previous examples.

When reviewing Form-based Codes from other communities and speaking with planners implementing the codes, there were a few key observations:

- Most communities studied have not had many new developments occur under the new code.
- All codes regulate Use in some form which has led to complications integrating code and sometimes creates inconsistencies.
- Not many communities have implemented FBC for the same reasons or intentions as India Street making it difficult to compare outcomes.

- Further consideration should be given to how the code affects existing buildings and the potential for alterations and additions – some dimensional requirements of the code may want to be relaxed in these instances.
- Commit to assessing the FBC 3-5 years after adoption to allow for amendments.

III. Code Administration (Attachments 4 & 5)

Application Requirements - Applicants submitting under the IS-FBC shall submit required application materials defined in Article V Site Plan.

Common Review Procedures (see checklist attached) - Development review will be conducted in accordance with the procedures set forth in Article V Site Plan of the City of Portland Zoning Ordinance, and as further defined by the table below. Level III Site Plan (requiring Planning Board review and approval) will be triggered by two types of projects, those over 60,000sf and additions with building footprints greater than the existing building to which it is an addition.

Type of Application	Definition	Level of Review	Reviewing Authority
Site Plan: Level I or II	Construction of any new structures having a total floor area of less than sixty thousand (60,000) square feet in the IS-FBC zone.	Administrative Site Plan	Planning Staff
Site Plan: Level III	• Construction of any new structures having a total floor area of sixty thousand (60,000) square feet or more in all IS-FBC subdistricts. • The construction of any building addition(s), cumulatively having either a total floor area of sixty thousand (60,000) square feet or more within any three-year period in the IS-FBC zone. • The construction of any building addition(s) have a total floor area exceeding that of the existing building to which it is an addition.	Level III Site Plan	Planning Board
Master Development Plan	The Master Development Plan option shall apply in the IS-FBC zone.	Master Development Plan	Planning Board

Design Review

Process:

- Projects will continue to have in-house design review (conducted by a committee of three Planning Division staff members including the Urban Designer).
- Level III Site Plan design review will include Planning Board review.
- Properties in the Historic District would be reviewed by the Historic Preservation Board in lieu of Planning Board review.
- Alterations and Demolition projects will not have design review.

Building Design Standards (BDS) – The Building Design Standards will be adopted as part of the City of Portland Design Manual and will be the applicable design standards for the IS-FBC zone.

IV. Summary of Code Revisions (Attachment 1) – Revisions in the code shown as markups

Definitions

1. Defined terms specific to the IS-FBC are shown in ALL CAPS in order to draw attention to specific terms and their implications.
2. Some definitions were removed as superfluous and some were revised to reflect the changes in the overall document.
3. GREEN ROOF was modified to require Chapter 500 and Stormwater program compliance.

Subdistricts

1. Text revisions were made to bring each Subdistrict description parallel in organization.
2. A list of common frontage types for each subdistrict was added to the description.

Regulating Plan (Attachment 2)

1. Middle Street between India and Hancock Streets – subdistrict designation changed from UT to UN to better accommodate the existing context.

General Development Standards

1. Prohibited Uses – *Correctional facilities* was added to the list.
2. Mid-block Permeability – *Public Access* is further defined.
3. Setbacks – Zero Lot Line conditions are allowed for properties with less than 35' frontage (This affects 31 properties)
4. Setbacks – Where Zero Lot Line conditions are created, a maintenance easement is required
5. Building Additions - Definition of building additions requiring Level III Site Plan review added (additions with footprint greater than that of existing building)
6. Building Additions - Additions may match existing building in number of stories.
7. Height Standards – Height Bonus for residential density was changed to allow density to be achieved using bonus floor.
8. Parking Standards – Address the issue of non-conforming existing surface parking for building additions and new construction.

Subdistrict Dimensional Requirements

1. Siting Standards

- a. Building Length – Frontage build-out requirement lowered to 60% (from 75%)
- b. Additional Building Lengths – Several options for achieving longer building maximum provided, revised. Diagrams were also added to illustrate the options available for achieving longer building. These include:
 - i. Attached Buildings – up to 30' building length, unlimited run
 - ii. Ground Floor Partitions – partitions must be expressed on exterior façade, each module must have a street-facing entry, partitions must run at least 2/3 of building width, pass-through openings are permitted
 - iii. Massing Variation – Large-scale building variations that break up façade lengths can allow for longer building lengths (see illustrations)
- c. Side Yard Setbacks – UA/UN side yard setbacks required (5') or cumulative 10' with maintenance agreement
- d. 10' stepback above 45' required for UT buildings adjacent to UN parcels (new requirement)
- e. Accessory Building standards added
- f. Building Entry and Fenestration requirements moved here from BDS to made part of code rather than design guidelines
- g. Walls/Fences requirements moved to General Development Standards

2. Height Standards – no changes

3. Parking Standards

- a. Regulations pertaining to curb cuts and driveways were removed – the Technical Manual will remain the regulating document.
- b. Additional limit of side yard parking to 50% of frontage length
- c. Parking setback limited to garage doors facing street
- d. Garage door minimum size established at 9'

4. Corner Conditions

- a. Change in policy – UA subdistrict is always dominant (previously, more restrictive height was dominant)
- b. Clarification that applicant determines principal frontage
- c. UA/UN intersection – building max. length increased to 100' on UN street

Diagrams

1. Diagrams were formalized to have consistent graphic quality.
2. Diagrams explaining *Additional Building Length* were added.

Administration

1. Section added (see discussion above)

Building Design Standards (BDS)

1. BDS was renamed to better reflect intent
2. Neighborhood Context – revised to make parallel with the Historic Preservation Design Review criteria
3. Massing & Proportion
 - a. Removed the Standard to require a base, middle, and top
 - b. Changed the Standard on façade proportion to a Guideline

- c. Added Intent and Standards that reinforce the intent behind the regulation of long building lengths.
 - d. Articulation & Composition
 - i. Added a Guideline regarding enclosure
 - ii. Consolidated the types of articulation listed in the Standards
 - iii. Added Expression Lines to the list of articulation elements
 - iv. Increase the length of blank walled allowed in UN to 30'
 - d. Fenestration - Modified the upper floor fenestration requirements
 - e. Building Entries - Added a Guideline regarding garage entrances facing the street
 - f. Building Materials – no change
 - g. Roof Lines - Removed articulation requirement
 - h. Structured Parking - Removed the Standard requiring structured parking setbacks
4. Articulation & Composition – Length of blank façade allowed in UN increased to 30' (from 15')

V. **Non-conformance** (Attachment 6)

Height

- General – five (5) buildings are taller than what would be allowed
- UN – eight (8) buildings do not meet the story minimum (2 stories)
- UT – two (2) buildings do not meet the story minimum (3 stories)
- UA – fourteen (14) buildings do not meet the story minimum (3 stories)

Building Length

UN – six (6) buildings exceed the building length maximums

UT – three (3) buildings exceed the building length maximums

UA – four (4) buildings exceed the building length maximums

Setbacks

UN

- Front Yard – four (4) buildings exceeded the 5' setback max.
- Side Yard – two (2) buildings did not meet the 5' setback min.

UT

- Front Yard – three (3) buildings exceeded the 10' setback max.
- Side Yard – one (1) building did not meet the 10' setback min.

UA

- Front Yard – nine (9) buildings exceeded the 5' setback max.
- Special Cases – four (4) out of those nine (9) are institutional buildings and one (1) is the pumping station
- Side Yard – ten (10) buildings did not meet the 5' setback min.

Building Design Standards

- Entry Placement – three (3) buildings did not have a principal entry facing a UA street
- Entry Elevation – twelve (12) buildings had entries higher than allowed in the UA subdistrict (1 step above sidewalk level)

- Garage Door Size or Position – eight (8) buildings had garage doors that exceeded the minimum size or were positioned too close to the street
- Blank Wall Length – six (6) buildings had blank walls exceeding permitted lengths (UN/UA – 15’ and UT – 30’)

Surface Parking Placement

UN

- Front yard parking – six (6) properties
- Side yard parking exceeding limit – four (4) properties

UT – Parking within 35’ of street – seven (7) properties

UA – Parking within 35’ of street – eighteen (18) properties

Prohibited Uses

- *Drive-through facilities* – one (1) property has this existing use
- No other prohibited uses currently exist in the neighborhood

VI. Historic District Interaction (Attachment 8)

Review Processes only covered by Historic Preservation

Alteration – Building alterations do not undergo a design review under FBC.

Demolition – Zoning does not review demolition applications.

Existing Historic District (Eastern Waterfront Historic District)

Where the existing historic district overlaps the FBC zone (Commercial and Franklin Streets), the current historic preservation review process will remain. The current historic preservation review process does allow heights to be reduced for compatibility reasons. No amendments are proposed to the Eastern Waterfront Historic District at this time.

Proposed Historic District (India Street Historic District)

Height - The dimensional standards required by the FBC will apply to the entire zone, including the historic district. However, the current historic preservation review process allows heights to be reduced for compatibility reasons. Therefore, the following three recommendations as to height regulation are suggested for the India Street Historic District. These recommendations are a result of internal discussions as well as feedback from stakeholder groups.

1. Underlying zoning height of the IS-FBC will apply to the historic district and may not be limited by the Historic Preservation review process.
2. The Historic Preservation review (board or staff) would have the ability to adjust *how* the maximum or minimum heights are achieved by a proposed project. In the context of the upcoming Historic Preservation recommendation we will explore the manner and method of review and the extent to which such considerations might reduce the allowable floor area.
3. Height bonuses may be applied within the historic district on Congress Street and in the Urban Transitional (UT) subdistrict only.

Design Review - The review process for a project within the Historic District would follow the same process as currently in place:

1. A project in the historic district will only undergo one design review which would be conducted by the Historic Preservation Board (or in the case of a project needing only administrative review, would be reviewed by the staff review panel and the Historic Preservation Program Manager).
2. Staff proposes that the India Street Historic District would include the FBC Building Design Standards as proposed design guidelines specific to this historic district as allowed for in Sec. 14-617.(b).

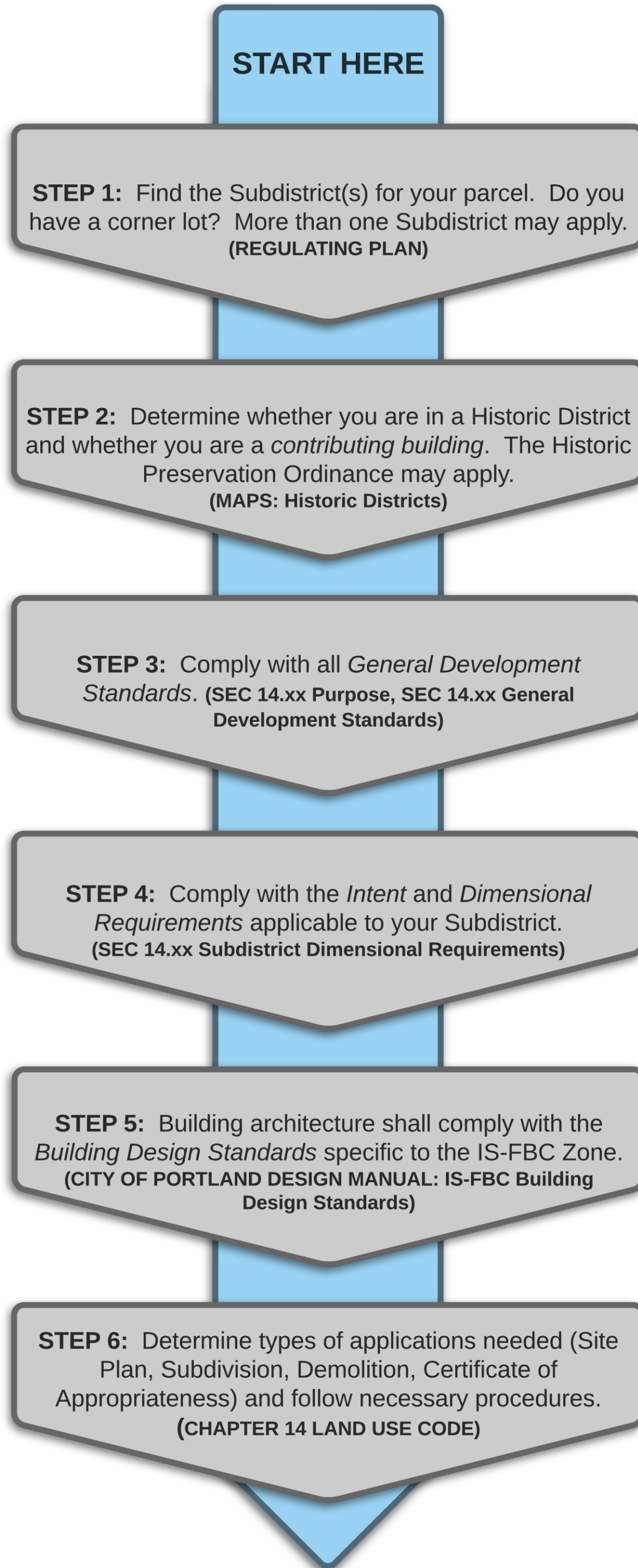
VII. Workshop 3 Goals

- Discussion of FBC implications (lessons learned, nonconformance, development potential, models, etc.)
 1. Is the code producing the desired results?
 2. What level of non-conformance is acceptable?
 3. What kinds of non-conformance are acceptable?
 4. Are certain code requirements creating unnecessary hardships? (minimum heights, use)
- Further evaluation of revisions and unresolved topics
 1. Side Yard Setbacks (3 revisions)
 - 5' setback
 - Ability to consolidate with maintenance easement
 - Zero Lot Lines permitted <35' frontage
 2. 10' Stepbacks for UT adjacent to UN parcels
 3. Additional Building Length provisions
 4. Building Design Standard revisions
 5. Project administration and review
 6. General legibility and user-friendliness

Attachments

1. India Street Form-based Code Draft v3
2. Regulating Plan (revised)
3. Lessons Learned – slides from APA conference presentation
4. Development Review Flow Charts (2)
5. Administrative Checklist
6. Non-conformance Diagrams (5)
7. Additional Diagrams (2)
8. Draft India Street Historic District Boundary

How to use the India Street Form-based Code (IS-FBC) Att. 1



DIVISION 15.2 IS-FBC - INDIA STREET FORM-BASED CODE ZONE

SEC. 14- XXX. PURPOSE

The India Street Form-based Code is different than traditional zoning, placing the primary emphasis on a buildings physical form and its relationship to the street, and de-emphasizing land use. The intent of the India Street Form-based Code district-zone is to establish a zoning district that encourages a vibrant, walkable, mixed-use, urban district, preserves and values the existing historic neighborhood fabric, and fosters and supports local businesses and residential areas. The components of a Form-Based Code include the Guiding Principles, REGULATING PLAN, Subdistricts, General Development Standards, Dimensional Requirements, BUILDING ENVELOPE-DESIGN STANDARDS, Diagrams, and Definitions.

The goal of the India Street Form-based Code is the creation and preservation of an active and human--scale public realm and the reinforcement of existing neighborhood character through good street space design.

- a) GENERAL GUIDING PRINCIPLES: The General Guiding Principles set forth here shall be applicable to all subdistricts within the India Street Form-based Code Zone.
1. The street is a coherent space, with consistent building and streetscape character on both sides of the street. This agreement of buildings and streetscape across the street contributes to a clear public space and district identity.
 2. The street wall is visually well defined. Land should be clearly public or private. Buildings contribute to the vital and safe public space while providing a clear boundary to the private, protected realm.
 3. Street walls are engaged with the street environment. Buildings are inviting places that interact with and contribute to the street vitality. Inactive edges, vehicle storage, garbage, and mechanical equipment should be kept away from the street. Shared infrastructure to the extent practicable, including, but not limited to service alleys, parking areas, stormwater treatment, public transportation facilities, and driveways, shall be utilized.
 4. Buildings are designed for the urban environment. Buildings must be designed for the urban situation within the district which often includes mixed-uses. Buildings are positioned near the street and FACADES are oriented to the street.
 5. Respect historic character. If your-a property is within the India Street Historic District, **Sec. xx** is applicable. New developmentconstruction, BUILDING ADDITIONS, or ALTERATIONS in the India Street Historic District shall reflect and complement the character defining features and elements of the existing historic development to which it is visually related.

SEC. 14- XX APPLICABILITY

The requirements set forth in this Division shall apply to all new development, primary and accessory structures, including BUILDING ADDITIONS ~~and ALTERATIONS~~ within the India Street Form-based Code District-Zone as designated on the India Street REGULATING PLAN.

SEC. 14-XX OTHER PROVISIONS

All development must comply with relevant Federal, State, and City regulations. Whenever any provision of this Code imposes a greater requirement or a higher standard than is required in any State or Federal statute or other local by-law or regulation, the provisions of this Code shall govern unless preempted by State or Federal law.

SEC. 14-XX SEVERABILITY

The provisions of this Code shall be severable, and in the event one (1) or more of the provisions of this Code shall be judged to be invalid or unenforceable, the validity and enforceability of the remaining provisions shall not in any way be affected or impaired by such adjudication.

SEC. 14-XX COMPLIANCE WITH THE REGULATING PLAN

Within the India Street Form-based Code District-Zone as presented on the REGULATING PLAN, all lots hereafter created or modified, all buildings and structures hereafter erected, reconstructed, altered, enlarged or moved, all uses hereafter established, all other development or improvements, and all plans, applications and submissions shall comply with the requirements of this Form-based Code, as well as with all provisions of this Zoning Ordinance that are not superseded by the Form-based Code Zone.

SEC. 14-XX DEFINITIONS

Terms used throughout this Form-based Code Zone may be defined in Section 14-47 or elsewhere in the Zoning Ordinance. Terms not so defined shall be accorded their commonly accepted meanings. In the event of any conflict between the definitions in this Section and those in Section 14-47, or any other sections of the Zoning Ordinance, the Subdivision Rules and Regulations, or any other local land use ordinances, rules or regulations, those of this Form-based Code Zone shall take precedence.

ALTERATION: A change or rearrangement in the structural supports, exterior appearance, ~~height, width or depth, moving of a structure from one location or position to another, or changing, adding to,~~ or removing from or otherwise affecting the exterior appearance of a structure.

BUILDING ADDITION: Any increase to footprint or volume of an existing structure. See Table 14.1c. Building – Principal & Accessory

BUILDABLE AREA: The area enclosed by the front, side, and rear yard setbacks and limited by lot coverage.

BUILDING, ACCESSORY: Detached structure that is incidental and subordinate in area and extent, and/or use to the principal ~~structure~~building(s) on the property. A lot may have more than one accessory building. See Table 14.1c. Building – Principal & Accessory

BUILDING, PRINCIPAL: The main structure(s) on a lot having the predominant area and extent, and/or use. A lot may have more than one principal building. See Table 14.1c. Building – Principal & Accessory

BUILDINGS, ATTACHED: Two or more independent buildings that share at least one common PARTY WALL but have full building separation and independent PRINCIPAL ENTRIES; not free-standing. Attached buildings may or may not have common ownership.

BUILDING ~~ENVELOPE DESIGN~~ STANDARD (BDES): The basic design parameters governing building form, including intent, guidelines, and standards for architectural elements such as proportion, articulation, fenestration, entries, roof lines, and materials.

ELEVATION: An exterior wall of a building not along a frontage line. See FAÇADE and Table 14.1e. Frontage & Lot Lines

ENTRANCE, PRINCIPAL: The main point of access for pedestrians into a building. A building may have more than one principal entrance.

EXPRESSION LINE: A line prescribed at a certain level of a building for the major part of the width of a FAÇADE, expressed by a variation in material or by a limited projection such as a molding or balcony.

FAÇADE: Any exterior wall of a structure exposed to public view from a public right-of-way. See ELEVATION and Table 14.1e. Frontage & Lot Lines

FAÇADE, BLANK: Building façade that contains expanses of wall area with no windows, no entrances, no articulation, and no other elements or features, or is otherwise undifferentiated.

~~FRONTAGE: The area between a building façade and the vehicular lanes, inclusive of its built and planted components. Frontage includes private and public frontage. See Table 14.1e. Frontage & Lot Lines~~

~~FRONTAGE LINE: A lot line bordering a public frontage. Facades facing frontage lines define the public realm and are therefore more regulated than the elevations facing other lot lines. See Table 14.1e. Frontage & Lot Lines~~

~~FULL BUILDING SEPARATION: The condition of having a vertical party wall between two attached structures.~~

GREEN ROOF: A roof of a building that is partially or completely covered with vegetation and designed to meet City of Portland Technical Manual and Chapter 500 standards for stormwater management. A green roof may serve the purpose of stormwater retention or slowing, energy conservation, insulation, and reduced heat island effect. Green roofs may be considered pervious for zoning impervious calculations.

LOT LAYER: A range of depth of a lot within which certain elements are permitted. See Table 14.1d. Lot Layers

PARTY WALL: Any partition wall common to two adjoining adjacent or attached buildings.

PASSAGE: A pedestrian connector, open or roofed, that passes between buildings to provide shortcuts through blocks.

REGULATING PLAN: A zoning map or set of maps that shows the boundary of the area and subdistricts subject to, ~~or potentially subject to,~~ regulation by the India Street Form-based Code.

STEPBACK: A building setback of a specified distance measured from the building face below that occurs at a prescribed number of stories or height above the ground.

YARD, SIDE: A yard adjoining a side lot line extending from the front yard to the rear yard, the width of which shall be the shortest horizontal distance between the side lot line and any structure. On corner lots, non-frontage yards shall be considered side yards. See Table 14.1.b. Setback Designations

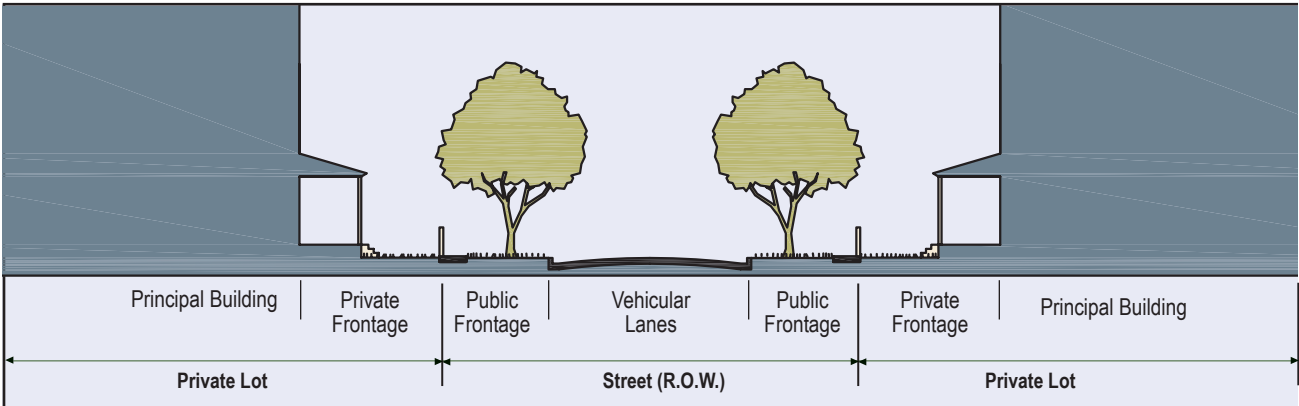
ZERO LOT LINE: The location of a structure on a lot such that one or more of the structure sides rests directly on a lot line. See Table 14.1e. Frontage & Lot Lines

TABLE 14.1 DEFINITIONS ILLUSTRATED

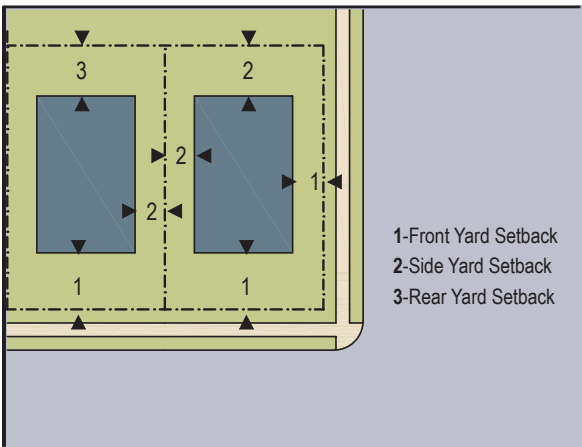
DRAFT

TABLE 14.1 DEFINITIONS ILLUSTRATED

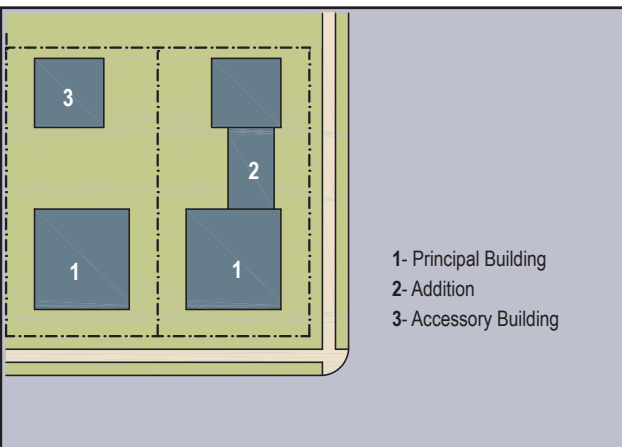
a. STREETS & FRONTAGES



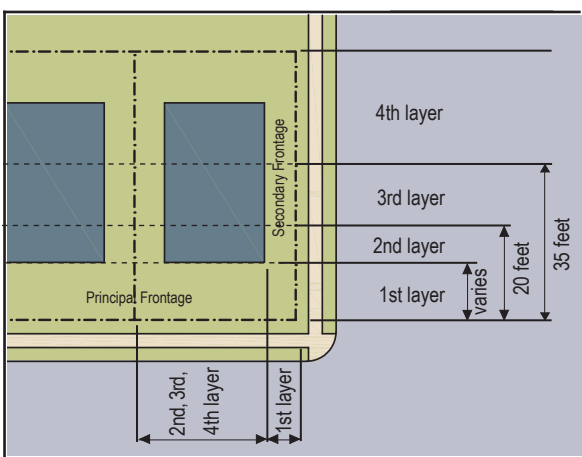
b. SETBACK DESIGNATIONS



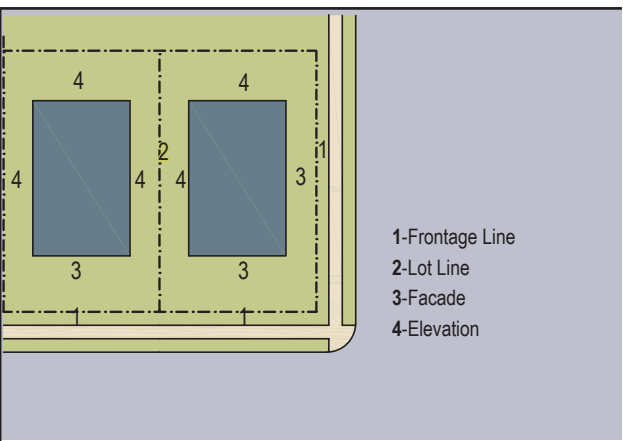
c. BUILDING - PRINCIPAL & ACCESSORY



d. LOT LAYERS



e. FRONTAGE & LOT LINES



SEC. 14-XX ESTABLISHMENT OF SUBDISTRICTS

The India Street Form-based Code ~~District~~Zone as shown on the REGULATING PLAN ~~covers 57 acres and~~ is divided into three ~~distinct~~ subdistricts.

- a) Urban Neighborhood (UN) Subdistrict
- b) Urban Transitional (UT) Subdistrict
- c) Urban Active (UA) Subdistrict

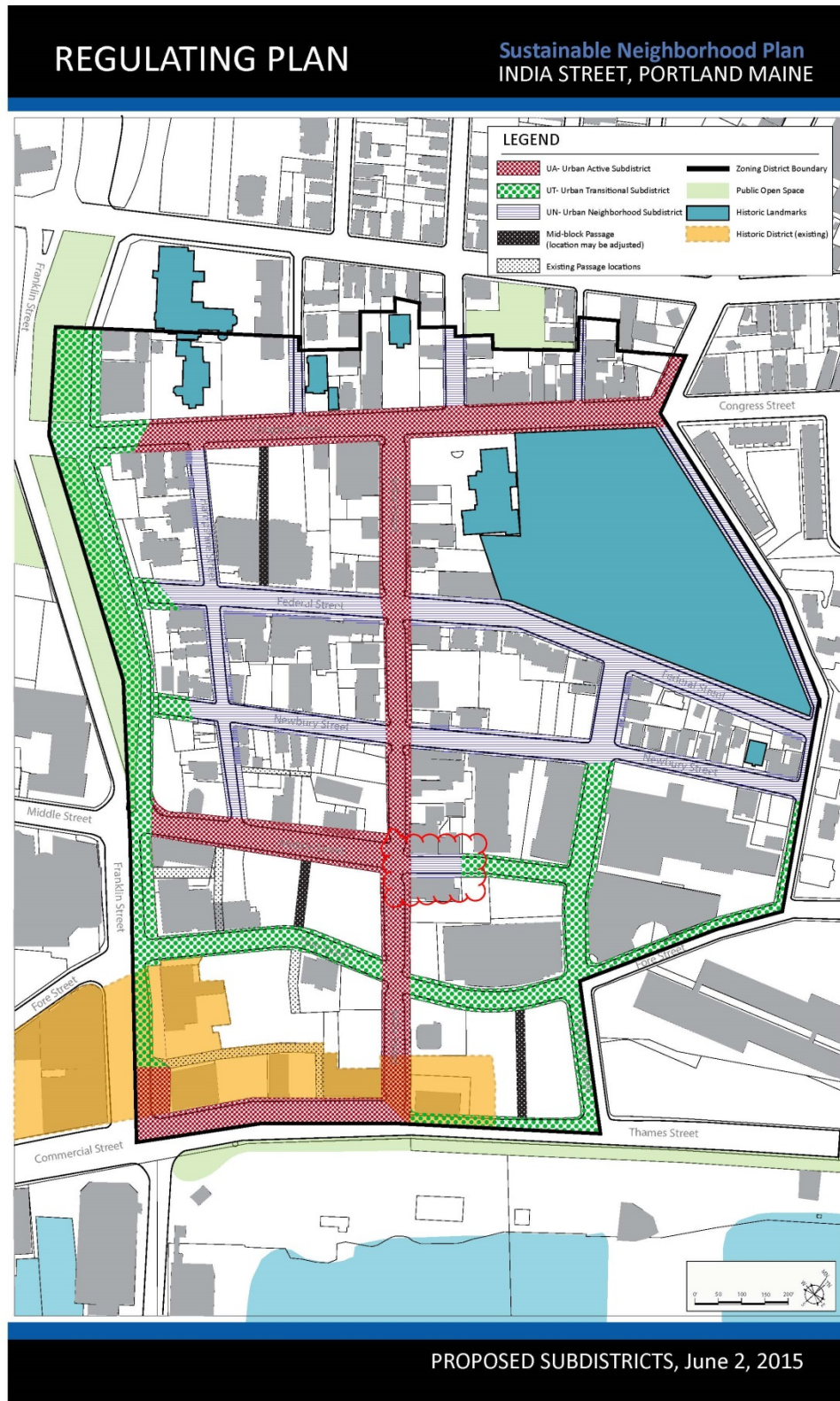
SEC. 14-XX ADMINISTRATION

- a) Application Requirements.
Applicants submitting under the India Street Form-based Code shall submit required application materials defined in Article V Site Plan.
- b) Common Review Procedures.
Development review will be conducted in accordance with the procedures set forth in Article V Site Plan of the City of Portland Zoning Ordinance, and as further defined by the table below:

Type of Application	Definition	Level of Review	Reviewing Authority
Site Plan: Level I or II	Construction of any new structures having a total floor area of less than sixty thousand (60,000) square feet in the IS-FBC zone.	Administrative Site Plan	Planning Staff
Site Plan: Level III	- Construction of any new structures having a total floor area of sixty thousand (60,000) square feet or more in all IS-FBC subdistricts. - The construction of any building addition(s), cumulatively having either a total floor area of sixty thousand (60,000) square feet or more within any three-year period in the IS-FBC zone. - The construction of any building addition(s) have a total floor area exceeding that of the existing building to which it is an addition.	Level III Site Plan	Planning Board
Master Development Plan	The Master Development Plan option shall apply in the IS-FBC zone.	Master Development Plan	Planning Board

SECTION 14-XX REGULATING PLAN

The REGULATING PLAN provides standards for the disposition of each property, or lot and how each relates to its adjacent properties and streets.



SEC. 14-XX GENERAL DEVELOPMENT STANDARDS

The following standards apply to all subdistricts unless expressly stated otherwise.

- a) PROHIBITED USES – uses not to be established in the India Street Form-based Code Zone include:

Correctional facilities,

Cremation facilities,

Drive-through facilities,

High-impact industrial uses, including industrial uses that are prohibited in the IL zone, specifically Section 14-233(c), (e – y), (aa),

Major/minor auto-service station,

Truck terminals,

Waste related services,

and storage and parking facilities for Class 1 flammable and combustible liquids (having an aggregate total of more than 100 gallons) but excluding storage that is part of a motorized vehicle or pleasure craft facility.

- b) SITING STANDARDS

1. Mid-block Permeability

- a. Lots with frontage on two streets roughly parallel to Commercial/Thames Street, for each and every 200' in street line length of lot, a full break between structures of at least 20' in width shall be provided roughly perpendicular to Commercial/Thames Street and within the middle third of the applicable street frontage. (see Table 14.2a. Mid-Block Permeability)
- b. Is encouraged in any location that connects existing public or private alleys, PASSAGES, or streets
- c. Any development providing ~~a~~ new mid-block passage-permeability with public access between two streets is eligible for one (1) additional story of up to 12' in height (see Table xx Height Bonuses). Public access shall be defined through a legal agreement such as an easement or license.
- d. Refer to REGULATING PLAN for identified required mid-block passage-permeability locations

2. Setbacks

- a. ATTACHED BUILDINGS on Individual Lots - Subdivision developments consisting of horizontally attached buildings on individual lots are not required to have side yards between buildings where a PARTY WALL condition will exist, but shall be required to meet the applicable side yard requirements at the external and internal subdivision lot boundaries between buildings that are not attached to each other.
- b. Side Yard Setbacks for Small Lots – Lots with street frontage of less than 35' are not required to have side yards.
- c. Where new construction or BUILDING ADDITIONS creates a side yard of less than 5', a maintenance easement is required where a combination of the side yard and easement must be at least 5'. PARTY WALL conditions are exempt from providing a maintenance easement.

3. Landscaping and Screening

~~d-a.~~ The lot shall be suitably landscaped to screen parking, surrounding uses, and accessory site elements, including storage and solid waste receptacles where required by article IV (subdivisions) and article V (site plan).

e-b. Wall/Fence Requirements

1. Height

a. 1st Lot Layer = 6' maximum

b. All other Lot Layers = 8' maximum

2. Visual Permeability is required above 2' from sidewalk grade

2.4. BUILDING ADDITIONS

a. BUILDING ADDITIONS which exceed the footprint of the existing building to which it is an addition or which exceeds 60,000 square feet shall be subject to Level III Site Plan review.

~~a-b.~~ A BUILDING ADDITION length may match but not exceed the length of the existing building to which it is an addition. All other Subdistrict Dimensional Requirements shall apply. (See Table 14.2b. Additions)

~~b-c.~~ BUILDING ADDITIONS may match existing building in number of stories.

c) HEIGHT STANDARDS

1. Height Bonus – Only one height bonus may be applied per structure.

One (1) additional story of up to 12' in height is allowed if one of the following provisions is met:

a. For residential development with residential density equal to or greater than 150 dwelling units per acre (density ~~must~~ may be achieved with the bonus floor in stated subdistrict maximum building height)

b. For any development providing a GREEN ROOF, where:

- ☐ at least 50% of the lot area is pervious and,
- ☐ at least 50% of the roof area is a GREEN ROOF

Table xx. Height Bonuses

Subdistrict	Maximum pre-bonus Height	Mid-block permeability (publicly accessible)	Residential Density	GREEN ROOF	Maximum Height based on bonuses	Minimum Bonus floor Stepback (from the building edge facing any public right-of-way)
UN	45' and 4 stories	1 story Up to 12'	1 story Up to 12'	1 story Up to 12'	57' up to and 5 stories	15'
UT	65' and 6 stories	1 story Up to 12'	1 story Up to 12'	1 story Up to 12'	77' up to and 7 stories	15'
UA	50' and 4 stories	1 story Up to 12'	1 story Up to 12'	1 story Up to 12'	62' up to and 5 stories	15'

d) PARKING STANDARDS

1. Parking shall be provided as per Division 20 Off-Street Parking of Chapter 14 Land Use Code.

2. As specified in Division 20, no off-street parking is required to be provided for the first three dwelling units in a multi-family residential development.

3. Any ~~major or minor~~ development shall be eligible for the Peninsula fee-in-lieu of parking subject to the provisions of Sec. 14-345 of Chapter 14 Land Use Code.
4. Exception – One frontage building length up to the maximum building length (150' in UN and UA, 200' in UT) without partition walls is allowed for the use of ground-level structured parking. Parking structures must meet the BDS for Structured ~~Parking-Garages~~ (Sec. 14-xx).
- 4.5. In the case of a BUILDING ADDITION, non-conforming existing surface parking may remain. In the case of new construction, surface parking must be brought into conformance with IS-FBC standards.

DRAFT

SEC 14-XX. SUBDISTRICT DIMENSIONAL REQUIREMENTS

UN

Urban Neighborhood (UN) Subdistrict:

INTENT: The intent of this subdistrict is to maintain and promote a **small-scale**, less active urban fabric. Buildings may be more private in character and have smaller footprints with building types including, but not limited to, single-family, rowhouses, duplexes, triple-deckers, and double-triples. Building frontages may be less transparent and entries may be raised above sidewalk level with frontage types including raised, recessed doorways, porches, and stoops. The streetscape has variable setbacks and landscaping with many buildings within one block and streets and sidewalks tend to be narrow.

SITING STANDARDS

Orientation - Principal Frontage	determined by applicant
Lot Coverage	90% max

FRONTAGE REQUIREMENTS (1st LOT LAYER)

Building Length* in 1st Lot Layer	50' max.
at least 60% of total building length must be built within 1st LOT LAYER (see Table 14.2c.)	
Additional Building Length	(see also Table 14.2)
ATTACHED BUILDINGS - no more than 30' in length	unlimited building length
Ground Floor Partitions** - 3 modules, Separate entries	150' max.
Massing - at least 30% building length is in 3rd Lot Layer	150' max.

SETBACKS

Principal Building	
(a) Front Yard (1st Lot Layer)	5' max.
Setback Applicability	60% of total building length must be built within 1st LOT LAYER
(b) Side Yard***	5' min. - May be reduced to zero provided that the cumulative side yards are not less than 10'
(c) Rear Yard	10' min.
Accessory Building	2nd thru 4th LOT LAYERS
Side Yard	5' min.
Rear Yard	5' min.

BUILDING ENTRIES (SEE ALSO BDS)

Frequency	at least 35'
Principal Entries	
Orientation	any orientation allowed
Elevated Stoop (> 1 step)	allowed

HEIGHT STANDARDS

Principal Building	
Building Height Min.***	25' and 2 stories
Building Height Max.	45' and 4 stories
Ground Story Height	n/a
Accessory Building	
Building Height Max.	25'

PARKING STANDARDS

Surface Parking Location	
Side Yard	20' max in width per lot; may not exceed 50% of frontage length
Rear Yard	4th LOT LAYER only
Garage at frontage (attached or detached)	
Garage Door Setback	not permitted within 1st Lot Layer
Garage Door Opening (max)	9' up to 40% of facade length
	20' max. limit

Notes and Exceptions

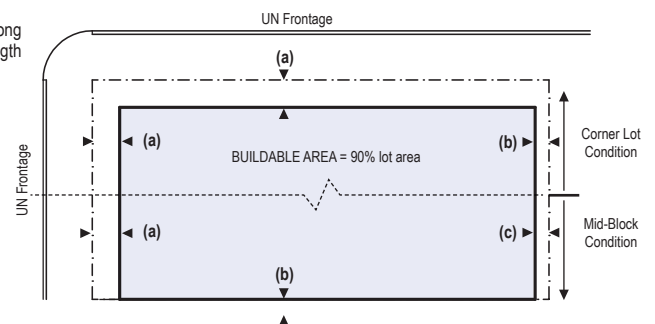
* One frontage building length up to 150' is allowed for the use of ground-level structured parking on special condition (see Sec 14.xx d) 4.)

** Partitions must extend at least 2/3rds building depth from FACADE, may have openings, and must be architecturally expressed on building exterior

*** Zero lot lines are allowed under certain conditions (see Sec 14.xxb)2. Setbacks)

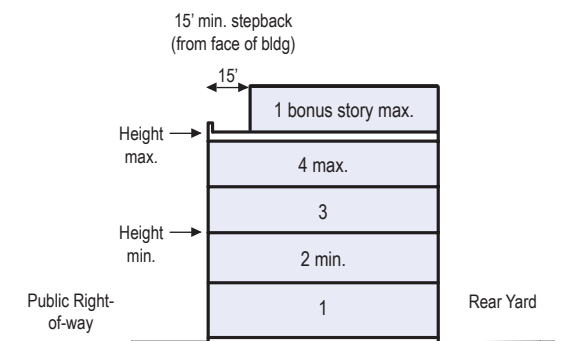
SITING STANDARDS

- The FACADES and ELEVATIONS of Principal Buildings shall be distanced from the lot lines as shown.
- FACADES shall be built along the frontage lines to the length specified in the table.



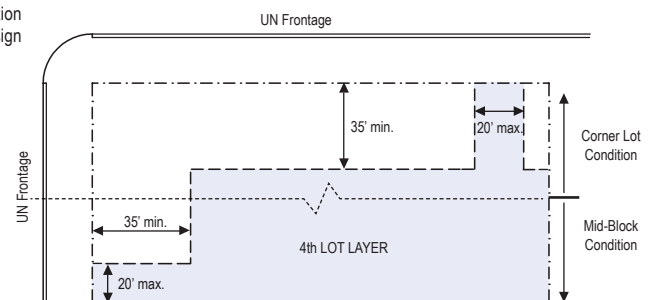
HEIGHT STANDARDS

- Height shall be measured as specified in Sec. 14-47 Definitions "Building, height of."
- Number of Stories excludes attics and raised basements.



PARKING STANDARDS

- Surface parking areas may be provided within the shaded area shown.
- Exceptions may be made for structured parking with additional design standards. See Sec. 14.xx (d) 4. Exception and IS-FBC Building Design Standards.



SEC 14-XX. SUBDISTRICT DIMENSIONAL REQUIREMENTS

UT

Urban Transitional (UT) Subdistrict:

INTENT: The intent of this subdistrict is to encourage higher density, mixed-use building types that accommodate any use. Building frontages are a mix of activity level, **have larger footprints, and the most flexibility of height and scale.** Building ground floor spaces tend to accommodate flexible and changing uses **with frontage types including doorways, forecourts, arcades, and storefronts.** The streetscape may be less active than the UA subdistrict with wide sidewalks, street trees, and setbacks and setbacks providing relief from large building masses.

SITING STANDARDS

Orientation - Principal Frontage	determined by applicant
Lot Coverage	90% max

FRONTAGE REQUIREMENTS (1st LOT LAYER)

Building Length* in 1st Lot Layer	100' max.
at least 60% of total building length must be built within 1st LOT LAYER (see Table 14.2c.)	
Additional Building Length	(see also Table 14.2)
ATTACHED BUILDINGS - no more than 30' in length	unlimited run
Ground Floor Partitions** - 2 modules, Separate entries	200' max.
Massing - at least 30% building length is in 3rd Lot Layer	200' max.

SETBACKS

Principal Building	
(a) Front Yard (1st Lot Layer)	10' max.
Setback Applicability	60% of total building length must be built within 1st LOT LAYER
(b) Side Yard***	10' min. - May be reduced to zero provided that the cumulative side yards are not less than 20'
(c) Rear Yard	10' min.
(d) STEPBACK (adjacent to UN)	10' min. setback after 45' height
Accessory Building	2nd thru 4th LOT LAYER
Side Yard	5' min.
Rear Yard	5' min.

BUILDING ENTRIES (SEE ALSO BDS)

Frequency	at least 95'
Principal Entries	
Orientation	any allowed
Elevated Stoop (>1 step)	allowed

HEIGHT STANDARDS

Principal Building	
Building Height Min.	3 stories
Building Height Max.	65' and 6 stories
Ground Story Height	n/a
Accessory Building	
Building Height Max.	25'

PARKING STANDARDS

Surface Parking Location	4th LOT LAYER only
Garage at frontage (attached or detached)	
Garage Door Setback	not permitted within 1st Lot Layer
Garage Door Opening (max)	9' up to 40% of facade length
	20' max. limit
Notes and Exceptions	

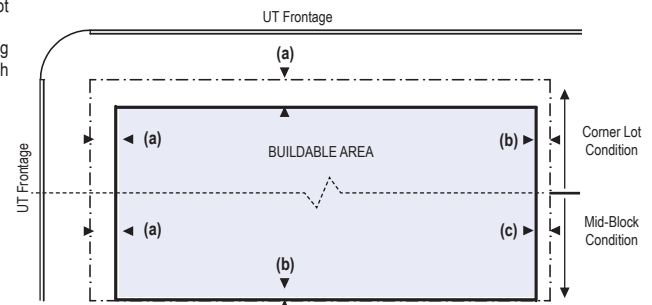
* One frontage building length up to 200' is allowed for the use of ground-level structured parking on special condition (see Sec 14.xx d) 4.)

** Partitions must extend at least 2/3rds building depth from FACADE, may have openings, and must be architecturally expressed on building exterior

*** Zero lot lines are allowed under certain conditions (see Sec 14.xxb)2. Setbacks)

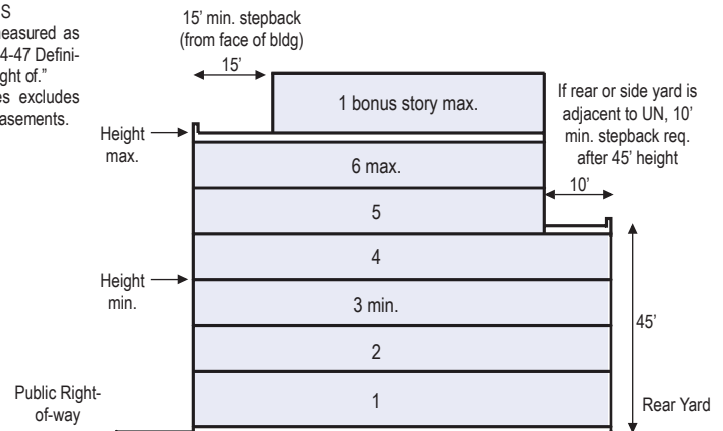
SITING STANDARDS

- The FACADES and ELEVATIONS of Principal Structures shall be distanced from the lot lines as shown.
- FACADES shall be built along the frontage lines to the length specified in the table.



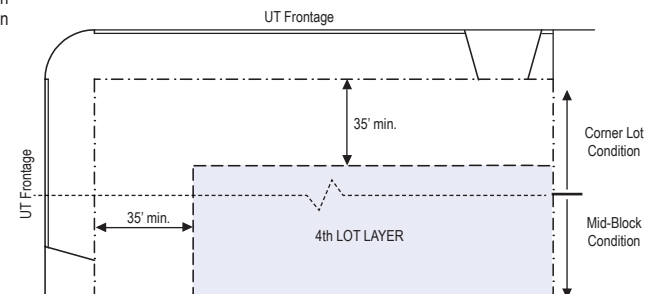
HEIGHT STANDARDS

- Height shall be measured as specified in Sec. 14-47 Definitions "Building, height of."
- Number of Stories excludes attics and raised basements.



PARKING STANDARDS

- Surface parking areas may be provided within the shaded area shown.
- Exceptions may be made for structured parking with additional design standards. See Sec. 14.xx (d) 4. Exception and IS-FBC Building Design Standards.



SEC 14-XX. SUBDISTRICT DIMENSIONAL REQUIREMENTS

UA

Urban Active (UA) Subdistrict:

INTENT: The intent of this subdistrict is to maintain and promote moderate-scale, diverse, mixed-use neighborhood with vibrant streets and active ground floor spaces. Buildings **are more active and** engage with the street at the ground level. Building frontages are transparent and entries are at sidewalk level **with frontage types including storefronts and recessed doorways**. The streetscape has steady street planting, and buildings set close to the street **providing a consistent street wall**.

SITING STANDARDS

Orientation - Principal Frontage	face a UA street
Lot Coverage	90% max

FRONTAGE REQUIREMENTS (1st LOT LAYER)

Building Length* in 1st Lot Layer	50' max.
at least 60% of total building length must be built within 1st LOT LAYER (see Table 14.2c.)	
Additional Building Length	(see also Table 14.2)
ATTACHED BUILDINGS - no more than 30' in length	unlimited run
Ground Floor Partitions** - 3 modules, Separate entries	150' max.
Massing - at least 30% building length is in 3rd Lot Layer	150' max.
Fenestration, ground floor	60-90% (see BDS)

SETBACKS

Principal Building	
(a) Front Yard*** (1st Lot Layer)	5'0" max.
Setback Applicability	60% of total building length must be built within 1st LOT LAYER
(b) Side Yard****	5' min. - May be reduced to zero provided that the cumulative side yards are not less than 10'
(c) Rear Yard	10'0" min.
Accessory Building	
Side Yard	5'0" min.
Rear Yard	5'0" min.

BUILDING ENTRIES (SEE ALSO BDS)

Frequency	at least 40'
Principal Entries	
Orientation	at least 1 facing UA street or corner
Elevated Stoop (>1 step)	not allowed

HEIGHT STANDARDS

Principal Building	
Building Height Min.	3 stories
Building Height Max.	50' and 4 stories
Ground Story Height	12'0" min. clear
Accessory Building	
Building Height Max.	25'

PARKING STANDARDS

Surface Parking Location	4th LOT LAYER only
Garage at frontage (attached or detached)	
Garage Door Opening (max)	not permitted on UA FACADES
Notes and Exceptions	

*One frontage building length up to 150' is allowed for the use of ground-level structured parking on special condition (see Sec 14.xx d) 4.)

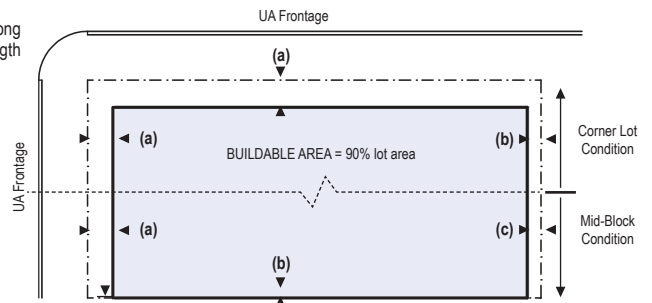
** Partitions must extend at least 2/3rds building depth from FACADE, may have openings, and must be architecturally expressed on building exterior

*** Up to 10'0" max. front yard setback is allowed if ground plane at frontage is a continuation of the accessible public right-of-way

**** Zero lot lines are allowed under certain conditions (see Sec 14.xxb)2. Setbacks)

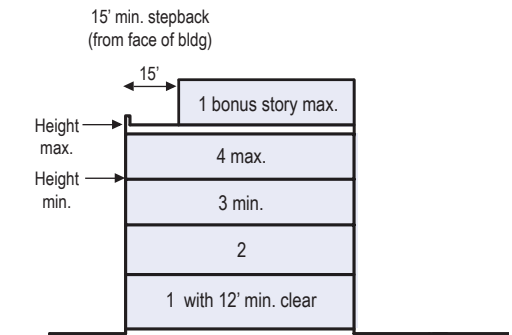
SITING STANDARDS

1. The FACADES and ELEVATIONS of Principal Buildings shall be distanced from the lot lines as shown.
2. FACADES shall be built along the frontage lines to the length specified in the table.



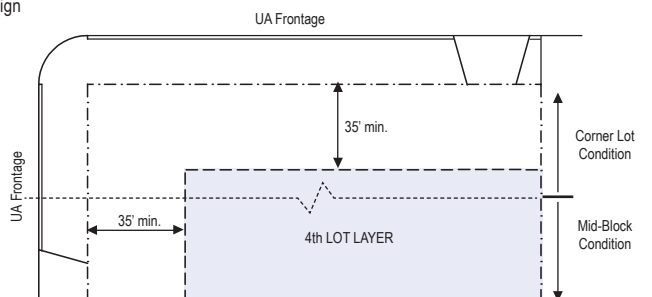
HEIGHT STANDARDS

1. Height shall be measured as specified in Sec. 14-47 Definitions "Building, height of."
2. Number of Stories excludes attics and raised basements.



PARKING STANDARDS

1. Surface parking areas may be provided within the 4th layer (shaded area) as shown.
2. Exceptions may be made for structured parking with additional design standards. See Sec. 14.xx (d) 4. Exception and IS-FBC Building Design Standards.



SEC 14-XX SUBDISTRICT DIMENSIONAL REQUIREMENTS

CORNER

Corner Lot:

For corner lots where two different subdistricts intersect at a street corner, the Dimensional Requirements and Building Design Standards of the “dominant” subdistrict shall apply from the 1st through 3rd Lot Layer (35’ deep into the lot measured from the dominant lot line) along its associated street frontage or public ways including required mid-block permeability. Otherwise, Dimensional Requirements shall be according to subdistrict onto which the building FACADE faces.

UA INTERSECTS UT

Dominant Subdistrict (35' deep)	UA
Orientation - Principal Frontage	UA street
Dominant Building Design Standards (applicable 35' deep)	
Ground Story Height	12' min. clear
Fenestration, ground floor	60-90% (see BDS)
(measured as a percentage of the FACADE that is 2' above sidewalk grade)	

UA INTERSECTS UN

Dominant Subdistrict (35' deep)	UA
Orientation - Principal Frontage	UA street
Building Length - UN FACADES	100' max.
Dominant Building Design Standards (applicable 35' deep)	
Ground Story Height	12' min. clear
Fenestration, ground floor	60-90% (see BDS)
(measured as a percentage of the FACADE that is 2' above sidewalk grade)	

UT INTERSECTS UN

Dominant Subdistrict (35' deep)	UN
Orientation - Principal Frontage	determined by applicant

SETBACKS

(b) Front Yard (1st Lot Layer)	according to subdistrict
(c) Side Yard	according to subdistrict
Building facades within 10' of a corner are exempt from setback requirements in order to allow special corner treatments	

ORIENTATION

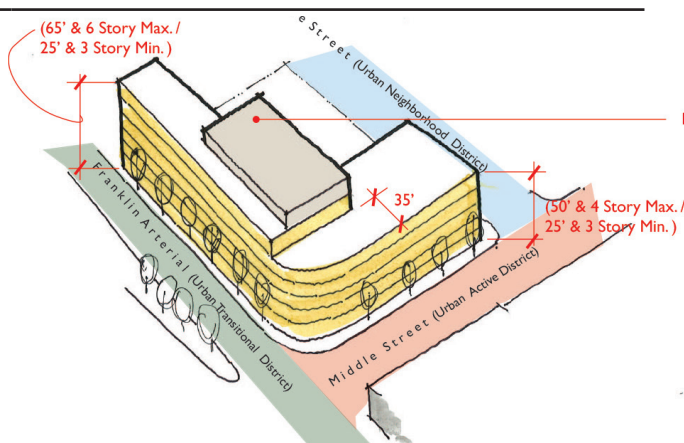
• Corner lots shall be treated as having street frontage on all streets regardless of building orientation
• Principal Building shall designate a Principal Frontage and Secondary Frontage*
• In the case of a corner lot having UA frontage, the Principal Frontage must face a UA street*

Notes and Exceptions

* Does not have to correspond to legal building address

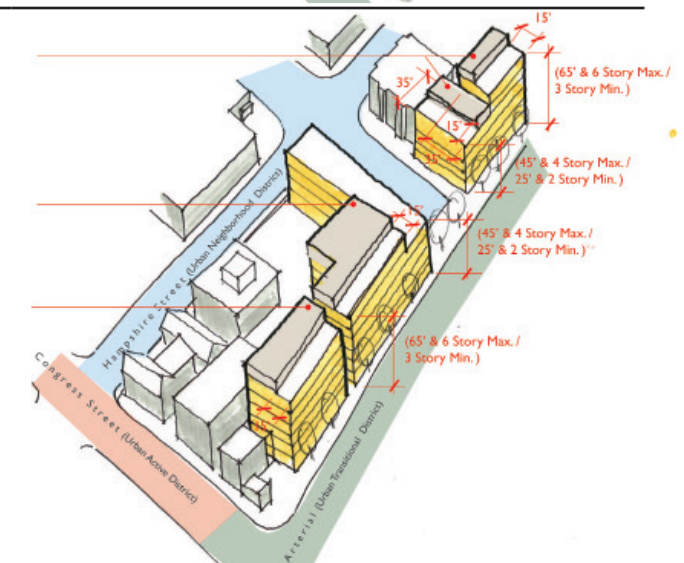
UA INTERSECTS UT (example only)

1. For corner lots where two different subdistricts intersect at a street corner, the Dimensional Requirements and Building Design Standards of the “dominant” subdistrict shall apply from the 1st through 3rd LOT LAYER (35’ deep into the lot measured from the dominant lot line) along its associated street frontage or public ways including required mid-block permeability. Otherwise, Dimensional Requirements shall be according to subdistrict onto which the building FACADE faces.



UT INTERSECTS UN (example only)

1. For corner lots where two different subdistricts intersect at a street corner, the Dimensional Requirements and Building Design Standards of the “dominant” subdistrict shall apply from the 1st through 3rd LOT LAYER (35’ deep into the lot measured from the dominant lot line) along its associated street frontage or public ways including required mid-block permeability. Otherwise, Dimensional Requirements shall be according to subdistrict onto which the building FACADE faces.



SETBACKS AND ORIENTATION

1. The FACADES and ELEVATIONS of Principal Structures shall be distanced from the lot lines as shown.

2. FACADES shall be built along the frontage lines to the minimum specified width according to the requirements of the subdistrict onto which the FACADE faces, the dominant subdistrict setbacks having effect 35' deep.

3. Building FACADES within 10' of a corner are exempt from setback requirements in order to allow special corner treatments.

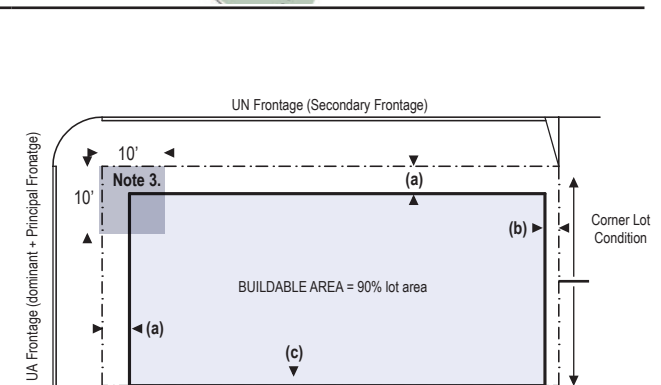
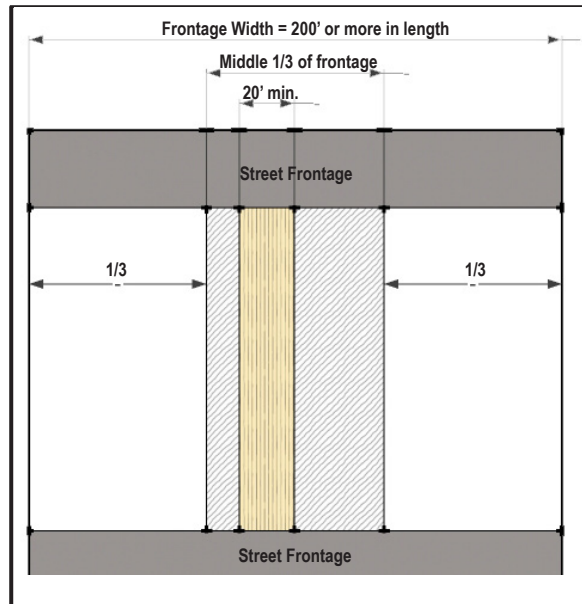
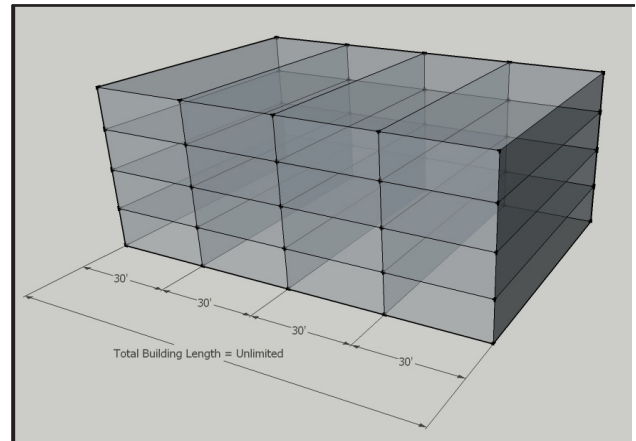


TABLE 14.2 DIMENSIONAL REQUIREMENTS ILLUSTRATED

a. MID-BLOCK PERMEABILITY

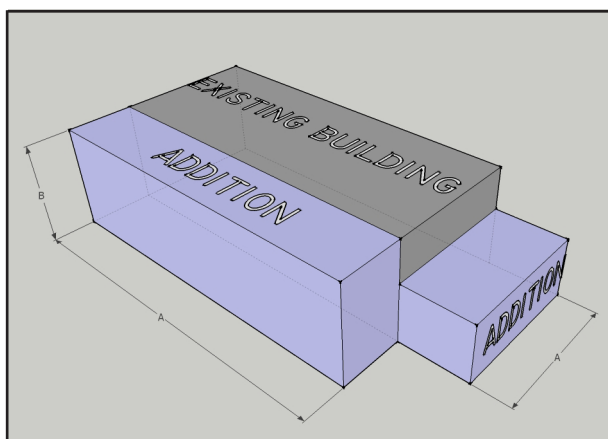


d. ADDITIONAL BUILDING LENGTH - ATTACHED BUILDINGS 30'



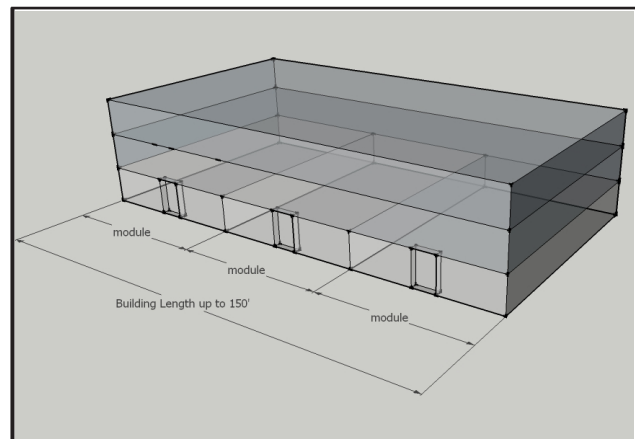
Unlimited ATTACHED BUILDINGS having up to 30' street-facing building length are allowed ZERO LOT LINES; A PARTY WALL condition is required at least every 30' and for the entire height of each building

b. ADDITION



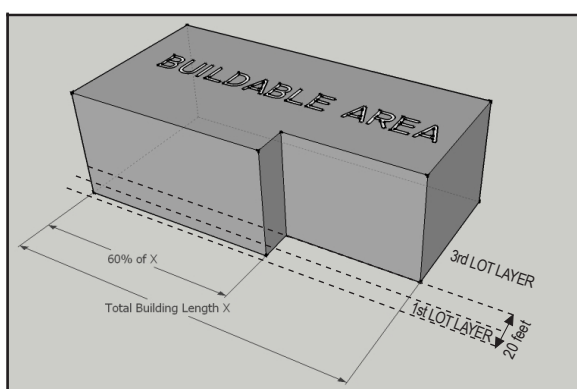
- A - Addition length may match but not exceed the length of existing building to which it is an addition
- B - Addition height may match existing building in number of stories

e. ADDITIONAL BUILDING LENGTH - GROUND FLOOR PARTITIONS



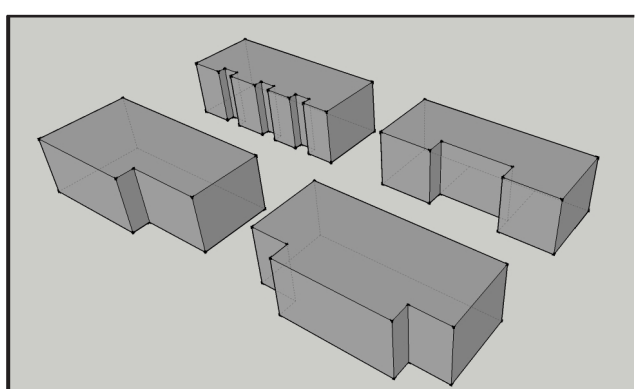
Additional Building Length is permitted with Ground Floor Partitions. Partitions must extend at least 2/3rds building depth from FACADE, may have openings, and must be architecturally expressed on building exterior. Each module must have at least one street-facing entry.

c. BUILDING LENGTH - 1st LOT LAYER



At least 60% of the total building length must be within the 1st LOT LAYER. Building elements exceeding maximum building length may occur in the 3rd LOT LAYER.

f. ADDITIONAL BUILDING LENGTH - MASSING VARIATION



Massing Variation - Additional building length is permitted where at least 30% and up to 40% of the total building length is setback to the 3rd LOT LAYER (20').

The **Building Design Standards (BDS)** contained herein address the quality of the India Street Neighborhood urban environment, recognizing that it is ultimately formed by numerous individual, private creative decisions. The BDS provide an overview of how to create a pedestrian-oriented, visually cohesive, and economically vital neighborhood. They are designed to promote a clear, consistent, and predictable process for the redevelopment of land within the India Street Neighborhood.

Description of Terms

Design review is mandatory for all **new construction and ADDITION** projects in the India Street Form-based Code **zone**. The goals and requirements of the design review are listed under three headings for each review issue: **Intent, Guidelines, and Standards**. Descriptions for each are as follows:

Intent: Intent statements are provided to define goals which the guidelines and standards have been created to achieve. In circumstances where the appropriateness or applicability of a guideline or standard is in question or under negotiation, the intent statement will provide additional direction.

Guidelines: Design Guidelines provide further considerations to promote the goals defined by the intent statements. Guidelines use the term “should” or “may” to denote they are considered relevant to achieving the stated intent, and will be pertinent to the review process but will not be required for approval. Guidelines will, however, be strongly considered when there is a request to waive a related standard.

Standards: Design standards are objective criteria that provide specific direction based on the stated intent. Standards are used to denote issues that are considered critical to achieving the stated intent. Standards use the term “shall” to indicate that compliance is required unless it can be demonstrated that an acceptable alternative meets one or more of the following conditions **in which case a waiver may be requested**:

- The alternative better achieves the stated intent;
- The intent which the standard was created to address will not be achieved by application of the standard in this particular circumstance;
- The application of the other standards and guidelines to achieve stated intents will be improved by not applying this standard;
- Unique site factors make the standard impractical or cost prohibitive.

1. Neighborhood Context

Intent

- Promote **thoughtful** architectural relationships between buildings of various height and mass and between adjacent urban **neighborhoods**
- Spatially define the street space to concentrate pedestrian activity and create a clear urban character and street wall edge
- **Reinforce the distinctions between public and private spaces and uses**
- Promote active ground levels and streets (**especially in the UA Subdistrict**)

Guidelines

- New construction and ADDITIONS should respect the surrounding context demonstrating recognition of patterns and characteristics that exist in the context sharing the same streetscape. Such patterns and characteristics include:
 - Rhythm of spacing and structures on the streetscape
 - **Relationship of neighboring structures to the street**
 - Proportion, **directional expression, and composition** of principal FACADES
 - Rhythm of solids to voids in FACADES
 - **Rhythm and proportion** of openings
 - Rhythm of entries and projections
 - Relationship of materials, texture, and color
 - Roof shapes

2. Massing & Proportion

Intent

- Ensure the provision of human-scaled architecture, **especially at the pedestrian level**
- Provide building massing that relates to the scale and proportions that exist in the context sharing the same streetscape

Guidelines

- Large scale variations in the building form, mass, and **proportion** should reflect surround lot and block patterns and relate to the scale of surrounding buildings and the context in which it is seen.
- The impact of large-scale **forms** should be mitigated by large-scale variations in the building form, mass, and **proportion** such as stepping back an upper floor, or a change in the direction of a wall or roof line.
- Variation in building massing may include changes in wall plane or height and may relate to primary building entries, important corners, or other significant architectural features.
- Building facades should be designed using simple proportions such as the rational (1:1, 2:1, 3:2, 4:3, etc.) or the irrational (the square root of 2 and the golden ratio).

Standards

- In cases where a building uses ground floor partitions to achieve additional building length, the following applies:
 - Partitions must extend from the FACADE at least 2/3rds of the building depth; pass-through openings are allowed
 - Partitions must be architecturally expressed on the exterior FACADE
 - Each module created by partition must have at least one functional, street-facing entry
 - Modules created by partition shall be sized to have reasonable function and proportion in relation to overall building length

3. Articulation & Composition

Intent

- Create a well-detailed urban environment through the establishment of an organized variety of FACADE composition, architectural form, and detail
- Provide for comfort and interest in the pedestrian environment through human-scaled architectural character
- Avoid large areas of BLANK FACADES
- Establish architectural scale patterns or features that relate to adjacent buildings

Guidelines

- Architectural scaling elements should be used to break down the appearance of large building FACADES into authentic architectural patterns and component building forms.
- Building FACADES should provide variation corresponding to architectural or structural bays.
- Find common reference lines to surrounding built context, examples of which include EXPRESSION LINES, change of material, delineation of floors, window alignment, **and roof line alignment**.
- Required articulation elements should be integral with the building form and construction, not a thinly applied **veneer**.
- Variation in building massing and detail should relate to the scale and function of pedestrian-oriented uses along the street.
- Architectural detail may relate to but not necessarily mimic traditional building details to establish a human-scale vocabulary. Detail patterns may also relate to the inherent formal qualities of architectural structural systems.
- Where the architecture meets the street, the **ground floor** of all buildings should be clearly expressed by the articulation of forms and details. Special ground level features such as canopies, awnings, storefront, and emphasized entrances lend richness to the street.
- A sense of enclosure for the pedestrian environment should be provided using building articulation either at the ground level, upper floors, or roof line.
- BLANK FACADES should be avoided.
- Projections such as balconies and terraces should be incorporated into vertical and horizontal shifts in building massing to avoid building FACADES that **cantilever into the streetscape and public space**.

Standards

- 3.1** Each building facade shall use articulation strategies that incorporate **at least** three of the following elements (listed in descending order of impact):
- Expressions of building structural elements such as floors (banding, belt courses, etc.), columns (pilasters, piers, quoins, etc.), **and/or** foundations (watertables, rustication, etc.)
 - **Projections such as** stoops, porches, bay windows, overhangs
 - Recessed entrances **and/or** windows into the FACADE to create depth and shadow lines
 - Projections or unique design features at building entrances or corners **such as** trellises, canopies, awnings
 - **EXPRESSION LINES such as** at roof lines (cornices, moldings, trims, fascia boards, overhangs, parapets, etc.), **and/or** floor delineation (belt courses, railings, material changes, etc.)
 - Patterns of window and/or door openings that are emphasized through change of plane (not less than 4" deep) and/or the use of sills, lintels, mullions, muntins, and other scale-providing elements
 - Changes in material **type, texture, pattern, module, and/or color**
 - Patterns of architectural ornament integral to the building material
- 3.2** Each change of material shall involve at least 1" variation in wall plane. Reveals shall not be less than 1" deep and 1" wide
- 3.3** BLANK FACADES shall be limited as follows:

	UN	UT	UA
BLANK FACADES			
Maximum Length	30'	30'	15'

Articulation Elements: Examples



Bay projections, Base/Middle/Top, Delineation of floors, Lintels, Recessed entry, Overhang cornice



Lintels, Expressed structural elements, Fenestration recessed from building face, Change of materials, Arcade, Cornice



Delineation of floors, Window details add scale, Change of materials, Stepback, Recessed entry



Base/Middle/Top, Window details add scale, Change of facade planes, Stepback, Overhang Cornice line, Recessed entry, Storefront

Blank Facades: Examples



In-active wall with articulation - Preferred



BLANK FACADE - Not preferred

4. Fenestration

Intent

- Provide visibility that reinforces the safety and activity of the street
- Reinforce the distinctions between uses and functions within the building To provide a high degree of transparency and visibility at the lower levels of building facades **(especially in the UA Subdistrict)**
- Design windows at upper floors to provide variety and scale through fenestration patterns, material variation, detail, and surface relief

Guidelines

- The majority of the lower floor facades should be transparent glazing. **(UA Subdistrict)**
- Fenestration should punctuate facades providing scale and pattern.
- Location and patterns of glazing should enhance building function and scale. Variations in fenestration patterns should be used to emphasize building features such as entries, shifts in building form or differences in function.
- Recessed glazing, glass framing, and mullion patterns may be used to provide depth and substance to the building façade and should consider the play of sunlight across the FACADE.

Standards

- 4.1 Between 60-90% of ground floor UA FACADES shall be constructed of transparent materials or otherwise designed to allow pedestrians to view activities inside the building or displays related to those activities (measured as a percentage of the ground-level FACADES 2' above sidewalk grade). **(UA Subdistrict)**
- 4.2 At least 25% of upper floor FACADES shall be transparent glazing.
- 4.3 Transparent glass shall have a Visual Transmittance (VT) of at least .7.
- 4.4 Areas of the building that are functionally restricted from providing vision glass may be exempted provided other architectural scaling techniques are employed.

5. Building Materials

Intent

- Encourage human-scaled buildings through the use of smaller material modules
- Ensure the consistent use of high-quality materials appropriate to the urban environment and climate

Guidelines

- High-quality materials and design techniques shall be applied. Developments shall use high quality, durable, and authentic materials that exhibit longevity and integrity.
- Building materials and techniques shall reflect or complement the existing materials and techniques within the India Street Form-based Code zone and shall be visually compatible with the predominant materials used in the structures to which they are visually related.
- Building materials used at the lower floors of FACADES shall be of the highest quality and most durable and authentic.
- Building materials used at the lower floors of FACADES should respond to the character of the pedestrian environment through such qualities as scale, texture, color, and detail.
- Carefully detailed combinations of materials should reinforce Articulation & Composition requirements.

6. Building Entries

Intent

- Enhance the scale, activity, safety, and function of the public streets by providing frequent entries oriented to the streets
- Reinforce the convenience of pedestrian activity and circulation along the street by creating as many external, street oriented entries as possible to ground floor, pedestrian-active uses

Guidelines

- Each building should have one or more clearly identifiable PRINCIPAL ENTRANCES that addresses the street.
- PRINCIPAL BUILDING ENTRIES should be emphasized through changes in wall plane or building massing, differentiation in material and/or color, greater level of detail, enhanced lighting, and/or permanent signage.
- Entries to ground floor uses should be direct and as numerous as possible to encourage active pedestrian use.
- Where possible, garage entrances should be oriented away from the street.

Standards

- 6.1 All buildings shall provide at least one principal entry oriented directly to a public street.
- 6.2 If the lot has UA frontage, at least one (1) PRINCIPAL ENTRANCE must directly face the UA street. (UA subdistrict)
- 6.3 All street-oriented building entries shall be directly connected to the public sidewalk via paved walk, stair, or ramp.
- 6.4 Each active use with street-level, exterior exposure shall provide at least one direct pedestrian entry from the street.
- 6.5 Recessed entries shall be excluded from the setback requirements.
- 6.6 Garage doors shall not be placed within the 1st Lot Layer.
- 6.7 Frequency of entries shall be as follows:

	UN	UT	UA
BUILDING ENTRY CONFIGURATION - PRINCIPAL ENTRY(IES) (allowed)			
Street-facing Entry	X	X*	X*
Side Entry	X		
Corner Entry	X	X	X
Elevated Stoop (more than 1 step above sidewalk grade)	X	X	
*At least 1 principal entry must face an UA street			

BUILDING ENTRY CONFIGURATION - NON-PRINCIPAL ENTRY(IES) (allowed)			
Street-facing Entry	X	X	X
Side Entry	X	X	X
Corner Entry	X	X	X**
Elevated Stoop (more than 1 step above sidewalk grade)	X	X	X**
**If corner entry is at an intersection of two subdistricts, elevated stoop is allowed			

ENTRY FREQUENCY			
Entry provided at least every	35'	95'	40'

7. Roof Lines

Intent

- Integrate all building systems within a complete architectural form
- Respect the character of and views from the surrounding context
- Make a positive contribution to the Portland skyline

Guidelines

- The architecture of the building's upper floors and termination should complete the building form within an overall design concept for the base, middle, and top that works in concert with the Articulation & Composition requirements.
- Roof forms should consider and respect the context in which it is viewed in terms of height, proportions, form, and materials, whether the context is surrounding buildings, view corridors, or the waterfront.

Standards

- 7.1 All rooftop building systems shall be incorporated into the building form in a manner integral to the building architecture in terms of form and material. All mechanical, electrical, and telecommunications systems shall be screened from view of surrounding streets and structures.
- 7.2 All roof forms are allowed in all Subdistricts.

8. Structured Parking

Intent

- Minimize the visual impact of parking structures on adjacent development and the street environment
- Minimize the impact of vehicle noise and headlights from within parking structures on adjacent streets
- Activate street level garage frontage (**especially in the UA Subdistrict**)

Guidelines

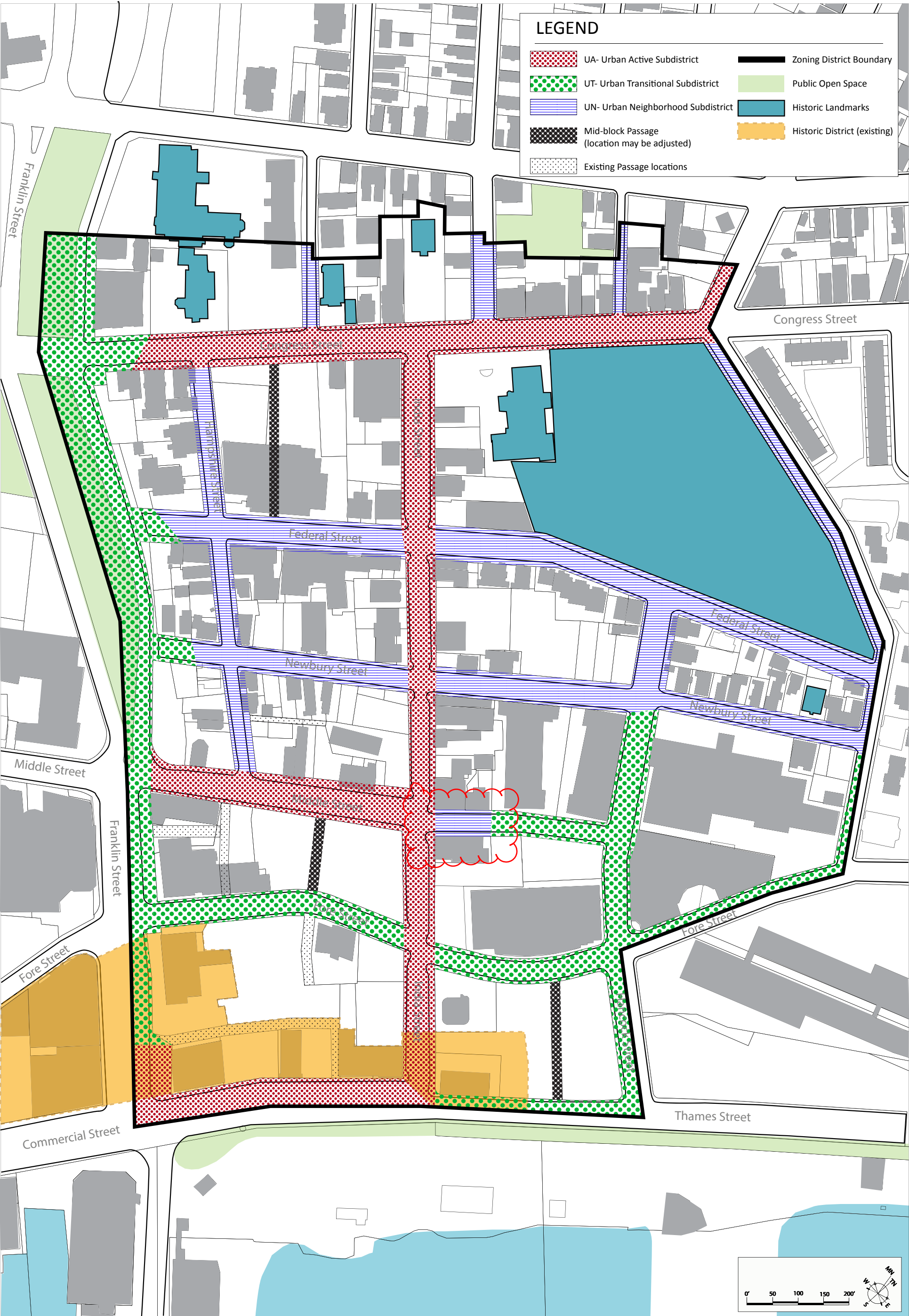
- Structured parking should not dominate (exceed 50% in length) any FACADE along a UA street. (**UA subdistrict**)
- Parking structures should use materials and architectural detailing found in the primary development being served.

Standards

- 8.1 Parking structures shall conform to the BDS for Articulation & Composition and Building Materials.
- 8.2 Parking structures shall be designed to conceal the view of all parked cars and internal light sources from adjacent public rights-of-way or open space for the full height of the structure.
- 8.3 FACADE openings which face any public right-of-way or open space shall be vertically and horizontally aligned and the floors on such façades shall be level.
- 8.4 Parking structures shall provide adequate ground floor dimensions to allow use by or conversion to active uses. Adequate dimensions shall include floor-to-floor heights, structural, driving aisle, and utility layouts within 35' of the public right-of-way designed to accommodate occupancy by active uses.

REGULATING PLAN

Sustainable Neighborhood Plan INDIA STREET, PORTLAND MAINE



Well-intentioned policy statement: Infill and develop in existing urbanized areas. Build affordable multi-family housing near transportation corridors.



Well-intentioned policy statement: Infill and develop in existing urbanized areas. Build affordable multi-family housing near transportation corridors.



Columbia Pike Master Plan:

3.5 mile Corridor



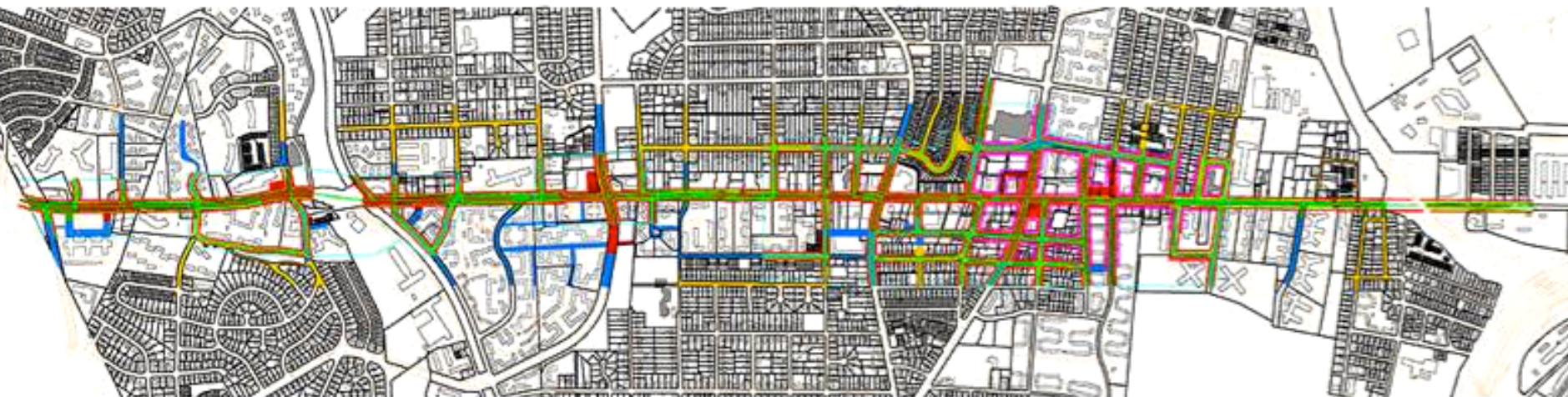
Columbia Pike
Arlington County, Virginia

team planners
DOVER, KOHL & PARTNERS
1301 Sunset Drive
Coral Gables, Florida 33134
(305) 466-0446

leading
GEOFFREY FERRELL ASSOCIATES
59 14TH STREET S.E.
WASHINGTON D.C. 20003
(202) 542-2141



DRAWING TITLE:
Illustrative Plan
DATE:
10/26/12
PAGE:
1



Columbia Pike -- 2002 Safeway (the *before* image)





Columbia Pike - 2010



877
666-0325

S WAYNE ST

02/04/2010





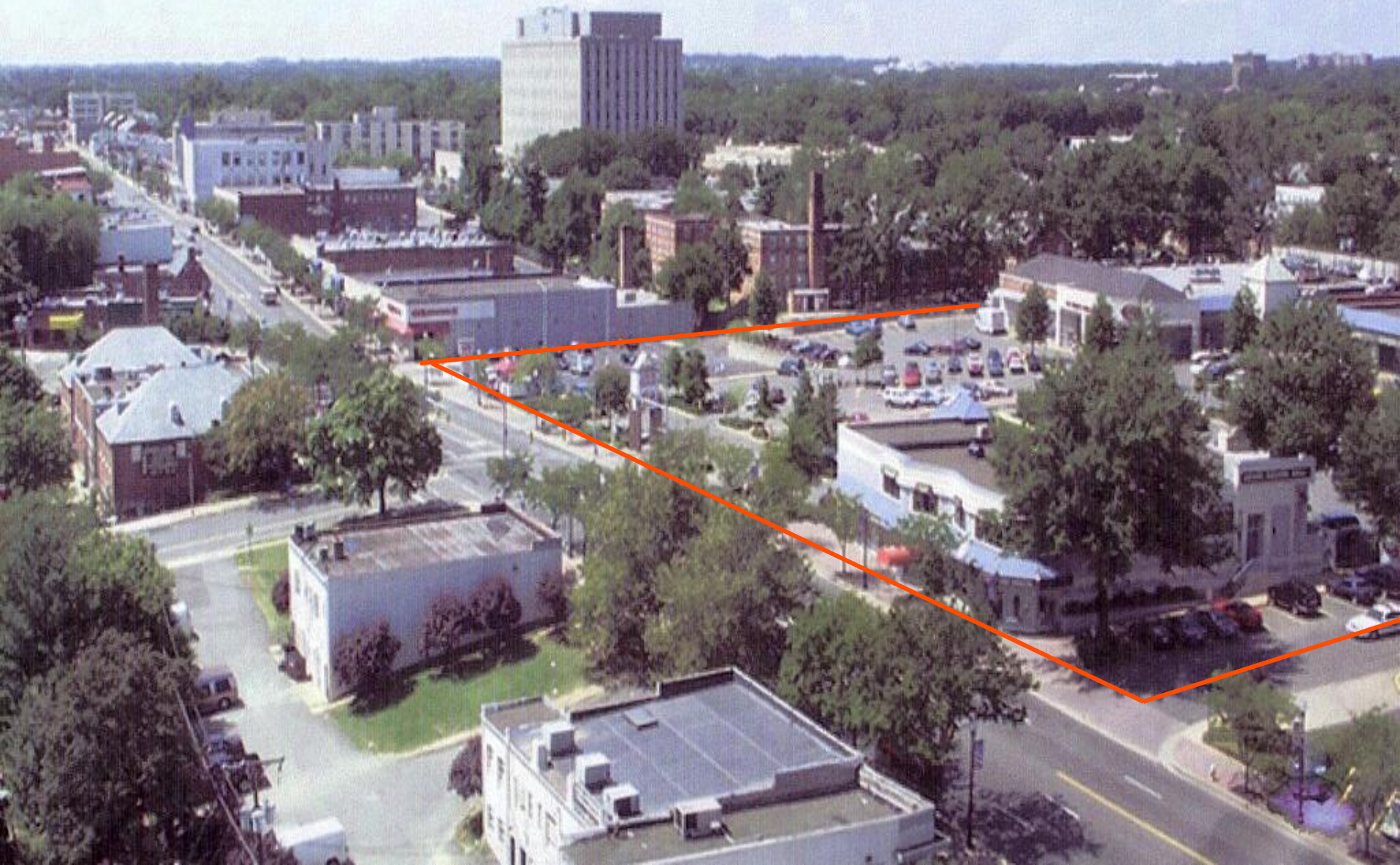
Penrose Square 2010



edams

Penrose Square & South Adams Street
Development, Lexington, Virginia

2002









NOW LEASING
703 271 8009
www.premiercommercial.com



800 PENROSE SQUARE

NOW LEASING
703 271 8009

S. Barton St.

The back side, one street in - 2011



Western Gateway



Shell

Up to
14¢/gal.
rebate or more!



1-866-GET-SHELL

Self

ENBRB







Alcova Row Townhouses

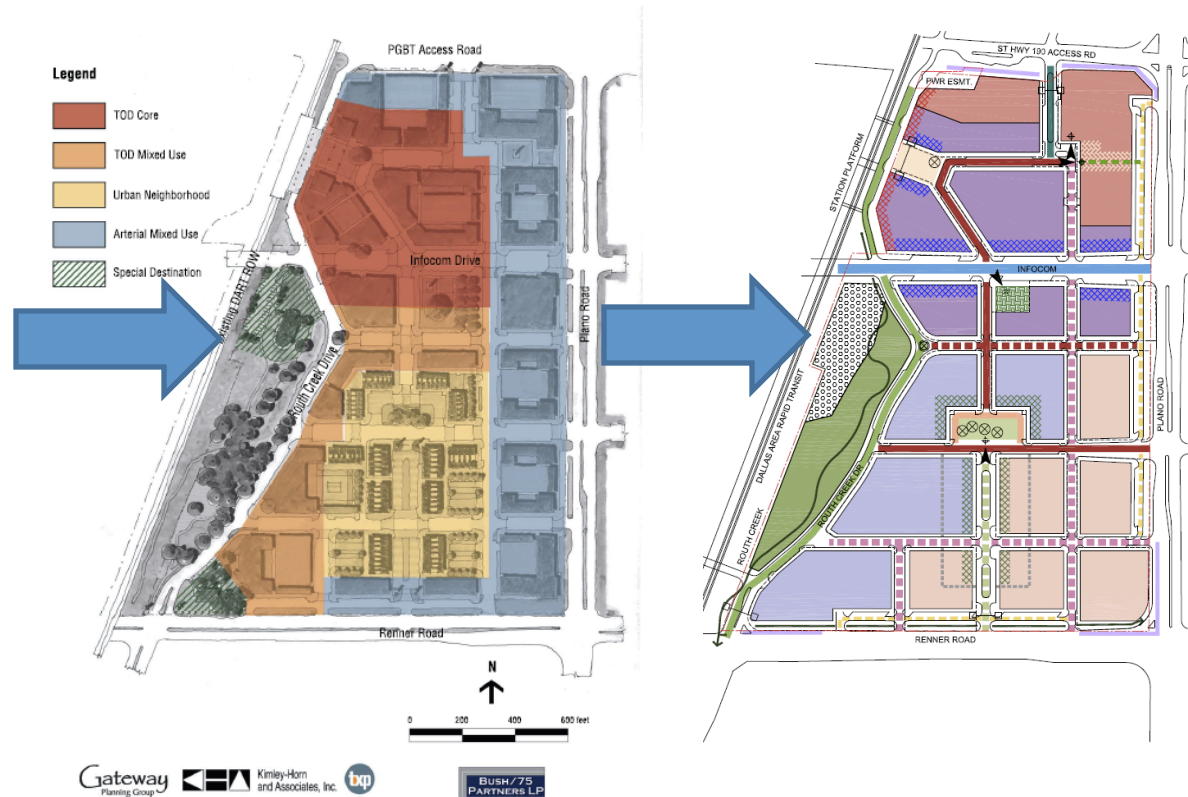


Original Master Plan to calibrate FBC

**President George Bush Turnpike (PGBT)
Regional Transit Center TOD Concept Plan**
Draft 6.3.2010

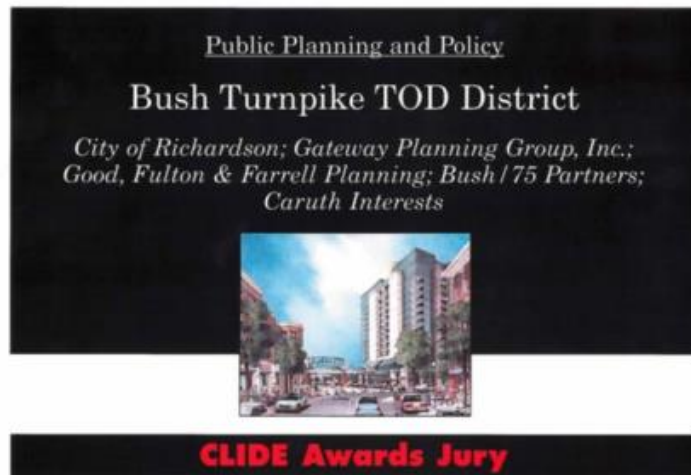


**President George Bush Turnpike (PGBT)
Regional Transit Center TOD
Proposed Character Zones**
Draft 5.27.2010



Property rezoned under an FBC in 2011

FBC approved—performance-based summary



Elizabeth Plater-Zyberk
Elizabeth Plater-Zyberk, FAIA, Jury Chair
Dean of Architecture, University of Miami

Bill Gilchrist
Bill Gilchrist, FAIA
Director of Place-Based Planning,
City of New Orleans

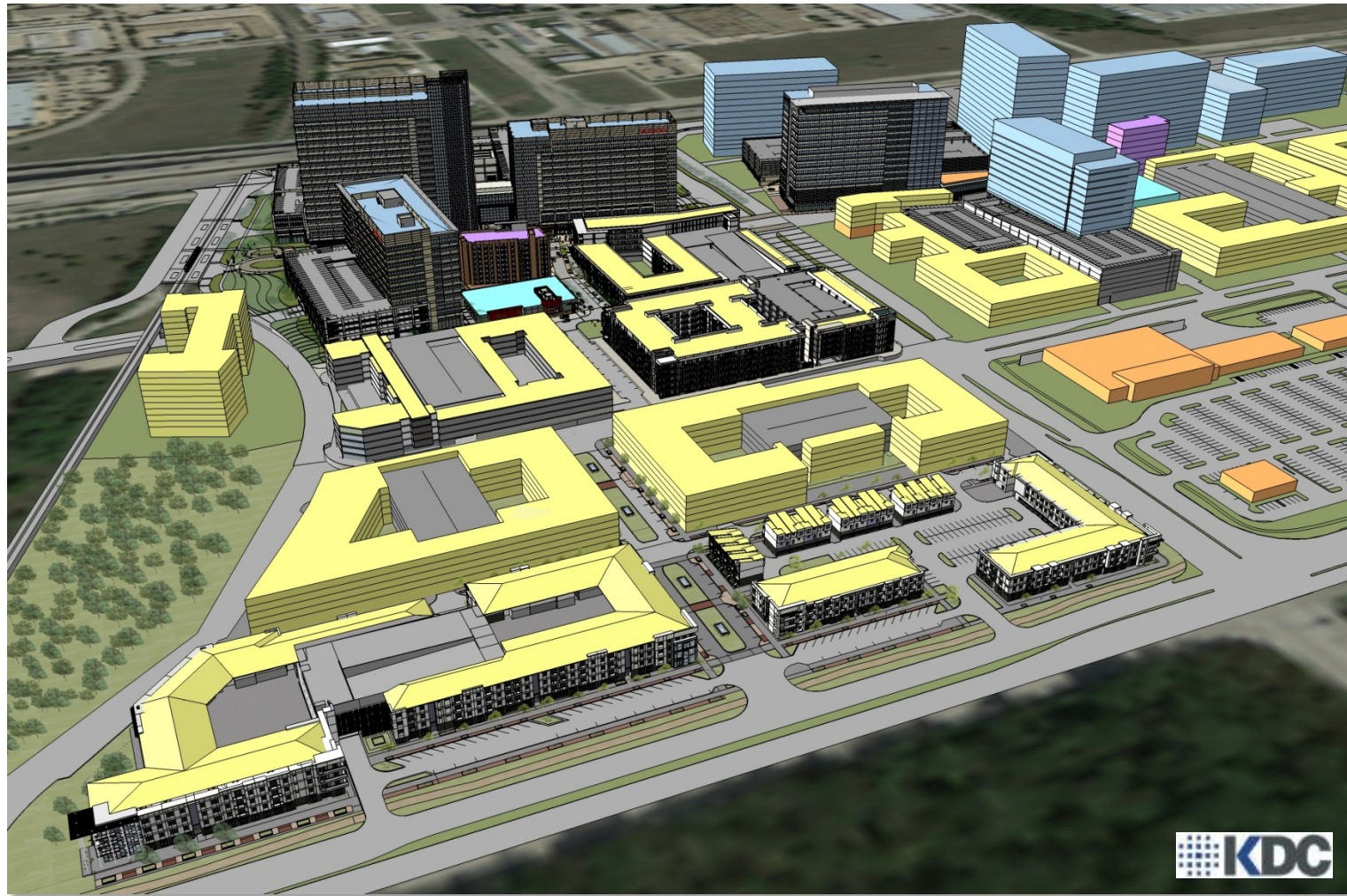


Tom Murphy
Tom Murphy
Senior Resident Fellow ULIRingbell Family Chair for
Urban Development

Alex J. Rose
Alex J. Rose
Senior Vice President,
Continental Development Corporation

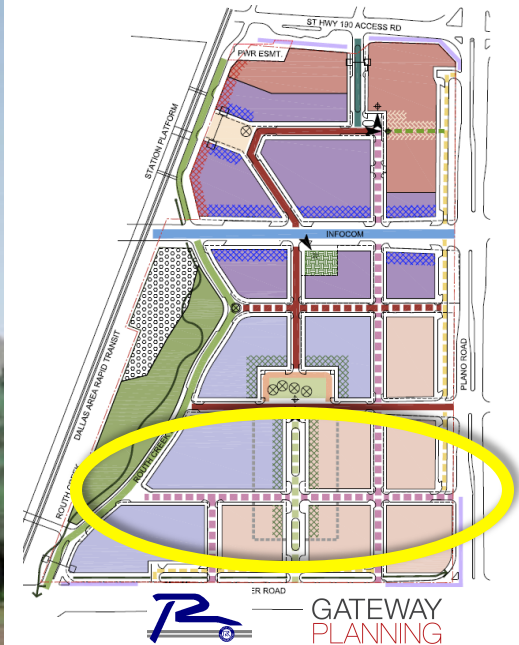
- Height, build-to and public spaces
- Wide latitude of uses w/in design
- No density maximums except for multi-family cap
- Administrative approvals

Phase 1 – CityLine West





Zale/Corson Urban Residential Project (the first “domino” sale)

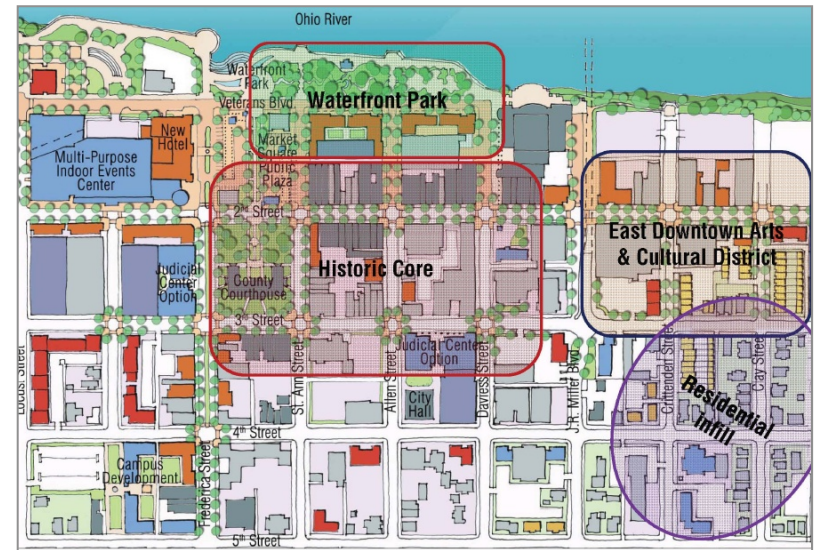


FBCs in an infill context

The Downtown Owensboro Story

Master Plan

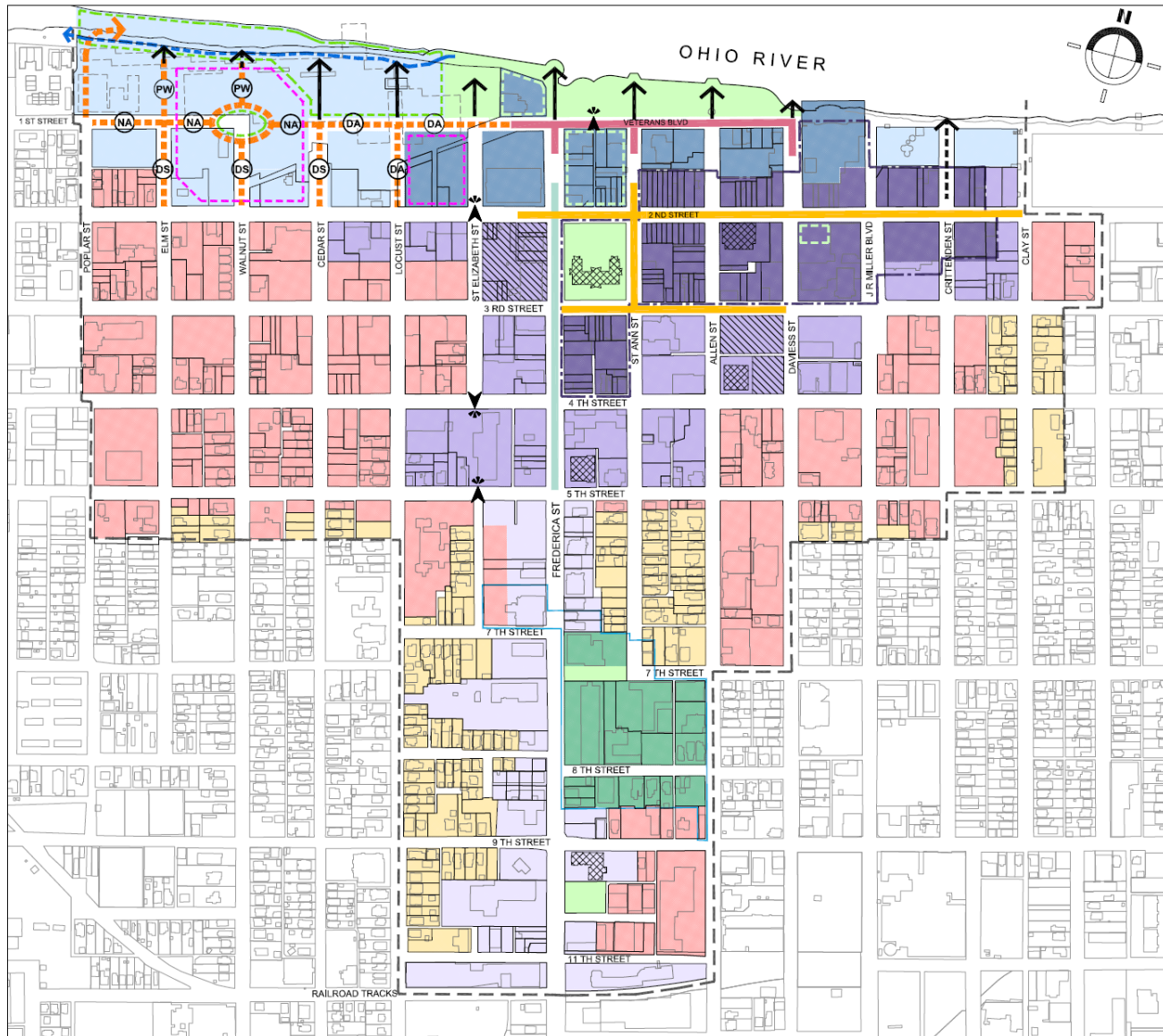
- Adopted in February 2009
- Identified different “Character Areas” with distinct development potential
- Recommended regulatory changes to implement the Master Plan – specifically the Character Zones
- Ensure “adjacency predictability” to attract new and protect existing investment in downtown
- Make it “easy to do the right thing”



Downtown Form-Based Overlay Zones

- Ordinance Text & Graphics – including Building Form Standards for each character zone
- Regulating Plan – establishes the overlay district boundaries and other standards
- Historic Preservation Standards
- Design Standards
- Sign Standards
- Approval Process





OVERLAY DISTRICTS	
	Historic Downtown Core
	Downtown Core
	Frederica Boulevard
	Downtown Campus
	Riverfront Core
	Riverfront Edge
	Downtown Transition
	Neighborhood

TYPE 'A' STREET DESIGNATIONS	
	Pedestrian Priority Street
	Downtown Core Street
	Downtown Boulevard
Note: Streets with no designation are type 'B' streets.	

SPECIAL REQUIREMENTS	
	Designated Civic Building
	Recommended Civic Building Site
	Recommended Civic Venue Site
	Civic/Open Space
	Recommended / Civic Open Space
	Recommended street
	Recommended pedestrian/bike path
REC. STREET TYPES:	
	DS Downtown Street
	DA Downtown Avenue
	NA Neighborhood Ave.
	PW Pedestrian Way
	Designated public access & view to river
	Rec. public access and view to river
	Recommended Terminated Vista

REFERENCE	
	National Register Historic District
	Brescia University - approx. boundary
	Downtown Study Area

Downtown Owensboro Regulating Plan

Not to scale
June 22, 2009

DRAFT



Adopted in 2009

2015 National Planning Conference, Seattle, WA



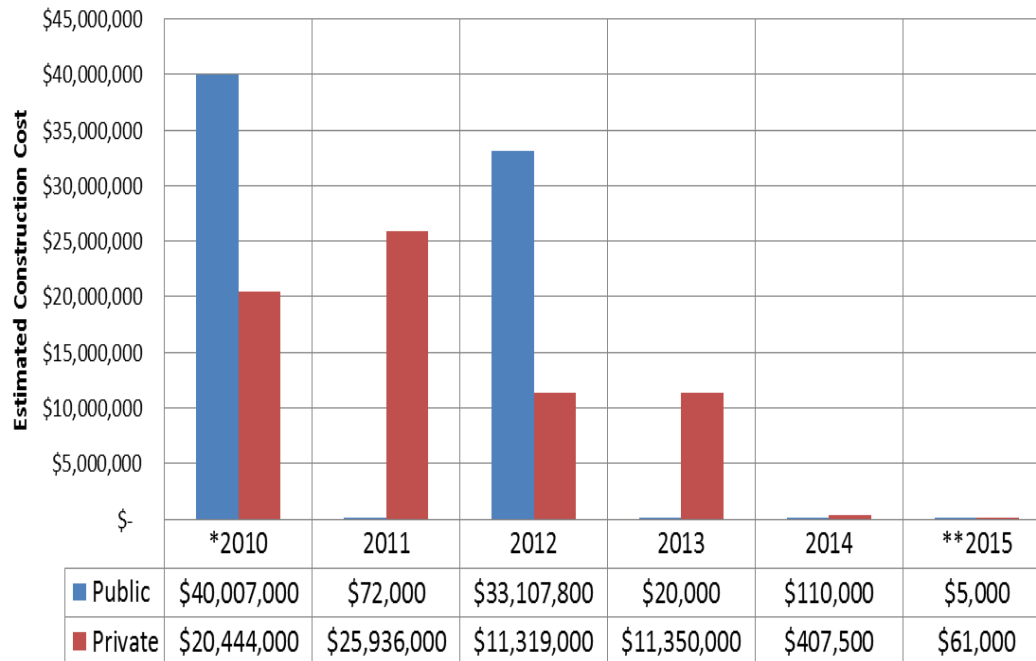
**FERRELL
MADDEN**



Code Administration

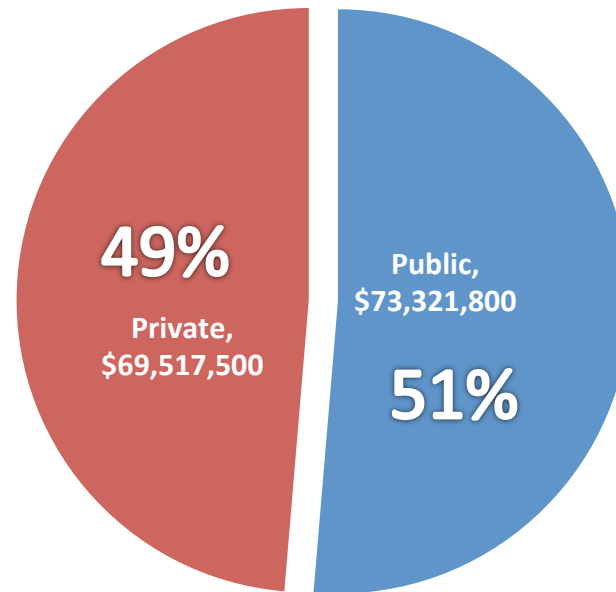
- \$142,839,300 Invested

**OWENSBORO, KY COA's ISSUED BY YEAR & COST
2009-2015**



Code Administration

- Public Investment Gets Things Started



Code Administration

- Provide a Higher Level of Service

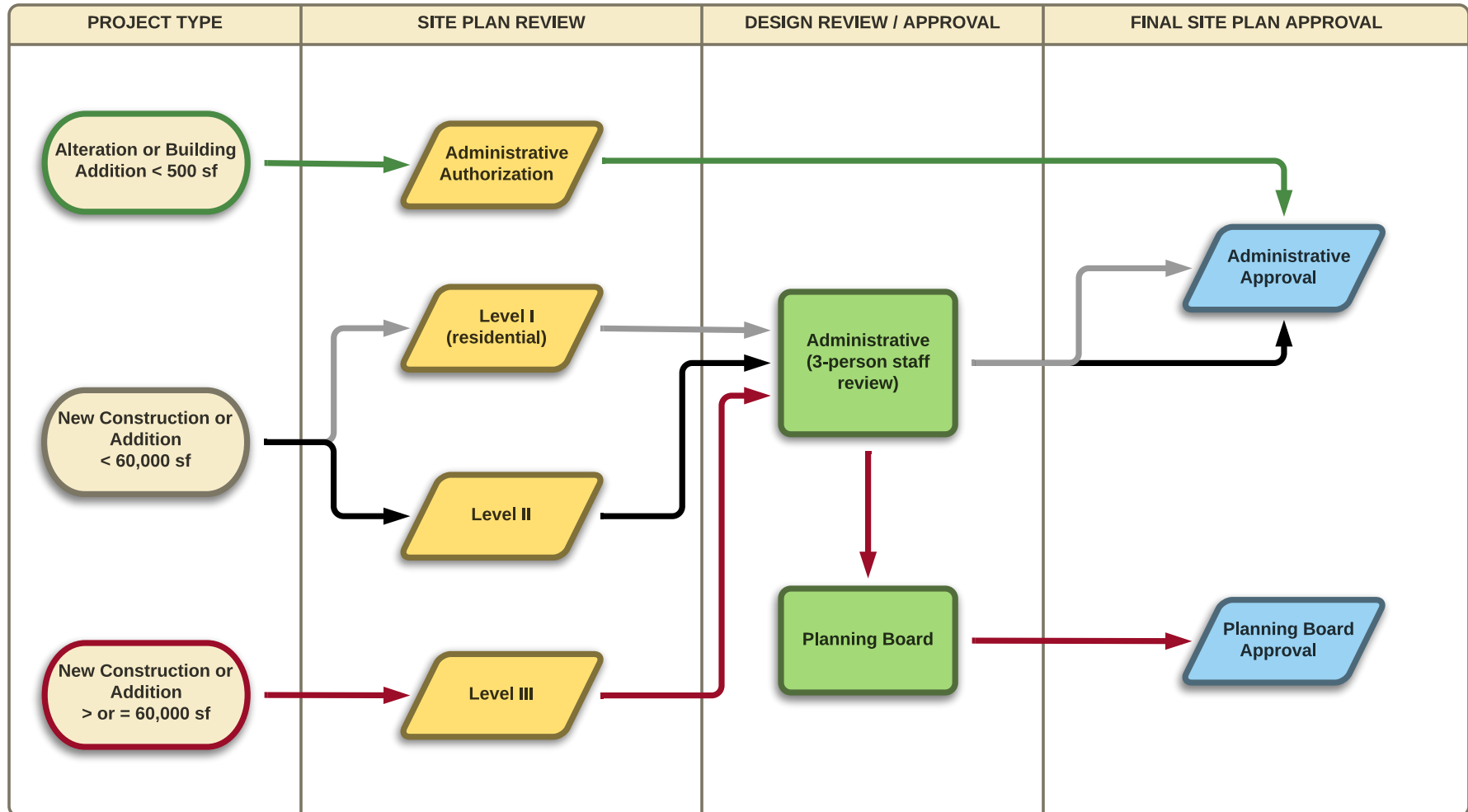


Code Administration

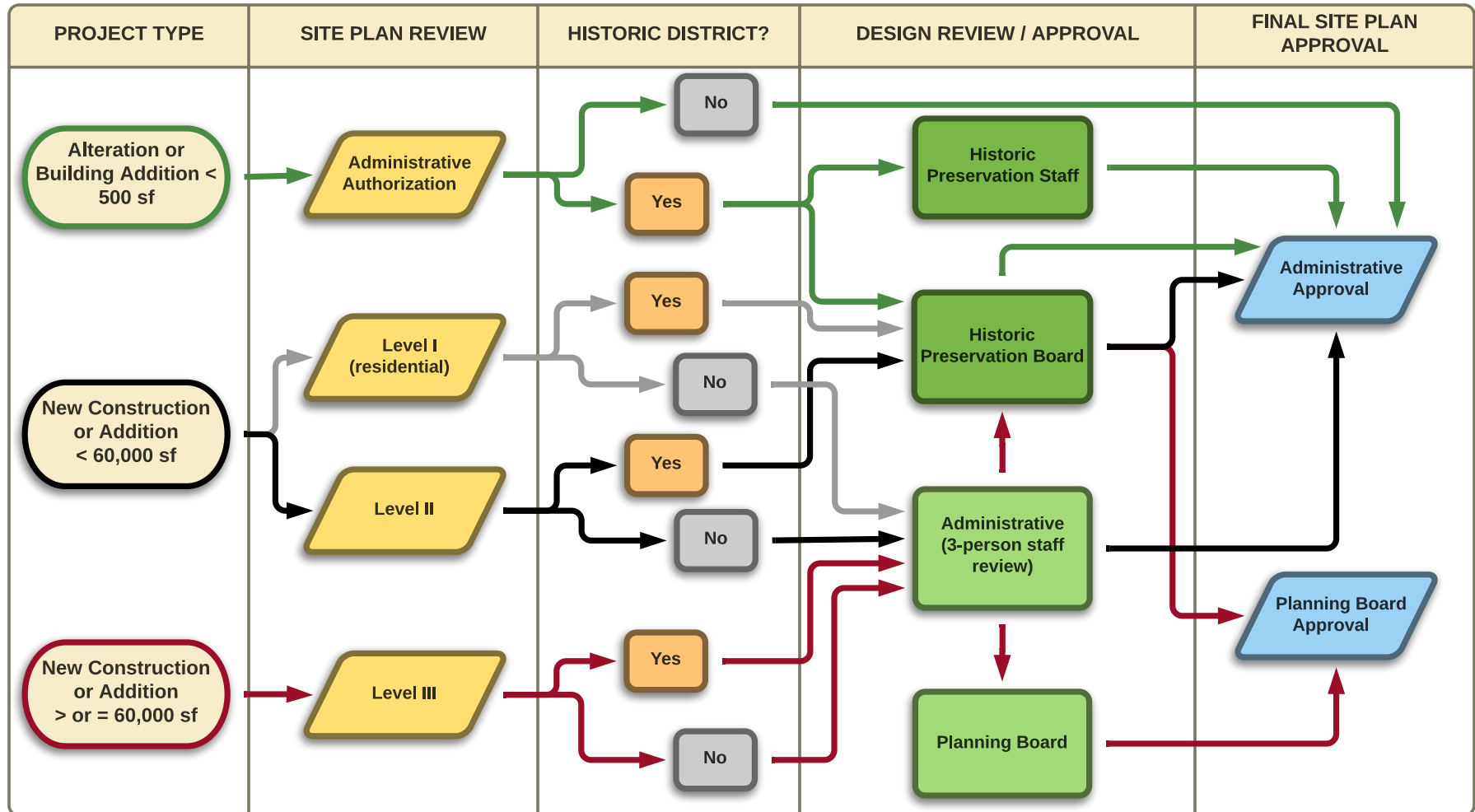
- Find the Flexibility in the Regulations



DEVELOPMENT PROJECT APPLICATION FLOW CHART



DEVELOPMENT PROJECT APPLICATION FLOW CHART - WITH HISTORIC DISTRICT



Development Review Checklist

IS-FBC

Level I / Level II / Level III / Master Plan

Project Name: _____

Address: _____

Description: Alteration / Addition / New Construction

Date Received: _____ Prelim / Final

Planner: _____

Subdistrict UN / UT / UA

	Complies	Complies with Administrative Deviation	Does Not Comply	N/A	Comments
PURPOSE					
General Guiding Principles	☐	☐	☐	☐	
Subdistrict Intent	☐	☐	☐	☐	
GENERAL DEV. STANDARDS					
(a) Prohibited Uses	☐	☐	☐	☐	
(b) Siting Standards					
Mid-Block Permeability	☐	☐	☐	☐	
Landscaping/Screening	☐	☐	☐	☐	
Walls/Fences					
1 st Lot Layer - Height	☐	☐	☐	☐	
1 st Lot Layer – Perm.	☐	☐	☐	☐	
Other Lot Layer - Height	☐	☐	☐	☐	
Building Addition - Length	☐	☐	☐	☐	
Building Addition - Stories	☐	☐	☐	☐	
(c) Height Standards					
Height Bonus Conditions	☐	☐	☐	☐	
(d) Parking Standards	☐	☐	☐	☐	
EXCEPTIONS					
	☐	☐	☐	☐	
	☐	☐	☐	☐	

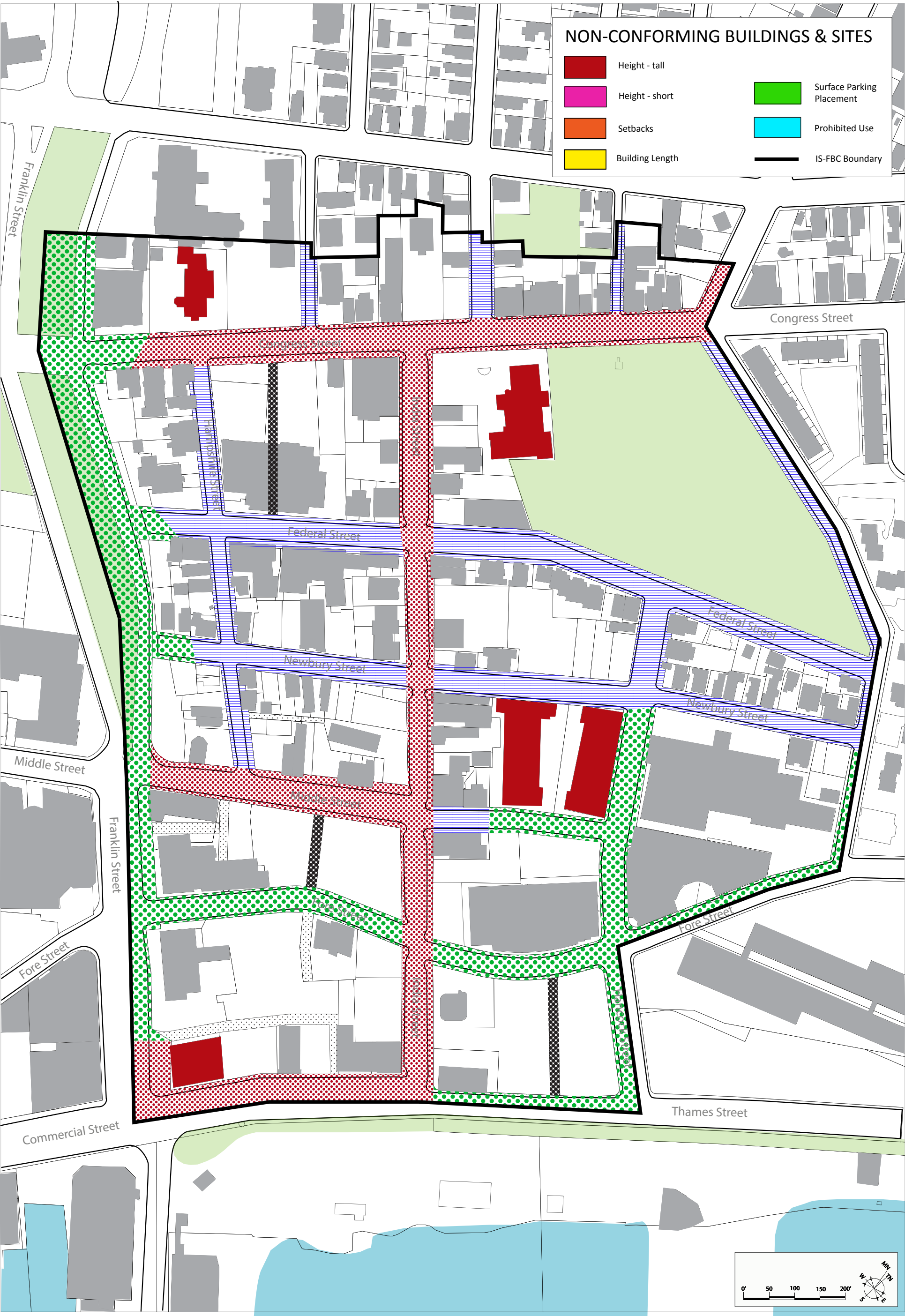
	Complies	Complies with Administrative Deviation	Does Not Comply	N/A	Comments
SUBDISTRICT DIMS REQ.	☐	☐	☐	☐	
Siting Standards					
Orientation	☐	☐	☐	☐	
Corner Condition	☐	☐	☐	☐	
Lot Coverage	☐	☐	☐	☐	
Frontage Requirements					
Building Length	☐	☐	☐	☐	
Additional Bldg Length	☐	☐	☐	☐	
Setbacks					
Principal Building					
Front Yard	☐	☐	☐	☐	
Side Yard	☐	☐	☐	☐	
Side Yard	☐	☐	☐	☐	
Rear Yard	☐	☐	☐	☐	
Accessory Building(s)					
Side Yard	☐	☐	☐	☐	
Rear Yard	☐	☐	☐	☐	
Height Standards					
Principal Building	☐	☐	☐	☐	
Accessory Building(s)	☐	☐	☐	☐	
Parking Standards					
Surface Parking Location	☐	☐	☐	☐	
Garage Door Setback	☐	☐	☐	☐	
Garage Door Opening	☐	☐	☐	☐	

	Complies	Complies with Administrative Deviation	Does Not Comply	N/A	Comments
BUILDING DESIGN STANDARDS (BDS)					
1. Neighborhood Context					
Intent	☐	☐	☐	☐	
Guidelines	☐	☐	☐	☐	
2. Massing & Proportion					
Intent	☐	☐	☐	☐	
Guidelines	☐	☐	☐	☐	
3. Articulation & Composition					
Intent	☐	☐	☐	☐	
Guidelines	☐	☐	☐	☐	
Standard 3.1: 3 required	☐	☐	☐	☐	
Standard 3.2	☐	☐	☐	☐	
Standard 3.3: Blank Wall	☐	☐	☐	☐	
4. Fenestration					
Intent	☐	☐	☐	☐	
Guidelines	☐	☐	☐	☐	
Standard 4.1 (UA only)	☐	☐	☐	☐	
Standard 4.2	☐	☐	☐	☐	
Standard 4.3	☐	☐	☐	☐	
Standard 4.4	☐	☐	☐	☐	

	Complies	Complies with Administrative Deviation	Does Not Comply	N/A	Comments
5. Building Materials					
Intent	☐	☐	☐	☐	
Guidelines	☐	☐	☐	☐	
6. Building Entries					
Intent	☐	☐	☐	☐	
Guidelines	☐	☐	☐	☐	
Standard 6.1	☐	☐	☐	☐	
Standard 6.2 (UA only)	☐	☐	☐	☐	
Standard 6.3	☐	☐	☐	☐	
Standard 6.4	☐	☐	☐	☐	
Standard 6.5	☐	☐	☐	☐	
Standard 6.6	☐	☐	☐	☐	
Standard 6.7: Frequency	☐	☐	☐	☐	
7. Roof Lines					
Intent	☐	☐	☐	☐	
Guidelines	☐	☐	☐	☐	
Standard 7.1	☐	☐	☐	☐	
Standard 7.2	☐	☐	☐	☐	
8. Structured Parking					
Intent	☐	☐	☐	☐	
Guidelines	☐	☐	☐	☐	
Standard 8.1	☐	☐	☐	☐	
Standard 8.2	☐	☐	☐	☐	
Standard 8.3	☐	☐	☐	☐	
Standard 8.4	☐	☐	☐	☐	

NON-CONFORMANCE

Sustainable Neighborhood Plan INDIA STREET, PORTLAND MAINE



Buildings/Sites that would be non-conforming under the IS-FBC - June 9, 2015

NON-CONFORMANCE

Sustainable Neighborhood Plan INDIA STREET, PORTLAND MAINE



Buildings/Sites that would be non-conforming under the IS-FBC - June 9, 2015

NON-CONFORMANCE

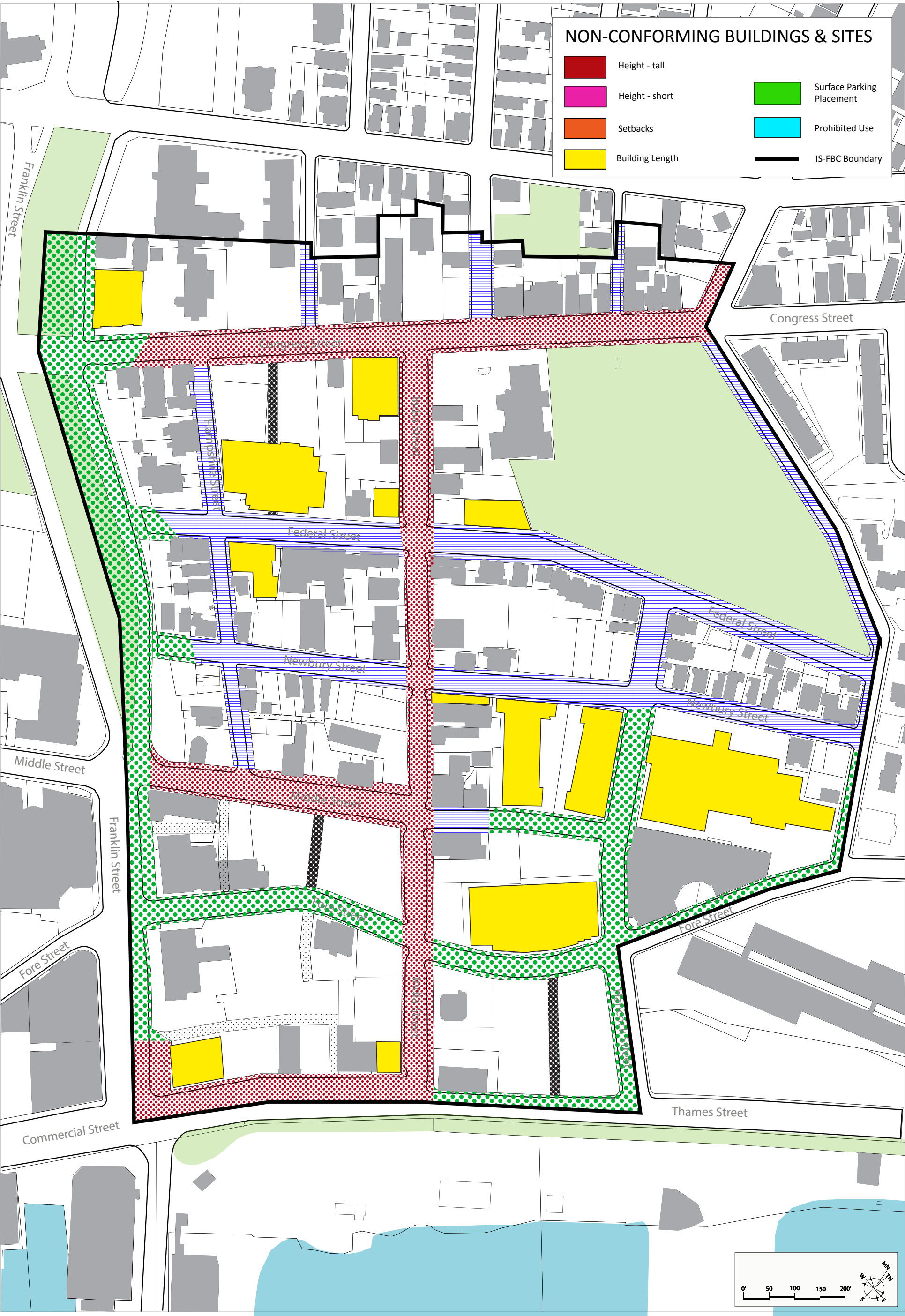
Sustainable Neighborhood Plan INDIA STREET, PORTLAND MAINE



Buildings/Sites that would be non-conforming under the IS-FBC - June 9, 2015

NON-CONFORMANCE

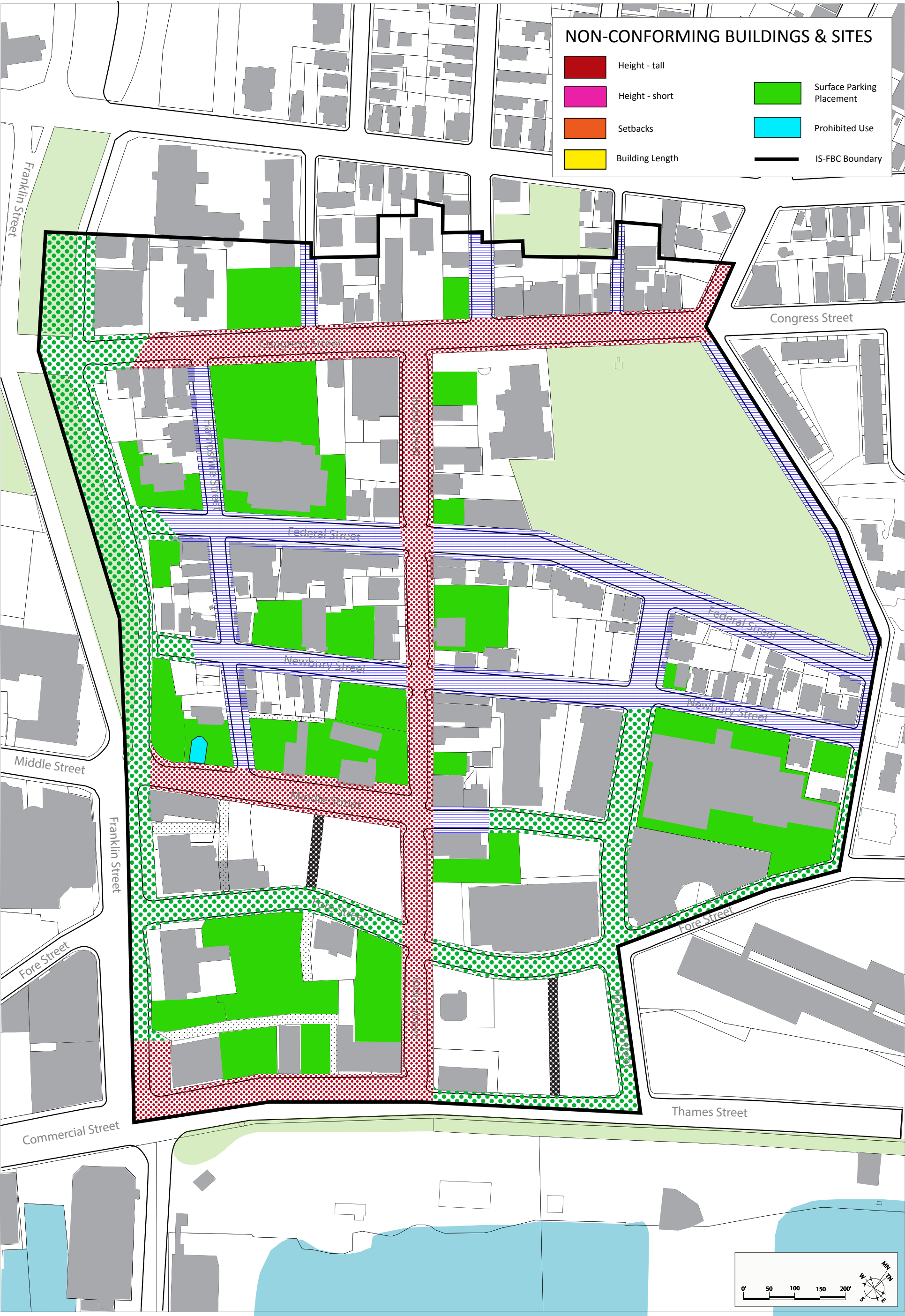
Sustainable Neighborhood Plan INDIA STREET, PORTLAND MAINE



Buildings/Sites that would be non-conforming under the IS-FBC - June 9, 2015

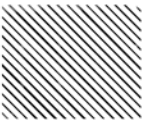
NON-CONFORMANCE

Sustainable Neighborhood Plan INDIA STREET, PORTLAND MAINE

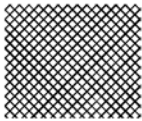


Buildings/Sites that would be non-conforming under the IS-FBC - June 9, 2015

IS-FBC Maximum Buildable Area



Setbacks



90% lot coverage

IS-FBC Surface Parking Areas

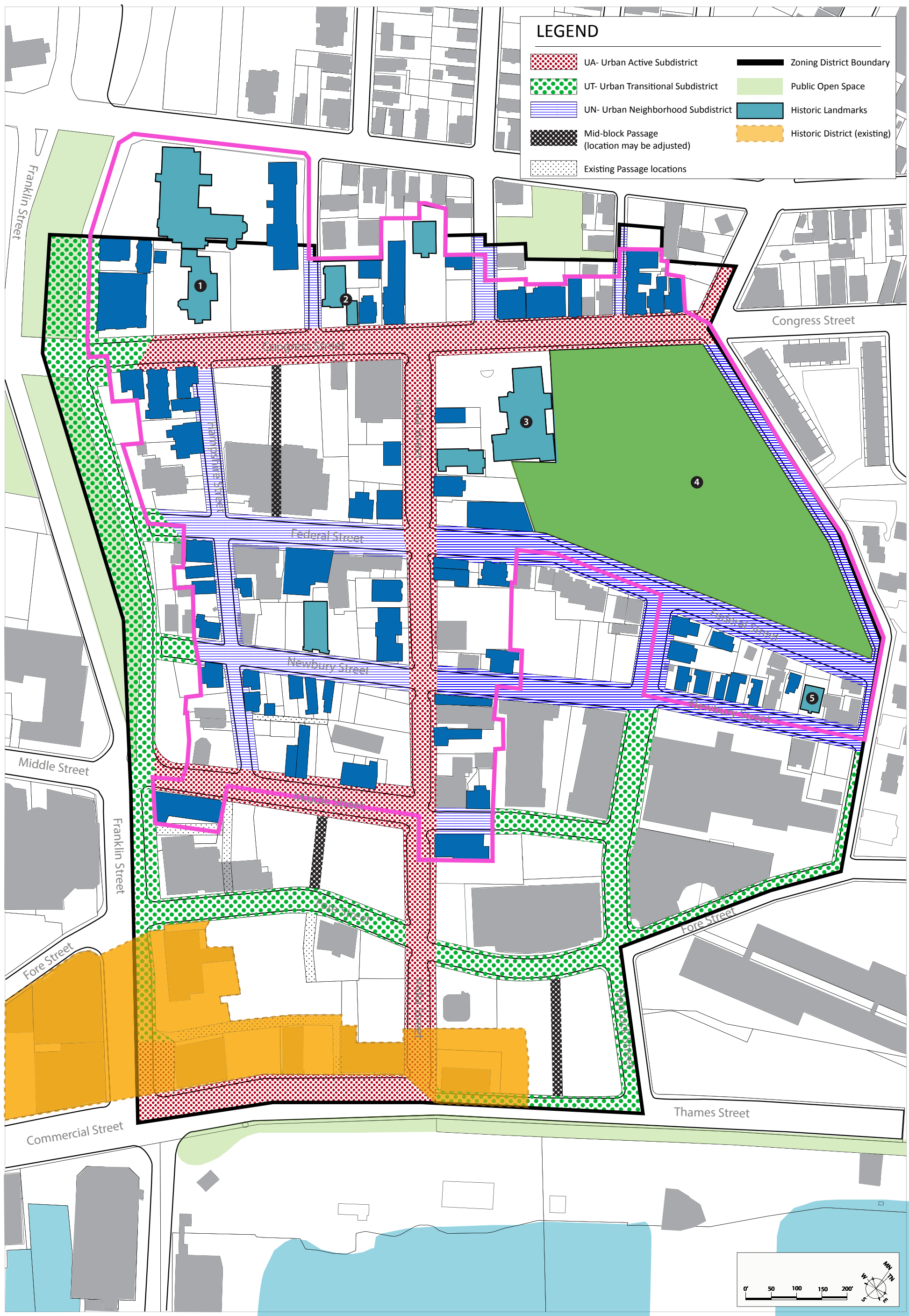


UN - Side Yard parking up to 20' (no more than 50% of frontage length)

UT - 4th Lot Line only (35' from frontage line)

UA - 4th Lot Line only (35' from frontage line)

FBC - Historic District Overlap





PLANNING BOARD REPORT PORTLAND, MAINE

Portland Retirement Residence
802 Ocean Avenue
R-5A and ROS Map Amendment and R-5A Text Amendments
2015-039
OBO Hawthorn Development LLC – Lenity Architecture, LLC. Applicant

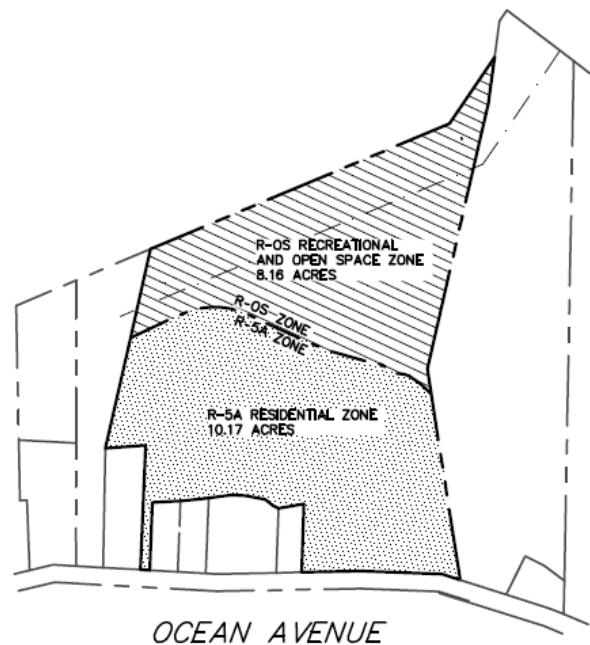
Submitted to:
Portland Planning Board:
Public Hearing Date: June 9, 2015

Prepared by: Barbara Barhydt, Development
Review Services Manager
Date: June 4, 2015

I. INTRODUCTION

OBO Hawthorn Development LLC and Lenity Architecture, LLC have requested a Planning Board public hearing 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.



The Planning Board held a workshop on this proposal on April 28, 2015 and recommended that the request be forwarded to a public hearing. The Board did request additional renderings to provide context of the proposed height amendments.

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 May 23 and 24, as well as being posted on the City's web page. The applicant held introductory neighborhood meetings and the required neighborhood meeting was held on Wednesday, April 29th at 7 p.m. at the Presumpscot elementary school gymnasium. A copy of the neighborhood minutes is included in the applicant's submission.

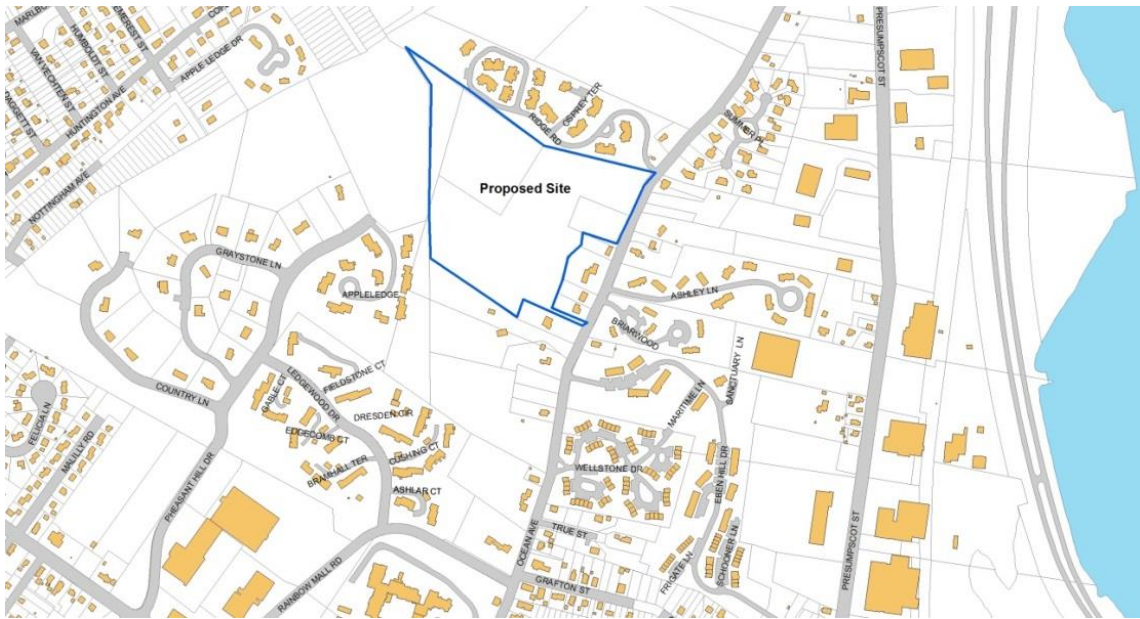
The office has received one e-mail as public comment from Mr. Perkins, which is attachment 6 to this report. He refers to a hand written note that was part of the Casco Heights Review in 2014.

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
Chart Block and Lot	411 A007, 416 A, lots 6, 7 and 21

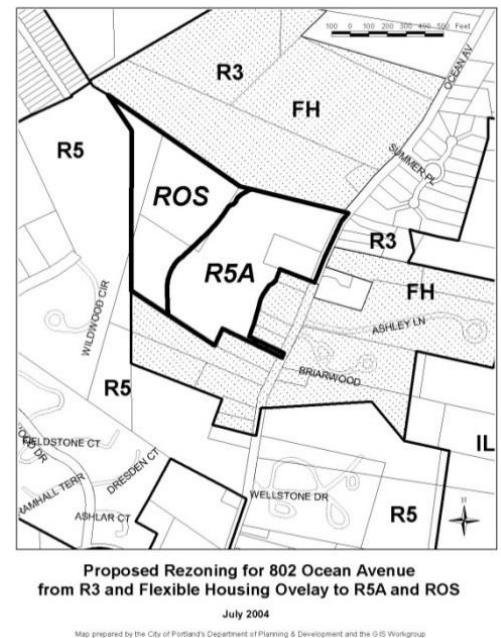
IV. BACKGROUND

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 3](#)) 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.

On May 12, 2015, the Planning Board unanimously recommended R-5A text amendments and an R-5A map amendment for the McAuley Place project at 605 Stevens Avenue. Those amendments are pending before the City Council and are scheduled for a public hearing on June 15th. The text amendments presented in this report reflect those text amendments, except the Site Plan Ordinance text amendments are excluded (not requested by this applicant and not included in the public notice). The R-5A text amendments to serve both projects have been developed concurrently and are presented in this report in relationship to this proposal.



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 common areas of the facility include 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.



lenity
ARCHITECTURE

HAWTHORN
RETIREMENT GROUP

Street View #1 - Entrance



lenity
ARCHITECTURE

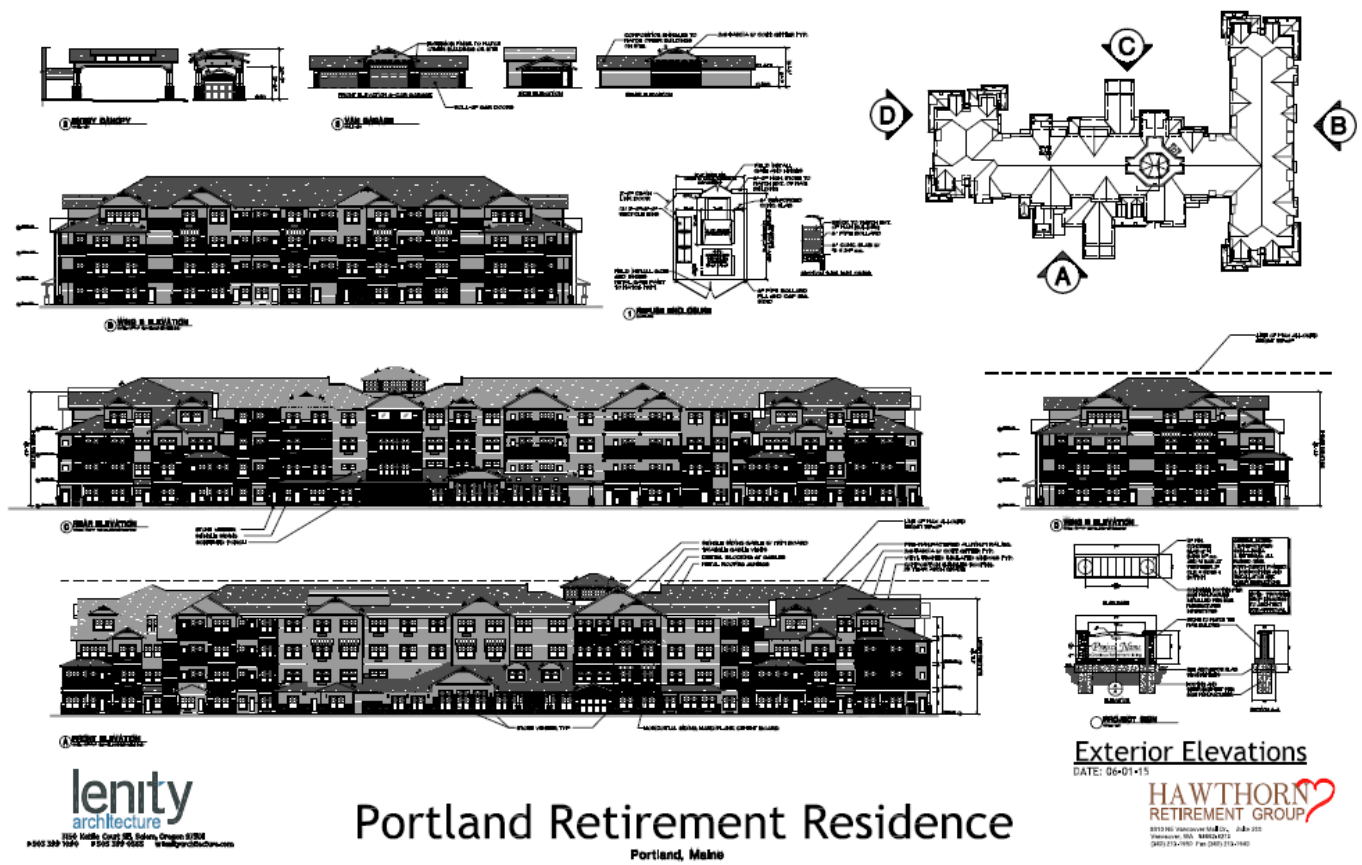
Portland Retirement Residence
Portland, Maine

HAWTHORN
RETIREMENT GROUP

Street view #4



View from Condos - North

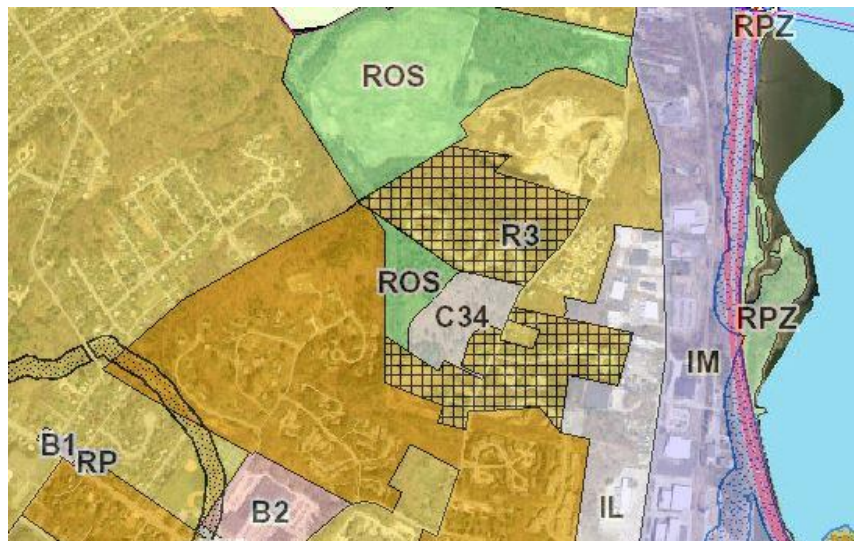


VI. PROPOSED ZONING MAP AMENDMENTS

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. It designated 10.17 acres as R-5A for the Graves Hill condominium project and the remainder of the 8.155 acres of the site as ROS, with provisions for public access to the ROS land. 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, has advised the applicant to seek the Board's recommendation 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:

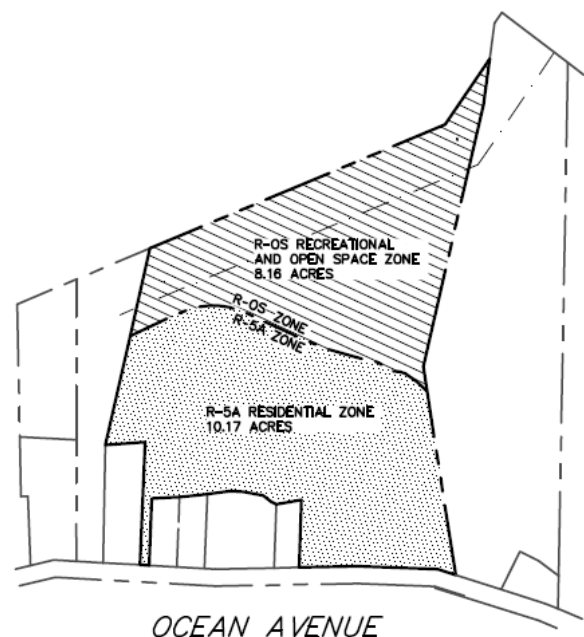
The intention of this division is to establish an overlay zone in which manufactured housing development is permitted in addition to those uses permitted in the underlying residential zone. The purpose of this division is to accommodate additional housing types in appropriate areas of the city, while 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 unit 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. ROS and R-5A Map Amendments

The applicant seeks to develop the R-5A portion of the site for a 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 requests the map amendments to ROS and R-5A. As noted at the April 28th workshop and for the McAuley proposal on Stevens Avenue, in order to proceed with the R-5A map amendments, the Board must also consider zoning text amendments to remove the requirement that stipulates the R-5A zone is applied through a conditional zoning agreement. The Board recommended this change in the R-5A text at the May 12, 2015 public hearing for McAuley Place.

Each proposed map amendment for 802 Ocean Avenue is presented below.



1. Recreation Open Space (ROS)

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 appear to be adjoining. 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 pedestrian access to this land and there is a sidewalk shown from Ocean Avenue to the facility. The pedestrian network for the proposal would be part of the development review process. The ROS purpose statement indicates that the ROS can be applied to privately held land within protective deed covenants. The applicant has prepared an easement to be granted to Portland Trails, which will be put into escrow until the time of closing. At the time of closing, it will be recorded.

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. In addition, the site is near the city land off Ocean Avenue that has trails and a dog park. 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 net residential density calculations (as part of the R-5A text and zoning definition amendments), the maximum number of units would be 225.

The applicant has provided Tom Errico, P.E. Consulting Traffic Engineer, with the estimated trips (Applicant's submission and Tom's comments Attachment 5) 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 as 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) Other R-5A Locations

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 3.
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 4 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. On May 12, 2015, the Planning Board voted unanimously to recommend the R-5A map and accompanying

zoning text amendments for McAuley Place to the City Council for adoption. The Council's public hearing on this matter is scheduled for June 15, 2015.

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 recommended on May 12th 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. Below is an excerpt of the City's zoning map which shows the existing R-5 and R-3 zones off the peninsula, where opportunities for denser residential development may be appropriate. A comprehensive study of land areas has not been conducted at this time.

VII. PROPOSED TEXT AMENDMENTS

In conjunction with the requested map amendments, the applicant had requested R-5A text amendments to accommodate the proposed development. The planning staff has been working with Hawthorn Development LLC since a pre-application meeting in November 2014 and they submitted their text amendments on March 9, 2015. After receiving this application, the McAuley Place pending application was revised from a request for R-6A to R-5A. The staff has worked to integrate the requests into one set of text amendments. On May 12, 2015, the Planning Board voted unanimously to recommend the R-5A map and accompanying zoning text amendments for McAuley Place to the City Council for adoption. The Council's public hearing on this matter is scheduled for June 15, 2015. The proposed text amendments presented below and in Attachment 1 are the same amendments recommended by the Planning Board on May 12. The staff chose to carry forward the text amendments, since the R-5A amendments were first proposed by this applicant and the Council final action has not been taken at the time of writing this report. Should the Council adopt the proposed text amendments, then the Hawthorn Development LLC request to the Council will focus on the map amendments.

A comparison chart of the existing contract zone, current R-5A provisions, the applicant's proposal and the Planning Board recommended amendments are included as Attachment 2. The R-5A text amendments presented here and as recommended by the Board for McAuley Place on May 12th, seek to improve the consistency with other zones and increase the applicability of the R-5A zone for moderate density housing off the peninsula.

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

1. Congregate Care

Congregate care facility: A ~~planned~~-residential ~~unit~~-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 proposed addition of “dwelling units” and removal of the PRUD requirement allows for greater flexibility of multi-unit development for senior living projects generally. The distinction between living units and dwelling unit is whether there are full kitchen facilities. The Planning Board requested the addition of a definition for Living Unit (see below).

2. Living Unit

Living Unit: An independent self-contained dwelling unit that does not include full kitchen facilities.

Staff Summary: A living unit would not have cooking facilities and this is a characteristic of the Ocean Avenue proposed congregate care project which envisions that all meals would be provided centrally.

3. 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 and were supported by the Board on May 12th:

- 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 a defined term in the code that must be determined as part of the project;
- 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 removal of these deductions from the overall land area would encourage moderate density housing off the peninsula.

The Board supported that the 20% deduction (which potentially would help retain open space) should be replaced with a specific open space requirement elsewhere in the text. The R5A open space requirement for PRUD'S is stated in the dimensional standards and calls for 200 square feet per dwelling unit and the proposed amendments maintain that requirement and also apply it to multifamily development over 4 dwelling units and congregate care.

4. Inaccessible area

~~Inaccessible area:~~

- ~~(a) Land which is separated from the main portion of the development parcel by means of one (1) or more of the following:~~
- ~~1. Existing easements, rights of way or dedicated areas which preclude use in conjunction with the proposed development;~~
 - ~~2. Gullies, drainage swales or watercourses, where the land which is separated thereby from the main development parcel is not to be used for the building of units or is not available for active or passive recreation areas; or~~
 - ~~3. Areas which are located more than three hundred (300) feet from the nearest proposed dwelling unit.~~
- ~~(b) Areas which are not to be used for building purposes and are connected to the main portion of the development parcel only by a strip of land which is less than fifty (50) feet wide shall also be deducted as inaccessible areas.~~

Staff Summary: With the proposed elimination of the inaccessible areas from the net residential density calculations, the proposal includes deleting the inaccessible area definition.

B. Division 6.5. R-5A Residential Zone

1. 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 R5A 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 the dimensional requirements have been amended to clarify the distinction between a development that includes a 3- family dwellings and multi-family development, because the existing definition of multifamily dwelling is "...containing three or more dwelling units".

The proposed text amendments include adding multifamily dwellings as a permitted use, in order to build greater flexibility to address the continuum of senior housing. The R5 zone permits multiplex housing, but it does not list multifamily housing, as it is listed in R6 and R7. The multiplex housing is defined in R5 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 R5A zone seeks to promote moderate density housing, so including multifamily housing as a permitted use, rather than a multiplex, is proposed as part of the text amendment, along with associated dimensional standards (see below).

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 in the latter phases of the project. The R5A zone does permit intermediate, extended and long-term care facilities under the category of “other permitted uses”, but as defined, all of these facilities must include a medical component. In all of the other residential zones, the intermediate, extended and long term care facilities are listed as institutional uses.

Planned residential unit developments (PRUD) are also permitted along with handicapped family unit, and manufactured housing (Attachment 1 for full text). The R5A zone was created as a floating zone and it is under the PRUD provisions, which stipulates the R5A 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 Board is recommending that the conditional zoning requirement for PRUDs be deleted, so that R5A map amendments may be designated for appropriate off-peninsula sites, such as this site and the McAuley Place site.

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. 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. Please note that the chart below would replace the text in the R-5A zone and only the proposed changes in the dimensional standards are underlined in the chart below. In Attachment 1 (the full R-5A Division of the code) all of the chart is shown as underlined and all the dimensional standards are struck in the text:

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 requirements in the chart below.

Minimum Lot Size	Residential (Single-, two-and three-family dwellings): 6,000 SF <u>and a maximum lot size up to 2 acres</u> ¹
	Planned residential unit development (PRUD), <u>multifamily development of 4 or more dwelling units, and Congregate Care: 2 acres gross area</u>
	Intermediate, extended or long-term care facilities: 1 1/2 acres.
Min. Lot Area per D.U.	Single-, two-and three-family dwellings: 1,600 SF.
	Planned residential unit development (PRUD), <u>Congregate Care and Multifamily development of 4 or more dwelling units: 1600 SF of net land area.</u> ²
<u>Min. Lot Area per Resident</u>	<u>Minimum land area per intermediate care facility resident: 8,000 SF gross land area for the first thirty-five (35) residents, plus three hundred fifty (350) square feet for each additional resident.</u>

¹ 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. Except as provided for lots of record in section 14-433 (lots of record and accessory structure setbacks for existing buildings) of this article.

Min. Street Frontage	50 feet.										
Min. Yard Dimensions for Single-, two-and three-family dwellings ²	1. Front yard: Principal or accessory structures: 25 feet. 2. Rear yard: a. Principal or accessory structures with ground coverage greater than one hundred (100) square feet: 25 feet. b. Accessory detached structures with a ground coverage of one hundred and forty-four (144) square feet or less: 5 feet. Setbacks for swimming pools shall be as provided for in section 14-432 (swimming pools) of this article. (continued) 3. Side yard: a. Principal or accessory structures with ground coverage greater than one hundred (100) square feet: <table> <tr> <td><i>Height of Structure</i></td><td><i>Required Side Yard</i></td></tr> <tr> <td>1 story</td><td>10 feet</td></tr> <tr> <td>1 1/2 stories</td><td>10 feet</td></tr> <tr> <td>2 stories</td><td>14 feet</td></tr> <tr> <td>2 1/2 stories</td><td>16 feet</td></tr> </table> 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: 5 feet. 4. Side setback on side streets: Principal or	<i>Height of Structure</i>	<i>Required Side Yard</i>	1 story	10 feet	1 1/2 stories	10 feet	2 stories	14 feet	2 1/2 stories	16 feet
<i>Height of Structure</i>	<i>Required Side Yard</i>										
1 story	10 feet										
1 1/2 stories	10 feet										
2 stories	14 feet										
2 1/2 stories	16 feet										

² 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.

	accessory structures: 20 feet.
<u>Maximum Structure Height</u>	<u>Principal residential (single, two and three-family) or attached accessory structure: 35 feet.</u> <u>Accessory detached structure: 18 feet.</u> <u>Principal or attached accessory structure for PRUD, Multifamily development of 4 or more dwelling units, Congregate Care and Intermediate, extended or long-term care facilities: 55 feet.</u>
Max. Lot Coverage	30%
Minimum Lot Width	60 feet
Minimum building setback from external subdivision property lines	<u>PRUD, multifamily development of 4 or more dwelling units, Congregate Care, and Intermediate, extended or long-term care:</u> a. Building length of one hundred (100) feet or less: 25 feet. b. Building length of greater than one hundred (100) feet: 35 feet.
Minimum recreation open space area	PRUD, <u>multifamily development of 4 or more dwelling units, and Congregate Care:</u> 200 SF per dwelling unit or living unit of common area designated on the site for recreation purposes.

Staff Summary:

- **Minimum lot size:** The current residential minimum lot size for a 1, 2 or 3 unit building is 6,000 square feet. The reference to three unit buildings overlaps with the definition of “multifamily” (which includes “...3 or more dwelling units”) so the proposed amendments retain the minimum 6,000 square foot lot, which is calculated on the gross land area and not the net land area. Since the zone is to support moderate density and preserve natural amenities, the proposed text amendments reflect the current R-5 multiplex standards and cap the lot area at 2 acres to ensure that moderate densities are encouraged while simultaneously preserving natural amenities. 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. Large multifamily developments would be developed under the net residential density provisions. The proposed minimum lot area required for a PRUD is 2 acres, which is consistent with the R5 zone.
- **Minimum lot area per unit:** The current R5A requirement is 1,600 sq. ft. 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 R6 zone prior to its recent update, which allows for greater density in the R6 zone. The provisions are proposed to be consistent with the goal for moderate density.
- **Minimum Street Frontage:** The amendments simplify this standard to state 50 feet, which would then apply to all uses.
- **Maximum Structure Height:** The R5A zone does not contain any height limits, which were to be determined during the conditional zone process. The proposed text amendments add in the height requirements of the R5 zone for all structures except the principle structure (and attached accessory

structures) in PRUD, multifamily development, Congregate Care and the institutional uses of intermediate, extended or long-term care facilities. For these uses a 55 height limit is proposed as this is requested by the applicants for the McAuley Place project; however it should be noted that the Portland Retirement Residence requested a height limit of 50 feet. The 55 foot building height limit is consistent with the R5 permitted height for colleges, universities and trade schools on lots of at least 10 acres.

- **Minimum Building Setback from external property lines:** The minimum setbacks from external property lines are proposed to be consistent with the setbacks applied to PRUD's in the R5A zone.
- **Minimum Recreation Area:** The R5A zone currently specifies the minimum recreation space required for a PRUD as 200 sq ft per dwelling unit, and this requirement has been extended to multifamily and congregate care development. The amendments propose deleting the text that defined what the recreation space would be in order to simplify the language and allow for more flexibility. This amendment is suggested as being more predictable and proportionate than relying on the lot coverage percentage, which leaves the question of parking out of the equation as lot coverage has been interpreted in the past by the Zoning Administrator to include only structures.

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. Below is the staff analysis of relevant comprehensive plan policies for the proposed map and text amendments

A. Portland's Comprehensive Plan

Volume I of Portland Comprehensive Plan contains the Community Vision, goals and policies sorted according to the State's 10 goals, and the inventory and analysis of the plan. Volume II contains the following: 1) Implementation Measures and Major Initiatives; 2) Future Land Use Plan; 3) Regional Coordination program; 4) Capital Improvement program; and 5) Appendix.

B. Goals and Policies from Volume I

The Planning staff have identified the following goals and policies contained in Portland's Comprehensive that are relevant to the proposed map and text amendments.

Housing Sustaining Portland's Future

Housing Policy #1

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.

- 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:
 - Housing units for decreasing household size, such as young professionals, empty nesters, single-parent households, and senior citizens.
 - 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;
- 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.
- Evaluate and update current zoning to incorporate flexible provisions and incentives to encourage all types of housing. Establish zoning provisions that enhance neighborhoods with compatible and high quality housing developments.
- Identify vacant land and redevelopment opportunities throughout the City to facilitate the construction of new housing.

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.

Housing Policy #5

Portland's Comprehensive Plan encourages a manageable level of growth that will sustain the City as a healthy urban center in which to live and work and to achieve a shared vision for Portland. Portland should encourage sustainable development patterns and opportunities with the City by promoting efficient land use, conservation of natural resources and easy access to public transportation, services and public amenities.

- Encourage growth in Portland that strives for a dynamic balance of the essential elements of the city, such as excellent schools, diverse housing choices, proximity to services and employment, increased public transit usage, expanded economic base, high quality services, and an affordable tax rate.
 - Integrate Portland's housing and economic development incentives to encourage growth and take advantage of the city's capacity to accommodate more people.
- Maximize development where public infrastructure and amenities, such as schools, parks, public/alternative transportation, sewer lines, and roads exist or may be expanded at minimal costs.
 - Encourage new housing near neighborhood schools and in proximity of public parks and athletic facilities throughout the city.
- Locate and design housing to reduce impacts on environmentally sensitive areas.
 - Encourage sensitive land development designs and construction methods that minimize impacts on the environment and investigate innovative solutions and collaborative approaches to address stormwater separation and management through natural means.
 - Explore ways to use zoning and other regulatory tools to encourage environmentally friendly development.

Green Spaces, Blue Edges: An Open Space and Recreation Plan

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.

C. Growth and Rural Areas of Future Land Use Plan

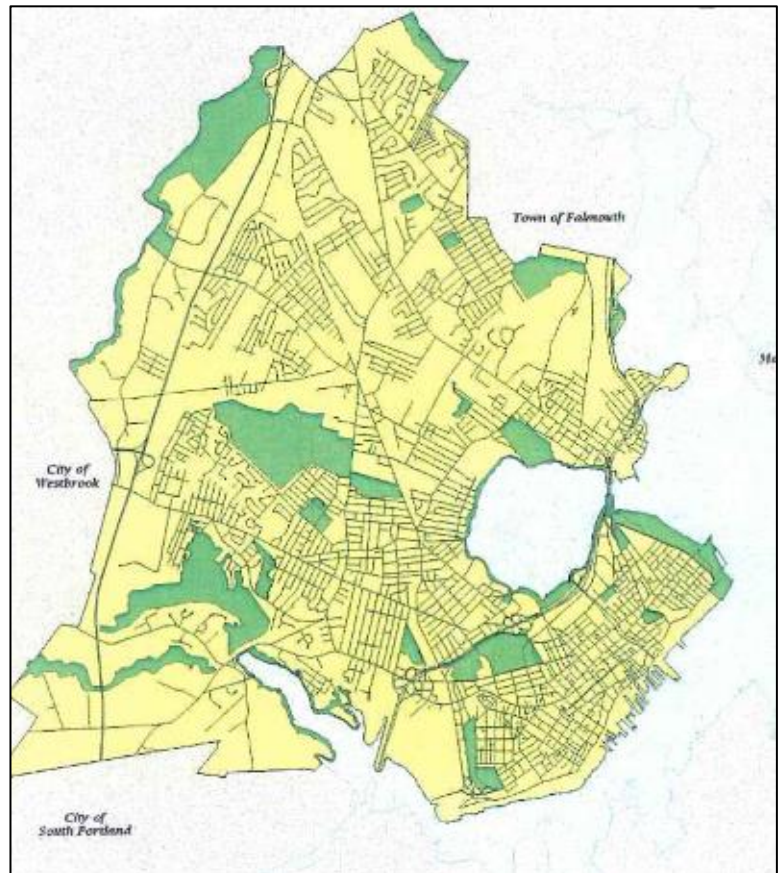
Under Portland's Future Land Use Plan contained within Volume II, the state's growth management definitions for growth and rural area in 2005 were listed. Following is the excerpt of those definitions from the Comprehensive Plan.

Land areas designated as "growth areas" must be consistent with the following provisions:

1. Growth areas must be limited to land areas within which public facilities and services are efficiently provided or can be efficiently provided during the planning period.
2. Growth areas must be limited to land areas that are physically suitable for development or redevelopment. (Growth area may include land areas that physically unsuitable for development or redevelopment if such areas such as river, stream, floodplain, small natural hazard area, small lake, or small critical natural resource area run through or are located in the middle of a growth area.)
3. Growth areas must include enough land area suitable for development or redevelopment to accommodate all growth and development planned to occur during the planning period, based on the plan's policies and implementation strategies.
4. Growth areas must be limited to an amount of land area and a configuration that will encourage compact, efficient development patterns and discourage development sprawl and strip development along roads.

Land areas designated as "rural area" must be consistent with the following provisions:

1. Rural areas must include agricultural and forest lands important to the local or regional economy.
2. Rural areas must include land areas consisting of large areas of contiguous open space, farmland, or forestland. They must include land areas in which the predominant pattern of development is intended to consist of very low intensity development broadly dispersed within what would otherwise be a rural landscape. They must also include land areas containing other rural resources that significantly contribute to the municipality's rural character.
3. Rural areas must include land areas in which the municipality can ensure that the level and type of development will be compatible with maintenance of rural character and will not constitute or encourage development sprawl or strip development along roads.
4. Rural areas may include, but may not be limited to, land areas containing natural resources and scenic open spaces that are intended to be protected.
5. Rural areas may not include land areas in which a significant portion of the municipality's future residential development is planned to occur. Nor may they include



land areas in which the municipality plans the occurrence of large-scale or widespread residential development that would alter the municipality's rural character.

Portland designated zoning classifications under the categories of growth and rural. In the plan is Table 2, which lists Portland Growth and Rural areas by zone. Residential R-5A is a designated growth zone, along with the other residential zones 1 through 7, contract zones, office zones, business zones, industrial zones and waterfront zones. The rural areas include the conservation zones of Resource Protection and ROS (Recreation and Open Space) and all of the Island zones. The map of the growth (yellow) and rural (green) areas copied from the Comprehensive Plan is included here. The land on either side of Ocean Avenue is designated as a growth area, except for the city land near the municipal boundary with Falmouth.

D. Future Land Use Plan - R-5A Residential Zone

The full excerpt of the R-5A description under the section of the comprehensive plan titled Growth Area by Zoning Classifications in Portland Residential Zones is as follows:

R-5a Residential

Location: There is one R-5a along Canco Road that encompasses an elderly housing complex.

Current and Proposed Zoning: All land currently zoned R-5a.

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

The permitted residential uses in the R-5a are very similar to those in the R-5 zone, except that multiplexes are not allowed. The other significant difference is that PRUDS may be developed at a higher density. PRUDs in an R-5a zone require a minimum of 3 acres and a minimum net land area of 1,600 square feet per unit compared to 3,000 square feet in the R-5 zone. The R-5a is applied through rezoning when a site and development proposal meets the intent of this zoning classification. This would be a tool for encouraging more housing in specific neighborhood locations as determined through the city's neighborhood based planning program and recommended in Housing: Sustaining Portland's Future. Potential text amendments will be considered to update the residential zones in conformance with the recommendations of Housing: Sustaining Portland's Future.

As stated in the description written in 2005, the R-5A is applied through rezoning within a site and development proposal meets the intent of this zoning classification. The description does not specify that it would be through a contract or conditional rezoning; however, that is included in the PRUD provisions with the R-5A zone. As stated in the above description, the R-5A would a tool for encourage more housing in specific neighborhood locations as recommended through neighborhood plan and as recommended in Housing: Sustaining Portland's Future. It is noted that "potential text amendments will be considered to update the residential zones in conformance with the recommendations of "Housing: Sustaining Portland's Future" and "Green Space/Blue Edges." The applicable policy recommendations are above in section B.

E. Findings of Consistency with the Comprehensive Plan

In making a recommendation to the City Council, the Board is asked to determine if the proposed zoning map and text amendments are consistent with the adopted Comprehensive Plan. Consistency means "in basic harmony with" the comprehensive plan as a whole and it does not mean that it is consistent with every provision of the comprehensive plan. It is the City Council as the legislative body that balances all the provision of the

comprehensive plan and determines whether or not the proposed amendments are consistent with the plan as a whole. Following is an excerpt from a memo Jennifer Thompson, Associate Corporation Counsel, wrote regarding the conditional rezoning agreement at 184 Auburn Street on August 16, 2013:

The Maine Law Court has interpreted the term consistent to mean that the proposed use/agreement must be “in basic harmony with . . .” the City’s comprehensive plan (the “Plan”) and existing and permitted uses in the original zone . Consistency does not mean, however, that a project has to be the “best possible use” for a site/location. See Vella v. Town of Camden, 677 A.2d 1051, 1053 (Me. 1996) (citing LaBonta, et al. v. City of Waterville, 528 A.2d 1262, 1265); see also City of Old Town v. Dimoulas, 2002 ME 133, ¶ 20, 803 A.2d 1018, 1024.

First, as you are aware, the Plan outlines “a compilation of policy directives and goals” for the development of the City. Among other things, the policies outlined in the Plan address the City’s infrastructure, commercial/business development, transportation resources, industry, and commerce and residential housing. See City of Portland Comprehensive Plan. Since these goals and policies can sometimes compete and/or conflict with one another, it is the Planning Board’s/City Council’s task to balance and accommodate the many goals/policies in a way that advances the City’s overall best interests. See Adelman v. Town of Baldwin et al., 2000 ME 91, ¶ 24, 750 A.2d 577, 585-586 (citations omitted); see also LaBonta, 528 A.2d at 1265. In fact, such a balancing is exactly the type of flexibility that conditional zoning is meant to facilitate.

The recent Rommel v. City of Portland case was a decision regarding a conditional zone agreement and not about a map or text amendment, but it does contain a discussion of the principle of what consistency with the comprehensive plan means under Maine law. Basically, a rezoning (either through a text/map amendment or a Conditional Zone Agreement) needs to be in basic harmony with the plan as a whole, and the Council (as the legislative body) is the body that must balance all the provisions of the comprehensive plan (even competing policies) and determine whether or not the proposed amendment is consistent with the plan as a whole and is in the best interests of the City. A conclusion from this case is as follows:

In light of the evidence before the City Council and the various competing goals of the comprehensive plan, the City Council had a rational basis for its conclusion that the CZA was consistent with the comprehensive plan as a whole, and struck a reasonable balance among the competing goals of the plan. See Nestle, 2009 ME 30, ¶ 23, 967 A.2d 702 (a zoning action may be considered as in basic harmony with the plan so long as the action “strikes a reasonable balance among the municipality’s various zoning goals”); LaBonta, 528 A.2d at 1265.

F. Staff Analysis

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 Ocean Avenue site was previously zoned R-3 with the Flexible Housing Overlay, which would have allowed manufactured home parks or subdivisions at a moderate density. In 2004, the site was rezoned to a conditional rezoning agreement that divided the parcel between the R-5A zone and the ROS zone in order to accommodate a residential development with 98 units in two mid-rise buildings with building heights up to 100 feet. Ocean Avenue is one of Portland’s major roadways, which may offer opportunities for a moderate density infill project near the peninsula and near off-peninsula services and amenities.

The purpose statement for the ROS zone states the zone is intended to preserve and protect open space as a limited and valuable resource. It also allows for the reasonable use of open space while preserving open space characteristics to assure the continued availability for public use as scenic, recreation and natural resource areas, and “...for the containment and structuring of urban development.” The land area proposed within the ROS zone would encompass one of the highest points in Portland, known as Graves Hill, with views of Casco Bay. The land is near

(not directly abutting) the ROS land owned by the City. In addition, 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). The area was designated as ROS as part of the conditional rezoning agreement #34 in order to preserve the area and allow for trails through the forested area. Hawthorn Development are committed to the same vision for the area and proposed retaining this area in the ROS after the removal of the conditional rezoning agreement. The applicant has offered to create an easement for trail access to be held by Portland Trails and to put this into an escrow account until the time of closing. As noted above, the sequence of timing is not ideal for the rezoning, which would go into effect prior to the closing, but the rezoning does preserve a natural resource.

The proposed text amendments are consistent with the policies listed above in order to encourage moderate density housing off the peninsula and to allow for a broad spectrum of housing options. The revisions area also intended to simplify and remove regulatory barriers, such as creating a dimensional chart and removing the requirement for a conditional rezoning agreement in order to rezone land to R-5A.

IX. STAFF RECOMMENDATION

The staff recommends the zoning map amendments from the Conditional Rezoning Agreement #34 to R5A for 10.17 acres of the site and to ROS for 8.55 acres of this site at 802 Ocean Avenue. The staff also recommends the associated Text amendments to the Land Use Code and R5A zone as presented in this report and supported by the Planning Board at the May 12, 2015 public hearing for the McAuley Place proposal.

X. MOTIONS FOR THE BOARD TO CONSIDER

On the basis of plans and materials submitted by the applicant, the policies of the R5 and R5A Residential Zones, Portland's Comprehensive Plan, public comment, the information provided in public hearing on June 9, 2015 for the project #2015-039 (802 Ocean Avenue), and/or other findings as follows:

1. Text Amendments to Definitions, R5A Residential Zone and Site Plan

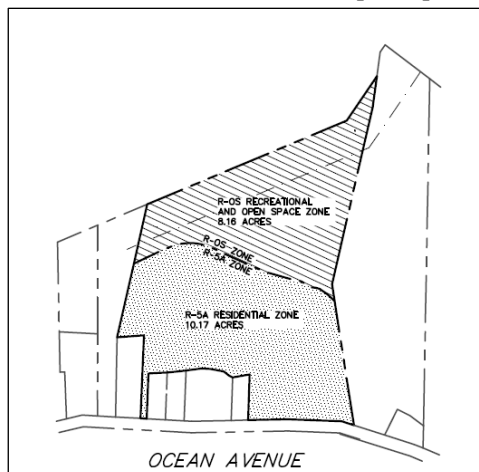
The Planning Board finds that the proposed text amendments to Section 14-47 Definitions and Division 6.5 R5A Residential Zone, as presented in Attachment 1 of this report, **[are or are not]** consistent with the Comprehensive Plan for the City of Portland; and

Therefore, the Planning Board **[recommends or does not recommend]** to the City Council approval of the zoning text amendments to Section 14-47 Definitions and Division 6.5 R5A Residential Zone.

2. Map Amendment from Conditional Rezoning Agreement #34 Residential to R5A Residential and ROS Recreation and Open Space:

The Planning Board finds that the proposed rezoning for the a property located at 802 Ocean Avenue **[is or is not]** consistent with the Comprehensive Plan for the City of Portland; and

Therefore, the Planning Board **[recommends or does not recommend]** to the City Council approval of the zoning map amendment for 802 Ocean Avenue from Conditional Rezoning Agreement #34 to R5A Residential Zone for 10.17 acres and to ROS Recreation and Open Space for 8.55 acres as area shown below.



3. Motion to Repeal Conditional Rezoning Agreement #34- 802 Ocean Avenue

The Planning Board finds that the Zoning Map of the City of Portland, dated December 2000 as amended and on file in the Department of Planning & Urban Development, and incorporated by reference into the Zoning Ordinance by Sec. 14-49 of the Portland City Code, is hereby amended to reflect the repeal of the conditional rezoning #34 for 802 Ocean Avenue and the rezoning of 802 Ocean Avenue to R5A Residential Zone for 10.17 acres and to ROS Recreation and Open Space for 8.55 acres as set forth above.

Report Attachments

1. Proposed R-5A Text Amendments
2. Comparison Chart of Zoning- Contract, R-5 and R-5A
3. Contract Zone for 802 Ocean Avenue
4. Contract Zone for Canco Woods
5. 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
- J. Neighborhood Packet

Plans

- P1. Portland ALTA Survey
- P2. Site Plan
- P3. Exterior Elevations
- P4. Floor Plans
- P5. Perspective – drive entry
- P6. Perspective- Street view 2
- P7. Perspective- Street view 3
- P8. Perspective- Street view 4
- P9. Perspective- View from north condos
- P10. Exterior Building Elevations and Height
- P11. Site Plan – Rendered

From: Richard Perkins <rperkins3@maine.rr.com>
To: Barbara Barhydt <BAB@portlandmaine.gov>
Date: Thursday, April 23, 2015 10:17 PM
Subject: OBO Hawthorn Development - Workshop April 28th - Perkins @ 794 Ocean (#416-A-4)

Thank you, Barbara, for acknowledging my hand-written letter to you of June 30, 2014 and inserting my home in future plans for development and review of vacant site 802 Ocean Ave. (#416-A-21). As my letter outlined, I am the most immediate drainage down-site abutter. There already is substantial water run-off and at certain times rains are barely able to be contained within my rear boundary and the adjacent side bordered by my neighbor, Tai Huynh @ 784 Ocean Ave. (416-A-15). I will be interested to review the Hydrological Analysis, and hopefully a Hydro Cad is being prepared that my engineer will be able to review and advise me. We don't want any problems, do we, that can be planned for ahead of time and thus averted.

I look forward to the workshop and to talking with you,
Sincerely yours, Dick Perkins



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 Residence

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

Tax Map 411, Block A, Lot 7

Tax Map 416, Block A Lots 6, 7 & 21

Cumberland County Registry of

CHART/BLOCK/LOT: Deeds, Book 21500. Page 269

CONTACT INFORMATION:

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

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

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, stormwater and other necessary on site improvements

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.)

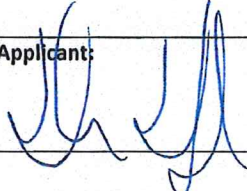
Zoning Map Amendment ___ \$2,000.00 (from ___ zone to ___ zone) Zoning Text Amendment ___ \$2,000.00 (to Section 14-___) Combination Zoning Text Amendment and Zoning Map Amendment ___ \$3,000.00 Conditional or Contract Zone ___ \$3,000.00 (A conditional or contract rezoning map be requested by an applicant 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-Documents-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.

Portland Maine Retirement Residence Proposed Zoning Map & Text Amendments

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.

Portland Maine Retirement Residence

Proposed Zoning Map & Text Amendments

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.

Portland Maine Retirement Residence

Proposed Zoning Map & Text Amendments

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 than other possible development on this site, creating less overall impact than 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.

Portland Maine Retirement Residence Proposed Zoning Map & Text Amendments

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 Forrester 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

Portland Maine Retirement Residence Proposed Zoning Map & Text Amendments

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.

Portland Maine Retirement Residence

Proposed Zoning Map & Text Amendments

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

Portland Maine Retirement Residence Proposed Zoning Map & Text Amendments

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:

Portland Maine Retirement Residence Proposed Zoning Map & Text Amendments

- 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.

**PROPOSED DRAFT AMENDMENTS TO CITY OF PORTLAND CODE OR ORDINANCES,
ZONING 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.

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

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:

<i>Height of Structure</i>	<i>Required Side Yard</i>
----------------------------	---------------------------

1 story	10 feet
-------------------	---------

1 1/2 stories	10 feet
-------------------------	---------

2 stories	14 feet
---------------------	---------

2 1/2 stories	16 feet
-------------------------	---------

The width of one (1) side yard may be reduced one (1) foot for every foot that the other side yard is correspondingly increased, but no side yard shall be

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

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

4. *Side setback on side streets:*

Principal or accessory structures: Twenty (20) feet.

e. *Maximum structure height:*

Principal or attached accessory structure: 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

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.

DRAFT

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.

1 | Page

Purchaser: Hawthorn Development
Seller: Graves Hill Land Company
Location: 802 Ocean Ave., Portland, Maine

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]

[REDACTED]

[REDACTED]

[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[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]

[REDACTED]

6. CLOSING/ POST CLOSING

[REDACTED]

[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 THEREFORE 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

6 | P a g e

Purchaser: Hawthorn Development

Seller: Graves Hill Land Company

Location: 802 Ocean Ave., Portland, Maine

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: _____

7 | Page

Purchaser: Hawthorn Development

Seller: Graves Hill Land Company

Location: 802 Ocean Ave., Portland, Maine

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: _____

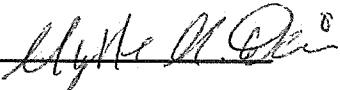
Fax: _____

Email: _____

9. REMEDIES

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

6 | Page

Purchaser: Hawthorn Development
Seller: Graves Hill Land Company
Location: 802 Ocean Ave., Portland, Maine

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.

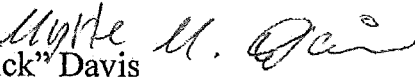
The parties hereby agree that copies of this document, and signatures, transmitted by telecopier (fax), and electronic mail (email) shall be for all purposes considered as originals. This Contract may be executed in multiple counterparts, each of which shall be deemed to be an original, but all of which,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

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

[Signature]
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

6 | Page

Purchaser: Hawthorn Development

Seller: Graves Hill Land Company

Location: 802 Ocean Ave., Portland, Maine

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.

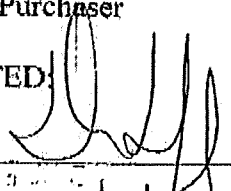
If the time for the performance of any obligation or taking any action under this Contract expires on a Saturday, Sunday or legal holiday, the time for performance or taking such action will be extended to the next succeeding day which is not a Saturday, Sunday or legal holiday. Time is of the essence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

Sincerely,

HAWTHORN DEVELOPMENT LLC

/s/ Myrle M. Davis *Myrle M. Davis*
Myrle M. "Mick" Davis
Representative Agent for Purchaser

AGREED AND ACCEPTED:

Seller By: 

Date: 10/17/14

By: _____

Date: _____

By: _____

Date: _____

7 | Page

Purchaser: Hawthorn Development
Seller: Graves Hill Land Company
Location: 802 Ocean Ave., Portland, Maine

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



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 Northwestern 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

James B. Barns

to both

Leo J. Delicata

Leo J. Delicata

Jeanne B. 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.

Received
Recorded Register of Deeds
Jul 02:2004 02:23:37P
Cumberland County
John B O'Brien

James B. Barns
Notary Public

SEAL

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

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

PRINT DATE

3/5/2015

																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						</
--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	----

75 John Roberts Road Suite 1A
South Portland, Maine 04106

PRNT DATE 3/5/2015

																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					</
--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	----



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

Att. G

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

Subtract the following from the gross area

**PER CURRENT NET
RESIDENTIAL DEFINITION**

a.1 Stormwater Retention Area 12,326 SF

a.2 Stormwater Detention Area 13,780 SF

b Existing watercourses 0 SF Assumed at 0

c Inaccessible Areas 0 SF Assumed 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

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

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

Subtract the following from the gross area

**PER PROPOSED NET
RESIDENTIAL DEFINITION**

a 1	Stormwater Retention Area	0 SF	
a 2	Stormwater Detention Area	0 SF	
b	Existing watercourses	0 SF	Assumed at 0
c	Inaccessible Areas	0 SF	Assumed 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**

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

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.

PROPOSED 98 UNIT CONDOMINIUM USE 230							
BY NUMBER OF BEDS	BEDS	RATE (Trips/Bed)	TOTAL	ENTER (%)	EXIT (%)	ENTER#	EXIT#
Weekday	98	$\ln(T)=0.85\ln(X)+2.55$	630.95	50.00%	50.00%	315.5	315.5
Weekday Morning Peak Hour of Roadway	98	$\ln(T)=0.80\ln(X)+0.26$	50.80	17.00%	83.00%	8.6	42.2
Weekday Afternoon Peak Hour of Roadway	98	$\ln(T)=0.80\ln(X)+0.26$	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.

PROPOSED 225 UNIT CONDOMINIUM USE 230							
BY NUMBER OF BEDS	BEDS	RATE (Trips/Bed)	TOTAL	ENTER (%)	EXIT (%)	ENTER#	EXIT#
Weekday	225	$\ln(T)=0.85\ln(X)+2.55$	1,278.81	50.00%	50.00%	639.4	639.4
Weekday Morning Peak Hour of Roadway	225	$\ln(T)=0.80\ln(X)+0.26$	98.78	17.00%	83.00%	16.8	82.0
Weekday Afternoon Peak Hour of Roadway	225	$\ln(T)=0.80\ln(X)+0.26$	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.

PROPOSED 189 UNIT CONDOMINIUM USE 230							
BY NUMBER OF BEDS	BEDS	RATE (Trips/Bed)	TOTAL	ENTER (%)	EXIT (%)	ENTER#	EXIT#
Weekday	189	$\text{Ln}(T)=0.85\text{Ln}(X)+2.55$	1,102.66	50.00%	50.00%	551.3	551.3
Weekday Morning Peak Hour of Roadway	189	$\text{Ln}(T)=0.80\text{Ln}(X)+0.26$	85.92	17.00%	83.00%	14.6	71.3
Weekday Afternoon Peak Hour of Roadway	189	$\text{Ln}(T)=0.80\text{Ln}(X)+0.26$	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.



NEIGHBORHOOD MEETING NOTICE

To: Neighbors in the vicinity of 802 Ocean Ave in Portland Maine

From: Lenity Architecture / Hawthorn Development

Regarding: Pending Zoning Map Amendment and Text Amendment applications to allow the development of a 4 story, 150 suite, Congregate Care Facility (Independent Living Senior Housing)

The City Code requires the 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

The neighborhood meeting will be held at 7:00 PM, Wednesday April 29th, 2015 at the Presumpscot Elementary School Gymnasium, located at 69 Presumpscot Street, Portland ME, 04103

Your participation is encouraged. Please contact us with any questions at (503) 399-1090.



Vicinity Map



We look forward to meeting with you.

Mark Lowen - Land Use Manager

markl@lenityarchitecture.com

Portland Maine Retirement Residence - Neighborhood Meeting
April 29, 2015
Attendance - Sign in Sheet

- 1) Sandra Harpell
- 2) Jean Mattenise
- 3) Bruce A Campbell
- 4) Jo Ann Miller Goodman
- 5) Dick Nazzo Hensdale nsnazzo@gmail.com
- 6) TED ADAMS TED9700@GMAIL.COM
- 7) Carol VILLFUT
- 8) Dick PERKINS RPERKINS3.MONT.RC.COM
- 9) J.P. Smith jpsmith1@gmail.com
- 10) Wayne Goodman
- 11)
- 12)
- 13)
- 14)
- 15)
- 16)
- 17)

Portland Retirement Residence

Neighborhood Meeting 4/29/15 – 7:00 PM

A neighborhood meeting was held at the Presumpscot School on Presumpscot Street in Portland relative to the proposed zoning text amendment for the parcel to allow the congregate care use proposed by Hawthorn Retirement. Ten member of the local neighborhood attended (see attendance sheet) Mark Lowen of Lenity Architecture LLC, did an overview of the project including the proposed changes that have been made since the neighborhood meeting that was held earlier this year. A list of the attendees is attached. The items that Mr. Lowen reviewed are as follows:

- Who the typical residents for a Hawthorn Retirement project are.
- The services/amenities that are included in the monthly rent – everything included except personal phone service
- The project does not have a required buy in for residents
- The project will contain 150 suites an increase since the first neighborhood meeting.
- Garages are shown for 12 covered resident spaces but will most likely increase to 24 based upon the snowy winters encountered in Maine.
- 84% of site landscaped will be landscaped or be left in the current wooded state.
- As part of the overview, a Power Point presentation was shown that included elevations/typical unit layouts/photos of completed Hawthorn project, both inside and out.

Also, the purpose and request for the text amendment was reviewed. The fact that the property is currently under a conditional zoning that will be rescinded and the property will go to a straight zoning. It is proposed to keep the current underlying zoning districts of the contract zone in place: the Residential Open Space (ROS) zone and the R-5A Residential zone. The R-5A residential zone is being modified by the text amendment in order to be a standalone zone in lieu of a conditional use zoning district; this is the reason for the text amendment in addition to allowing the congregate care use which is allowed by the City's Ordinance but not appear as an allowed use in any zoning district. The R-5A zoning district is intended to be a medium density transition district between lower density uses and higher density like the R-6A zoning district.

Because of another project currently going through the rezoning process, the planning board will be reviewing the text amendment at the May 12 planning board meeting. Our project will be back before the planning board for a public hearing most likely in May/June with possible City Council action in July. After the rezoning process, the project will go back to the planning board for site plan review.

In addition, based upon the request of the neighbors of Alden's Walk, a plan and profile section through the property from Ocean Avenue to Alden's Walk project was presented. The purpose of this section was to provide a "to scale" rendition that would show the distance from the proposed building to Alden's Walk, the amount of natural buffer that would remain, the proposed finished floor of the building to Alden's Walk and the relative to height of the building in relation to the two projects and the tree canopy that will exist.

After the presentation, Mr. Lowen opened up the meeting for questions from the attendees. The following is a generalization of the questions asked during the presentation and the follow question period:

- Was the height of building considered in perspectives? – yes
- Would the construction be wood frame? – *yes, a typical Hawthorn project is restricted in size and height so that construction can be wood frame*
- The proposed finished floor shows about a 10' cut at the building. Is this shown on the cross section? – yes
- Questions relative to the engineering completed to date including storm water. Is building going to move once final engineering is complete? - *Building is not intended to move though some site elements may be different such as the stormwater systems.*
- What are you going to do relative to blasting? – *To date, we have done preliminary soil work which indicates the needs of ledge removal. We have talked with the geotechnical engineer in general and will be dealing with their rock specialist (geologist) as we move through the design process including working with a blasting firm as part of the design. As of today, we are considering Maine Drilling and Blasting as they are known to be one of the best in New England.*
- Have you make a determination of the amount of ledge that needs to be removed? - *We had done a scratch calculation but nothing definitive. We have tried to site the building and improvements to minimize the amount of ledge removal that is necessary.*
- The prior approval had requirements relative to insurance for blasting. Are you going to comply with those requirements? – *We will meet all the blasting requirements including the offer of pre-blast surveys, notifications and insurance as required by state law and the ordinance requirements for the City of Portland.*
- What is the demographic of typical residents? Are long is the typical stay? - *80ish, ambulatory 2 -6 year stays typical but some properties have had residents that have stayed much longer.*
- Was a market study done for this project? Have you confirmed the need/demand for this project? – yes
- How many people will work at the facility? – *There will be split shifts 14 – 16 full time and 12 part times, 2 manager couples.*

- Question relative to the construction of the proposed pond. – *The pond sizing has not been completed. We most likely have other treatment areas adjacent to the building as we like to utilize low impact small systems where possible. The pond will require excavation with the presence of ledge will probably require some blasting.*
- The prior project has plans for trails. Does this project include trails? – *We have met with Portland Trails and discuss with them relative to providing access through the developed portion of the site and trails in the ROS portion of the site with connections to the trails through the CMP corridor.*
- There was some conversation at the Planning Board meeting relative to units with kitchens/no kitchens. Hope that will not be a stumbling block to the project.
- What is the buffering for the project especially on the back side? – *Reviewed the profile section relative to the back of the building. Statement relative to that we will be including conifer tree planting for additional buffering especially during the winter months. Also, the developer is willing to look at and consider fencing around the delivery area of the building.*
- One abutter stated that he had not been notified of the meeting and wanted our contact information. Has concerns on the project including blasting and seeing the roofs of the building. Agreed the project would be better based upon the traffic impacts. – *Provided our contact information as requested and told him that we are more than happy to share information with him. After meeting, it was determined that his property was not within the notification distance for the project.*
- How many ambulances/month? Will the ambulances come in all hours with sirens going? – *Typically 3 or 4. The protocol for the ambulance service typically depends on the community.*
- How many garbage pickups/week? Is that enough? - *Two times a week pickup. The site will use trash compactors.*
- What the cost of the units? – *As stated earlier, the cost does not include any buy in and the monthly rent covers everything but phone service. Mr. Lowen went over some prices that he thought would be appropriate for this market but could not confirm those estimates.*
- How can we be sure that more units will not be constructed on the site? – *Hawthorn Retirement has a model that they use relative to the size and nature of the project. The proposed project is within those parameters. Mr. Lowen said that the developer does not intend to request more units than presented although the final zoning may allow more. Once the project is approved and build, there will not be any further expansion.*

Respectfully Submitted
 Mark D. Lowen
 Lenity Architecture

Barbara Barhydt
Development Review Services Manager
Planning Division
389 Congress Street 4th Floor
Portland, ME 04101

Friday, May 15, 2015

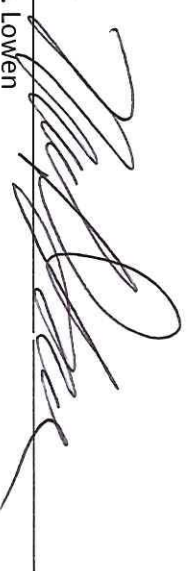
Dear Barbara

I, Mark D. Lowen, Lenity Architecture Land Use Manager OBO Hawthorn Development hereby certify that a neighborhood meeting was held on April 29, 2015 at the Presumpscot Elementary School Gymnasium, 69 Presumpscot Street, Portland ME, 04103 at 7:00 PM.

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

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

Signed,

 (date)

Mark D. Lowen
Land Use Manager
Lenity Architecture

Attached to this certification are:

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

PHEASANT HILL HOMEOWNERS
ASSOCIATION
50 GRAYSTONE LN
PORTLAND, ME 4103

RINES EVELYN L WWII VET
1A APPLE LEDGE DR
PORTLAND, ME 4103

DEHAIS CONSTANCE A
APPLE LEDGE DR # 1B
PORTLAND, ME 4103

ROSEN ROBERT N &
JUDITH H JTS
2A APPLE LEDGE DR
PORTLAND, ME 4103

GEROW TRACI LEE
2B APPLE LEDGE DR
PORTLAND, ME 4103

OLMSTEAD DALE C JR & BARBARA J
OLMSTEAD JTS
3A APPLE LEDGE DR
PORTLAND, ME 4103

3 APPLE LEDGE DR UNIT 3B
PIERSON ALLISON C & JACOB E
PIERSON JTS
3B APPLE LEDGE DR
PORTLAND, ME 4103

ATCHESON AMANDA
4A APPLE LEDGE DR
PORTLAND, ME 4103

FISHER KELLY
4B APPLE LEDGE DR
PORTLAND, ME 4103

JARRELL SUSAN P
5A APPLE LEDGE DR
PORTLAND, ME 4103

JARMAN F ELAINE
5B APPLE LEDGE DR
PORTLAND, ME 4103

FIFIELD JOSHUA T & CATHERINE
FIFIELD &
5C APPLE LEDGE DR
PORTLAND, ME 4103

MARTIN TRANG P H &
RICHARD J MARTIN JTS
6A APPLE LEDGE DR
PORTLAND, ME 4103

HOSKINS JAMES C
APPLE LEDGE DR UNIT 6B
PORTLAND, ME 4103

BLANCHARD MAYBELLE ANN
7A APPLE LEDGE DR
PORTLAND, ME 4103

JOHNSON MARCIA H
7B APPLE LEDGE DR
PORTLAND, ME 4103

SCHOFIELD RUTH S TRUSTEE
18A APPLE LEDGE DR
PORTLAND, ME 4103

LANG SUSAN
18B APPLE LEDGE DR
PORTLAND, ME 4103

LEE PEGGY NICHOLS
18C APPLE LEDGE DR
PORTLAND, ME 4103

GOODWIN B TERENCE &
BARBARA R GOODWIN JTS
1 WILDWOOD CIR
PORTLAND, ME 4103

MCCALLUM JOHN M & KAREN M
MCCALLUM JTS
2 WILDWOOD CIR
PORTLAND, ME 4103

LOUPE CAROLINE M & GLENN H
TURNER JTS
3 WILDWOOD CIR
PORTLAND, ME 4103

WILLIAMS CRAIG W &
LINDA E WILLIAMS JTS
4 WILDWOOD CIR
PORTLAND, ME 4103

MAASS DAVID I & LAURY MAASS
5 WILDWOOD CIR
PORTLAND, ME 4103

MILLER HEATHER G &
JOHN R MARTIN JTS
6 WILDWOOD CIR
PORTLAND, ME 4103

MUELLER JOHN M
7 WILDWOOD CIR
PORTLAND, ME 4103

HARDY WILLIAM & LONA JTS 30
CLEMENT COURT
NAPA, CA 94558

OLSON KAREN LYNN & STEPHEN Z
HULL JTS
9 WILDWOOD CIR
PORTLAND, ME 4103

MCCUSKER DEBORAH S
10 WILDWOOD CIR
PORTLAND, ME 4103

MCKEEN KATHLEEN & JAMES HARNAR
JTS 11
WILDWOOD CIR
PORTLAND, ME 4103

NOONAN PATRICIA A
12 WILDWOOD CIR
PORTLAND, ME 4103

DUNCANSON DONALD F JR
13 WILDWOOD CIR
PORTLAND, ME 4103

DAY KAREN L
14 WILDWOOD CIR # 14
PORTLAND, ME 4103

GOODMAN WAYNE M &
JO ANN MILLER GOODMAN JTS
15 WILDWOOD CIR
PORTLAND, ME 4103

VEILLEUX CAROL A &
DONALD B KALE
16 WILDWOOD CIR
PORTLAND, ME 4103

NAJARIAN MARY B
17 WILDWOOD CIR
PORTLAND, ME 4103

MONAGHAN THOMAS F KW VET &
JANISE V MONAGHAN
18 WILDWOOD CIR
PORTLAND, ME 4103

FAIRBANKS JAMES B &
ROBIN L SCHULTE JTS
19 WILDWOOD CIR
PORTLAND, ME 4103

WIEDENHOEFT RENATE
20 WILDWOOD CIR
PORTLAND, ME 4103

BREAZEALE RONALD &
ASHERAH CINNAMON JTS
21 WILDWOOD CIR
PORTLAND, ME 4103

NADZO NICHOLAS SOMMERS &
ELAINE JOHNS NADZO JTS
22 WILDWOOD CIR
PORTLAND, ME 4103

GERSHON WAYNE M
PO BOX 10108
PORTLAND, ME 04104

BURKE MARTHA B
26 PARK ST
BELFAST, ME 04915

GRAVES HILL LAND COMPANY LLC
16 TIFFANY LN
SACO, ME 04042

PWM LAND LLC
110 MARGINAL WAY PMB 804
PORTLAND, ME 04101

COHEN SCOTT A
PO BOX 9715-350
PORTLAND, ME 04104

ANSPACH DONALD F
752 OCEAN AVE 2
PORTLAND, ME 4103

MANGANELLO SAMUEL
732 OCEAN AVE
PORTLAND, ME 4103

STAUB JACOB PAUL & SONIA MARIA
BARANTES
134 CALEB ST
PORTLAND, ME 04042

CENTRAL MAINE POWER CO
LAND MANAGEMENT DEPT
70 FARM VIEW DR
NEW GLOUCESTER, ME 04260

DELICATA LEO J & JEANNE B JTS
115 WILLIAM ST
PORTLAND, ME 4103

COPLEY WOODS HOMEOWNERS
ASSOCIATION
ONE MONUMENT WAY
PORTLAND, ME 04101

SHAW ENTERPRISES
P O BOX 10985
PORTLAND, ME 04104

DRAGON PRODUCTS COMPANY INC
34 ATLANTIC PL
SOUTH PORTLAND, ME 04106

PERKINS RICHARD M VN TD VET &
MARY H PERKINS
794 OCEAN AVE
PORTLAND, ME 4103

CAIAZZO SHIRLEY A & TIMOTHY W JTS
804 OCEAN AVE
PORTLAND, ME 4103

CARR WILLIAM H JR & LINDA R CARR
JTS
368 GRAY RD
FALMOUTH, ME 04105

LIEBL HEATHER A
776 OCEAN AVE
PORTLAND, ME 4103

HUYNH TAI XUAN & TRUC MY THIA
NGUYEN JTS
784 OCEAN AVE
PORTLAND, ME 4103

GUYOT STEPHANY S
852 OCEAN AVE
PORTLAND, ME 4103

BOUMAN REALTY LLC
91 LOWER FLYING POINT RD
FREEPORT, ME 04032

RUSSO BENJAMIN A
46 RIDGE RD
PORTLAND, ME 4103

ANZELC PAMELA A
48 RIDGE RD
PORTLAND, ME 4103

COLBY SHEILA M
50 RIDGE RD
PORTLAND, ME 4103

NICKERSON SABRINA T & RANDALL L
JUDKINS JTS
54 RIDGE RD
PORTLAND, ME 4103

MILLER BARBARA T TRUSTEE
56 RIDGE RD
PORTLAND, ME 4103

MANCUSI ANTOINETTE &
VICENZO MAROTTA JTS
58 RIDGE RD
PORTLAND, ME 4103

KESSLER RICHARD L & CARLENE J
KESSLER JTS
60 RIDGE RD
PORTLAND, ME 4103

HONG STACEY E & MATTHEW J SMITH
JTS
7 OSPREY TER
PORTLAND, ME 4103

FOURNIER BURKE D
9 OSPREY TER
PORTLAND, ME 4103

RYNKOWSKI MARIA GLAD
11 OSPREY TER
PORTLAND, ME 4103

PARAMANTGIS GREGORY T
13 OSPREY TER
PORTLAND, ME 4103

GREEN BRIAN T &
LAURA G GREEN JTS
17 OSPREY TER
PORTLAND, ME 4103

FORD DANIEL & RENEE FORD JTS
395 OCEAN AVE
WELLS, ME 04090
PORTLAND, ME 4103

DILLON PATRICK & SONYA DILLON JTS
21 OSPREY TER
PORTLAND, ME 4103

RICHARD JUDITH A
23 OSPREY TER
PORTLAND, ME 4103

CHAMPION BRIAN L
24 OSPREY TER
PORTLAND, ME 4103

WILSON CINDY
22 OSPREY TERR
PORTLAND, ME 4103

MOLLO CHARLES R III & KARRIE K
SWEET JTS
89 RIDGE RD
PORTLAND, ME 4103

IRVINE GLENNA M
91 RIDGE RD
PORTLAND, ME 4103

JOHNSTONE PAULETTE TRUSTEE
19160 DOEWOOD DR
MONUMENT, CO 80132

BUCKLAND THOMAS W & SHEILA E
BUCKLAND JTS
26 HUTCHINS ST
NORWAY, ME 04268

SCHWEMM HEATHER N
184 RIDGE RD
PORTLAND, ME 4103

TIDD PAULETTE S
182 RIDGE RD
PORTLAND, ME 4103

HILLMAN CHRISTY A & WILLIAM H
PUSEY III JTS
180 RIDGE RD
PORTLAND, ME 4103

MORRIS RONALD JR & CINDY MORRIS
JTS
178 RIDGE RD
PORTLAND, ME 4103

LEBEL JASON C
174 RIDGE RD
PORTLAND, ME 4103

LIZIEWSKI SARAH E
172 RIDGE RD
PORTLAND, ME 4103

LITTELL DAVID P
170 RIDGE RD
PORTLAND, ME 04101

ARBO MATTHEW K
171 RIDGE RD
PORTLAND, ME 4103

CAMIRE JONATHAN H
173 RIDGE RD
PORTLAND, ME 4103

GROSSMAN CHARLES & LINDA F
GROSSMAN JTS
175 RIDGE RD
PORTLAND, ME 4103

GEE KEVIN N
181 RIDGE RD # 33
PORTLAND, ME 4103

KULKARNI SWATI KRISHNA & SITA
KULKARNI JTS
183 RIDGE RD
PORTLAND, ME 4103

LOURIE MARK S & DIANE F LOURIE JTS
185 RIDGE RD
PORTLAND, ME 4103

BENN HEIDI
117 RIDGE RD
PORTLAND, ME 4103

BURR JEFFREY P
119 RIDGE RD
PORTLAND, ME 4103

HUYNH TRUC T
121 RIDGE RD
PORTLAND, ME 4103

PATTERSON MONIQUE
123 RIDGE RD
PORTLAND, ME 4103

RODGERS LESLIE
145 RIDGE RD
PORTLAND, ME 4103

MATTIMORE JEAN E
147 RIDGE RD
PORTLAND, ME 4103

FULLER ROBERT DENNIS & LESLIE A
FULLER JTS
153 RIDGE RD
PORTLAND, ME 4103

CLARKE ELIZABETH C
155 RIDGE RD
PORTLAND, ME 4103

CADY R SAMUEL
146 RIDGE RD
PORTLAND, ME 4103

SHAH MOHSEN
4 WILSON RD
MIDDLETOWN, NY 10949

RENBRACK PROPERTIES LLC
85 EXCHANGE ST 4TH FLOOR
PORTLAND, ME 04101

PETERSON PETER R & ROSE M
PETERSON
835 OCEAN AVE
PORTLAND, ME 4103

336 ENTERPRISES LLC
592 SW FALCON ST
PALM CITY, FL 349

NUTTER SUSAN E
821 OCEAN AVE
PORTLAND, ME 4103

DERICE GAIL
25 SUMMER PL
PORTLAND, ME 4103

PHILLIPS MILES & STEPHANIE G
PHILLIPS JTS
23 SUMMER PL
PORTLAND, ME 4103

HUCKESTEIN BERNARD R &
LAURA HUCKESTEIN JTS
21 SUMMER PL
PORTLAND, ME 4103

CESTARO CLAUDE J
17 SUMMER PL
PORTLAND, ME 4103

LEE CHRISTOPHER &
SUSAN LEE JTS
PO BOX 51
ELLSWORTH, ME 04605

SOSNOWSKI MICHAEL J &
LAURA J JTS
91 SUMMER PLACE
PORTLAND, ME 4103

RIVAS ENRIQUE J
PO BOX 1501
WATERVILLE, ME 4103

STEVENSON SCOTT J & LAURIE
STEVENSON JTS
37 SUMMER PL
PORTLAND, ME 4103

MCKERSIE EDWARD S &
MELISSA MCKERSIE
31 SUMMER PL
PORTLAND, ME 4103

MCDONALD STACEY C & DAVID L
MCDONALD JTS
29 SUMMER PL
PORTLAND, ME 4103

GOODWIN ERNOLD R & NANCY A JTS
27 SUMMER PL
PORTLAND, ME 4103

LENG SOPHA
805 OCEAN AVE
PORTLAND, ME 04101

CUNNINGHAM JAMES F & JESSICA L
CUNNINGHAM JTS
8 ASHLEY LN
PORTLAND, ME 4103

DEROCCHI STEPHEN A
10 ASHLEY LN
PORTLAND, ME 4103

BOLDUC JANE A &
DANIEL G BOLDUC JTS
27 DAISY LN
SIDNEY, ME 04330

BACONGUIS FRANCES
18 ASHLEY LN
PORTLAND, ME 4103

BERUBE DANIEL R &
BARBARA D JTS
20 ASHLEY LN
PORTLAND, ME 4103

KINOSHITA NANCY B
22 ASHLEY LN
PORTLAND, ME 4103

CONROY MARTHA E
PO BOX 54
LIMA, PA 19037

CARTER TAMMY HEIRS
30 ASHLEY LN
PORTLAND, ME 4103

BRENERMAN BRIAN A
32 ASHLEY LN
PORTLAND, ME 4103

NOVICK ANDREW S &
SABRINA S SARAF JTS
36 ASHLEY LN
PORTLAND, ME 4103

SOLIS CHRISTIE R & MARCUS X
ALOMAR JTS
38 ASHLEY LN
PORTLAND, ME 4103

VIGER CELESTE M
40 ASHLEY LN
PORTLAND, ME 4103

WEIDHAS ALBERT N JR VN VET &
CATHERINE P JTS
43 ASHLEY LN
PORTLAND, ME 4103

HAYDEN CAROL P
45 ASHLEY LN
PORTLAND, ME 4103

LEVINSKY ALLAN KW VET & SANDRA
JTS
48 ASHLEY LN
PORTLAND, ME 4103

NAPPI KATHERINE L
50 ASHLEY LN
PORTLAND, ME 4103

CLARK MICHAEL S II & DANA RYDER
CLARK JTS
52 ASHLEY LN
PORTLAND, ME 4103

RILEY JOYCE
56 ASHLEY LN
PORTLAND, ME 4103

GEORGE MICHAEL F & MICHELE L
GEORGE JTS
58 ASHLEY LN
PORTLAND, ME 4103

ELLIS MARK R & TAMMY L ELLIS JTS
60 ASHLEY LN
PORTLAND, ME 4103

ERDWINN KATHERINE M
PO BOX 293
CHINLE, AZ 86503

MCDEVITT REBECCA L
98 ASHLEY LN
PORTLAND, ME 4103

BRALEY HOLLY G
96 ASHLEY LN
PORTLAND, ME 4103

BALESTRACCI DAVIS
94 ASHLEY LN
PORTLAND, ME 4103

HUNZIKER ALEXANDRA S &
JAMES D HUNZIKER JTS
92 ASHLEY LN
PORTLAND, ME 4103

MACLEAN MAXWELL C & MARGARET D
SNYDER TRUSTEES
86 ASHLEY LN
PORTLAND, ME 4103

COLE JANET A & JOHN D COLE JTS
84 ASHLEY LN
PORTLAND, ME 4103

AHMAD NAIM M
80 ASHLEY LN
PORTLAND, ME 4103

FIELD PATRICIA R
1 LUPINE CT
YARMOUTH, ME 04096

SAPKO ELEANOR & SHERRY L ALLEN JTS
76 ASHLEY LN
PORTLAND, ME 4103

THOMAS DAVID & MICHELE CLOUTIER
JTS
74 ASHLEY LN
PORTLAND, ME 4103

WESCOTT & PAYSON
31 OLD CAMPUS DR
PORTLAND, ME 4103

OCEAN EAST OF PORTLAND LLC
247 COMMERCIAL ST
STE A
ROCKPORT, ME 04856

BARRON SALLY A WID VN VET
1 WELLSTONE DR
PORTLAND, ME 4103

NELSON DEBORAH L
20 CLOUDMAN CT
WESTBROOK, ME 4092

GOODMAN MAVOURNEEN M
3 WELLSTONE DR
PORTLAND, ME 4103

BOYLE ANDREA
4 WELLSTONE DR
PORTLAND, ME 4103

LANGHAM C MARK
5 WELLSTONE DR
PORTLAND, ME 4103

COFFIN JACQUELINE J
6 WELLSTONE DR
PORTLAND, ME 4103

THOMAS LESLEY J & DAVID M THOMAS
JTS
7 WELLSTONE DR
PORTLAND, ME 4103

HARPELL SANDRA L
8 WELLSTONE
PORTLAND, ME 4103

MANN BRYANT C
9 WELLSTONE DR
PORTLAND, ME 4103

CONNORS LAWRENCE P & CHERYL A
CONNORS JTS
10 WELLSTONE
PORTLAND, ME 4103

ROTTMANN PETER A & LINDA H
ROTTMANN JTS
11 WELLSTONE
PORTLAND, ME 4103

ST PIERRE ERICA
12 WELLSTONE DR
PORTLAND, ME 4103

KELLEY CHARLES E VN VET & SALLY F
KELLEY JTS
695 OCEAN AVE
APT 13
PORTLAND, ME 4103

ROSIN CHRISTOPHER S & ROSINA T
ROSIN JTS
10900 BEAMAN CT
AUSTIN, TX 78750

FORTMILLER JANE A
15 WELLSTONE DR
PORTLAND, ME 4103

LECH PAUL C
16 WELLSTONE DR
PORTLAND, ME 4103

DESOUZA VICTOR & JULIA M D'SOUZA
JTS
318 WINTHROP DR
ITHACA, NY 14850

STOVALL SHEILA D
18 WELLSTONE DR
PORTLAND, ME 4103

BELANGER LINDA A
19 WELLSTONE
PORTLAND, ME 4103

RICHARD ROBERT R II
20 WELLSTONE
PORTLAND, ME 4103

MITCHELL BETHANY R
21 WELLSTONE
PORTLAND, ME 4103

EDWARDS JOSHUA P & ELIZABETH M
GREASON JTS
22 WELLSTONE DR
PORTLAND, ME 4103

LAPOMARDA MARY A WID WWII VET
23 WELLSTONE DR
PORTLAND, ME 4103

VEILLEUX ALISON R
24 WELLSTONE DR
PORTLAND, ME 4103

PAUL SARAH K
25 WELLSTONE
PORTLAND, ME 4103

BROWN SHARON L
26 WELLSTONE DR
PORTLAND, ME 4103

COLUCCI STEPHEN M &
SUSAN E GARRARD JTS
27 WELLSTONE DR
PORTLAND, ME 4103

PAQUETTE CARL R & KATHRYN A JTS
28 WELLSTONE DR
PORTLAND, ME 4103

DAVIDSON DONALD A & JULIE A
DAVIDSON JTS
29 WELLSTONE DR
PORTLAND, ME 4103

MACY ALGERT J VN VET & ANTIONETTE
A MACY JTS
30 WELLSTONE DR
PORTLAND, ME 4103

JONES STEVEN M
31 WELLSTONE
PORTLAND, ME 4103

MOONEY LAURIE R
32 WELLSTONE DR
PORTLAND, ME 4103

ELSNER JOY EMERICK
16 RICKER RD
SACO, ME 04072

MANTER ROBERT W & BETSY SAWYER-
MANTER JTS
34 WELLSTONE DR
PORTLAND, ME 4103

FLANAGAN JULIET & DOUGLAS WRIGHT
JTS
35 WELLSTONE DR
PORTLAND, ME 4103

GILLIAM ELLEN M
36 WELLSTONE DR
PORTLAND, ME 4103

OUELLET MICHAEL U
37 WELLSTONE DR
PORTLAND, ME 4103

LERMAN MARC D
38 WELLSTONE DR
PORTLAND, ME 4103

MADSEN HAROLD H JR &
SHEILA J EMPL JTS
39 WELLSTONE DR
PORTLAND, ME 4103

NADEAU YVETTE
40 WELLSTONE DR
PORTLAND, ME 4103

ROSIN CHRISTOPHER S &
ROSINA T ROSIN JTS
10900 BEAMAN CT
AUSTIN, TX 78750

WANG WEI-HSING
42 WELLSTONE DR
PORTLAND, ME 4103

WHEELER JASON & JAMIE BAKER JTS
43 WELLSTONE DR
PORTLAND, ME 4103

WAITE SARAH H
44 WELLSTONE DR
PORTLAND, ME 4103

CALL MARY WED WWII VET
ETALS TRUSTEES
45 WELLSTONE DR
PORTLAND, ME 4103

COWAN MARK A
46 WELLSTONE DR
PORTLAND, ME 4103

CARTER ELISE M
47 WELLSTONE DR
PORTLAND, ME 4103

CZERNIAK LOIS A
48 WELLSTONE DR
PORTLAND, ME 4103

SHELLEY SUZANNE & RANDY D
SHELLEY JTS
49 WELLSTONE DR
PORTLAND, ME 4103

RICCITELLI ROBIN P
50 WELLSTONE DR
PORTLAND, ME 4103

FORNISANO MADELINE
51 WELLSTONE DR
PORTLAND, ME 4103

HODGE DONNA N
52 WELLSTONE DR
PORTLAND, ME 4103

CORSON SARAH-LOUISE E
53 WELLSTONE DR
PORTLAND, ME 4103

LOVELACE DAWN K
54 WELLSTONE DR
PORTLAND, ME 4103

MUTI AHMAD T & LEELA MUTI JTS
55 WELLSTONE DR
PORTLAND, ME 4103

STOCKLEY JOANN L
56 WELLSTONE DR
PORTLAND, ME 4103

COLUCCI CHRISTOPHER J
57 WELLSTONE DR
PORTLAND, ME 4103

RICHIO JAMEY MARIE
58 WELLSTONE DR
PORTLAND, ME 4103

CAMPBELL CECILIA M
59 WELLSTONE DR
PORTLAND, ME 4103

LUNT ELIZABETH P
61WELLSTONE DR
PORTLAND, ME 4103

DAVIDSON WARREN H WWII VET &
BARBARA A JTS
62 WELLSTONE DR
PORTLAND, ME 4103

MCGARVEY BONNIE
63 WELLSTONE DR
PORTLAND, ME 4103

KEENE TIMOTHY S
64 WELLSTONE DR
PORTLAND, ME 4103

STUDLEY PATRICIA A
65 WELLSTONE DR
PORTLAND, ME 4103

ROSIN CHRISTOPHER S & ROSINA T
ROSIN JTS
10900 BEAMAN CT
AUSTIN, TX 78750

EIDEMILLER RYAN & TIA EIDEMILLER
JTS
67 WELLSTONE DR
PORTLAND, ME 4103

MCLOUGHLIN JANICE & MARGARET
HARDY JTS
1410 RICHVILLE RD
STANDISH, ME 04084

PAGE GLORIA D
69 WELLSTONE DR
PORTLAND, ME 4103

HELMS BONNIE A
70 WELLSTONE DR
PORTLAND, ME 4103

GALLAGHER KEVIN J
40 JESSICA LN
SOUTH PORTLAND, ME 04106

TUCKER AMBER L
72 WELLSTONE DR
PORTLAND, ME 4103

HART LENONA
765 OCEAN AVE
PORTLAND, ME 4103

OUELLETTE KATHLEEN A
807 OCEAN AVE
PORTLAND, ME 4103

Anne Weigel
92 Hamblet Avenue
Portland, ME 04103

Anthony Donovan
27 Riverview Street
Portland, ME 04102

Barb Wood
125 Emery Street
Portland, ME 04102

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

David Nowlin
215 Oxford Street
Portland, ME 04102

Deb Keenan
28 Dorothy Street
Portland, ME 04103

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

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

Ethan Strimling
211 Spring Street
Portland, ME 04102

Greater Portland Council of Governments
970 Baxter Blvd., 2nd Floor
Portland, ME 04103

Henry Leclair
209 Range Road
Windham, ME 03087

Janice Carpenter
9 West Commonwealth Drive
Portland, ME 04103

Jennifer Yeaton
City of Portland
389 Congress Street
Portland, ME 04101

Jesse Thompson, RA, LEED AP Kaplan
Thompson Architects
424 Fore Street
Portland, ME 04101

John Leavitt
NE Regional Council of Carpenters
68 Bishop Street, Unit 1
Portland, ME 04103

Kerry Anderson
5 Frederick Thompson Drive
Scarborough, ME 04074

Len Anderson
543 Allen Avenue
Portland, ME 04103

Lynn Clarkson
145 Marlborough Road
Portland, ME 04103

Mary Griffith
6 E. Promenade, Unit #2
Portland, ME 04101

Nancy Bartlett
PO Box 7965
Portland, ME 04112

Pam Burnside
64 Lester Drive
Portland, ME 04103

Paul Dubois
Kimberly Dubois
1915 Congress Street
Portland, Me 04102

Portland Society of Architects c/o James
Sterling, AIA
PO Box 7305
Portland, ME 04112

Priscilla D. LaVallee
28 Greenway Drive, Unit #2
Falmouth, ME 04105-2150

Rebecca Halla
Waste Management
2000 Forest Avenue
Portland, ME 04103

REP Benjamin Dudley III District 30
9 Ponce Street
Portland, ME 04101

REP Glenn Cummings
District 37
24 Nevens Street
Portland, ME 04103

REP Herb Adams
District 33
231 State Street
Portland, ME 04101-2361

REP Joseph Brannigan
District 35
168 Concord Street
Portland, ME 04103

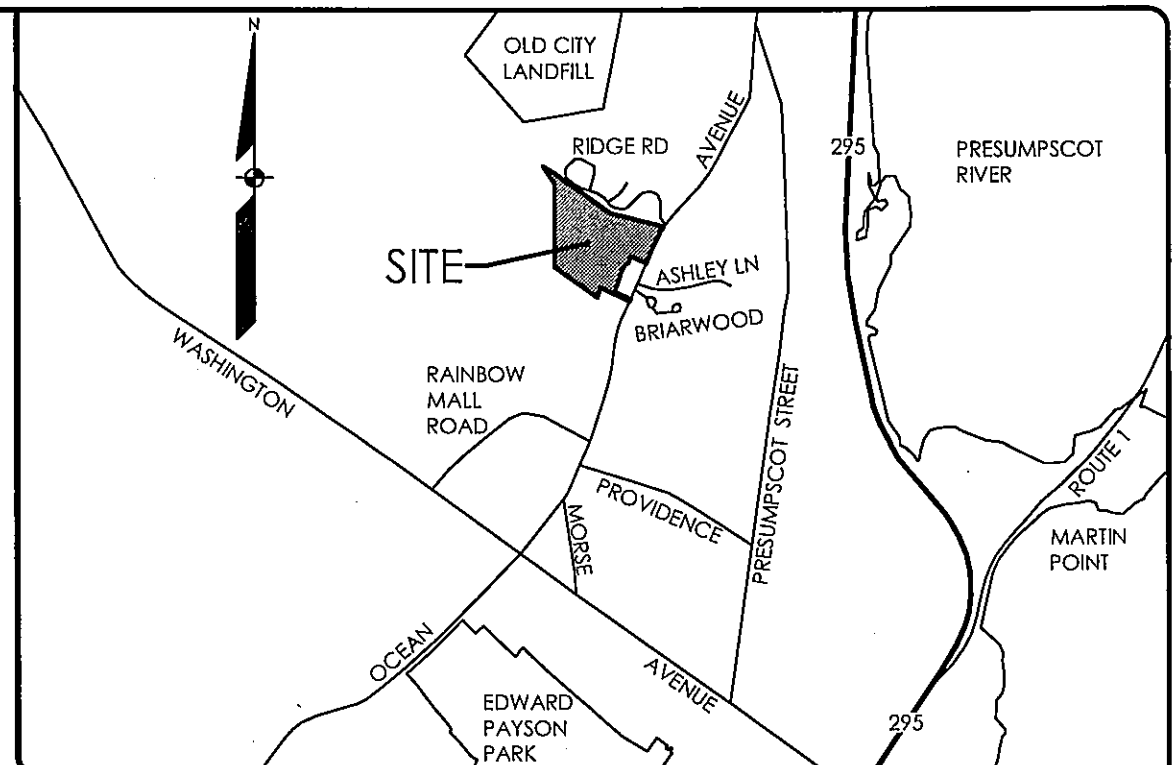
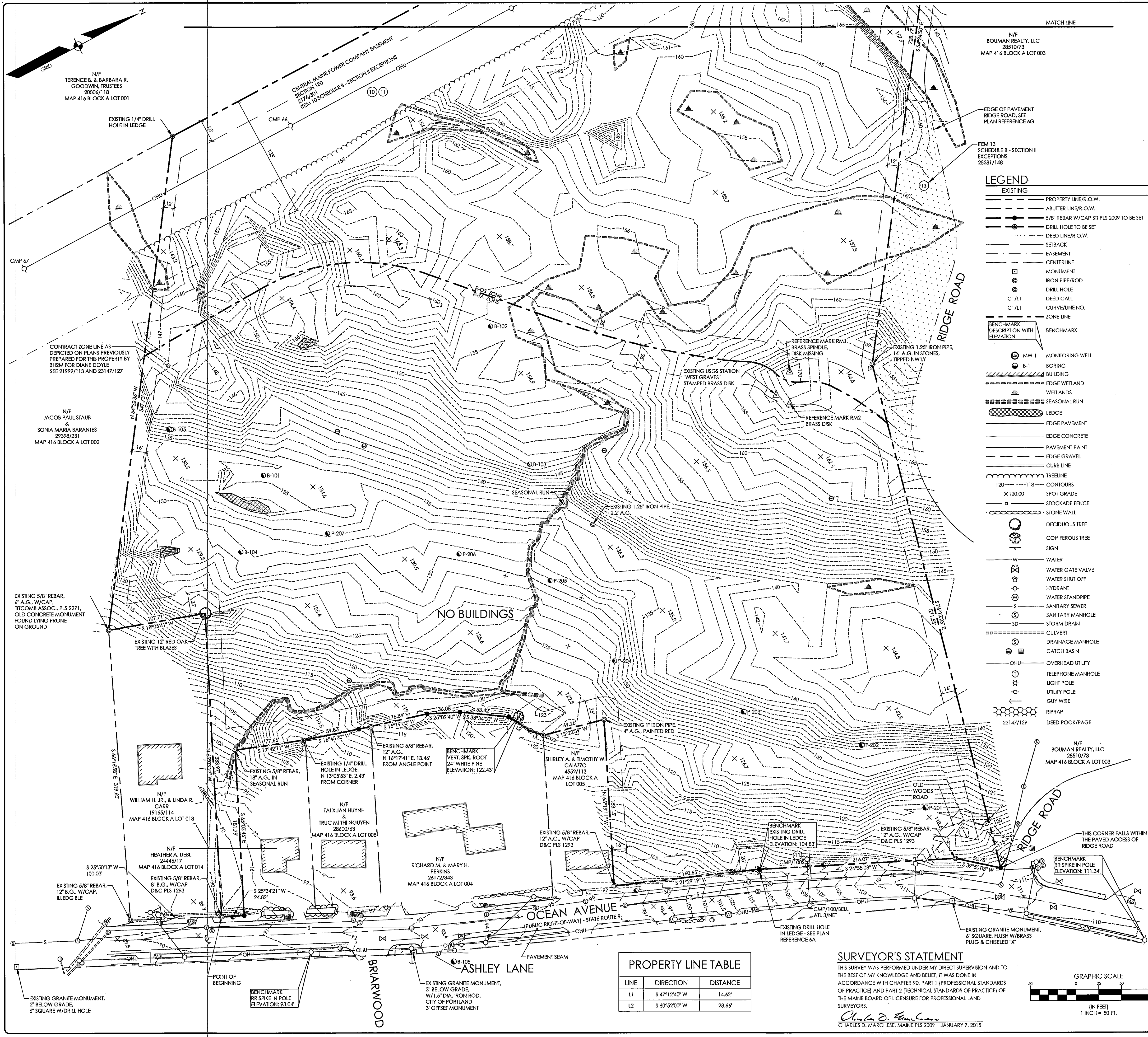
Robert Hains
250 Holm Avenue
Portland, ME 04102

William Meridian
105 Stonecrest Drive
Portland, ME 04103

Philip Haughey
1660 Soldiers Field Road
Boston, MA 02135

Portland Society of Architects c/o James
Sterling, AIA
PO Box 7305
Portland, ME 04112

Priscilla D. LaVallee
28 Greenway Drive, Unit #2
Falmouth, ME 04105-2150



GENERAL NOTES:

- 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 289.
 - THE PROPERTY IS SHOWN AS LOTS ADD, ADD7 AND ADD2 ON TAX MAP 416 AND LOT ADD7 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.
 - SPACE AND BULK CRITERIA FOR THE R-5A AND R-OS DISTRICTS ARE AS FOLLOWS:

	R-5A	R-OS
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	N/A

ZONING ORDINANCE
- *SEE ORDINANCE FOR MORE PARTICULAR INFORMATION.
- TOTAL AREA OF PARCEL IS APPROXIMATELY 798,387.448 SQUARE FEET OR 18,328 ACRES.
 - BOUNDARY AND TOPOGRAPHIC INFORMATION SHOWN HEREON IS BASED UPON FIELD WORK PERFORMED BY SEBAGO TECHNIQS, INC. IN DECEMBER 2014 AND JANUARY 2015.
 - PLAN REFERENCES:
 - "PLAN SHOWING A BOUNDARY SURVEY AND TOPOGRAPHIC SURVEY MADE FOR DIANE DOYLE (MAILING ADDRESS: 18 TIPPAN 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.
 - "ASBUILT SURVEY PLAN OF OCEAN RIDGE CONDOMINIUMS, 852 OCEAN AVENUE, PORTLAND, MAINE FOR RECORD OWNER OCEAN RIDGE REALTY, LLC, P1 OLD OCEAN HOUSE ROAD, CAPE ELIZABETH, MAINE 04107 DATED NOVEMBER 29, 2005 BY SEBAGO TECHNIQS, INC., PROJECT NO. 84180.
 - "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.
 - "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.
 - "OCEAN AVENUE STORM DRAIN AND SANITARY SEWER EXTENSION OF OCEAN RIDGE CONDOMINIUMS, 852 OCEAN AVENUE, PORTLAND, MAINE FOR OCEAN RIDGE REALTY, LLC, P1 OCEAN HOUSE ROAD, CAPE ELIZABETH, MAINE 04107 DATED APRIL 3, 2001 AND REVISED THROUGH DECEMBER 3, 2002 BY SEBAGO TECHNIQS, INC., PROJECT NO. 84180, SHEETS 15 & 16 OF 18 SHEETS.
 - "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.
 - "AMENDED SUBDIVISION PLAN OF OCEAN RIDGE CONDOMINIUMS, 852 OCEAN AVENUE, PORTLAND, MAINE FOR RECORD OWNER OCEAN RIDGE REALTY, LLC, P1 OLD OCEAN HOUSE ROAD, CAPE ELIZABETH, MAINE 04107 DATED MARCH 6, 2001 AND REVISED THROUGH MARCH 13, 2003 BY SEBAGO TECHNIQS, 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.
 - PLAN ORIENTATION IS GRID NORTH, MAINE STATE PLANE COORDINATE SYSTEM, WEST ZONE 1802-NAD83. ELEVATIONS DEPICTED HEREON WERE OBSERVED IN NAVD83, 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 NAVD83. ELEVATIONS ARE TIED TO THE CITY OF PORTLAND, MAINE VERTICAL DATUM.
 - 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 INSTALLATION.
 - 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 000Y C, HAVING AN EFFECTIVE DATE OF DECEMBER 8, 1998. THE LOCUS FALLS WITHIN AN AREA IDENTIFIED AS AN UNSHADED ZONE X, AREA DETERMINED TO BE OUTSIDE THE 500-YEAR FLOODPLAIN.
 - 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 TECHNIQS, 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.
 - 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 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 1.2.3.4.5.6.8.11.12.13.14.15.16.17.18.19.20a AND 21 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON JANUARY 7, 2015.

DATE: JANUARY 7, 2015

Charles D. Marchese
CHARLES D. MARCHESE, MAINE PLS 2009
SEBAGO TECHNIQS, INC.

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. 14432 SCALE 1" = 50'

SHEET 1 OF 2

DESIGNED CDM CHECKED CLB

CDM 01-23-2015 REVISED BORINGS/PROBES
CDM 01-23-2015 PLAN REVISED TO REFLECT TITLE COMMITMENT 14030089 REVISED 1-12-15
CDM 01-23-2015 ISSUED TO CLIENT FOR REVIEW

REV: BY: DATE: STATUS:

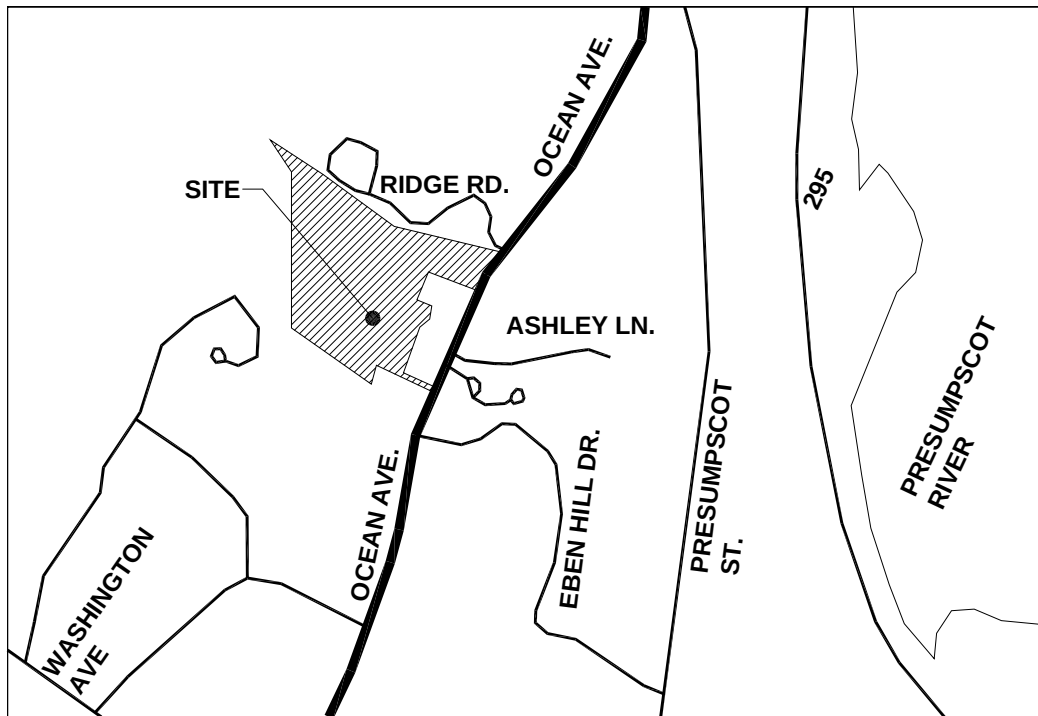
A. CDM 01-23-2015
B. CDM 01-23-2015
C. CDM 01-23-2015

WWW.SEBAGOTECHNIQS.COM
220 Goodard Rd., Suite B
Lewiston, ME 04240
Tel. 207-783-6556
Fax 207-783-6556

14432C2C.dwg TAB:14432L1

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 OPENSOURCE:	673,742 SQ. FT.	84.4%

PERVIOUS / IMPERVIOUS AREA

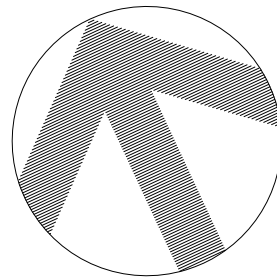
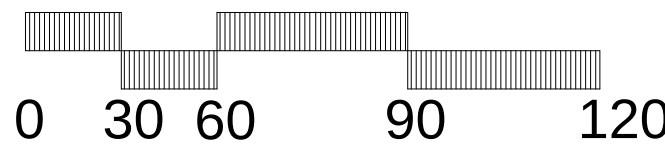
IMPERVIOUS AREA: 15.6% PERVIOUS AREA: 84.4%

PARKING:

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

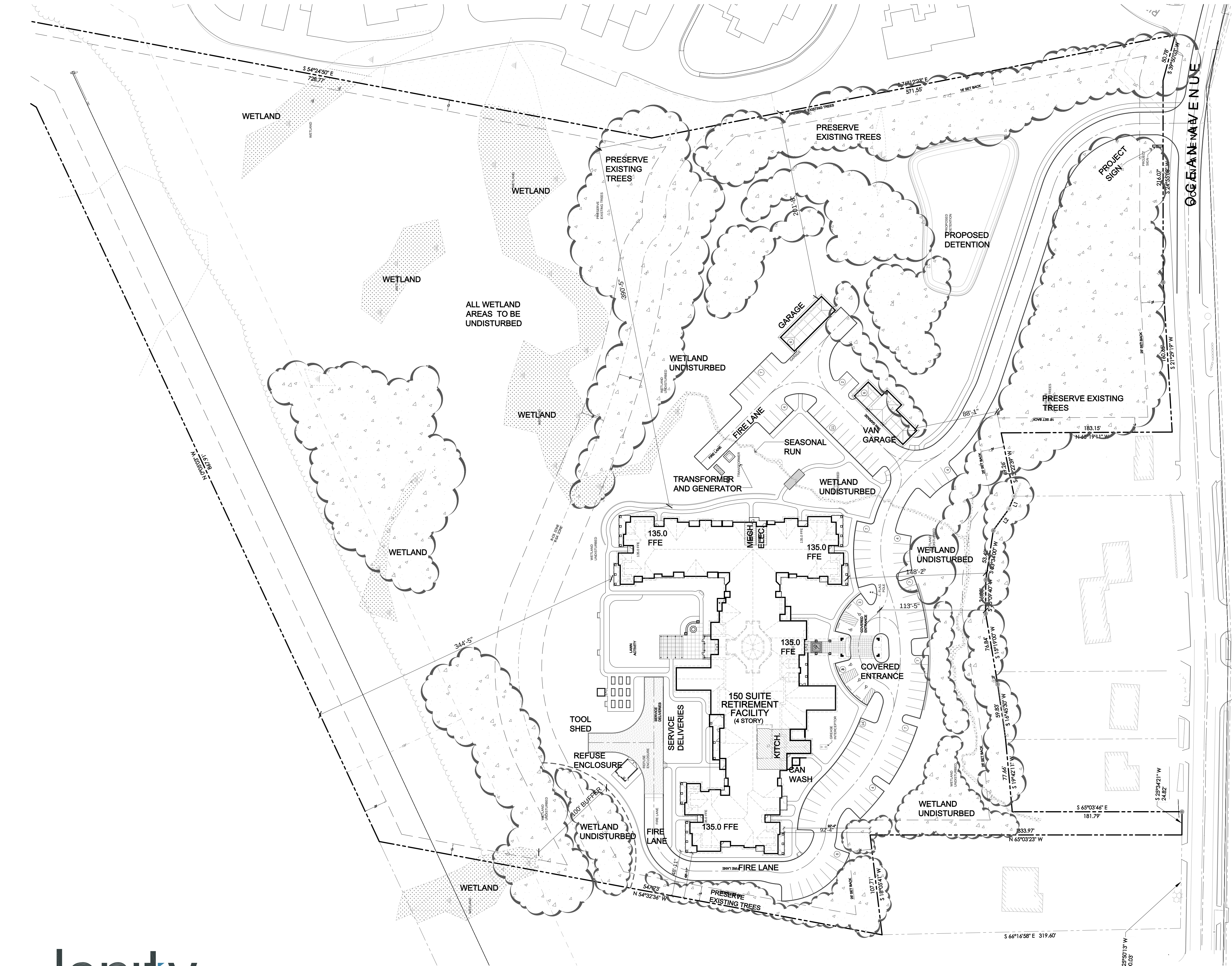
REFERENCE SITE PLAN

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



HAWTHORN
RETIREMENT GROUP

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

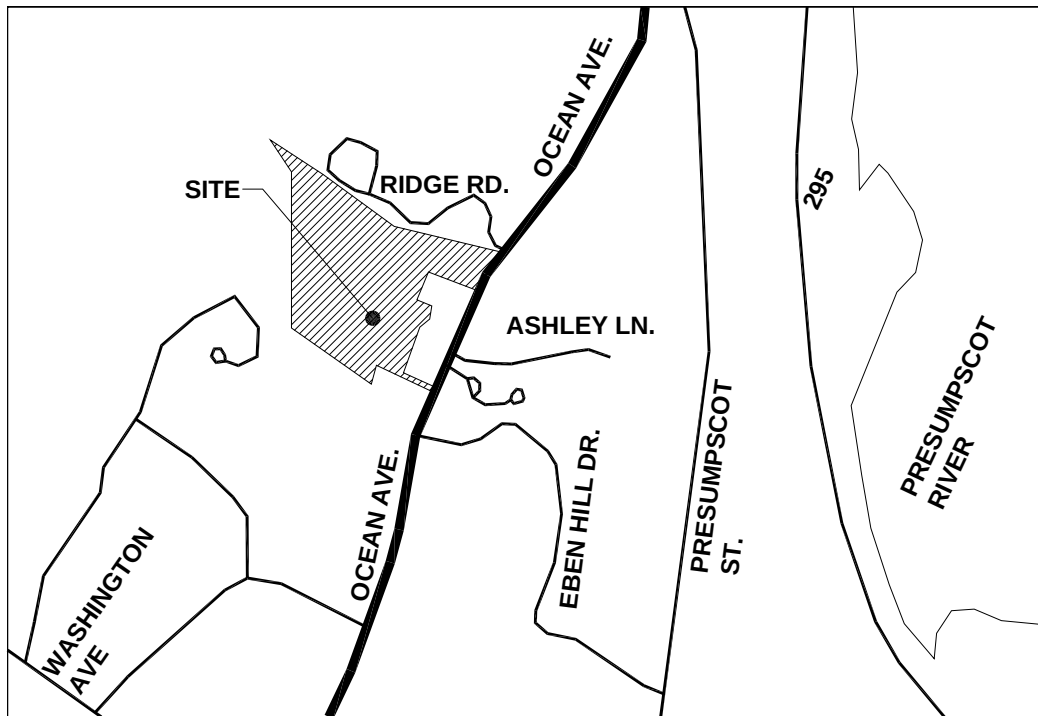


Portland Retirement Residence

Portland, Maine

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 OPENSOURCE:	673,742 SQ. FT.	84.4%

PERVIOUS / IMPERVIOUS AREA

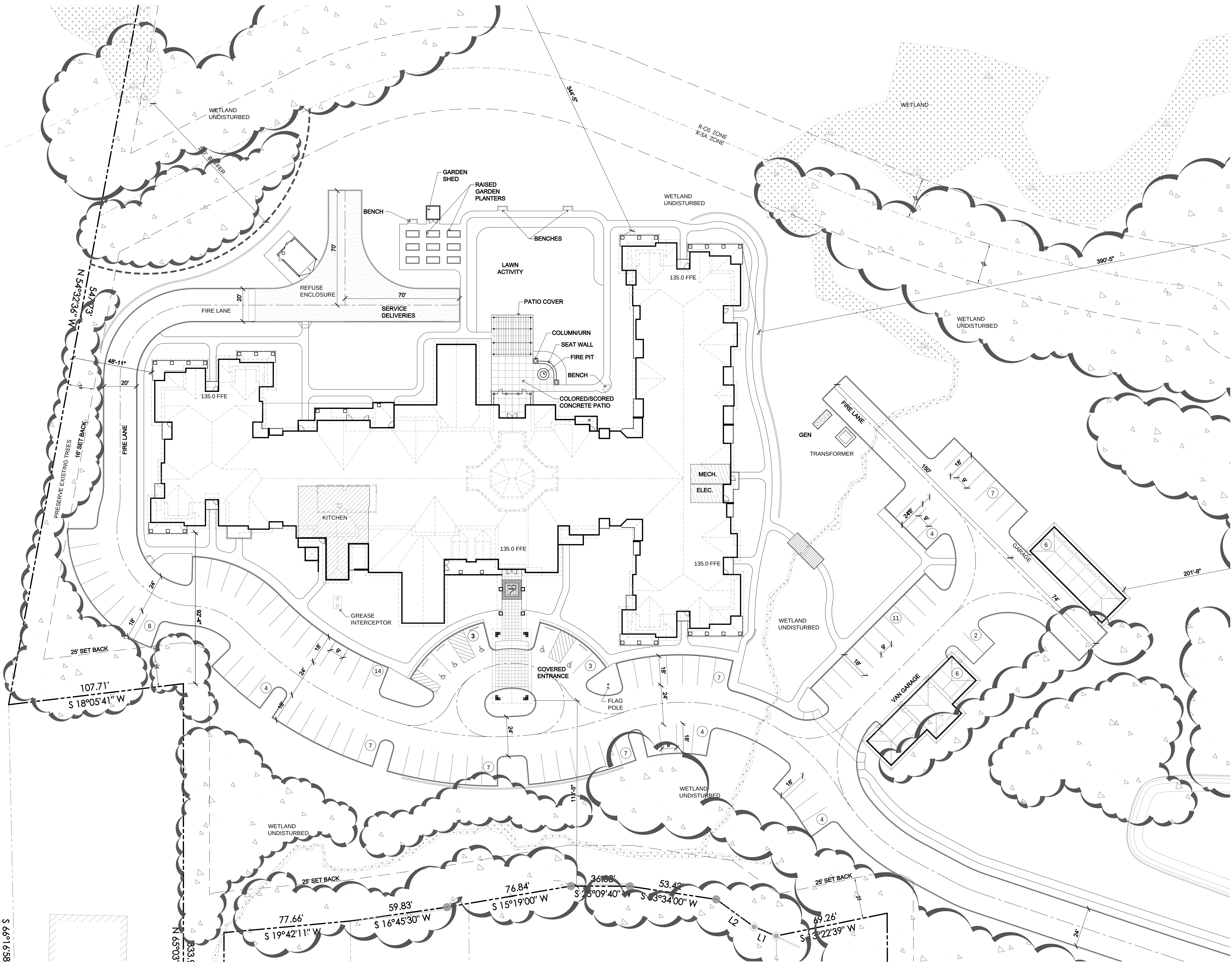
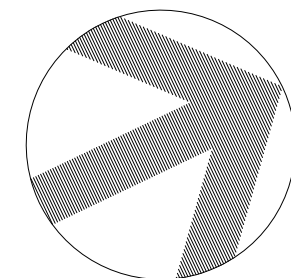
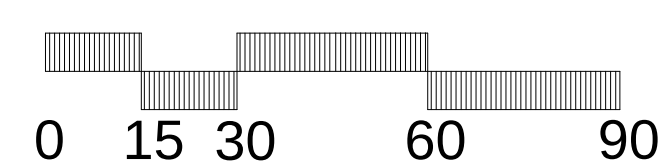
IMPERVIOUS AREA: 15.6% PERVIOUS AREA: 84.4%

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"



lenity
architecture

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

Portland Retirement Residence

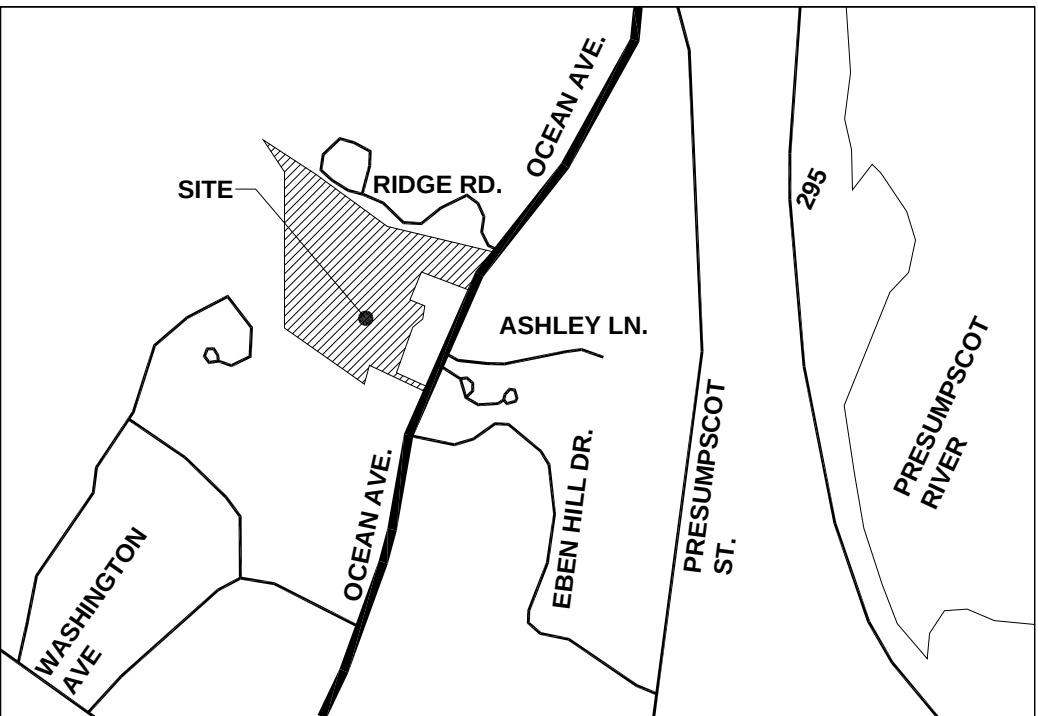
Portland, Maine

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.



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 OPENSOURCE:	673,742 SQ. FT.	84.4%

PERVIOUS / IMPERVIOUS AREA

IMPERVIOUS AREA: 15.6% PERVIOUS AREA: 84.4%

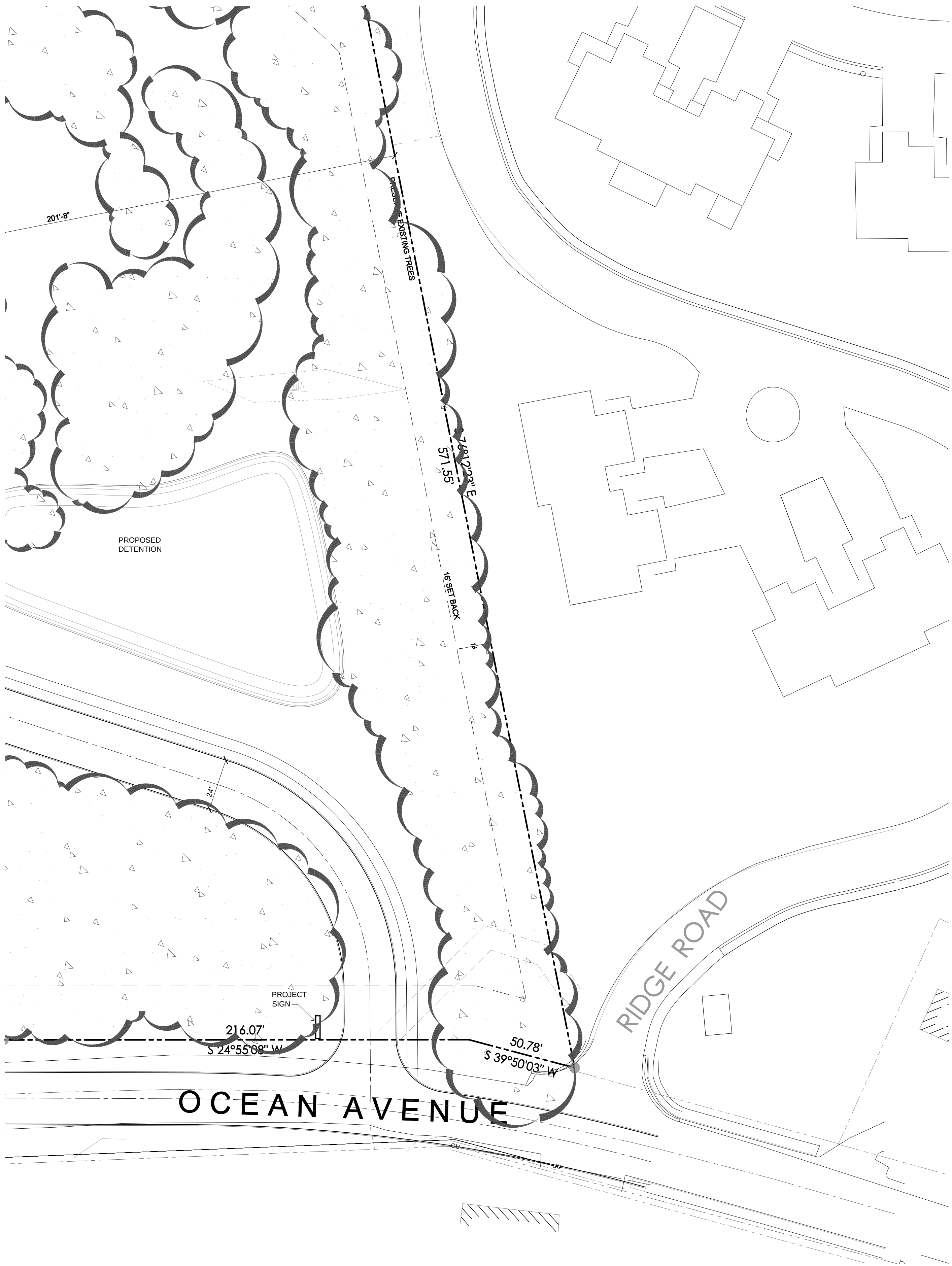
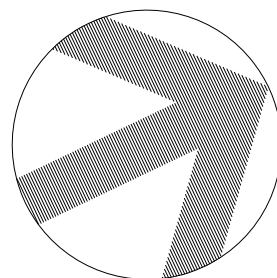
PARKING:

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

SITE PLAN

DATE: 06 Feb 2015
SCALE: 1" = 30'-0"

0 15 30 60 90



lenity
architecture

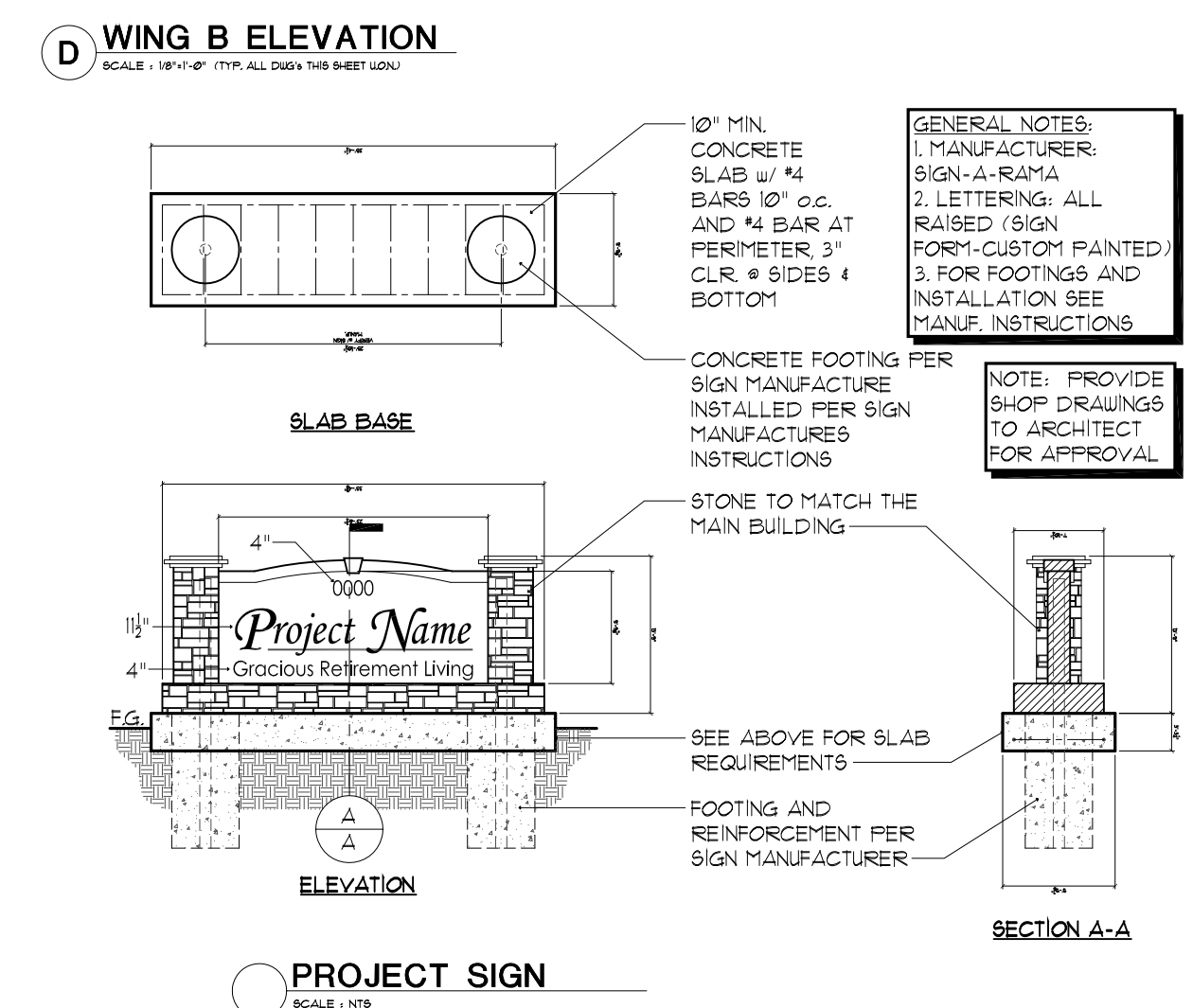
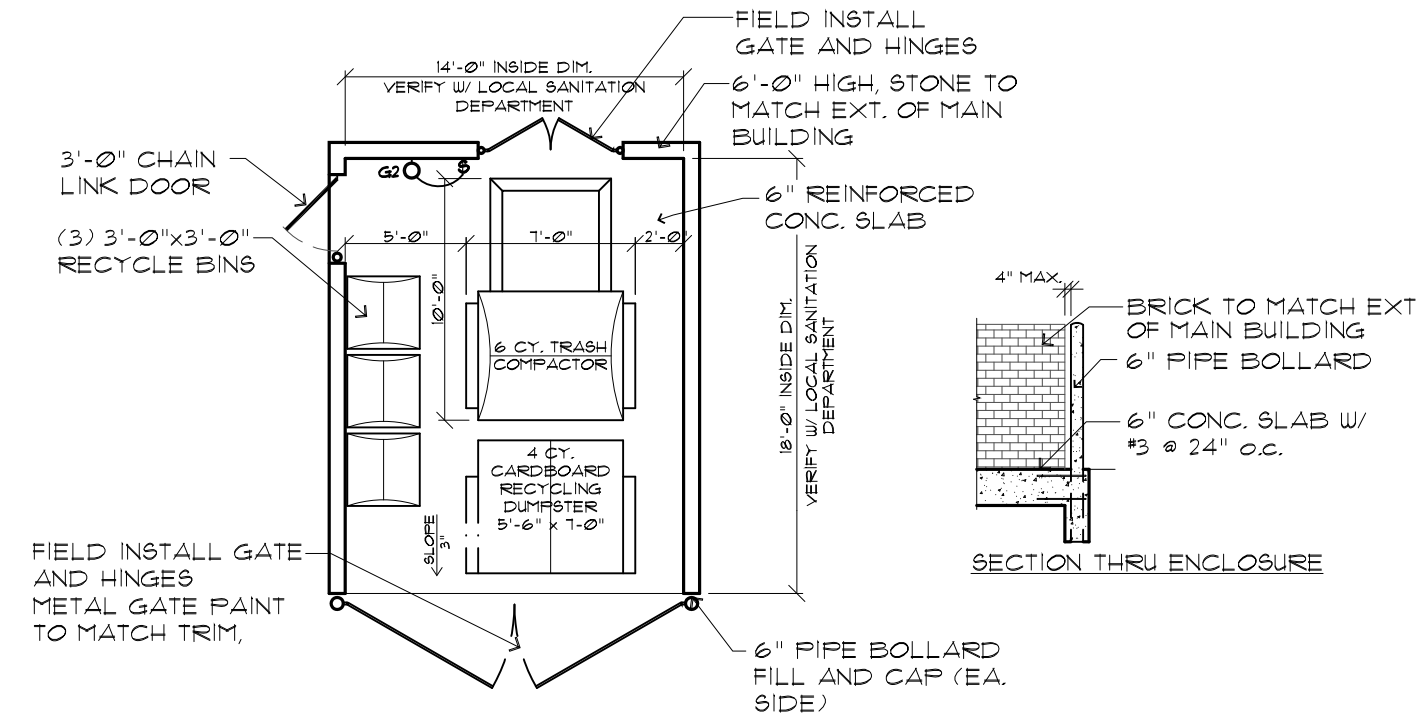
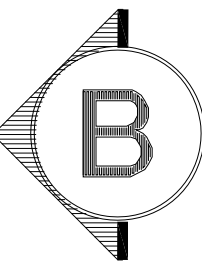
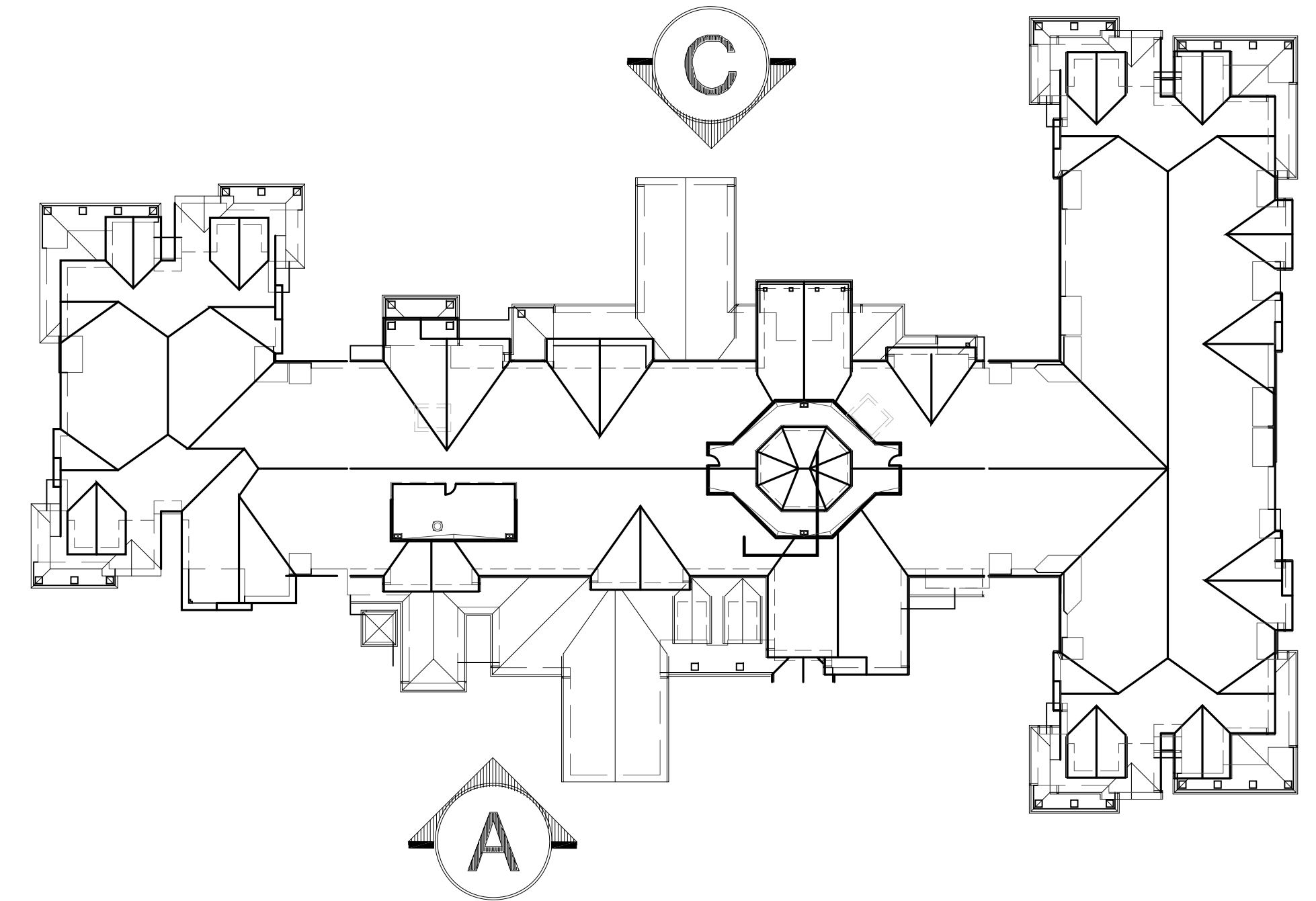
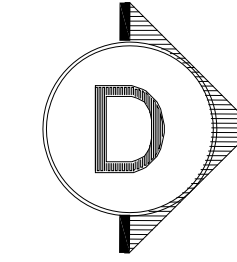
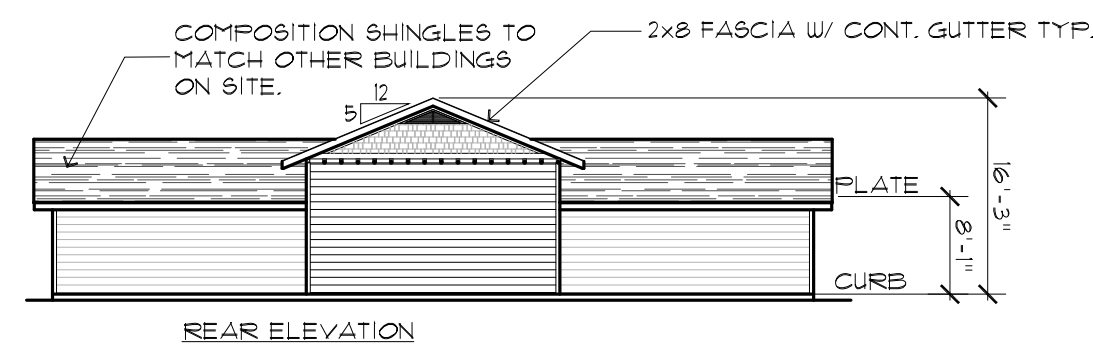
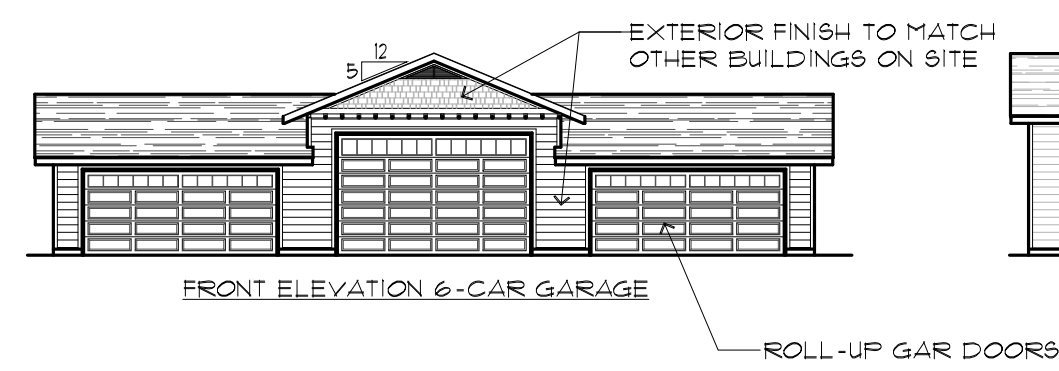
3150 Kettle Court SE, Salem, Oregon 97301
P 503 399 1090 F 503 399 0565 W lenityarchitecture.com

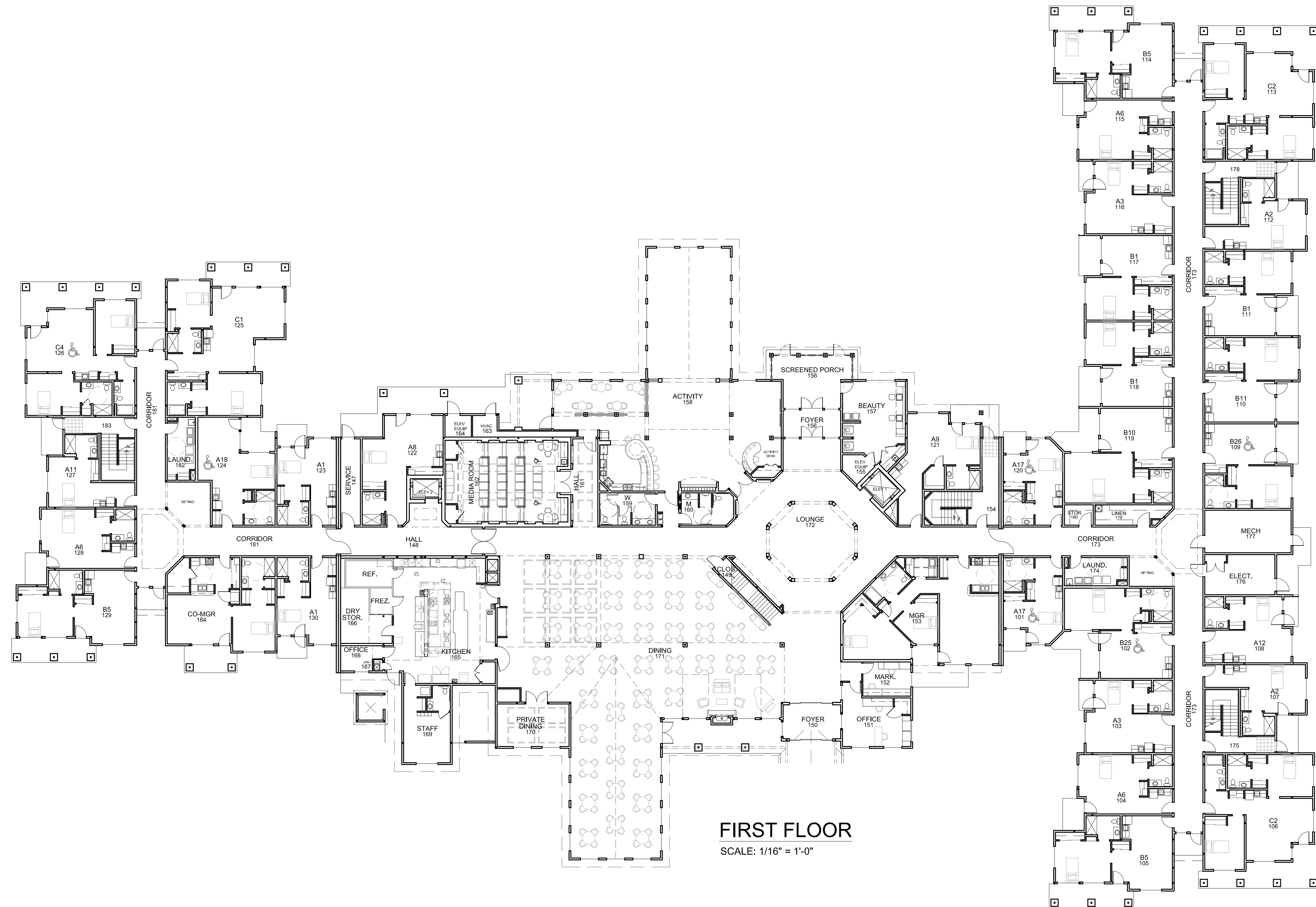
Portland Retirement Residence

Portland, Maine

HAWTHORN
RETIREMENT GROUP

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





Portland Retirement Residence

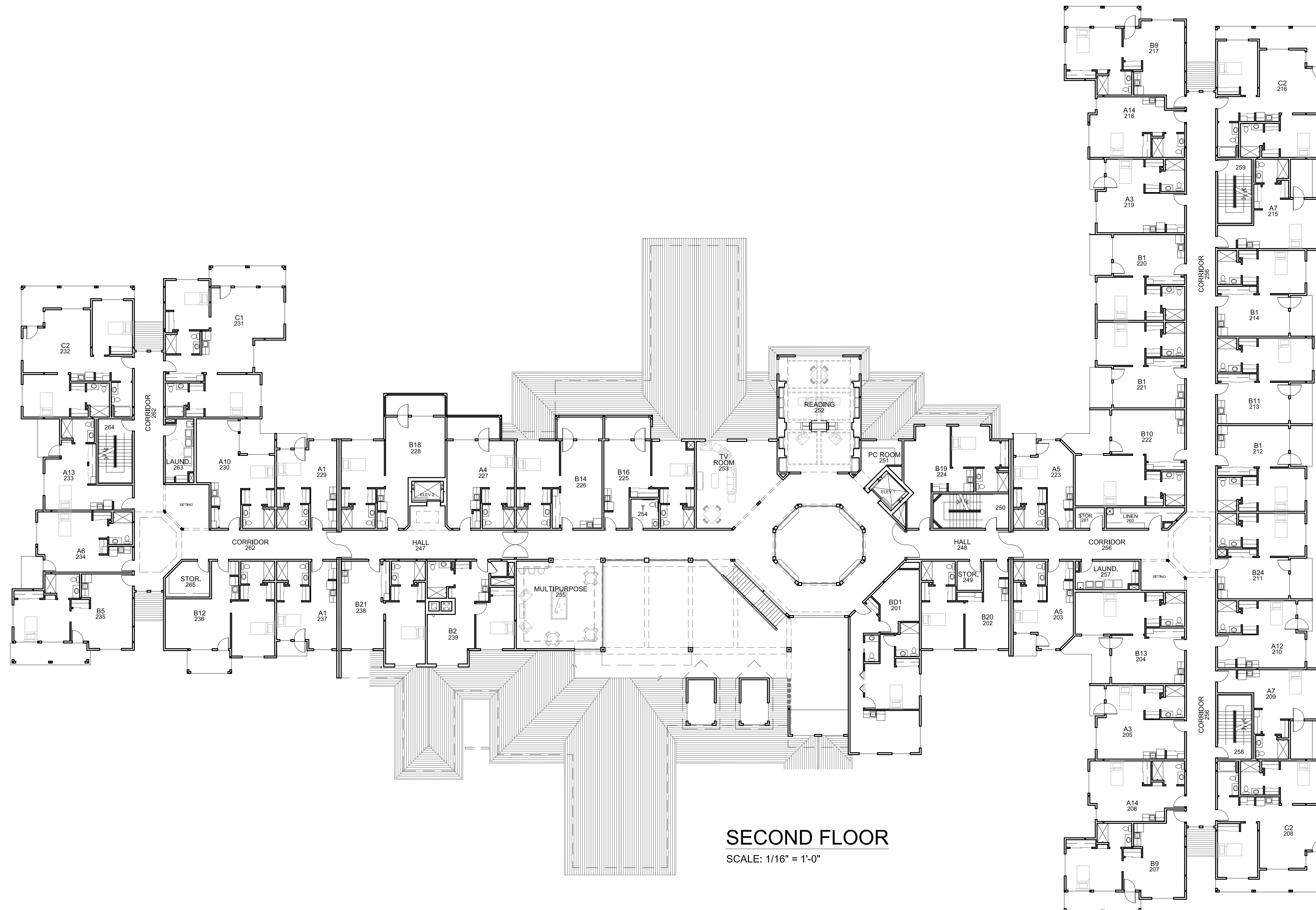
Portland, ME

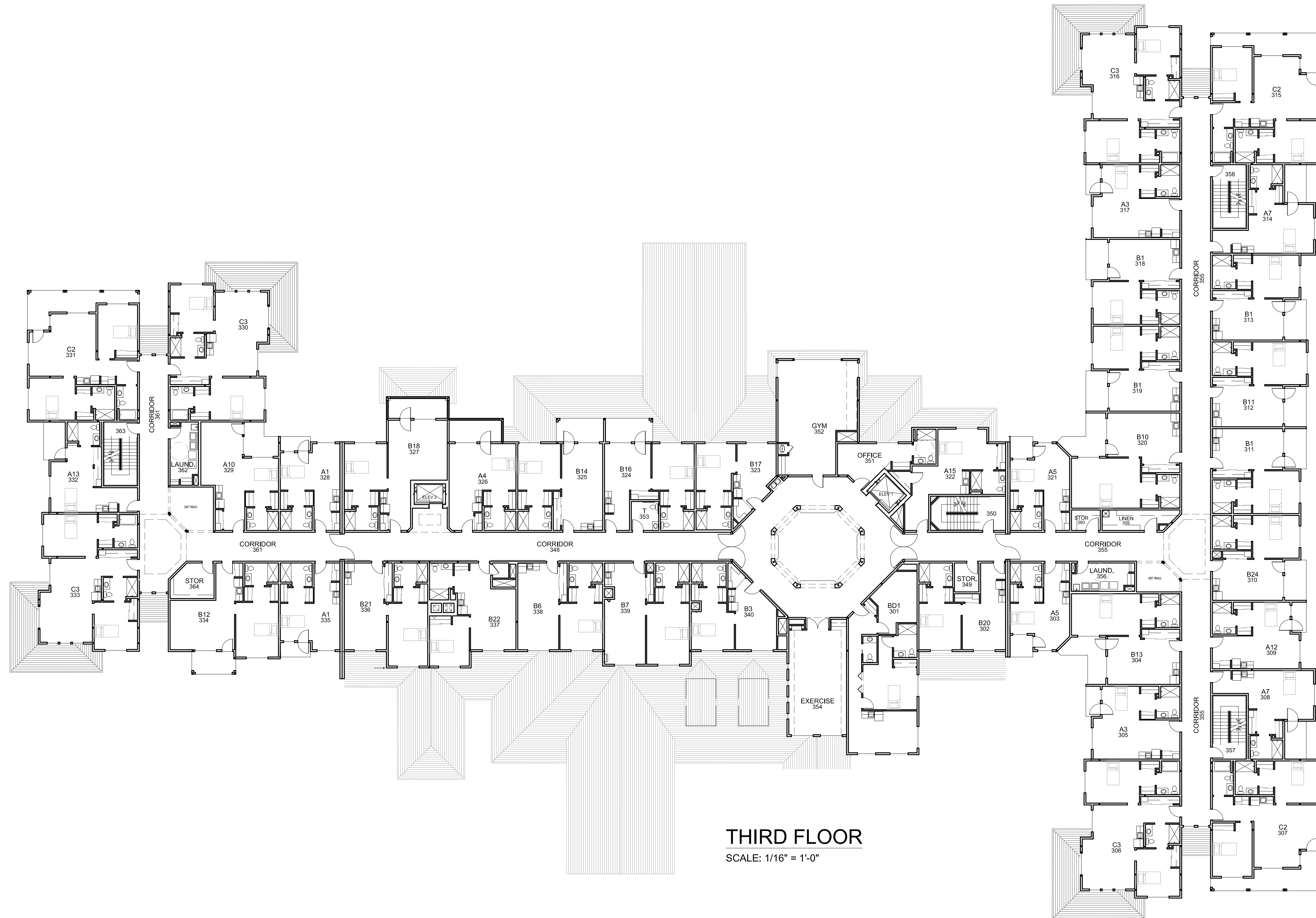
lenity
architecture

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

HAWTHORN
RETIREMENT GROUP

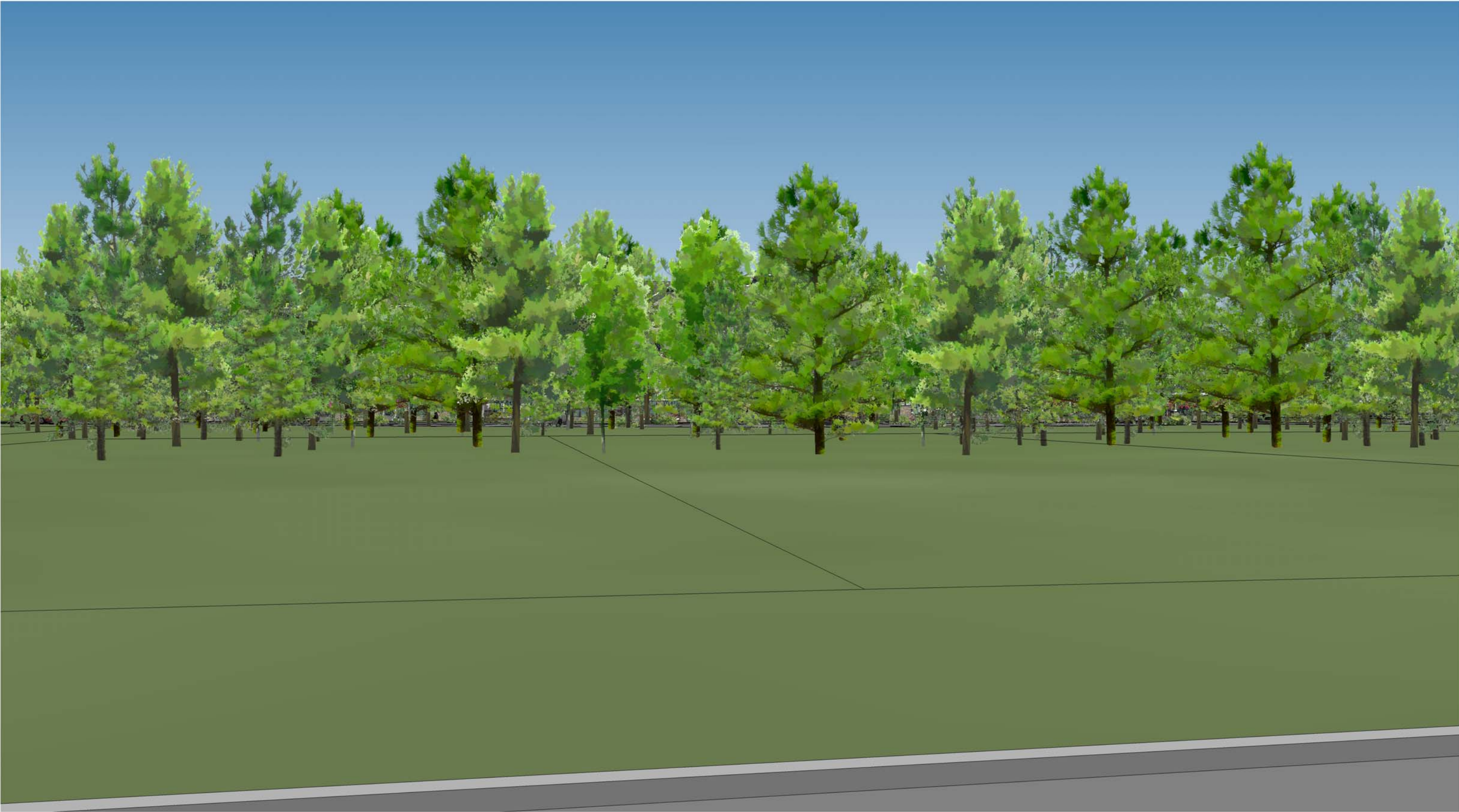
9310 NE Vancouver Mall Dr., Suite 200
Vancouver, WA 98662-8210
(360) 213-1550 Fax (360) 213-1540

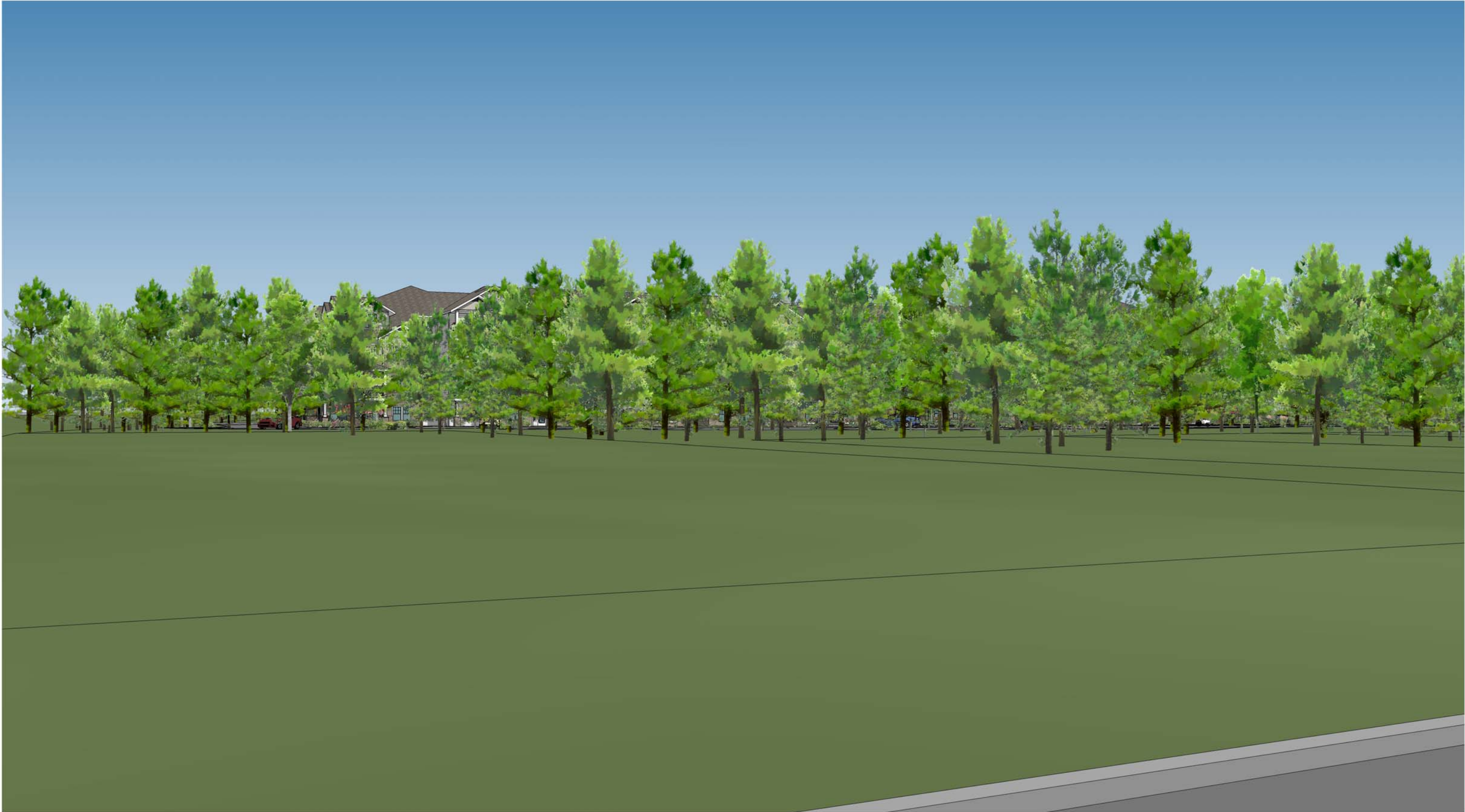




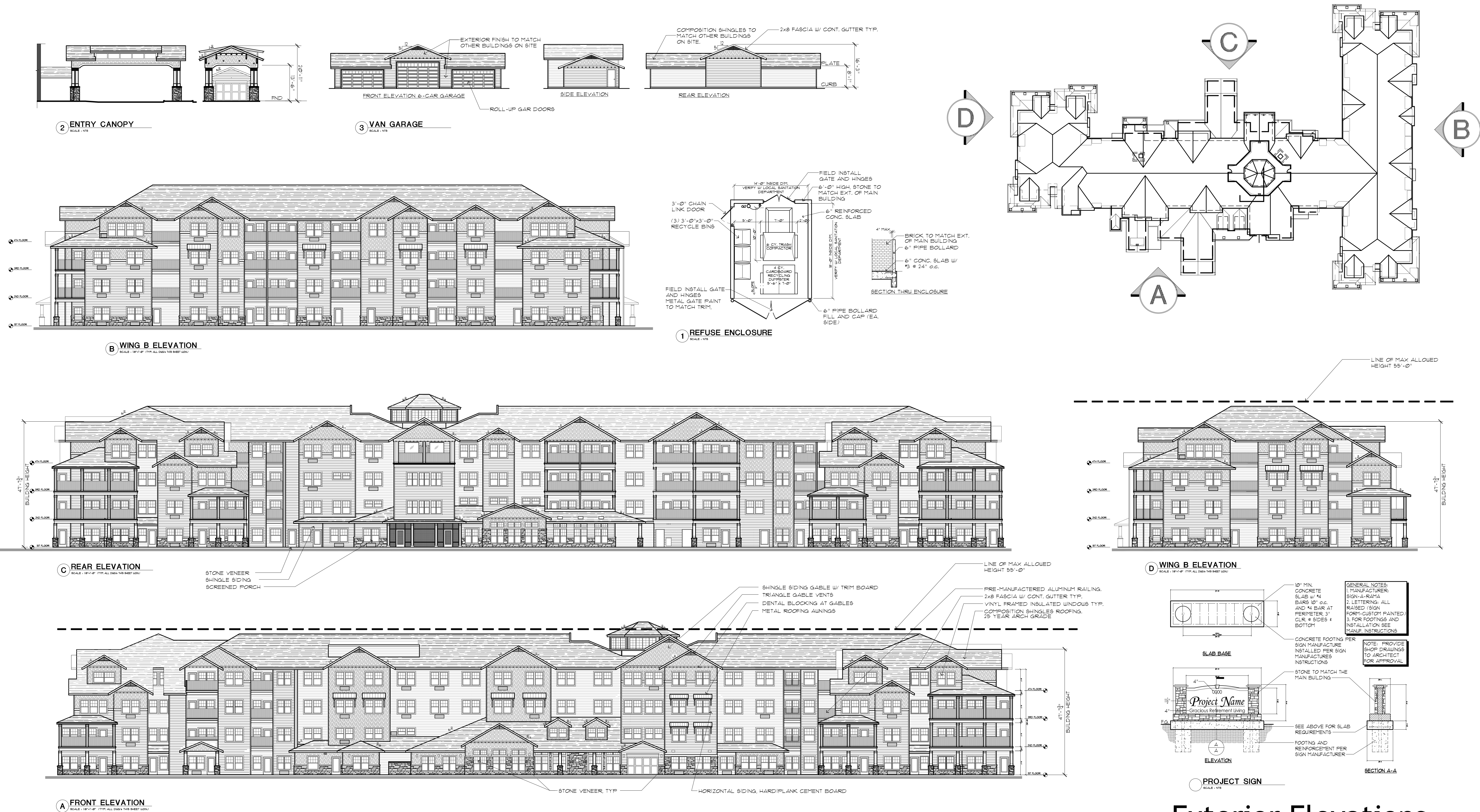






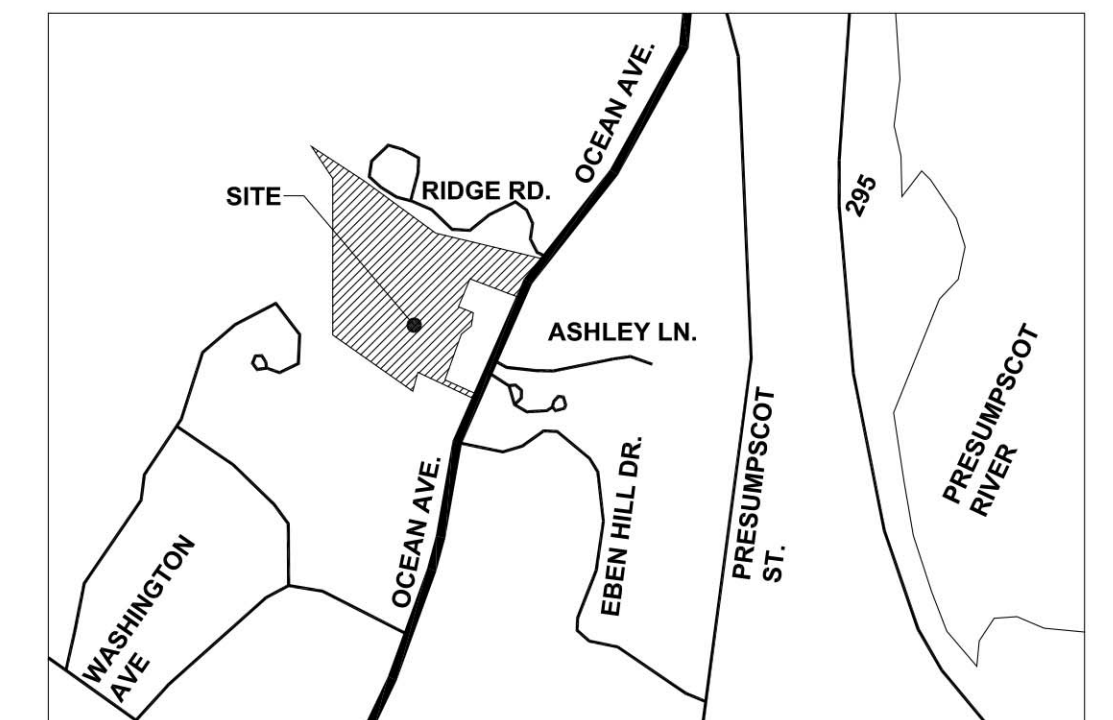






Portland Vicinity Map

SCALE: N.T.S.



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 OPENSOURCE:	673,742 SQ. FT.	84.4%

PERVIOUS / IMPERVIOUS AREA

IMPERVIOUS AREA: 15.6% PERVIOUS AREA: 84.4%

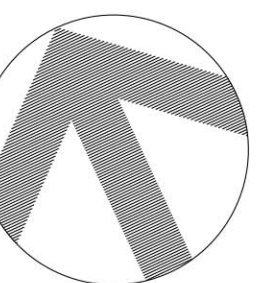
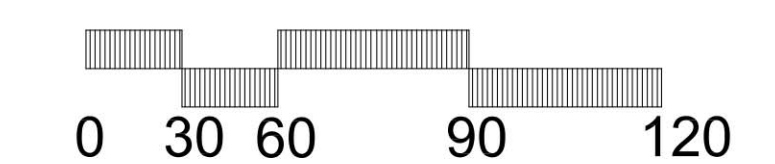
PARKING:

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"



HAWTHORN
RETIREMENT GROUP

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

lenity
architecture

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

Portland Retirement Residence

Portland, Maine



PLANNING BOARD REPORT PORTLAND, MAINE

Bayside Bowl Expansion
138 Kennebec Street
Level III Site Plan
Project ID #2015-049
BOPPO, LLC., Applicant.

Submitted to: Portland Planning Board Public Hearing Date: June 9, 2015	Prepared by: Ric Knowland, Senior Planner Date: June 5, 2015
--	---

I. INTRODUCTION

A public hearing 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. Applicant is also requesting certain waivers from the Technical and Design Manual.

A workshop was held on April 28, 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 the June 1, 2015 and June 2, 2015 editions of the Portland Press Herald.

II. PROJECT DATA

Zoning:	B-7
Land Area:	55,290 sq. ft.
Proposed Use:	Bowling Alley/Squash Courts/Restaurant
Existing Building Footprint:	13,600 sq. ft.
Proposed Building Footprint:	29,823 sq. ft.
Existing Building Floor Area:	13,606 sq. ft.
Proposed Building Floor Area:	48,857 sq. ft.
Building Height:	45 ft.
Parking Spaces:	
Onsite:	36
Offsite (leased):	indeterminate
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-Hanover-Kennebec- 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 Bayside Bowl expansion does not encroach within the right of way. The City owns the other half of the street which abuts the City’s Traffic Division building. By way of background, the City is in the process of evaluating a proposal by AVESTA to purchase the Traffic Division property for a housing development.

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. A mezzanine level is proposed to observe the squash courts. 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.

Parking includes a temporary 36 space lot on-site (gravel surface) as well as references to a number of off-site parking lot resources although no agreement(s) documenting permission from applicable property owners has been provided. 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.

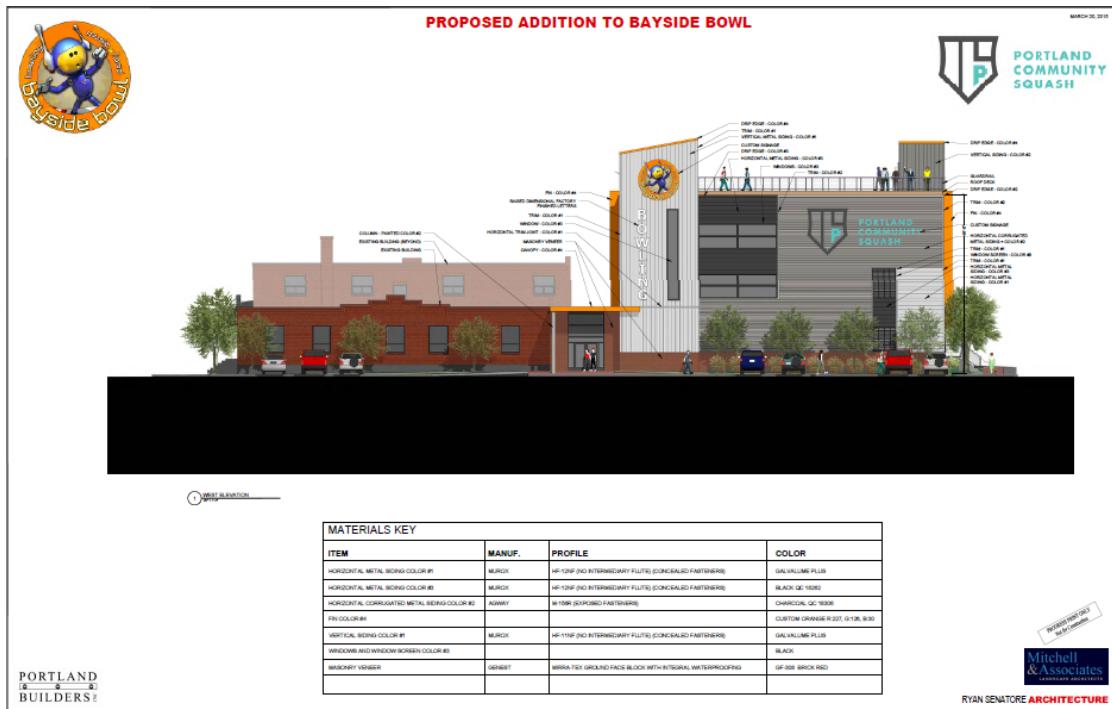
An 8 foot wide brick sidewalk is proposed along Hanover Street while the existing brick sidewalk along Alder Street is being extended about 22 feet but both sidewalks stop at the parking lot driveway in deference to the future alignment of Somerset Street which will likely be constructed in 2016. The 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. Another alternative would be for the applicant to forward a check to the City in the amount of these improvements which could be incorporated into the Somerset Street construction program.

Three Bayside street light fixtures are proposed along Hanover Street.



Building Elevations

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) plus a mezzanine level, it reads as a much taller building with its 45 foot height. The building is surrounded by 4 streets so the building is viewed by the public from all 4 streets.



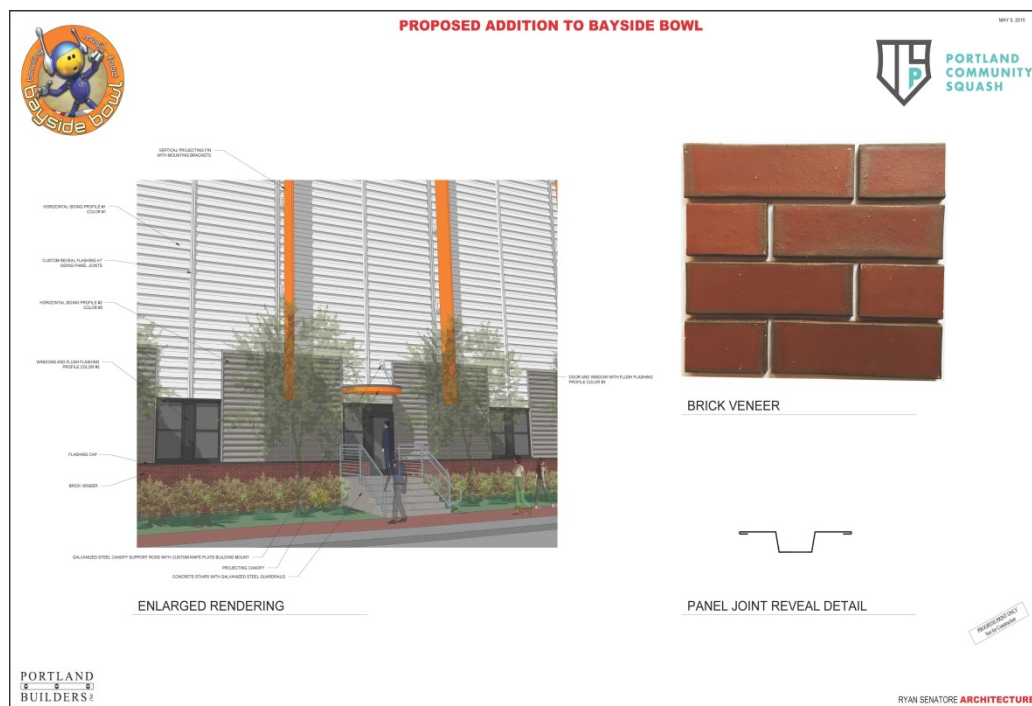
Kennebec Street View



Hanover Street View

Since the Planning Board workshop applicant has submitted an enlarged rendering of the building façade as shown below. An accompanying narrative states:

“Based on the Planning Board’s request for more detail in the design and visual character we have modified the design as depicted in the attached rendering. We have eliminated the CMU masonry base and replaced it with a brick base which is in keeping with the existing Bayside Bowl Building and predominant material in the neighborhood. The brick adds a scale and texture that relates well to the pedestrian scale of the street. We have designed a custom flashing profile at the joints between siding panels, this profile has a recessed reveal which will add visual interest and a shadow line to add texture and rhythm to the façade. The rendering highlights the numerous siding profiles and colors on the façade to help scale the building to the street level experience...”



Updated Enlarged Rendering

V. STAFF DEVELOPMENT REVIEW

The proposed development has been reviewed for conformance with the applicable review standards of Site Plan Ordinance, Traffic Movement Permit and B-7 Design Standards.

(1) 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 although a third mezzanine level is also proposed. Assuming the project does not meet the minimum height standard, 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. Applicant has submitted information on this issue but staff feels it does not sufficiently substantiate a grandfathering of the parking lot.

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. In addition, this same issue has occurred on other development sites, where the majority of the lot is redeveloped and there are limited options for parking.

Mindful 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 and on-site surface parking not exceeding the normal zoning requirement.

Signs... A formal signage plan needs to be submitted.

(2) Site Plan Review Standards, Sec 14-526

The site plan standards language is summarized below in *italics*, with planning staff comment and analysis in regular font.

(A) Transportation

Impact on Surrounding Street Systems:

The development qualifies for a Traffic Movement Permit. An initial traffic and parking study was prepared by Gorrill-Palmer (Attachment I-12) which was most recently updated on May 28th (Attachment II-3). Comments from Tom Errico, Traffic Review Consultant, are highlighted below and on Attachment D in their entirety.

- Construction Management Plan: The construction management plan is generally acceptable. I would note that the width of Lancaster Street will be significantly narrowed during construction and activities shall be coordinated with the City, given that it is used for DPS vehicle parking and circulation. Given the information provided, it is likely that contractor vehicles will utilize on-street parking in the area. The applicant has noted that carpooling and other vehicle reduction strategies will be suggested. I would recommended that this issue be discussed at the Pre-Construction meeting and strategies formalized to minimize impacts to on-street parking conditions. Construction will reduce the existing parking supply for the project. The applicant should provide a plan for addressing this temporary parking issue.
- Traffic Movement Permit: Applicant has submitted requirements for a Traffic Movement Permit. A Traffic Movement Permit Application has been submitted and a Traffic Study scoping meeting was held on May 15, 2015. A traffic study supplement has been submitted that complies with discussions at the scoping meeting. The supplement notes that the full-build project will generate 147 trips during the PM peak hour. A capacity analysis was conducted at the Kennebec Street intersections with Hanover Street and Preble Street. Both locations are estimated to work at excellent levels of service following project completion. I find the project complies with MaineDOT Traffic Movement Permit requirements, with the Off-Site mitigation contributions noted below.
- Parking Demand: Applicant has identified a demand estimate of 134 parking spaces for the full-build project. Given the complexities of estimating parking generation for the project, this estimate seems reasonable (a significant effort was undertaken by the applicant to estimate traffic volumes for the project according to project site use and operations. The PM peak hour traffic volume generation entering volume was used as the basis for the parking demand estimate).
- Parking Aisle Width: Supports a 24 foot wide traffic aisle not a waiver that would allow a 22 foot wide width.

- On-street parking: 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 providing materials in support of the TS&E and City Council packets.
- Monetary Contributions: 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. Based upon the traffic study provided by the applicant and the "new" traffic added to the local street system the following contributions are required in conjunction with the MaineDOT TMP.
- Pursuant to Chapter 305, of the MDOT Rules and Regulations Pertaining to Traffic Movement Permits, the applicant shall make a \$3,400 contribution towards implementation of the Marginal Way Master Plan. This requirement is to address traffic issues at the Marginal Way intersections with Preble Street and Forest Avenue and general multi-modal improvements along the corridor.
- Pursuant to Chapter 305, of the MDOT Rules and Regulations Pertaining to Traffic Movement Permits, the applicant shall make a \$9,750 contribution towards the implementation of the Somerset Street extension project. This requirement is to address traffic issues along Marginal Way, particularly at Forest Avenue, Preble Street, and Franklin Street.
- Sidewalk: The short sidewalk section between the project driveway and Kennebec Street needs to be ADA compliant and therefore should not be gravel. I have spoken to DPS about this and they concur. Given the uncertainty of the reconstruction of Kennebec Street, I would suggest that it be bituminous asphalt.

The project is forecast to generate a total of 147 PM peak hour trip ends (134 entering/13 exiting). The study area for completing capacity analysis was identified early in the review process and includes the intersections of Hanover Street/Kennebec Street and Preble Street/Kennebec Street. At the scoping meeting, it was requested that the previous capacity analysis completed for these intersections be updated to reflect the redistribution of generated traffic due to the use of area parking spaces vs. all traffic assumed on-site. This analysis was completed and the PM pre versus PM post level of service remained unchanged at level of service A. The report states “ the proposed project is forecast to have minimal effect on the surrounding roadway network, and the surrounding roadway network is forecast to operate at a high level of service”.

Site Access and Circulation:

On-site vehicle circulation is limited to a proposed 36 space parking lot between Bayside Bowl and Kennebec Street. The parking lot has access on Alder Street and Hanover Street. Both driveway openings are 20 feet wide and the internal driveway aisle is 22 feet as well. Although

these dimensions were drawn in deference to the future Somerset Street extension, the traffic and fire review staff are recommending that both dimensions be increased to 24 feet to meet the minimum driveway standard. There appears to be adequate space on the site to accommodate this change.

Staff is recommending the applicant install a guard rail, curb, rocks or other physical barrier to prevent cars from entering and exiting the parking lot from Kennebec Street since the street curb reveal is presently negligible. Applicant is proposing a jersey barrier as temporary although this seems like an extreme measure. While a curb or some other barrier will be required during the review of the permanent parking lot, at a minimum a temporary measure needs to be installed on an interim basis.

Loading and Servicing:

Truck deliveries will take place near the corner of Lancaster Street and Hanover Street where an internal loading door is located.

Sidewalks:

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 in deference to the future alignment of Somerset Street which will likely be constructed in 2016. As discussed previously we are recommending that when the parking lot comes in for formal administrative 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 sidewalk is shown along the face of the building (Kennebec side) and the parking lot which connects to Alder Street and Hanover Street.

Vehicle Parking:

Application is proposing a 36 temporary on-site spaces as well as an indeterminate number of off-site shared use 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.

A parking location map in the submission indicates there are 260 private spaces in the vicinity of Bayside Bowl and suggests that these spaces could be available for Bayside Bowl use. If these spaces are to be credited toward Bayside Bowl's parking supply, documentation of off-site parking leases needs to be submitted.

The latest submission states: the proposed Bayside Bowl expansion is forecast to generate 134 PM peak hour trip ends arriving to use the proposed expanded facility...Subtracting the 36 on-site available parking spaces, there is a total of approximately 224 potentially available parking spaces. As discussed at the scoping meeting, this project is fortunate to have its peak hour starting when most other surrounding uses are leaving for the day, leaving their parking areas vacant.”

Staff anticipates that on-street parking will be established along the Hanover Street side of the property.

Bicycle parking:

The site has two existing bike racks with capacity for 14 bikes. A new bike rack is proposed on the Kennebec Street side of the building having a 4 bike capacity. Based on the required number of vehicle parking spaces (134), the site plan standard would require a total of 21 bike spaces (2 spaces for every 10 vehicle spaces and 1 space for every 20 vehicle spaces). Therefore applicant needs to increase the number of bike spaces from 18 to 21.

Public Transit:

The site is not located along a public transit route.

Snow storage:

Potential snow storage areas include the landscaped area between the northerly edge of the parking lot and the Kennebec Street right of way.

TDM:

All development qualifying for Planning Board site plan review in the B-7 zone is required to submit a Transportation Demand Management plan. Applicant did not submit one so this will need to be a condition of approval.

B. Environmental Quality Standards

Preservation of Significant Natural Features:

The site is located on a urban infill site which was disturbed many years ago and has no significant vegetation or wildlife as contemplated by this standard.

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 solid fence (non-stockade).

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”. Staff is recommending that the planting plan be subject to further review as part of the final site plan for the parking lot. Note that the location and species of the trees will need to be carefully considered since a storm drain swale is proposed within the landscape area. Existing trees along Alder Street were planted as part of the earlier review.

Water Quality, Stormwater Management and Erosion Control:

A stormwater management plan has been submitted. See Attachment I-13.

The site’s impervious surface has been reduced by 7,702 sf or 14 percent with the introduction of landscaped areas on the site. As such, the project is not required to include any specific stormwater management features for stormwater quantity or quality. In general water quality is improved by the introduction of an underdrain vegetated swale proposed adjacent to Kennebec Street. Most of the site’s stormwater will find its way to Alder Street which has a separated sewer system.

Currently the salt shed portion of the site drains into Hanover Street which has a combined system. The development eliminates this source of contamination and reduces the amount of stormwater flowing into the combined system in Hanover Street.

The submission states that with a reduction in impervious area, stormwater runoff has been reduced by 6% to 36% depending on the storm event. The I inch storm is the most frequent and has been reduced by 36%.

An erosion and sedimentation control plan is shown on sheet 7 of the site plan.

David Senus, Development Review Engineer, finds that stormwater related issues have been addressed with the following conditions of approval. See Attachment E for his review memo.

- The Applicant is considering installing a roof runoff treatment system, and given that the treatment of roof runoff is not a requirement for their approval, is requesting that design information for this system be allowed to be provided prior to receiving a certificate of occupancy. We would consider this to be an acceptable approach, and would recommend including a condition of approval that states that if the Applicant elects to install a roof runoff treatment system, that design details and maintenance requirements for the system be submitted for review prior to granting a certificate of occupancy. If the system is external to the building and requires changes to the site design, then design information shall be submitted in advance of performing the work.

- The Applicant has stated that they will file for a Notice of Intent to Comply with the Maine Construction General Permit and will file a copy with the City. The Applicant is requesting that receipt to of this Notice be made as a condition of approval.

David Margolis-Pineo, Deputy City Engineer, indicates that the concept plan landscape plan for the green strip along Kennebec Street poses a potential conflict with the proposed infiltration under drain system. See Attachment F. Landscaping needs to be setback from the underdrain otherwise the vegetation may clog the underdrain. This area of the site should be subject to final review when the permanent parking lot comes in for site plan review. Initially applicant is not proposing any plantings in this area.

C. Public Infrastructure and Community Safety Standards

Consistency with City Master Plans:

Proposal appears consistent with applicable approved master plans. The parking lot has been designed to avoid the proposed new alignment for Somerset Street extension. The project is compatible with the goal of extending the Bayside Trail to Deering Oaks as expressed in A New Vision For Bayside.

Public Safety and Fire Prevention:

Natural surveillance that promotes visibility of public spaces and areas.

The site is surrounded by 4 streets which promotes visibility of outdoor spaces.

Access control that promotes authorized and/or appropriate access to the site.

The interior circulation of the building provides for designated public entrances and service (non-public) doorways. Walkways are provided to public entrances and on-site parking provides for customer parking.

Territorial reinforcement that promotes a sense of ownership and responsibility through environmental design.

The design promotes territorial reinforcement through the use of site improvements that demarcate the edge of public spaces and private property.

Provide adequate emergency vehicle access to the site in accordance with City standards for street widths and turning radii, as described in Section 1 of the Technical Manual.

Access to the site for fire vehicles is acceptable according to Keith Gautreau of the Fire Department provided that the driveway width is 24 feet.

Be consistent with City public safety standards, Section 3 of the City of Portland Technical Manual, including but not limited to availability and adequacy of water supply and proximity of fire hydrants to structures.

An existing fire hydrant is located at the corner of Preble Street and Kennebec Street. The Portland Water District indicates there is sufficient water flow for fire protection services. Full comments of Keith Gautreau are shown as Attachment G.

Availability and Adequate Capacity of Public Utilities:

A letter has been received from the Portland Water District confirming their ability to serve this project. See Attachment IV-2. The District indicates that a recent test of a hydrant in the area indicated static pressure of 106 psi, residual pressure of 80 psi and water flow of 978 gpm which is adequate pressure and volume of water to serve domestic and fire protection water needs. The project will utilize an existing 6 inch water main in Alder Street that presently serves the site.

Letters from Unitil (gas) and CMP (power) indicate their ability to serve the project. See Attachment I-6. The project intends to use existing utility lines from Alder Street that presently service the project.

Applicant has requested a sanitary sewer capacity letter from Public Services but a response has not been received to date.

D. Site Design Standards

Massing, Ventilation and Wind Impact:

The bulk, location or height of proposed buildings and structures shall not result in health or safety problems from a reduction in ventilation to abutting structures or changes to existing wind climate that would result in unsafe wind conditions for users of the site and/or adjacent public spaces.

The nearest abutting structure is a minimum 50 feet away so ventilation issues should not be a concern. The building is 45 feet high which is unlikely to result in unsafe wind conditions.

The bulk, location or height of proposed buildings and structure shall minimize, to the extent feasible, any substantial diminution in the value or utility to neighboring structures under different ownership.

The proposed infill project replaces a salt storage shed with a 2.4 million dollar building investment, improves the urban streetscape of this block which should

result in a positive contribution toward the property values of neighboring properties. The project does not appear to impact the utility of any neighboring properties.

Development shall locate all HVAC venting mechanisms to direct exhaust way from public spaces and residential properties.

HVAV units are proposed on the roof of the building and “are not visible from the street nor near any residential use.” Development locates all HVAC venting mechanisms to direct exhaust away from public spaces and residential properties directly adjacent to the site. HVAV units are proposed

Shadows: N/A

Snow and Ice Loading:

The development appears to be designed to prevent significant amounts of accumulated snow and ice from falling onto adjacent properties or public ways. Snow storage areas are available along the Kennebec Street side of the property.

View corridors:

The site is not located within a city designated view corridor.

Historic Resources:

The site and any adjacent buildings are not designated as historic landmarks nor located within a designated historic district or within designated landscape districts.

Exterior Lighting:

Site lighting consists of new pole mounted fixtures (four) 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. Four pole mounted light fixtures are proposed for the parking lot which will be mounted on 18 foot high poles. Nine wall mounted fixtures are proposed along the perimeter of the building addition.

A photometric plan has been submitted. See Attachment VI Plans (P2). For purposes of calculating photometric values, the plan divides the site into 4 sub areas. The maximum photometric value (3 fc) for these areas is well below the allowable maximum of 5 fc.

The parking lot value is slightly elevated at 1.26 fc but the site in general appears to be well below the maximum average standard of 1.25 fc.

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. Presumably this may be incorporated into the review of the permanent parking lot.

Noise and Vibration:

HVAC units are located on the roof of the building.

Signage and Wayfinding:

A concept signage plan has been submitted. We are recommending that the final site plan be submitted to Planning staff for review and approval.

Zoning Related Design Standards: NA

Financial and Technical capacity:

Submission includes a letter from BNY Mellon Wealth Management regarding applicant's financial capacity to undertake this project (Attachment I-7). Technical capacity is referenced as the following consultants that participated in preparing the application: Mitchell & Associates (landscape architects and site planners), Ryan Senatore (architecture), Ransom Consulting (engineers).

(3) B-7 Design Standards

Caitlin Cameron, Urban Designer, has conducted a design review of the project using the B-7 Mixed Use Urban District Zone Design Principles & Standards (Appendix 4 of the City of Portland Design Manual. The design review indicates the proposed design does pass the design standards. Below are comments regarding Standards reviewed in the previous workshop memo. These are the most significant standards for review in this project and the staff's recommendations for findings are incorporated under each standard below.

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; . . .*

- The Planning Board finds the entrances as proposed are adequate and meet the requirement.

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 Planning Board finds the entrances are proposed are adequate and meet the requirement.

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.*

- The Planning Board finds the sidewalks as proposed are adequate and meet the requirement.

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.*

- The Planning Board finds the sidewalks as proposed are adequate and meet the requirement.

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). The Planning Board finds the bike racks as proposed are adequate and meet the requirement, subject to a condition that a site plan shall be revised for Planning Staff review and approval reflecting a minimum of 21 bike parking spaces on the site.

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.*

- Materials for screening trash storage were revised to be a corresponding material choice to the rest of the building materials. The Planning Board finds the screening as proposed is adequate and meets the requirement.

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 Planning Board finds the entrances as proposed are adequate and meet the requirement.

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.

- Applicant chose not to add fenestration to the Dining/Lounge along Hanover Street area to increase the visibility of the active uses on the street. The Planning Board finds that the revised exterior treatment along the facades visible from the public ways provides architectural interest and waives the standard for window transparency.

E-12: Materials – Materials such as thing gauge metal panels . . . shall not be used on facades visible from public rights-of-way.

- Submission was revised according to Planning Board comments. Refer to the enlarged rendering in the applicant submission regarding material choices. The Planning Board finds that the revised exterior treatment along the facades visible from the public ways provides architectural interest and that the materials are adequate and meet the requirement.

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.

- VT of .7 or greater is required by the standard. The Planning Board finds that the intended uses require walls and the revised exterior treatment along the facades visible from the public ways provides architectural interest and thus, waives the standard for transparency.

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.

- Applicant will work with staff on the final placement of building signage. Staff recommends 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. The Planning Board finds the proposed signage concept is adequate and meet the requirement, subject to a condition a final signage plan be submitted for Planning Authority review.

VI. APPLICANT'S WAIVER REQUESTS

Applicant is requesting a number of waivers that are more specifically described in Attachment I-9. These waivers are summarized below. In addition, 5 “temporary waiver requests” are listed which are not necessary.

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...Staff supports this waiver.

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” ...Staff basically supports this waiver but has drafted a condition of approval that requires that a site plan be submitted for a permanent parking lot be submitted for review and approval by February 1, 2016.

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...Staff supports this waiver.

Travel Aisle Width...Request to reduce parking lot aisle width from 24 feet to 22 feet...Staff does not support this waiver. Applicant has attempted to accommodate the projected Somerset Street alignment (and shortened the parking aisles to 22 feet) but Staff believes a 24 foot aisle width can be accommodate on the site and is necessary for circulation.

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...Staff basically supports this waiver. We are recommending a condition of approval that a final site plan be submitted for review and approval by February 1, 2016.

MOTIONS FOR THE BOARD TO CONSIDER

A. Waivers

Street Trees

The Planning Board (finds/does not find) 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 Sec. 14-526(b)(3)(a) of the Site Plan Ordinance cannot be met; and the Board (finds/does not find) that the applicant has satisfied the waiver criteria set out in Section 14-526(b)(3)(b). The Planning Board therefore (waiver/does not waive) Section 14-526(b)(3)(a) Street Trees of the Site Plan Ordinance, provided that the applicant shall contribute to the City of Portland Tree fund an amount proportionate to the cost of the 5 required street trees.

Temporary Parking Lot

The Planning Board (finds/does not find) that extraordinary conditions exist or undue hardship may result from strict compliance from, substantial justice and the public interest are secured, and the variation is consistent with the intent of the ordinance for a temporary parking lot to be used for less than one year, and therefore (waives/does not waive) Sec 14-526(4)(a)(5) for a permanent parking surface, provided a final site plan for the permanent parking lot is submitted by February 1, 2015 and that performance guarantee is provided to cover the cost of the permanent improvements.

Street Lighting on Kennebec Street

The Planning Board (finds/does not find) that installing new street lights along Kennebec Street in which the future alignment of that street has not been finalized at this time, would result in a situation in which extraordinary conditions exist or undue hardship may result from strict compliance, substantial justice and the public interest are secured with the variation, and therefore (waives/does not waive) the requirement of street lighting along Kennebec Street regarding Section 10 (Municipal Street Lighting Standards) of the Technical Manual.

Reduce Travel Aisle Width From 24 Feet to 22 Feet

The Planning Board (finds/does not find) that extraordinary conditions exist or undue hardship may result from strict compliance, substantial justice and the public interest secured with the variation, and therefore (waives/does not waive) the requirement of a 24 foot travel aisle (to 22 feet wide) for a parking lot regarding Section 1 (Parking Lot Design) of the Technical Manual.

Note: City Staff does not support this waiver request since we believe there is sufficient space on the site to accommodate a 24 foot travel aisle width.

Landscape Buffer for Parking Areas

The Planning Board (find/does not find) that planting required landscaping along Kennebec Street to buffer a temporary parking lot in which the future street alignment has not been finalized results in extraordinary conditions exist or undue hardship from strict compliance, substantial justice and the public interest secured with the variation, and therefore (waiver/does not waive) the requirement of parking lot landscape buffering regarding Standard 4.5.5 of the Technical Manual provided that a performance guarantee is submitted to the City to cover the cost of installing an appropriate landscape buffer for the future permanent parking lot.

B. Traffic Movement Permit

On the basis of the application, plans, reports and other information submitted by the applicant, findings and recommendations contained in the Planning Board Report for application #2015-049 relevant to the Traffic Movement Permit, Site Plan reviews 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:

That the plan (is/is not) in conformance with the standards of the Traffic Movement Permit, as reviewed by Thomas Errico, P.E. and comments submitted on June 4, 2015, subject to the following conditions of approval to be met prior to the issuance of a building permit unless otherwise stated:

1. The applicant shall make a \$3,400 contribution towards implementation of the Marginal Way Master Plan. This requirement is to address traffic issues at the Marginal Way intersections with Preble Street and Forest Avenue and general multi-modal improvements along the corridor.
2. The applicant shall make a \$9,750 contribution towards the implementation of the Somerset Street extension project. This requirement is to address traffic issues along Marginal Way, particularly at Forest Avenue, Preble Street and Franklin Street.

C. Site Plan Review

On the basis of the application (#2015-049), plans, reports and other information submitted by the applicant, findings and recommendations contained in the Planning Board Report for application #2015-049 relevant to the Site Plan Ordinance, the MaineDEP Chapter 500 Stormwater Management Standards, the B-7 Design Standards as presented in the report, 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:

That the plan (is/is not) in conformance with the site plan standards of the Land Use Code and DEP Stormwater Permit, subject to the following conditions of approval to be met prior to the issuance of a building permit unless otherwise stated:

1. The proposed on-site parking lot is approved as a temporary parking lot for a period of one year to June 9, 2016. Applicant shall submit a final site plan for a permanent parking lot for Administrative site plan review and approval no later than February 1, 2016. The final site plan shall incorporate all permanent infrastructure improvements such as pavement surfaces, landscaping, drainage improvements, guard rails or curb along the parking lot perimeter, lighting, sidewalks and other related improvements. Note that the plan shall provide an appropriate separation of vegetation from underdrain system. The performance guarantee for the 2015 Bayside Bowl site plan approval shall incorporate the value of permanent parking lot improvements in the performance guarantee amount unless applicant submits a separate performance guarantee for the parking lot improvements.
2. The applicant shall submit documentation of control of off-site parking spaces either by ownership or lease with a term of not less than five (5) years with an option to renew for a minimum of 98 spaces. Evidence of such control shall be required by showing for review and approval by Corporation Counsel, at a minimum, a signed letter of intent, purchase and sale agreement, or option for sale or lease prior to the issuance of a building permit, and an executed deed or lease prior to issuance of any certificate of occupancy.

3. The plan shall be revised reflecting a wood guard rail, curb stop, stones or other acceptable barrier along the Kennebec Street side of the temporary parking lot for Planning Staff review and approval. Note that a jersey barrier is not acceptable.
4. As part of the pre-construction meeting process, applicant shall develop strategies and a plan for Public Services review and approval, to minimize impacts on on-street parking conditions during site construction.
5. The site plan shall be revised for Planning Staff review and approval reflecting a minimum of 21 bike parking spaces on the site.
6. Applicant shall be responsible for providing materials in support of TS&E and City Council packets regarding a proposal to add on-street parking along the applicant's Hanover Street frontage which requires a change to the City's Traffic Schedule.
7. Pursuant to Chapter 305, of the MDOT Rules and Regulations Pertaining to Traffic Movement Permits, the applicant shall make a \$3,400 contribution towards implementation of the Marginal Way Master Plan. This requirement is to address traffic issues at the Marginal Way intersections with Preble Street and Forest Avenue and general multi-modal improvements along the corridor.
8. Pursuant to Chapter 305, of the MDOT Rules and Regulations Pertaining to Traffic Movement Permits, the applicant shall make a \$9,750 contribution towards the implementation of the Somerset Street extension project. This requirement is to address traffic issues along Marginal Way, particularly at Forest Avenue, Preble Street and Franklin Street.
9. If Applicant elects to install a roof runoff treatment system, then design details and maintenance requirements for the system be submitted for review and approval by David Senus (Development Review Engineer) prior to issuance of a certificate of occupancy. If the system is external to the building and requires changes to the site design, then design information shall be submitted for review and approval in advance of performing the work.
10. The plan shall be revised for City Staff review and approval reflecting a temporary bituminous asphalt sidewalk from the project driveway to Kennebec Street.
11. Applicant shall forward to the Planning Department a copy of the filed Notice of Intent to Comply with the Maine DEP Maine Construction General Permit for the site.
12. Applicant shall revise the plan reflecting a Great Basin 250 which could be installed in the basement or to install an appropriately sized external grease interceptor for Public Services review and approval.

13. Applicant shall be responsible for the costs of all public improvements along project frontage of Alder Street and Hanover Street to Somerset/Kennebec Street.
14. A Transportation Demand Management Plan (TDM) shall be submitted for City Staff review and approval.
15. That a final signage plan shall be submitted for Planning Staff review and approval prior to the issuance of a building permit.

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 5-29-15)
- D. Memo from Tom Errico, Traffic Review Consultant (dated 6-4-15)
- E. Memo from David Senus, Development Review Consultant (5-29-15)
- F. Memo from David Margolis-Pineo, Deputy City Engineer (6-4-2015)
- G. Memo from Keith Gautreau, Fire Prevention (4-3-15)

I - Applicant Initial 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

II – Applicant Submission (Response to Comments, May 28, 2015)

1. Cover Letter
2. Assessors Reference Property Card
3. Traffic Movement Permit Supporting Material

III – Applicant Submission (Response to Comments, May 7, 2015)

1. Cover Letter

IV - Applicant Submission (Response to 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

V – Plans (May 28, 2015)

- P1. Layout and Lighting Plan
- P2. Grading and Utilities Plan
- P3. Planting Plan
- P4. Site Details
- P5. Site Details
- P6. Erosion and Sedimentation Control
- P7. Phase 1 Construction Plan

VI – Plans (May 7, 2015)

- P1. Updated Enlarged Facade Rendering
- P2. Photometric Plan
- P3. Grading and Drainage Plan – Somerset St ext
- P4. Layout and Lighting Plan
- P5. Planting Plan
- P6. Site Details
- P7. Site Details
- P8. Erosion and Sedimentation Control

VII - Plans (April 22, 2015)

- P1. Location Map
- P2. First Floor Plan
- P3. Second Floor Plan
- P4. Mezzanine Level Plan
- P5. Roof Plan
- P6. Birdseye View
- P7. West Elevation
- P8. South Elevation
- P9. East Elevation
- P10. North Elevation

- P11. Layout and Utilities Plan
- P12. Erosion and Sedimentation Control Plan
- P13. Portland Water District Infrastructure Plan
- P14. Construction Management Plan
- P15. Renderings

VIII – Initial Plans (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

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 considered a 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 the Conditional Use Review and 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, an addendum 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 in effect for the full term of use; and
2. The applicant shall maintain seven (7) onsite parking spaces and the 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 the waiver **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 condition of approval:

1. Per Bayside B7 Design Standards and Guidelines, the applicant shall submit signage 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- Pinceo 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 the issuance 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 approval before 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 the issuance of a building permit;
7. The applicant shall revise the site plan to 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 conditions of approval failed:

1. That the applicant shall remove five hundred (500) sq ft of the asphalt pavement 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 Morrisette 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, a crosswalk 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 approvals:

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 without 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 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 Meit 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



PORTLAND MAINE

Strengthening a Remarkable City. Building a Community for Life • www.portlandmaine.gov

EXECUTIVE DEPARTMENT

Patricia A. Finnigan, Acting City Manager

June 9, 2011

Senator Justin Alford
134 Sheridan Street
Portland ME 04101

Project Name: Outdoor Patio, Bowl Portland **Project ID:** 2011-204
Address: 58 Alder Street

Dear Senator Alford:

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 1.6.1).

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).

Senator Justin Alford
June 9, 2011
Page Three

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

Planning and Urban Development Department Planning Division



Subject: B7 Design Review – Bayside Bowl Addition

Written by: Caitlin Cameron, Urban Designer

Date of Review: Friday, May 29, 2015

On Friday, May 29, a design review according to the *City of Portland Design Manual Standards* was performed for the revised proposal for redevelopment at 58 Alder Street. The revisions were reviewed by Caitlin Cameron, Urban Designer, 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 passes all of the criteria of the *B7 Design Guidelines* – please refer to comments below regarding Standards previously under review.

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; . . .*

- The Planning Board feels the entrances as proposed are adequate and meet the requirement.

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 Planning Board feels the entrances as proposed are adequate and meet the requirement.

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.*

- The Planning Board feels the sidewalks as proposed are adequate and meet the requirement.

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.*

- The Planning Board feels the sidewalks as proposed are adequate and meet the requirement.

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).

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.*

- Materials for screening trash storage were revised to be of a corresponding material choice to 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 Planning Board feels the entrances as proposed are adequate and meet the requirement.

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.*

- Applicant chose not to add 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 thin gauge metal panels . . . shall not be used on facades visible from public rights-of-way.*

- Submission was revised according to Planning Board comments. Refer to the enlarged rendering in the applicant submission regarding material choices.

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.*

- **VT of .7 or greater is required by the standard.**

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.*

- **Applicant will work with staff on the final placement of building signage. Staff recommends signage on 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 10

Rick Knowland - Bayside Bowl - Final Traffic Comments

From: Tom Errico <thomas.errico@tylin.com>
To: Rick Knowland <RWK@portlandmaine.gov>
Date: 6/4/2015 2:02 PM
Subject: Bayside Bowl - Final Traffic Comments
CC: David Margolis-Pineo <DMP@portlandmaine.gov>, Katherine Earley <KAS@port...

Hi Rick – I have reviewed the final application materials for the project and offer the following status update of my preliminary 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.

Status: I have reviewed the construction management plan and I generally find it to be acceptable. I would note that the width of Lancaster Street will be significantly narrowed during construction and activities shall be coordinated with the City, given that it is used for DPS vehicle parking and circulation. Given the information provided, it is likely that contractor vehicles will utilize on-street parking in the area. The applicant has noted that carpooling and other vehicle reduction strategies will be suggested. I would recommended that this issue be discussed at the Pre-Construction meeting and strategies formalized to minimize impacts to on-street parking conditions. Construction will reduce the existing parking supply for the project. The applicant should provide a plan for addressing this temporary parking issue.

- 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.

Status: It is my understanding that you are providing a condition that addresses this issue and therefore I have no further comment.

- 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 Code 439 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.

Status: The applicant has submitted requirements for a Traffic Movement Permit. A Traffic Movement Permit Application has been submitted and a Traffic Study scoping meeting was held on May 15, 2015. A traffic study supplement has been submitted that complies with discussions at the scoping meeting. The supplement notes that the full-build project will generate 147 trips during the PM peak hour. A capacity analysis was conducted at the Kennebec Street intersections with Hanover Street and Preble Street. Both locations are estimated to work at excellent levels of service following project completion. I find the project complies with MaineDOT Traffic Movement Permit requirements, with the Off-Site mitigation contributions noted below.

- 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.

Status: The applicant has identified an approximate parking demand estimate of 134 parking spaces for the full-build project. Given the complexities of estimating parking generation for the project, this estimate seems reasonable (a significant effort was undertaken by the applicant to estimate traffic volumes for the project according to project site use and operations. The PM peak hour traffic volume generation entering volume was used as the basis for the parking demand estimate).

- 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.

Status: The applicant has not provided any information in support of a waiver from the City's Technical Standards and therefore the plans should be revised to provide a parking aisle width of 24 feet.

- A detectible warning panel shall be installed on the Hanover Street sidewalk ramp at Lancaster Street.

Status: The plans have been revised and I have no further comment.

- 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.

Status: No added response necessary.

- Upon determination of the final parking supply number, the corresponding bicycle parking spaces should be provided on-site per City Standards.

Status: It is my understanding that you are providing the bicycle parking requirement and therefore I have no further comment.

- 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.

Status: Based upon the traffic study provided by the applicant and the "new" traffic added to the local street system the following contributions are required in conjunction with the MaineDOT TMP.

- Pursuant to Chapter 305, of the MDOT Rules and Regulations Pertaining to Traffic Movement Permits, the applicant shall make a \$3,400 contribution towards implementation of the Marginal Way Master Plan. This requirement is to address traffic issues at the Marginal Way intersections with Preble Street and Forest Avenue and general multi-modal improvements along the corridor.
- Pursuant to Chapter 305, of the MDOT Rules and Regulations Pertaining to Traffic Movement Permits, the applicant shall make a \$9,750 contribution towards the implementation of the Somerset Street extension project. This requirement is to address traffic issues along Marginal Way, particularly at Forest Avenue, Preble Street, and Franklin Street.

New Comments

- The short sidewalk section between the project driveway and Kennebec Street needs to be ADA compliant and therefore should not be gravel. I have spoken to DPS about this and they concur. Given the uncertainty of the reconstruction of Kennebec Street, I would suggest that it be bituminous asphalt.

If you have any questions, please contact me.

Best regards,

Thomas A. Errico, PE
 Senior Associate
 Traffic Engineering Director
TYLIN INTERNATIONAL
 12 Northbrook Drive
 Falmouth, ME 04105
 207.781.4721 (main)
 207.347.4354 (direct)
 207.400.0719 (mobile)
 207.781.4753 (fax)
thomas.errico@tylin.com
 Visit us online at www.tylin.com
 Twitter | Facebook | LinkedIn | YouTube

"One Vision, One Company"

Please consider the environment before printing.



MEMORANDUM

TO: Rick Knowland, Senior Planner
FROM: David Senus, P.E.
DATE: May 29, 2015
RE: Bayside Bowl, Level III Site Plan Application

Woodard & Curran has reviewed the Response to Comments on 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

- Response to Comments Letter and attachments, dated May 28, 2015, prepared by Mitchell & Associates, on behalf of BoPo, LLC.
- Plans and Details Sheets #2-7, revised April 23, 2015, prepared by Mitchell & Associates, on behalf of BoPo, LLC.

Comments

- 1) The Applicant is considering installing a roof runoff treatment system, and given that the treatment of roof runoff is not a requirement for their approval, is requesting that design information for this system be allowed to be provided prior to receiving a certificate of occupancy. We would consider this to be an acceptable approach, and would recommend including a condition of approval that states that if the Applicant elects to install a roof runoff treatment system, that design details and maintenance requirements for the system be submitted for review prior to granting a certificate of occupancy. If the system is external to the building and requires changes to the site design, then design information shall be submitted in advance of performing the work.
- 2) The Applicant had previously provided a letter from the Portland Water District confirming adequate capacity to serve the proposed development. Previous response to comments submittals have indicated that the Applicant is still awaiting an ability to serve letter for sanitary sewage from the City of Portland, which they will forward upon receipt. If not received prior to the Public Hearing, we recommend requiring evidence of ability to serve sanitary wastewater as a condition of approval.
- 3) The Applicant has stated that they will file for a Notice of Intent to Comply with the Maine Construction General Permit and will file a copy with the City. The Applicant is requesting that receipt to of this Notice be made as a condition of approval.
- 4) All other review comments contained in previous review memorandums from Woodard & Curran have been adequately addressed.

ATT F

Rick Knowland - 138 Kennebec St Comment Revisions

From: David Margolis-Pineo
To: Rick Knowland
Date: 6/5/2015 8:43 AM
Subject: 138 Kennebec St Comment Revisions

June 4, 2015

To: Rick Knowland
Barbara Barhydt
From: David Margolis-Pineo
Re: Review Comments – Public Services
138 Kennebec Street– Bowl Portland (2015-049)

The Department of Public Services has the following final comments for the above mentioned project. I am planning to attend the Public Hearing on this project so will be available to answer any questions at that time.

1. The applicant is requested to install a paved sidewalk within the Hanover Street right of way from the applicant's proposed driveway cut to the Kennebec Street curb line.
2. The applicant is showing a landscape buffer along Kennebec St on top of a proposed infiltration strip with underdrain. The two uses of the same space appear incompatible. Please explain.

---Since the construction of Somerset/Kennebec Street may be several years off, and the applicant has stated the landscaping will be set back from the filter strip, Public Services is requesting the proposed be built upon project approval.

3. Since the curb reveal along Kennebec St adjacent to the applicant's site is mostly none existent, the applicant may choose to install a guard rail along the property line and the Kennebec St right of way. Or the applicant may choose to reinstall the granite curb to allow a seven inch curb reveal per Tech Standards.

---Since the construction of Somerset/Kennebec Street may be several years off, Public Services would like this comment addressed.

4. When Phase I of Bowl Portland was approved five years ago, the applicant requested to waive the City's policy for an external grease capturing device for an under the counter mechanical grease removal unit. The applicant was allow to use the under the counter device.

A recent inspection by City staff revealed that the unit was not being maintained and in fact was not functioning. Therefore the applicant is now requested to either install an internal high capacity grease interceptor in the basement or install an appropriately sized external grease interceptor.

MEMORANDUM

ATT G

To: FILE
From: Richard Knowland
Subject: Application ID: 2015-049
Date: 6/4/2015

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

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.

Mr. Alexander Jaegerman
and Board Members
Page 2

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.

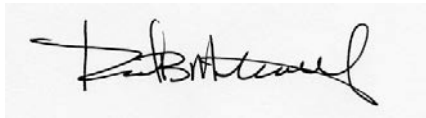
Submission

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

A handwritten signature in black ink, appearing to read "R. B. Metcalf", is written over a light gray rectangular background.

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

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 Name: Ransom Consulting Engineers, Steve Bradstreet Address: 400 Commercial Street City/State : Portland, ME Zip Code: 04101	Engineer Contact Information Work # 207.772.2891 Cell # Fax# e-mail: stephen.bradstreet@ransomenv.com
Surveyor Name: Sebago Technics, Bill Shippen Address: 75 John Roberts Road #1A City/State : South Portland, ME Zip Code: 04106	Surveyor Contact Information Work # 207.200.2100 Cell # Fax# e-mail: bshippen@sebagotechnics.com
Architect Name: Ryan Senatore Architecture Address: 565 Congress Street, Suite 304 City/State : Portland, ME Zip Code: 04101	Architect Contact Information Work # 207.650.6414 Cell # Fax# e-mail: ryan@senatorearchitecture.com
Attorney Name: Address: City/State : Zip Code:	Attorney Contact Information Work # Cell # Fax# e-mail:

APPLICATION FEES:

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

Level III Development (check applicable reviews) ___ Less than 50,000 sq. ft. (\$500.00) <u> X </u> 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:

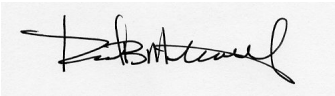
1. One (1) full size site plans that must be folded.
2. One (1) copy of all written materials or as follows, unless otherwise noted:
 - a. Application form that is completed and signed.
 - b. Cover letter stating the nature of the project.
 - c. All Written Submittals (Sec. 14-525 2. (c)), including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

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.

Ann Robles
Witness

Skillful RE, LLC

By:

Ross Y. Furman
Ross Y. Furman
Manager

State of Maine
~~Cumberland~~, ss.
Washington

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,

Ann B. Pottle
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

MAINE REAL ESTATE TAX PAID

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

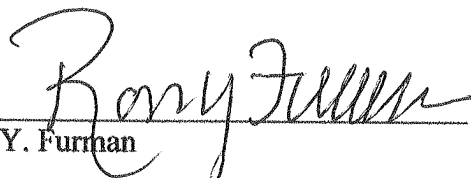
[illegible]

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

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

MAINE REAL ESTATE TAX PAID

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 $85^{\circ}-02'$ —from Alder Street, a distance of 203.85' to a rod on the Northwestern 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 $96^{\circ}-23'$ 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 $84^{\circ}-31'$ and a distance of 205.31';

Thence, Southerly by the Westerly line of said Alder Street making an included angle of $94^{\circ}-04'$ 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. Lavley

SEARCHED INDEXED
SERIALIZED FILED
JUL 1 2011
CLERK OF COURTS
PORTLAND, MAINE

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 salt 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.

Senia Bean
WITNESS

CITY OF PORTLAND

Sheila Hill-Christian
Sheila Hill-Christian
Its Acting City Manager

WITNESS

BOPO, LLC

Justin Alfond
Justin Alfond
Its Manager

Approved as to Form:

ucb
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**.

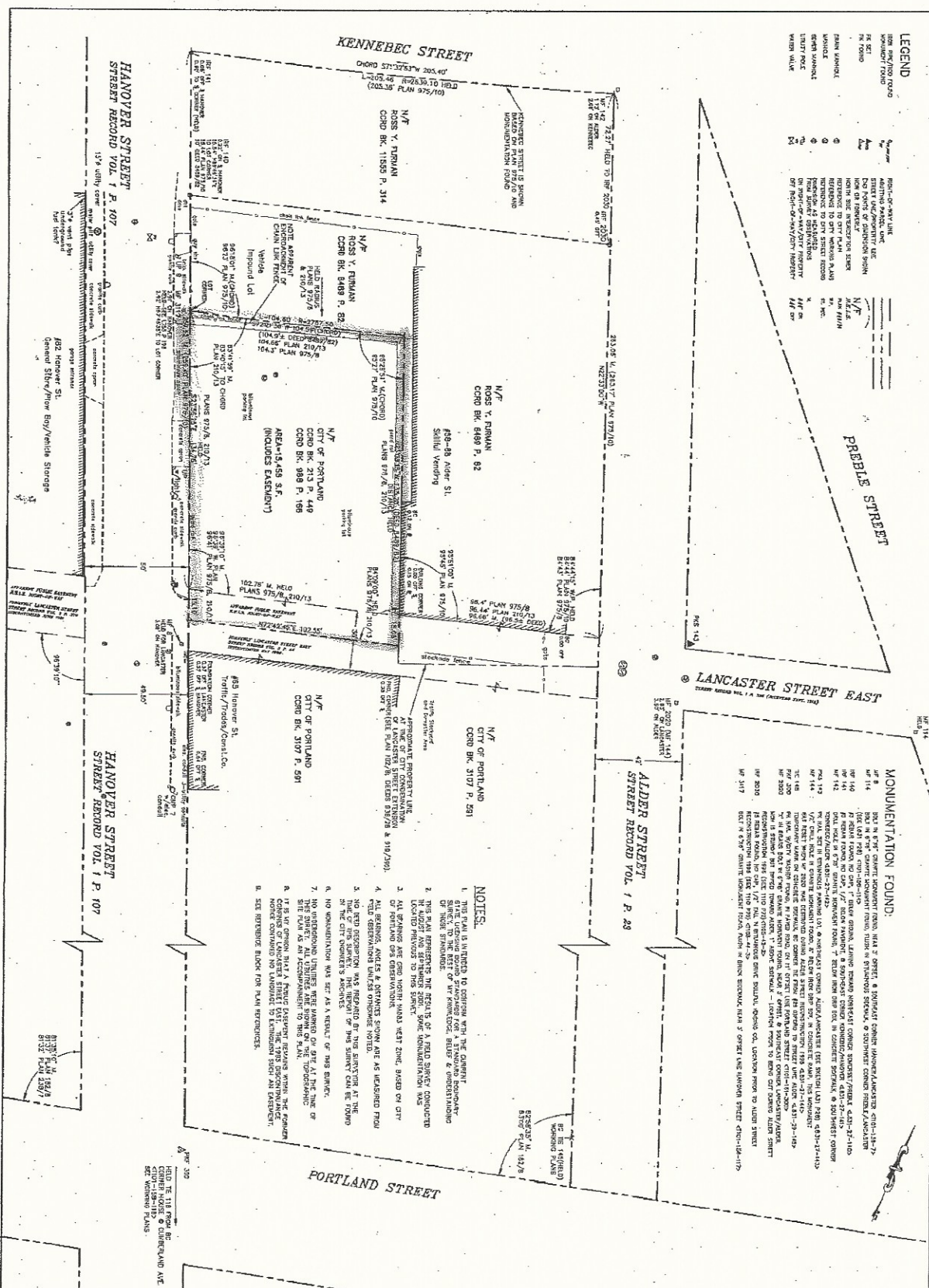
Said lot or parcel of land being 15,455 square feet, more or less, and includes the northerly portion of said Lancaster Street as discontinued.

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.

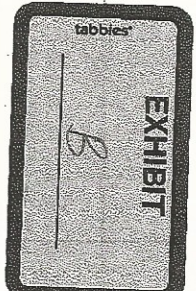
Said lot or parcel of land is subject to a public easement reserved by the City of Portland in said discontinued portion of Lancaster Street for all purposes, including, without limitation, the maintenance, repair, or replacement of the existing 44 inch diameter brick sewer known as the North Side Interceptor 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.

4/1/2006



CITY OF PORTLAND, MAINE PUBLIC WORKS DEPARTMENT ENGINEERING SECTION		STANDARD BOUNDARY SURVEY PROPOSED SALT SHED LOT HANOVER STREET		PROJECT NAME: SALT SHED LOT	DRAWING NAME: Sshed018.dwg	DATE: SEPT. 2001	DRAWN BY: K. CLAYTON	CHECKED BY: W.G. SCOTT	REFERENCES: CITY VAULT PLANS: 10/10/10, 9/5/10, 6/17/8, 2/10/7, 2/10/13, 10/13/8 FIELD BOOKS: 1755 P.108, 1830 PP. 14-21, 1831 PP. 26-30, 1331 PP. 4-12, 1110 P. 70, 108 P. 4, 1111 PP. 148-163, 193 P. 134, 782 PP. 55 & 59
DATE APPROVED: _____ CITY ENGINEER		WORKSHEET PLANS: 58, 60, 131 SEWER BOOK: PP. 33 & 34 NORTHERN UTILITY PLANS: 33 & 34 PORTLAND WATER DISTRICT PLANS: 3 & 8							



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.

This aerial map displays the B7 Zone, a designated area in Portland, Maine. The zone is outlined in black and contains several lots, including 34-H-001, 34-H-002, 34-H-003, 34-H-004, and 34-H-005. The map also shows surrounding streets such as Kennebec St, Hanover St, Alder St, and Lancaster St. Other lots are labeled with codes like 034 G001, 033 E001, and 033 D001. A scale bar at the bottom left indicates 100 ft and 40 m.

Copyright 2011 Esri. All rights reserved. Tue Feb 10 2015 03:08:07 PM.

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



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,

A handwritten signature in blue ink that reads "Kelly Fowler". The signature is fluid and cursive, with the first name "Kelly" and last name "Fowler" clearly distinguishable.

Kelly Fowler
Sr. Business Development Representative
Unitil Corporation
(o) 207-541-2505 (f) 207-541-2565

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

T 207-541-2508 www.unitil.com



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



An equal opportunity employer



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)

(<http://www.cmpco.com/MediaLibrary/3/6/Content%20Management/YourAccount/PDFs%20and%20Docs/handbook.pdf>)

If you have any questions, please contact me.

Regards,

A handwritten signature in black ink that reads "Jamie Cough".

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

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



An equal opportunity employer

TECHNICAL CAPABILITY

The following firms and individuals have provided technical information contained in this application:

Mitchell & Associates

70 Center Street

Portland, Maine 04101

Telephone: (207) 774-4427

Contact: Robert Metcalf, RLA, Maine #1815

Sashie Misner, RLA, Maine #3657

Landscape Architects and Site Planners

Ryan Senatore, Architecture

565 Congress Street, Suite 304

Portland, Maine 04101

Telephone: (207) 650-6414

Contact: Ryan Senatore, Maine

Architects

Ransom Consulting Engineers

400 Commercial Street

Portland, Maine 04101

Telephone: (207) 772-2891

Contacts: Stephen Bradstreet, PE, Maine

Civil Engineers

Sebago Technics

75 John Roberts Road, #1A

South Portland, Maine 04106

Telephone: (207) 200-2100

Contact: Bill Shippen

Land Surveyors



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
First Vice President

cc: Justin Alfond



BOPO LLC
58 Alder Street
Portland, ME 04102

Letter of Authorization

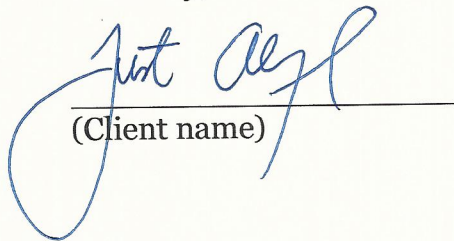
March 20, 2015

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.

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

Relationships.
Responsiveness.
Results.

TRAFFIC IMPACT STUDY
EXPANSION OF
BAYSIDE BOWL

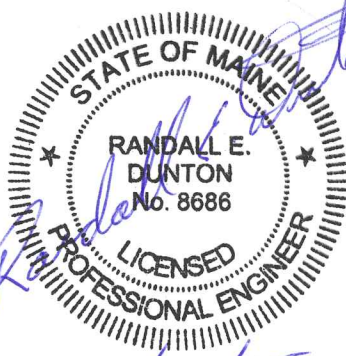
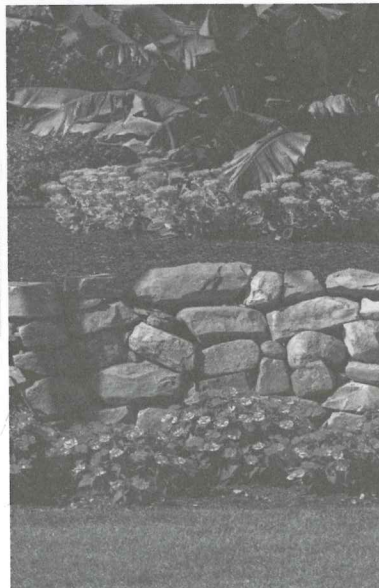
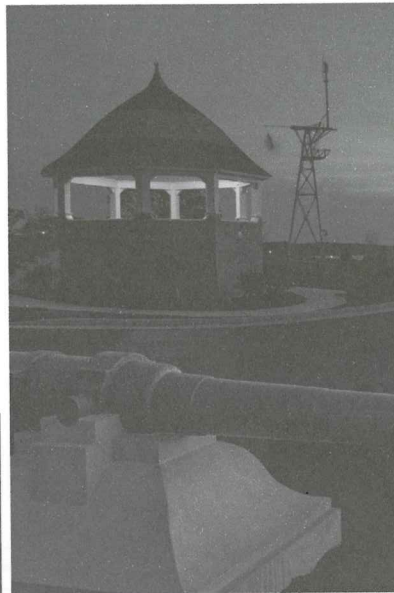
Portland, Maine

Prepared for:
Mitchell & Associates
70 Center Street
Portland, Maine 04101

March 2015

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 I 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.

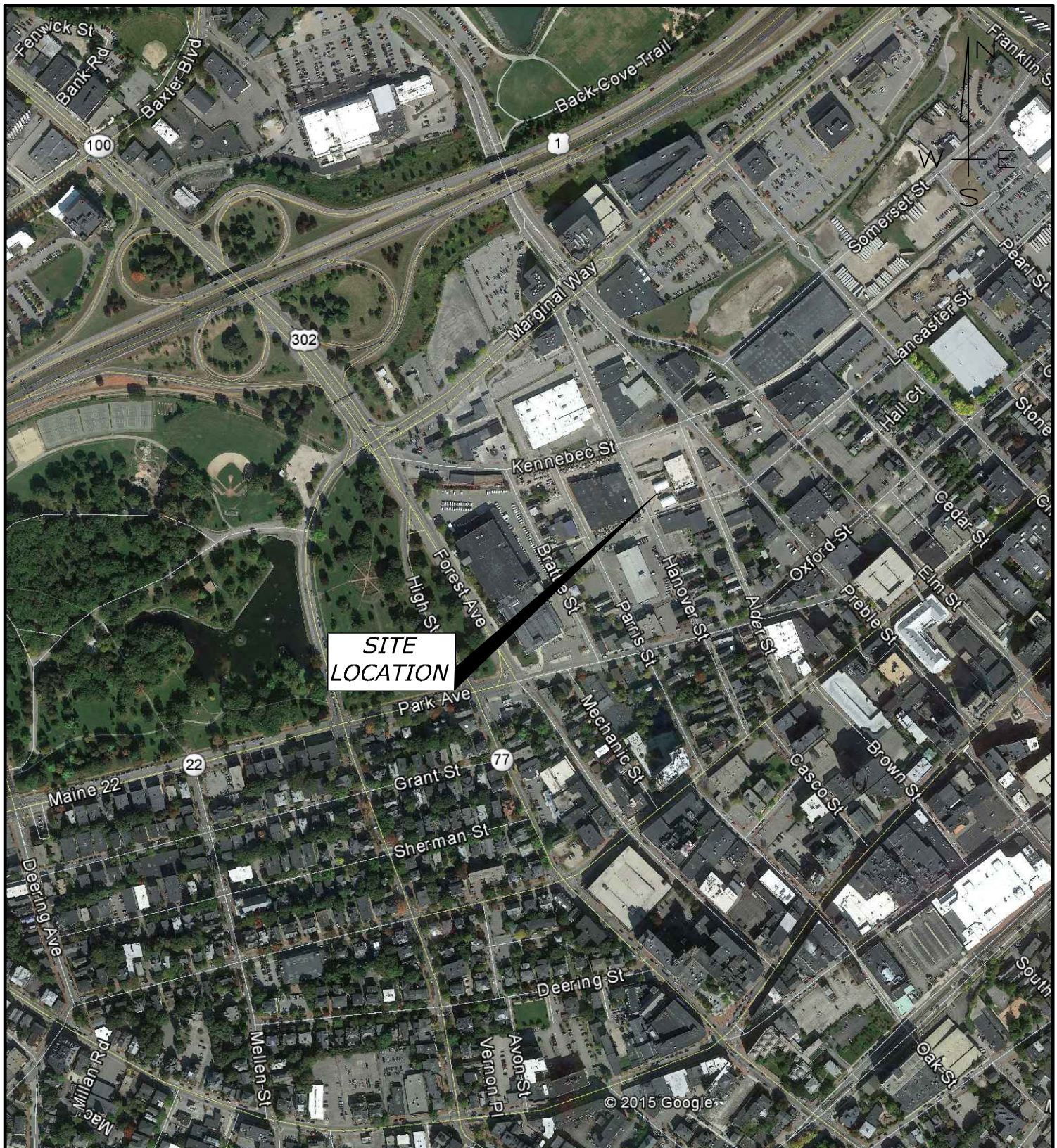
Site Location Map

Turning Movement Diagrams

Location Map

Figure No.

1

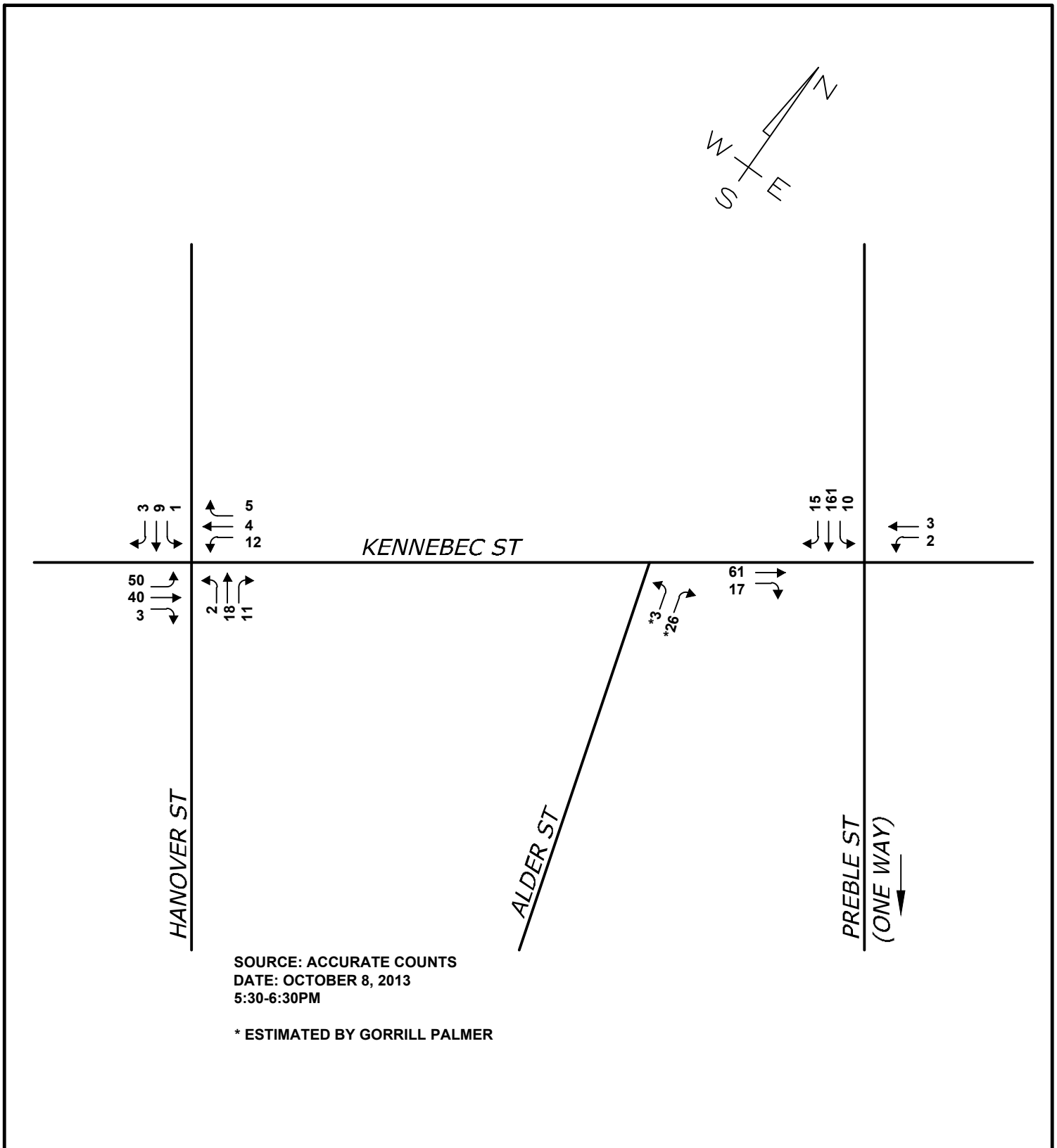


BAYSIDE BOWL PORTLAND, MAINE

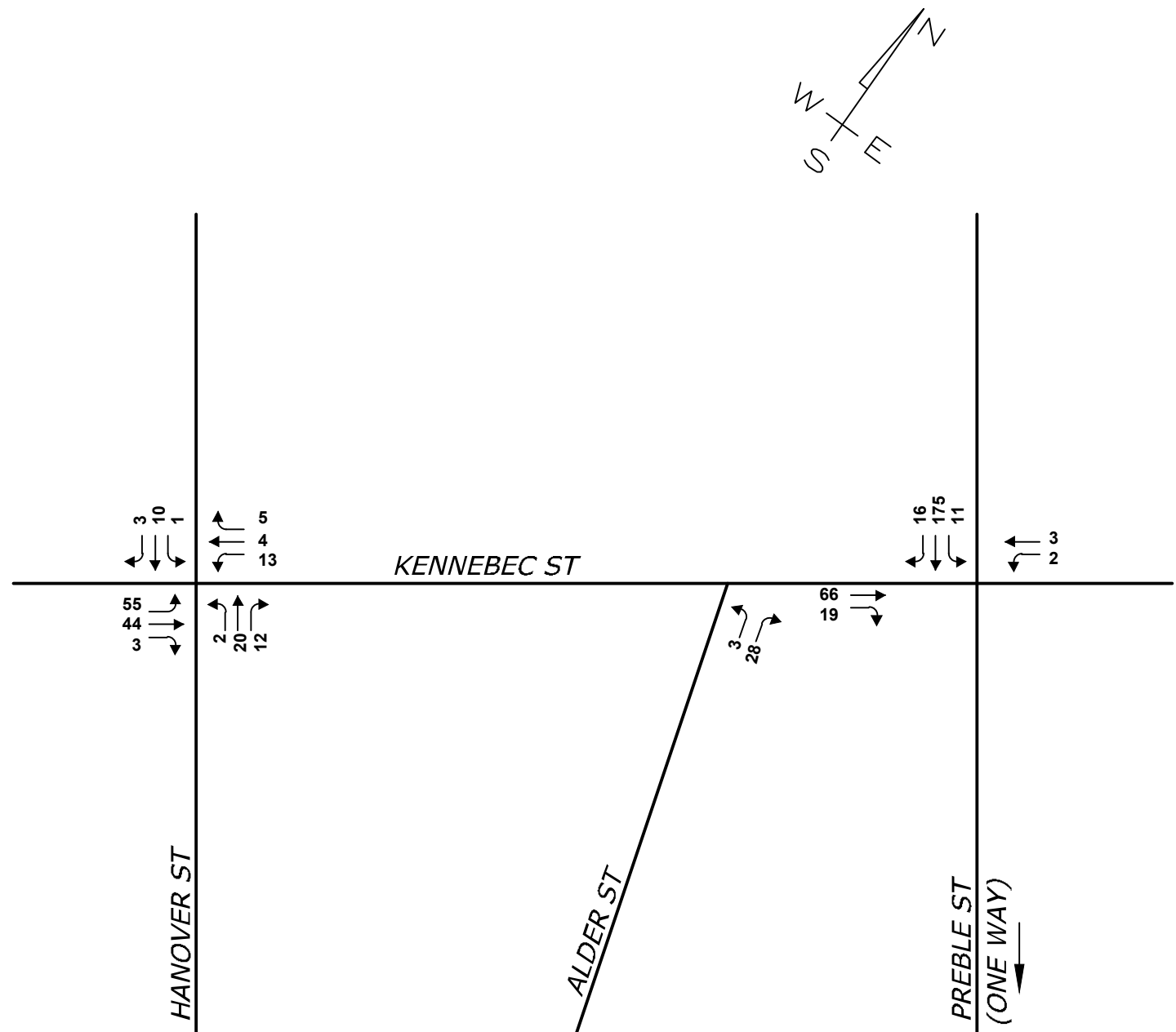
Design: RED
Draft: LAN
Checked: TLG
Scale: NONE
Date: MAR 2015
File Name: 2994-TRAFF.dwg



Relationships. Responsiveness. Results.
www.gorillpalmer.com
207.657.6910



BAYSIDE BOWL PORTLAND, MAINE

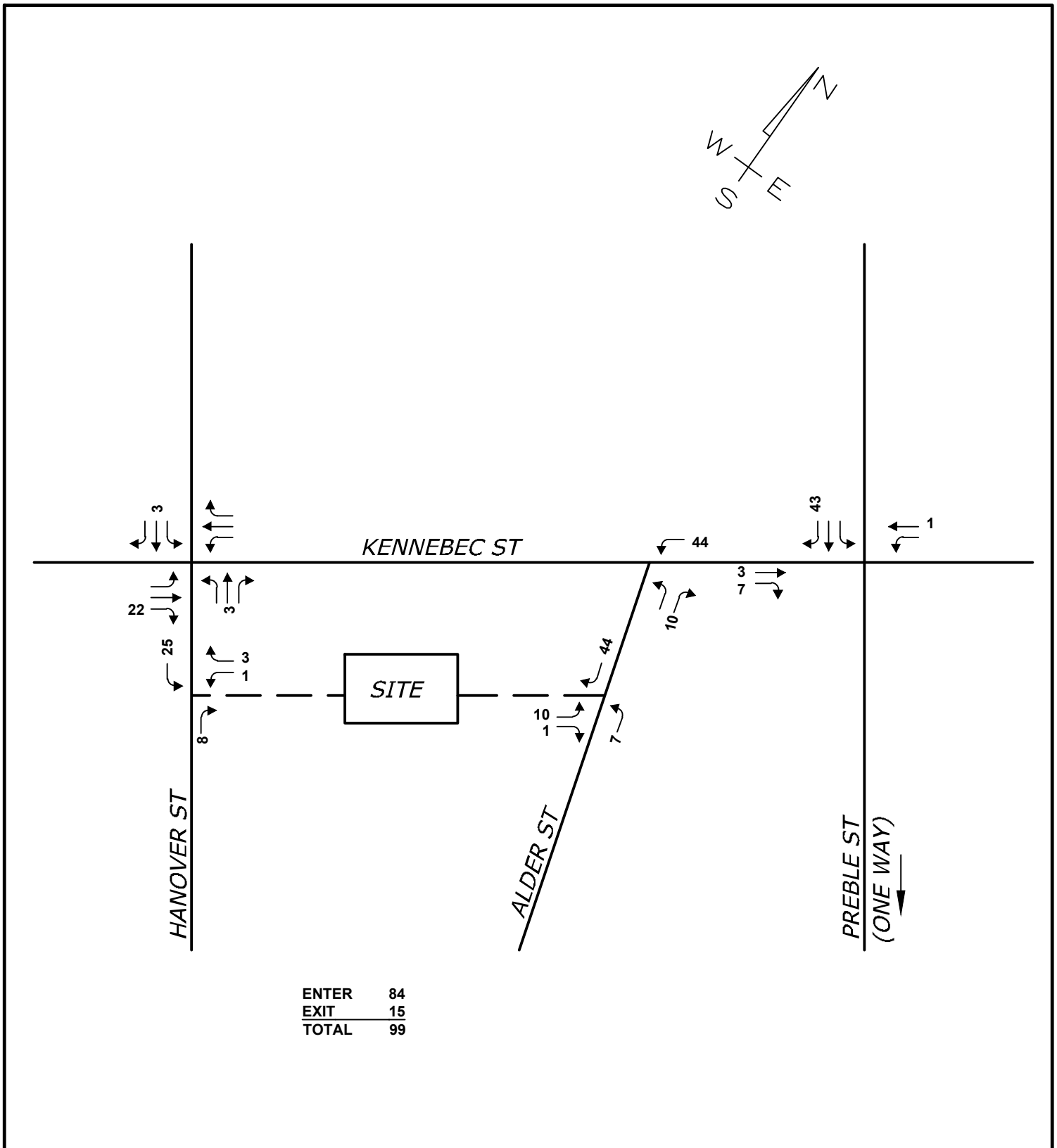


ADJUSTMENT FACTORS:
MAINE DOT GP I $\frac{0.92}{0.88} = 1.045$

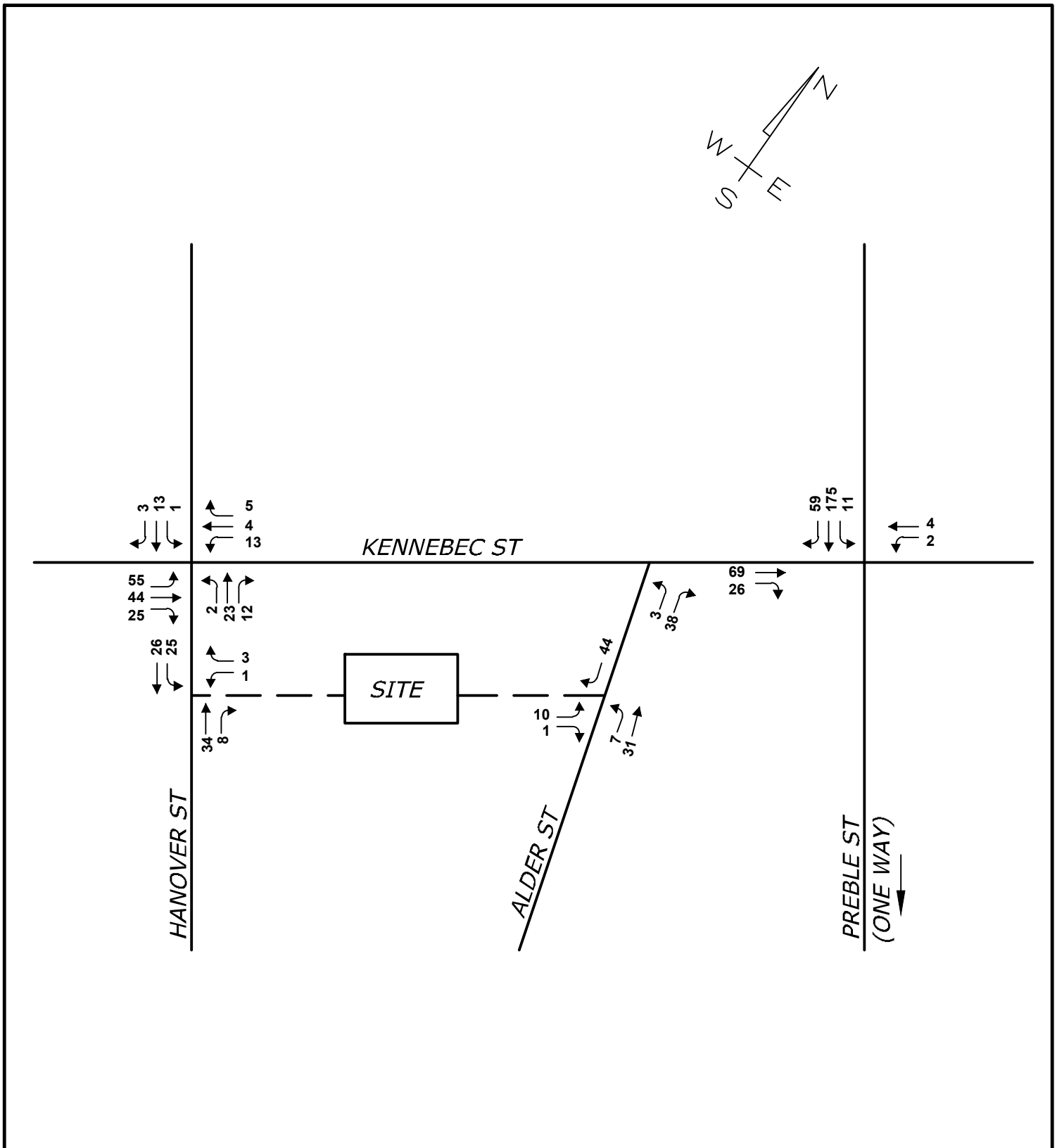
ANNUAL GROWTH: DATA IN VICINITY SHOWS
SLIGHT DECLINE; USE 1% GROWTH/YEAR

$\frac{= 1.01^4 = 1.04}{\text{TOTAL ADJUSTMENT} = 1.09}$

BAYSIDE BOWL PORTLAND, MAINE



BAYSIDE BOWL PORTLAND, MAINE



BAYSIDE BOWL PORTLAND, MAINE

Site Generated Trip Ends

PM Peak Hour

TOTAL ENTERING TRIPS = 184

TOTAL EXITING TRIPS = 165

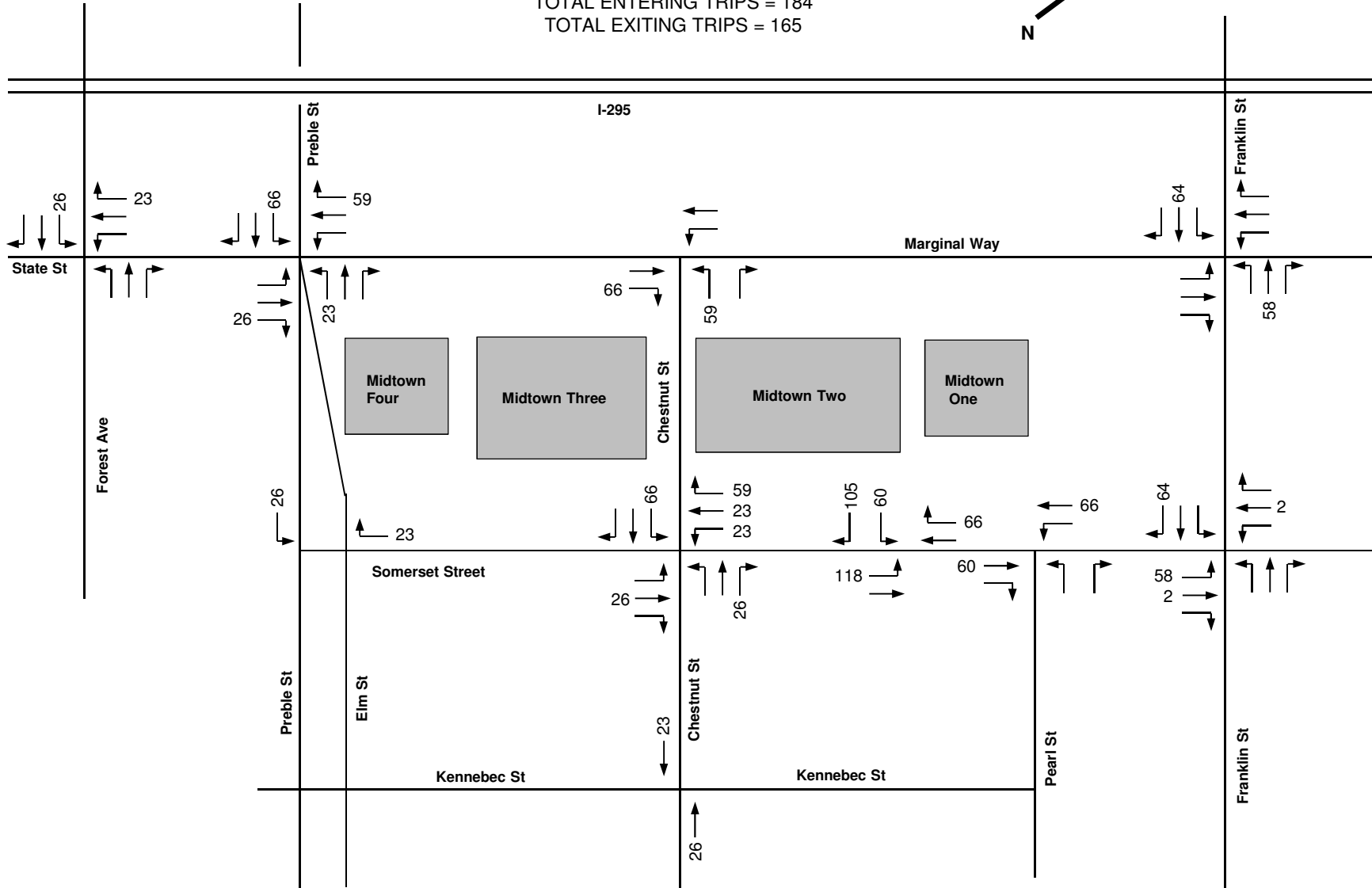
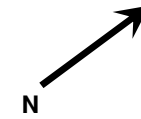


Figure 3
Not to Scale

Capacity and Queuing Analyses

Baseline

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

Baseline

3/23/2015

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

Approach	EB	WB	SE	All
Denied Del/Veh (s)			0.1	
Total Del/Veh (s)			3.9	
Denied Entry Before			0	
Denied Entry After			0	

Baseline

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

Baseline

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

Baseline

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 End Node: 19008	Start Offset: 0 End Offset: 0	☐ Exclude First Node ☐ Exclude Last Node
Route: 0560345	Start Node: 19008 End Node: 19045	Start Offset: 0 End Offset: 0	☒ Exclude First Node ☐ Exclude Last Node
Route: 0560593	Start Node: 19045 End Node: 19021	Start Offset: 0 End Offset: 0	☒ Exclude First Node ☐ Exclude Last Node
Route: 0560008	Start Node: 69141 End Node: 19021	Start Offset: 0 End Offset: 0	☒ Exclude First Node ☒ Exclude Last Node
Route: 0560597	Start Node: 19010 End Node: 19016	Start Offset: 0 End Offset: 0	☒ Exclude First Node ☐ Exclude Last Node
Route: 0560426	Start Node: 19017 End Node: 19018	Start Offset: 0 End Offset: 0	☒ Exclude First Node ☒ Exclude Last Node
Route: 0560426	Start Node: 19016 End Node: 19017	Start Offset: 0 End Offset: 0	☒ Exclude First Node ☒ Exclude Last Node

Crash Summary I

Nodes																
Node	Route - MP		Node Description		U/R	Total Crashes	K	Injury A	Crashes B	Crashes 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	K	Injury A	Crashes B	Crashes 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	K	Injury Crashes				Crash Report	Crash Date	Crash Mile Point	Injury Degree
							A	B	C	PD				
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

Day Of Week	AM												PM												Un	Tot
	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11		
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	Most Harmful Event	Total
1-Overturn / Rollover	0	38-Other Fixed Object (wall, building, tunnel, etc.)	1
2-Fire / Explosion	0	39-Unknown	2
3-Immersion	0	40-Gate or Cable	0
4-Jackknife	0	41-Pressure Ridge	0
5-Cargo / Equipment Loss Or Shift	0	Total	28
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		

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

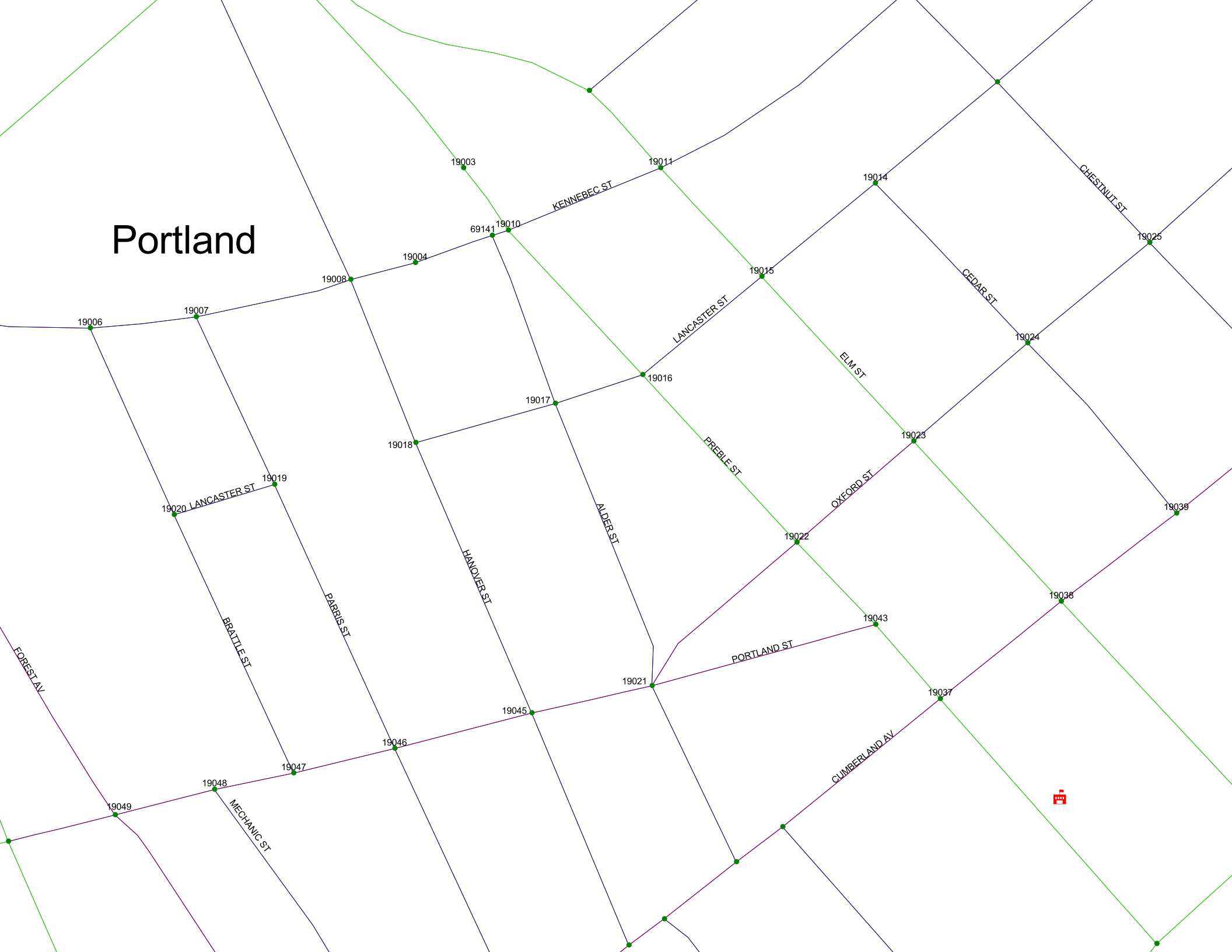
Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	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



JN: 2994
 Project Description: Bayside Bowl
 Project Location: Portland
 Date: 3/19/2015

Gorrill-Palmer Consulting Engineers, Inc.
 P.O. Box 1237
 15 Shaker Road
 Gray, Maine 04039

**Quality Restaurant
 Land Use Code (LUC) 931**

Seats: 150

Time Period	ITE Trip Rate	Trip Ends	Directional Split		Directional Distribution	
			IN	OUT	IN	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

STORMWATER MANAGEMENT PLAN

Please see the attached stormwater report from Ransom Consulting Engineers.

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

City of Portland

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:

City of Portland

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

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:	
Owner Phone #:	207-232-4187	3PI Mailing Address:	
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.	

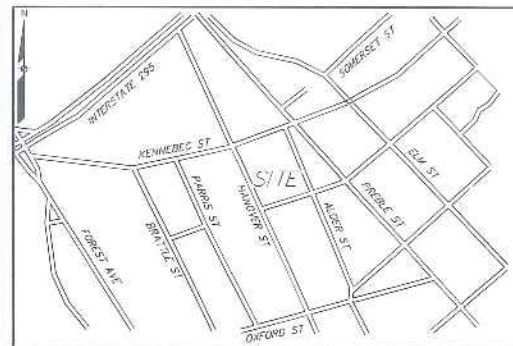
Bayside Bowl Post-Construction Stormwater BMP Third Party Inspection Report

Other Comments	Observations
Corrective action needed	☐ Yes ☐ No ☐ NA
<i>If corrective action is needed, please explain detail</i>	
Verbal notification provided to responsible party	☐ Yes ☐ No
Verbal notification contact	
Follow up required	☐ Yes ☐ No
<i>Final comment notes</i>	

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 1988.
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 18, 1996 BY OWEN HASKELL, INC.
5. BAYSIDE TRAIL SOMERSET STREET EXTENSION 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+80.0 JUNE 30, 1916 SHEET VI-C/2
8. CITY OF PORTLAND CITY PROPERTY REVALUATION SHEET 8.

GENERAL NOTES

1. SITE AREA: 55,280 S.F. 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 = 15,433 S.F.
3. SUBCATCHMENT BOUNDARIES AND TC PATHS WERE ESTIMATED BASED ON SPOT GRADES PROVIDED ON THE EXISTING CONDITION SURVEY.
- 4.



Stephen J. Bradstreet

RANSOM
Consulting
Engineers
and Scientists

Prepared For:

Applicant:
BoPo, LLC
Street Name
Portland, Maine

Prepared By:

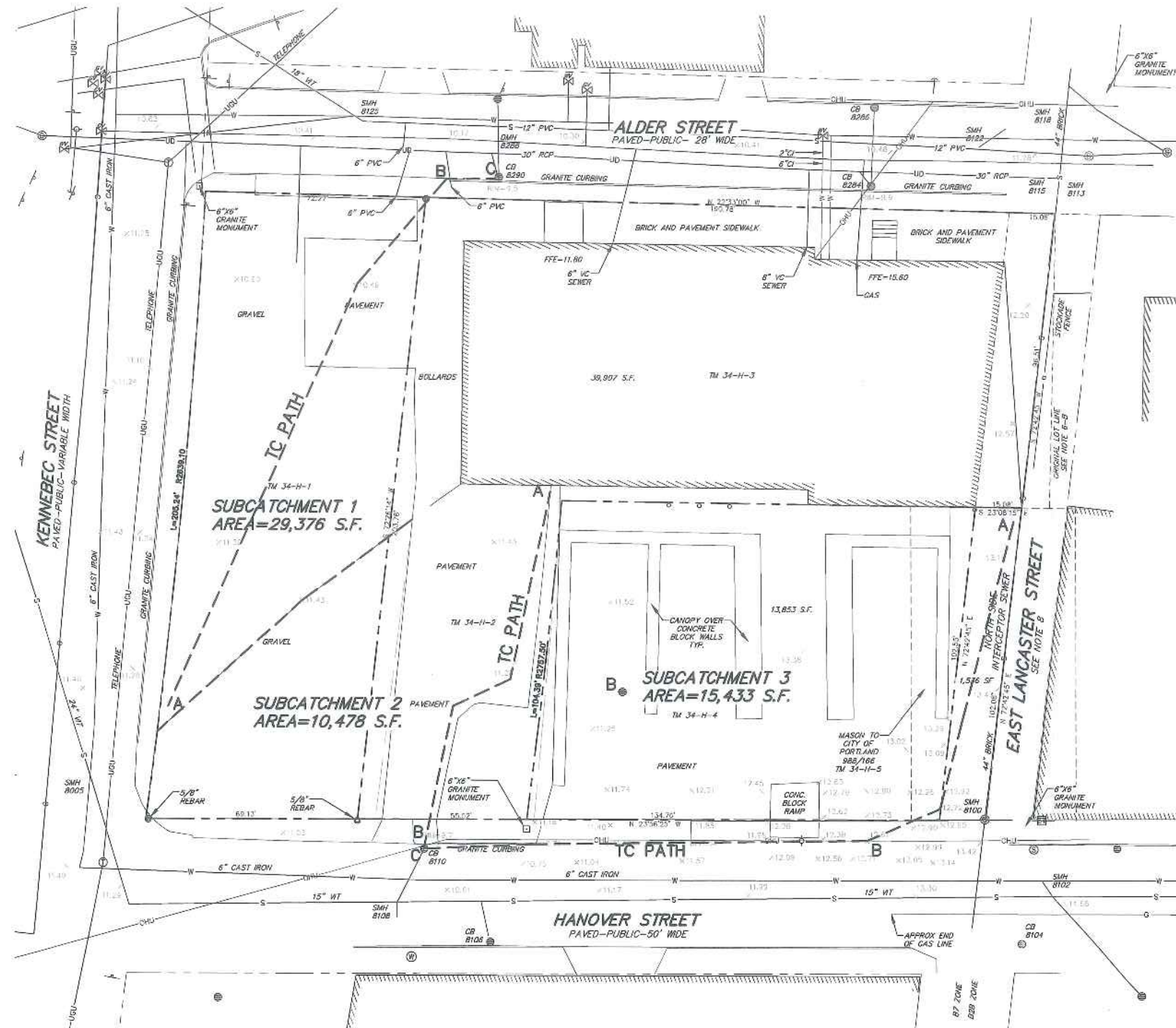
MITCHELL & ASSOCIATES
Landscape Architects
The Staples School
70 Center Street
Portland, Maine 04101
Tel: (207) 774-4487

BAYSIDE BOWL

Portland, Maine
58 Alder Street

LEGEND

EXISTING	
PROPERTY LINE	---
GRANITE MONUMENT	□
IRON PIPE/ROD	○
CATCHBASIN	⊕
MANHOLE	⊙
HYDRANT	⊕
UTILITY POLE	⊕
GATE VALVE	⊕
SANITARY SEWER	—S—
STORM DRAIN	—SD—
WATER	—W—
TELEPHONE	—T—
GAS	—G—
OVERHEAD WIRES	—OW—
CMP CABLE LINES	—E—
CURB	—C—
FENCE	—F—
SIGN	—S—
DECIDUOUS TREE	—D—
CONTOUR	—2—
SPOT ELEVATION	+ 72.00



Date: **MARCH 20, 2015**

Issued For:
SITE PLAN SUBMISSION

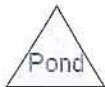
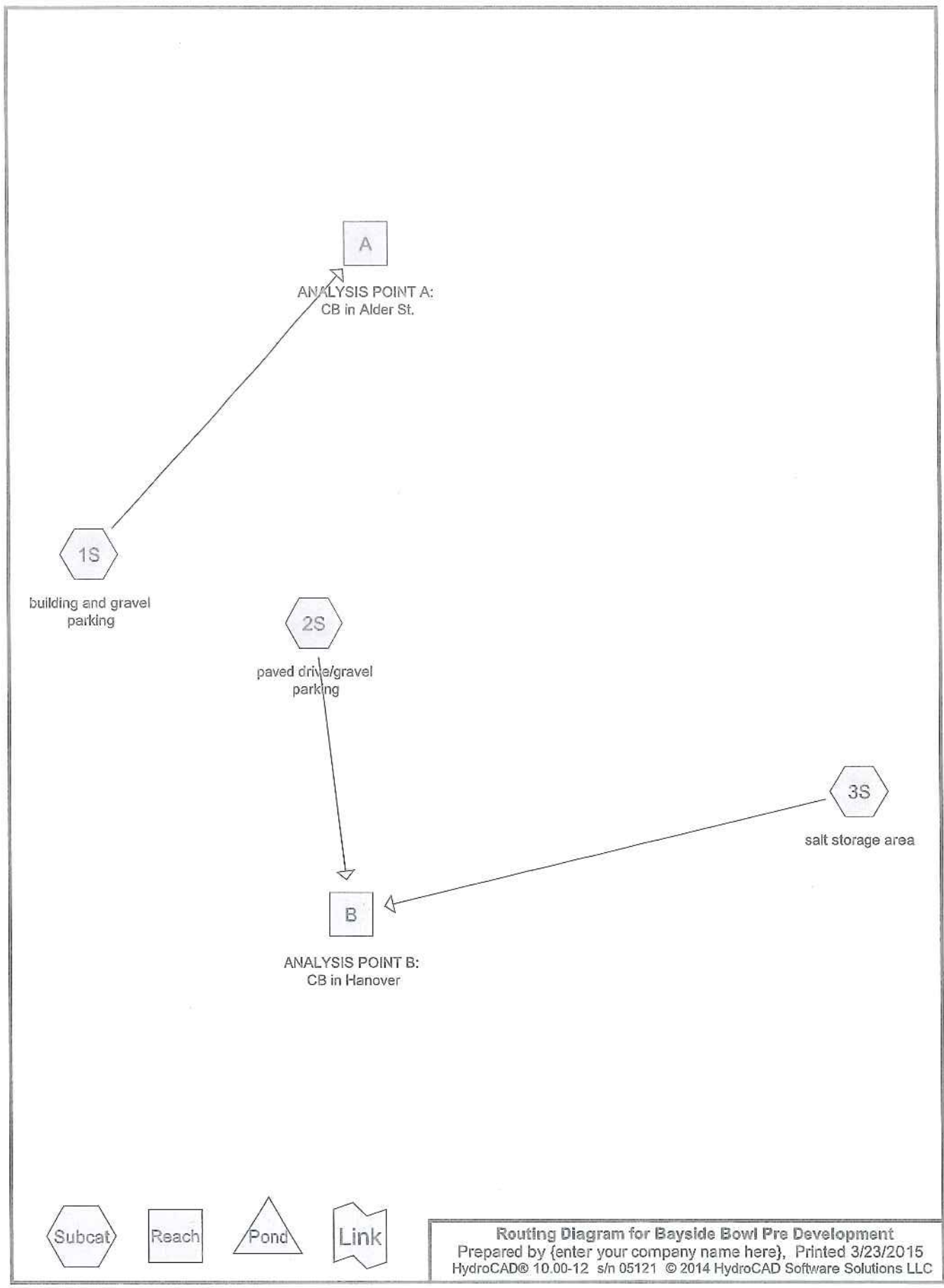
Revisions:

Reproduction or reuse of
this document without the
expressed written consent of
Mitchell & Associates is prohibited.

Title:
**PRE-DEVELOPMENT
STORMWATER PLAN**

Scale: 1"=20'
0 10 20 40 ft.

North:
Sheet No.: **SW-1**



Bayside Bowl Pre Development

Prepared by {enter your company name here}

HydroCAD® 10.00-12 s/n 05121 © 2014 HydroCAD Software Solutions LLC

Printed 3/23/2015

Page 2

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

Bayside Bowl Pre Development

Prepared by {enter your company name here}

HydroCAD® 10.00-12 s/n 05121 © 2014 HydroCAD Software Solutions LLC

Printed 3/23/2015

Page 3

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

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

Page 4

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	

Bayside Bowl Pre Development

Type III 24-hr 1-inch Rainfall=1.00"

Prepared by {enter your company name here}

Printed 3/23/2015

HydroCAD® 10.00-12 s/n 05121 © 2014 HydroCAD Software Solutions LLC

Page 5

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

Bayside Bowl Pre Development

Type III 24-hr 1-inch Rainfall=1.00"

Prepared by {enter your company name here}

Printed 3/23/2015

HydroCAD® 10.00-12 s/n 05121 © 2014 HydroCAD Software Solutions LLC

Page 6

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"

Bayside Bowl Pre Development

Type III 24-hr 1-inch Rainfall=1.00"

Prepared by {enter your company name here}

Printed 3/23/2015

HydroCAD® 10.00-12 s/n 05121 © 2014 HydroCAD Software Solutions LLC

Page 7

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

Bayside Bowl Pre Development

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

Prepared by {enter your company name here}

Printed 3/23/2015

HydroCAD® 10.00-12 s/n 05121 © 2014 HydroCAD Software Solutions LLC

Page 8

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 gravelRunoff 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

Bayside Bowl Pre Development

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

Prepared by {enter your company name here}

Printed 3/23/2015

HydroCAD® 10.00-12 s/n 05121 © 2014 HydroCAD Software Solutions LLC

Page 9

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"

Bayside Bowl Pre Development

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

Prepared by {enter your company name here}

Printed 3/23/2015

HydroCAD® 10.00-12 s/n 05121 © 2014 HydroCAD Software Solutions LLC

Page 10

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

Bayside Bowl Pre Development

Type III 24-hr 10-Year Rainfall=4.70"

Prepared by {enter your company name here}

Printed 3/23/2015

HydroCAD® 10.00-12 s/n 05121 © 2014 HydroCAD Software Solutions LLC

Page 11

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

Bayside Bowl Pre Development

Type III 24-hr 10-Year Rainfall=4.70"

Prepared by {enter your company name here}

Printed 3/23/2015

HydroCAD® 10.00-12 s/n 05121 © 2014 HydroCAD Software Solutions LLC

Page 12

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"

Bayside Bowl Pre Development

Type III 24-hr 10-Year Rainfall=4.70"

Prepared by {enter your company name here}

Printed 3/23/2015

HydroCAD® 10.00-12 s/n 05121 © 2014 HydroCAD Software Solutions LLC

Page 13

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

Bayside Bowl Pre Development

Type III 24-hr 25-Year Rainfall=5.50"

Prepared by {enter your company name here}

Printed 3/23/2015

HydroCAD® 10.00-12 s/n 05121 © 2014 HydroCAD Software Solutions LLC

Page 14

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 gravelRunoff 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

Bayside Bowl Pre Development

Type III 24-hr 25-Year Rainfall=5.50"

Prepared by {enter your company name here}

Printed 3/23/2015

HydroCAD® 10.00-12 s/n 05121 © 2014 HydroCAD Software Solutions LLC

Page 15

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"

Bayside Bowl Pre Development

Type III 24-hr 25-Year Rainfall=5.50"

Prepared by {enter your company name here}

Printed 3/23/2015

HydroCAD® 10.00-12 s/n 05121 © 2014 HydroCAD Software Solutions LLC

Page 16

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

Bayside Bowl Pre Development

Type III 24-hr 100-Year Rainfall=6.70"

Prepared by {enter your company name here}

Printed 3/23/2015

HydroCAD® 10.00-12 s/n 05121 © 2014 HydroCAD Software Solutions LLC

Page 17

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

Bayside Bowl Pre Development

Type III 24-hr 100-Year Rainfall=6.70"

Prepared by {enter your company name here}

Printed 3/23/2015

HydroCAD® 10.00-12 s/n 05121 © 2014 HydroCAD Software Solutions LLC

Page 18

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"

Bayside Bowl Pre Development

Type III 24-hr 100-Year Rainfall=6.70"

Prepared by {enter your company name here}

Printed 3/23/2015

HydroCAD® 10.00-12 s/n 05121 © 2014 HydroCAD Software Solutions LLC

Page 19

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: 55,280 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 DRAIN OUTLET IN THE DIRECTION OF THE EXISTING BUILDING PER THE ARCHITECTURAL ELEVATIONS PROVIDED IN PROPOSAL.



Stephen J. Bradstreet

RANSOM
Consulting
Engineers
and Scientists

Prepared For:
Applicant:
BoPo, LLC
55 Alder Street
Portland, Maine

Prepared By:
MITCHELL & ASSOCIATES
Landscape Architects
The Staples School
70 Center Street
Portland, Maine 04101
Tel: (207) 774-4457

BAYSIDE BOWL
58 Alder Street
Portland, Maine

Date: **MARCH 24, 2015**

Issued For:
SITE PLAN SUBMISSION

Revisions:

Reproduction or reuse of
this document without the
expressed written consent of
Mitchell & Associates is prohibited.

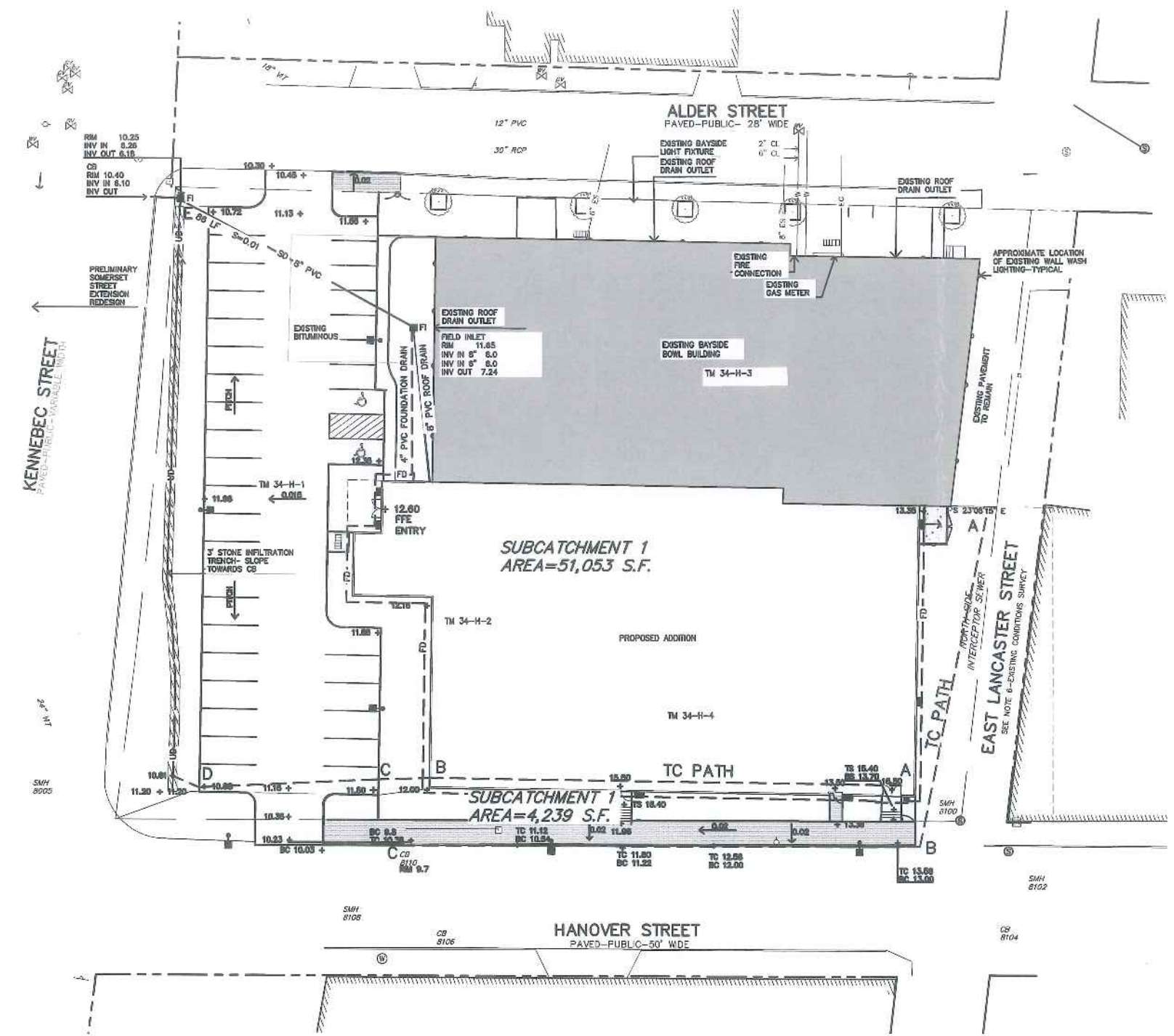
Title:
**POST DEVELOPMENT
STORMWATER PLAN**

Scale: 1"=50'

North:

Sheet No.:
SW-2

LEGEND	EXISTING	PROPOSED
PROPERTY LINE		
GRANITE MONUMENT		
IRON PIN		
CATCHBASIN		
MANHOLE		
HYDRANT		
UTILITY POLE		
WATER VALVE		
SANITARY SEWER		
STORM DRAIN		
WATER		
TELEPHONE		
GAS		
CURB		
FENCE		
SIGN		
DECIDUOUS TREE		
EVERGREEN TREE		
PIPE BOLLARD		
BIKE HITCH		
SPOT GRADE		
WALL MOUNTED		
LIGHT FIXTURE		
SECURITY CAMERA		
OVERHEAD WIRES		
CMP CABLE LINES		



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

Bayside Bowl POST Development

Prepared by {enter your company name here}

HydroCAD® 10.00-12 s/n 05121 © 2014 HydroCAD Software Solutions LLC

Printed 3/23/2015

Page 2

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

Bayside Bowl POST Development

Prepared by {enter your company name here}

HydroCAD® 10.00-12 s/n 05121 © 2014 HydroCAD Software Solutions LLC

Printed 3/23/2015

Page 3

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

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

Page 4

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	

Bayside Bowl POST Development

Type III 24-hr 1-inch Rainfall=1.00"

Prepared by {enter your company name here}

Printed 3/23/2015

HydroCAD® 10.00-12 s/n 05121 © 2014 HydroCAD Software Solutions LLC

Page 5

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 parkingRunoff 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 Kennebecand 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

Bayside Bowl POST Development

Type III 24-hr 1-inch Rainfall=1.00"

Prepared by {enter your company name here}

Printed 3/23/2015

HydroCAD® 10.00-12 s/n 05121 © 2014 HydroCAD Software Solutions LLC

Page 6

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			

Bayside Bowl POST Development

Type III 24-hr 1-inch Rainfall=1.00"

Prepared by {enter your company name here}

Printed 3/23/2015

HydroCAD® 10.00-12 s/n 05121 © 2014 HydroCAD Software Solutions LLC

Page 7

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

Bayside Bowl POST Development

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

Prepared by {enter your company name here}

Printed 3/23/2015

HydroCAD® 10.00-12 s/n 05121 © 2014 HydroCAD Software Solutions LLC

Page 8

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 parkingRunoff 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

Bayside Bowl POST Development

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

Prepared by {enter your company name here}

Printed 3/23/2015

HydroCAD® 10.00-12 s/n 05121 © 2014 HydroCAD Software Solutions LLC

Page 9

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			

Bayside Bowl POST Development

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

Prepared by {enter your company name here}

Printed 3/23/2015

HydroCAD® 10.00-12 s/n 05121 © 2014 HydroCAD Software Solutions LLC

Page 10

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

Bayside Bowl POST Development

Type III 24-hr 10-Year Rainfall=4.70"

Prepared by {enter your company name here}

Printed 3/23/2015

HydroCAD® 10.00-12 s/n 05121 © 2014 HydroCAD Software Solutions LLC

Page 11

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 parkingRunoff 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

Bayside Bowl POST Development

Type III 24-hr 10-Year Rainfall=4.70"

Prepared by {enter your company name here}

Printed 3/23/2015

HydroCAD® 10.00-12 s/n 05121 © 2014 HydroCAD Software Solutions LLC

Page 12

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

Bayside Bowl POST Development

Type III 24-hr 25-Year Rainfall=5.50"

Prepared by {enter your company name here}

Printed 3/23/2015

HydroCAD® 10.00-12 s/n 05121 © 2014 HydroCAD Software Solutions LLC

Page 14

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

Bayside Bowl POST Development

Type III 24-hr 25-Year Rainfall=5.50"

Prepared by {enter your company name here}

Printed 3/23/2015

HydroCAD® 10.00-12 s/n 05121 © 2014 HydroCAD Software Solutions LLC

Page 15

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			

Bayside Bowl POST Development

Type III 24-hr 25-Year Rainfall=5.50"

Prepared by {enter your company name here}

Printed 3/23/2015

HydroCAD® 10.00-12 s/n 05121 © 2014 HydroCAD Software Solutions LLC

Page 16

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

Bayside Bowl POST Development

Type III 24-hr 100-Year Rainfall=6.70"

Prepared by {enter your company name here}

Printed 3/23/2015

HydroCAD® 10.00-12 s/n 05121 © 2014 HydroCAD Software Solutions LLC

Page 17

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

Bayside Bowl POST Development

Type III 24-hr 100-Year Rainfall=6.70"

Prepared by {enter your company name here}

Printed 3/23/2015

HydroCAD® 10.00-12 s/n 05121 © 2014 HydroCAD Software Solutions LLC

Page 18

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

Ordering
rev 03.21.2013

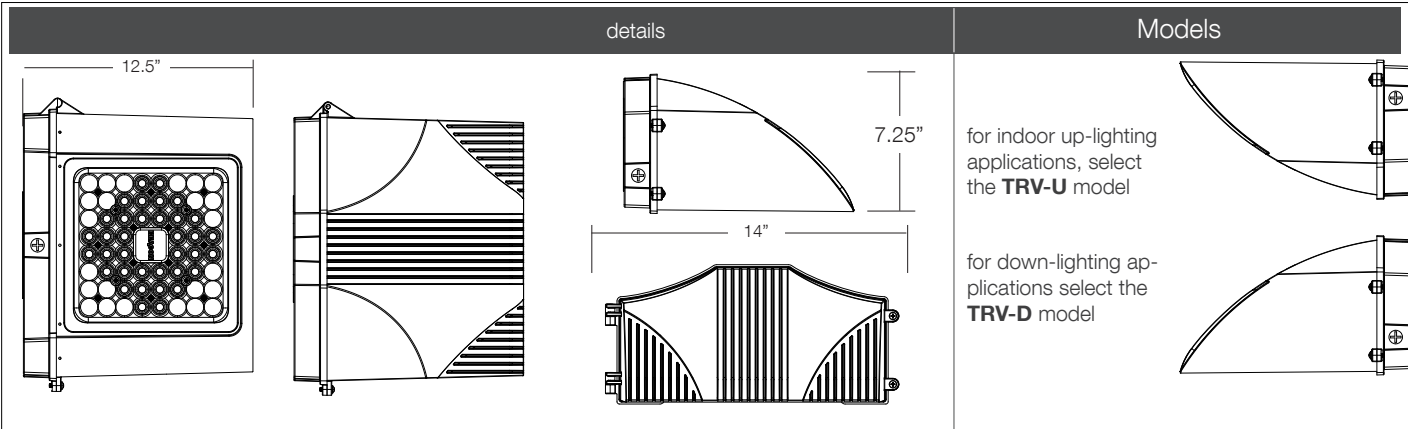
Type:

Ordering Code:

Job Name:

Notes:

TRAVERSE



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 (indoor use only)	24NB-55	4K 4000K	T3 type III	347V		BZ bronze
	36NB-80	3K 3000K	T4 type IV	480V	MOB motion sensor 33% or 50% dimming (not available on 48NB-110 & 60NB-136)	BW white
	48NB-110		T5R rectangular	12VDC (consult factory)	2PF dual power feed ^{1,2}	BG green
	60NB-136 (see chart)	5k 5000K (standard)	flood optics		BPC cold weather battery pack ³	BY gray
			2x2 narrow spot		OCS occupancy sensor (on/off ONLY)	MB met. bronze
			5x5 medium flood		standard electrical options	MT met. titanium
					lifeShield™ thermal protection	___ RAL
					20K - surge protection ⁴	___ other
					dimming drivers	

¹ not available on **24NB-27**

² not available @ **347V/480V** input

³ **36NB-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

5000K = 1.0

4000K = .92

3000K = .75

CRI
(Color Rendering)

min 67 CRI

min 70 CRI

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 sunk 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 55°C (131°F).

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.



BEACON
design . performance . technology

Ordering
rev 03.21.2013

Type:

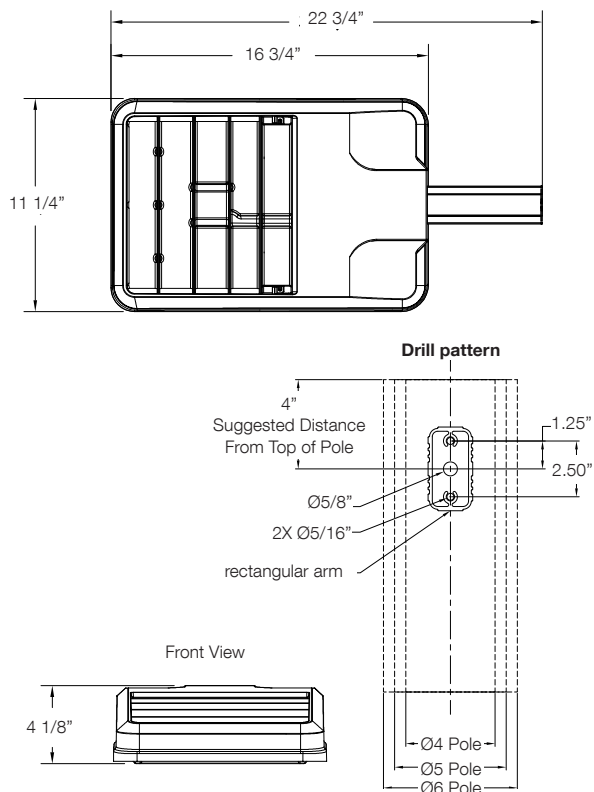
Ordering Code:

Job Name:

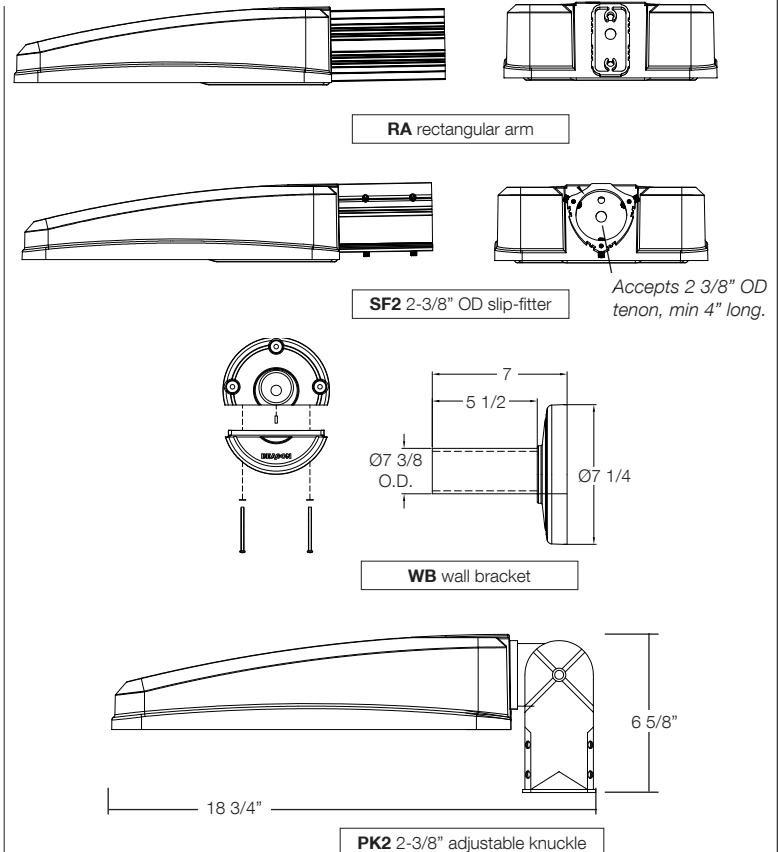
Notes:

VIPER (SMALL)

details



weight: 15lbs epa: 0.67 ft²



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	5k 5000K (standard)	T5R rectangular	12VDC (consult factory)	TL twistlock photocontrol	WB wall bracket	BG green
			T5QM sq medium		SC shorting cap		BY gray
			T5W round wide		NP no photocontrol		MB met. bronze
					2PF dual power feed ^{4,5}		MT met. titanium
					std. electrical options		RAL
					lifesield™ 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 55°C (131°F). 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 ASTM-B-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 & Distributions

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 its 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."



The Staples School
70 Center Street
Portland, Maine 04101
P: 207.774.4427
F: 207.874.2460
www.mitchellassociates.biz

May 28, 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 7, 2015, April 30, 2015, May 13, 2015, discussions with staff and Planning Board comments received on April 28th, new responses are in ***Italic***.

Status of Conforming Parking Lot: (New Response)

The Applicant has been able to research the City Real Estate Assessment Records and has found a document dating back to 1973 that has a hand written note at the top of the page indicating "Combined Parking and Gas" (See attached). As discussed, if the use can be documented as being in existence prior to 1974, when the Site Plan Review process was adopted, the current use as parking would be grandfathered. Should this document provide the necessary confirmation as a prior use, the current buffer requirement provision may not be required. We understand that Staff is in the process of developing a text amendment to address the buffer requirement for other parcels in Bayside that have similar constraints. We look forward to your interpretation.

Rick Knowland (email dated May 14, 2015)

1. I checked the electronic copy (Construction Management Plan) and a paper copy of the April 22, 2015 submission and the construction management plan apparently was not submitted. It is listed as an attachment on the cover letter but could not locate it.

Enclosed is a copy of the Construction Management Plan. It appears that a full size plan was inadvertently not included. There should have been an 11" x 17" plan attached to the response letter.



2. Some type of barrier is needed around the perimeter of the parking lot to contain the parked cars otherwise (given the present state of the street curbing), cars will be driving all over the place. We realize this is a “temporary” parking lot but some type of material needs to be installed. It could be large rocks, curbing placed on the ground (to be installed later), large timbers, etc.

We are suggesting that “Jersey Barriers” be placed along the Kennebec Street frontage. The applicant is requesting as a condition of approval that the location of barriers be coordinated with City staff. We need to point out that the request for temporary parking is for the current layout.

3. I didn’t see a picture spec of the Bayside Light Fixture so I assume your spec reference on the Bayside street light fixture is correct.

The Bayside Medium fixture is proposed as required. Detail 6/6 has a note identifying the required the fixture.

4. We need a more specific reference on what improvements are proposed as part of the “temporary” parking lot. Will there be lighting? Sidewalk along the face of the building? All gravel? Curb stops in front of the building? Landscaping? Drainage improvements? See #2 above. This should be depicted on a plan or a specific list of improvements.

To clarify what improvements will occur in this phase of construction we have provided two annotated sketches (Grading, and Drainage Plan; Planting Plan) to show what would be constructed during this phase.

5. The extension of the sidewalk from the existing driveways to Kennebec Street needs to be accounted for in some way. This could be payment made to the City to construct the sidewalk as part of the Somerset Street ext. project or developer installing the sidewalk as part of the permanent parking lot.

The Applicant recognizes that these improvements are subject to when the Somerset Street improvements are to be constructed and will be available to discuss options with the Planning Board and staff at the scheduled public hearing.

6. We are assuming the parking lot will be temporary and that a text amendment allowing the reduced parking setback will be enacted sometime this year. Expect as a condition of approval, a requirement that a final plan for a permanent parking lot be submitted within a certain time frame.

Regarding the parking lot design, what has been submitted for review is the final plan to construct the parking lot. The layout is based on the preliminary design layout for the Somerset Street improvements, as requested by staff. The applicant is requesting that as a condition of approval, should the final design of Somerset Street be significantly altered and impacts the proposed design, the Applicant shall return to the Planning Board or for Administrative review to address any required modifications.

Woodard & Curran Memorandum: David Senus, P.E. (Dated April 7, 2015)

Comments

- (a) 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, under drained 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 stone infiltration swale that is shown to be located along Kennebec Street is 3' wide by 190' long. The crushed stone bedding has a storage capacity of 340 CF. This swale intercepts flow from the gravel (to be paved at future date) parking area (approximately 11,000 SF). Based on a 1" storm event (Chapter 500 Basic Standards), a treatment system should have approximately 920 CF of storage capacity. The current design can only capture and treat approximately 3/8" of runoff. To meet the City's new Stormwater Credit Basic Credit requirements, the design must meet DEP Chapter 500 standards to receive a 50% credit. To obtain additional stormwater quality credit, if the system is designed to treat 1.6" of runoff, an additional credit of 25% could be obtained.

The roof filter that is being proposed requires manufacturer calculations to address the level of water quality treatment. Before we can obtain this information, the final design of the roof drain system needs to be completed. We understand that the in-line filter drains are not, at this time, approved by MDEP and are not sure if the City is accepting these as treatment mitigation. Given that water quality is not a requirement and only a suggestion, the Applicant is requesting that the information regarding the

roof drain treatment be provided prior to a certificate of occupancy. Documentation to include final design of the roof drain system.

1. 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. The Applicant is request that this be considered as a condition of approval.

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 plans have been stamped by a professional engineer.

Traffic Review

The Applicant submitted a Traffic Movement Permit application on May 6, 2015 and a scoping meeting was held on May 15, 2015. Documentation required by Mr. Errico to be submitted was outlined and the attached report prepared by Gorrill-Palmer was completed to respond to requested information.

Public Services: David-Margolis-Pineo dated April 24, 2015 and May 13, 2015

1. This Department is agreeable to postponing the Construction Management Plan until a contractor is selected if and when this project is approved.
 - ***Construction Management Plan was submitted with our previous response submission dated April 30, 2015, we have included another copy with this submission.***
2. The applicant is requested to install a crushed gravel surface instead of a sidewalk within the road right of way from the applicant's proposed driveway cut on Hanover St to the Kennebec Street curb line.
 - ***The Site Layout Plan has been revised to add a note regarding requirement to provide the gravel sidewalk as a temporary measure.***

3. Even though Lancaster Street, adjacent to the site, is not an accepted city street, the installation of an ADA sidewalk warning panel may be advisable since this street is used by the public. Warning panels at the parking lot drive cut are not required.
 - **The site plan and site detail revised May 7, 2015 to include the sidewalk warning panel.**
4. Please add a general note to Sheet 4 stating that, “All proposed work within the street right of way shall meet City of Portland Technical Manual standards.”
 - ***Note number 12 has been added to plan sheet 2.***
5. The top of the catch basin on Hanover St near the corner of Kennebec St will need to be modified to incorporate a curb inlet. Please indicate such.
 - ***The plans have been revised to reflect the curb inlet and a detail has been added to the site details.***
6. The applicant is showing a landscape buffer along Kennebec St on top of a proposed infiltration strip with underdrain. The two uses of the same space appear incompatible. Please explain.
 - ***The landscaping will be setback from the filter strip. The plan at this phase is conceptual until the final design of Somerset/Kennebec Street has been finalized.***
7. Since the curb reveal along Kennebec St adjacent to the applicant’s site is mostly none existent, the applicant may choose to install a guard rail along the property line and the Kennebec St right of way. Or the applicant may choose to reinstall the granite curb to allow a seven inch curb review per Tech Standards.
 - ***The applicant is requesting relief of this requirement. When the Somerset/Kennebec Street improvements are made there will be new granite curb and sidewalk along this frontage. The expense of raising the curb or adding a guardrail at this time is excessive considering the proposed Somerset/Kennebec street work is scheduled for 2016.***

Enclosed for your review are the following:

- Revised Site Plan, 24 x 36 and 11x17
- Revised Site Detail Sheets 24 x 36 and 11 x 17
- Draft Construction Management Plan 24 x 36
- Traffic Movement Permit Supplemental Information Letter; prepared by Gorrill-Palmer
- Copy of City Real Estate Assessment Record

Should you or staff have any additional questions, please do not hesitate to contact me.

Sincerely,
Mitchell & Associates

A handwritten signature in black ink, appearing to read "R. Metcalf", written over a horizontal line.

Robert B. Metcalf, Principal
Maine Licensed Landscape Architect

Enclosure

cc: Justin Alfond
Dale Akeley
Josh Cushman
Dave O'Connell
Ryan Senatore
Steve Bradstreet
Randy Dunton

**Traffic Movement Permit Supplement
Expansion of Bayside Bowl
Portland, Maine
May 28, 2015**

The City of Portland has delegated review authority to administer the MaineDOT Traffic Movement Permit (TMP) process and issue a Traffic Movement Permit. Consistent with that process, a Scoping Meeting for this project was held on May 15, 2015 in the Planning Department of City Hall. As a result of the scoping meeting, additional information is being requested. The additional information requested is identified below, followed by our response:

- 1. Copies of Certified mailings to abutters and copy of Notice of Intent to File as published in a local paper.*

The following information was emailed to Mr. Thomas Errico, City Traffic Peer Reviewer, and copied to the City directly after the scoping meeting on the same day:

- The Notice of Intent to file posting in the News Paper
 - Abutters List
 - Copy of the Certified Mail Cards received to date
- 2. Show the distribution of traffic to the area parking spaces anticipated to be used to supplement on-site parking spaces.*

There are four supplemental potential available parking areas (for a total of five including the site parking) that could be used by the proposed expanded facility. The site and associated parking space areas potentially available to be used are shown graphically on the attached Figure 1, and sum to approximately 260 parking spaces. As provided in the TMP application and as approved at the Scoping Meeting, the project is forecast to generate a total of 147 PM peak hour trip ends (134 entering / 13 exiting). For the purposes of distribution, the 13 exiting trips were assumed to leave from the site parking area, since those vehicles would be expected to be parked on site prior to the peak hour and then leave during the peak hour. The forecast trip distribution and assignment for the site generated trips to both the site parking area as well as the potentially available parking areas anticipated to supplement the project are shown graphically in the attached Figure 2.



3. Revised Capacity Analysis

The study area for completing capacity analysis was identified early in the review process and includes the intersections of Hanover Street / Kennebec Street and Preble / Kennebec Street. At the scoping meeting, it was requested that the previous capacity analysis completed for these intersections be updated to reflect the redistribution of generated traffic due to the use of area parking spaces vs. all traffic assumed on-site. The capacity analysis was revised and the following table summarizes the results of the analysis. The predevelopment is also shown for comparison.

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 summary table, the proposed project is forecast to have minimal effect on the surrounding roadway network, and the surrounding roadway network is forecast to operate at a high level of service. Printouts of the post-development capacity analysis results are attached as well as the 2017 post-development Design Hour Volumes as shown on the attached Figure 3.

4. Provide a summary of parking supply vs. demand for the proposed expanded facility.

As identified previously herein, the proposed Bayside Bowl expansion is forecast to generate 134 PM peak hour trip ends arriving to use the proposed expanded facility. The 13 exiting trips from the site parking area are not a parking concern since they will be exiting parking spaces for those arriving. As identified in a previous section, in addition to the 36 on-site parking spaces, there is a total of approximately 224 potentially available parking spaces in the immediate area. Subtracting the 36 on-site available parking spaces from the 134 forecast incoming trips, yields a need for approximately 98 off-site parking spaces, considerably less than the 224 potentially available parking spaces. As discussed at the scoping meeting, this project is fortunate to have its peak hour starting when most other surrounding uses are leaving for the day, leaving their parking areas vacant. Based on this information, it is our conclusion that there is potentially adequate parking within the immediate area to accommodate the forecast parking demand of the proposed expanded facility.

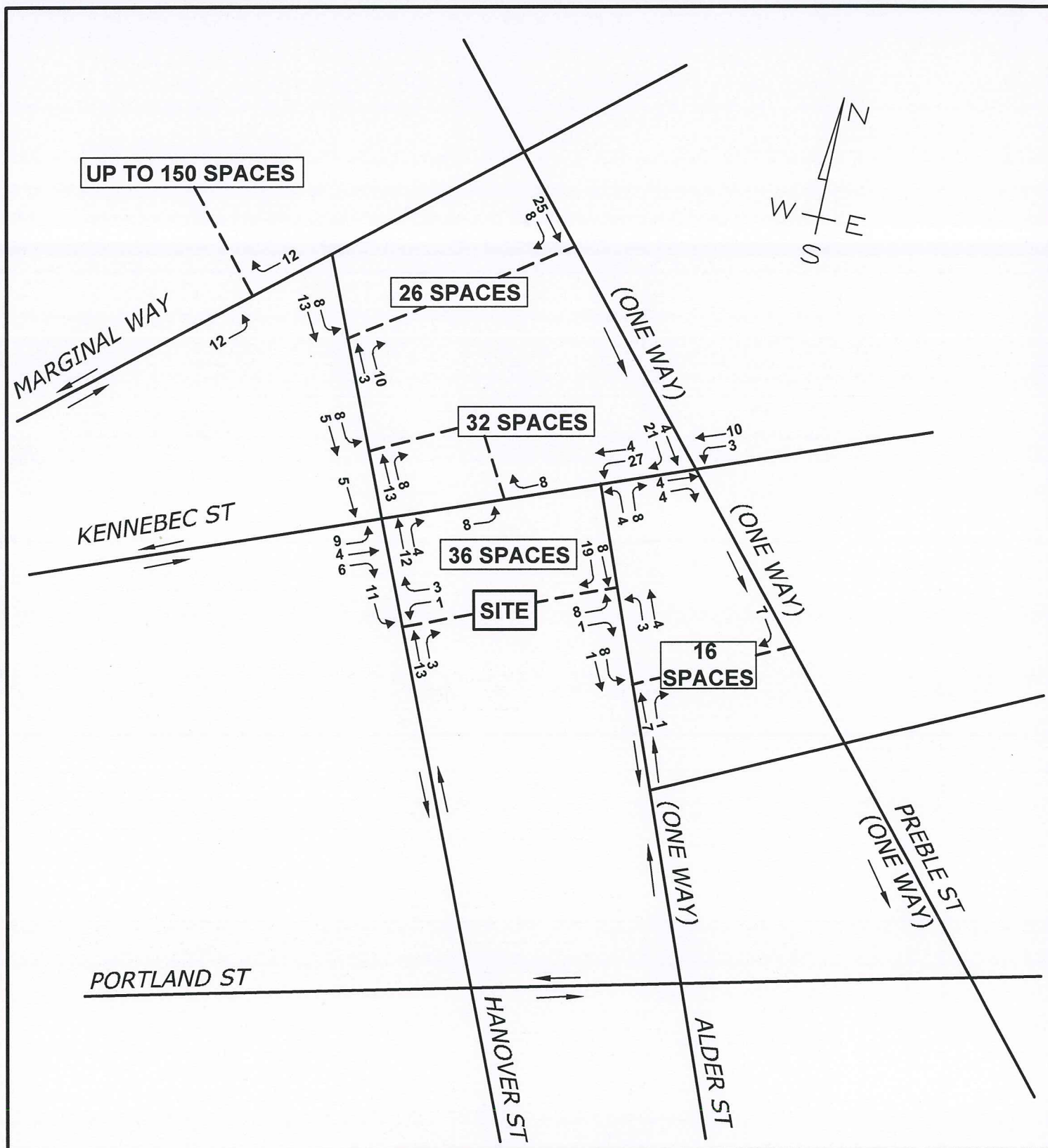
Figure No.

1

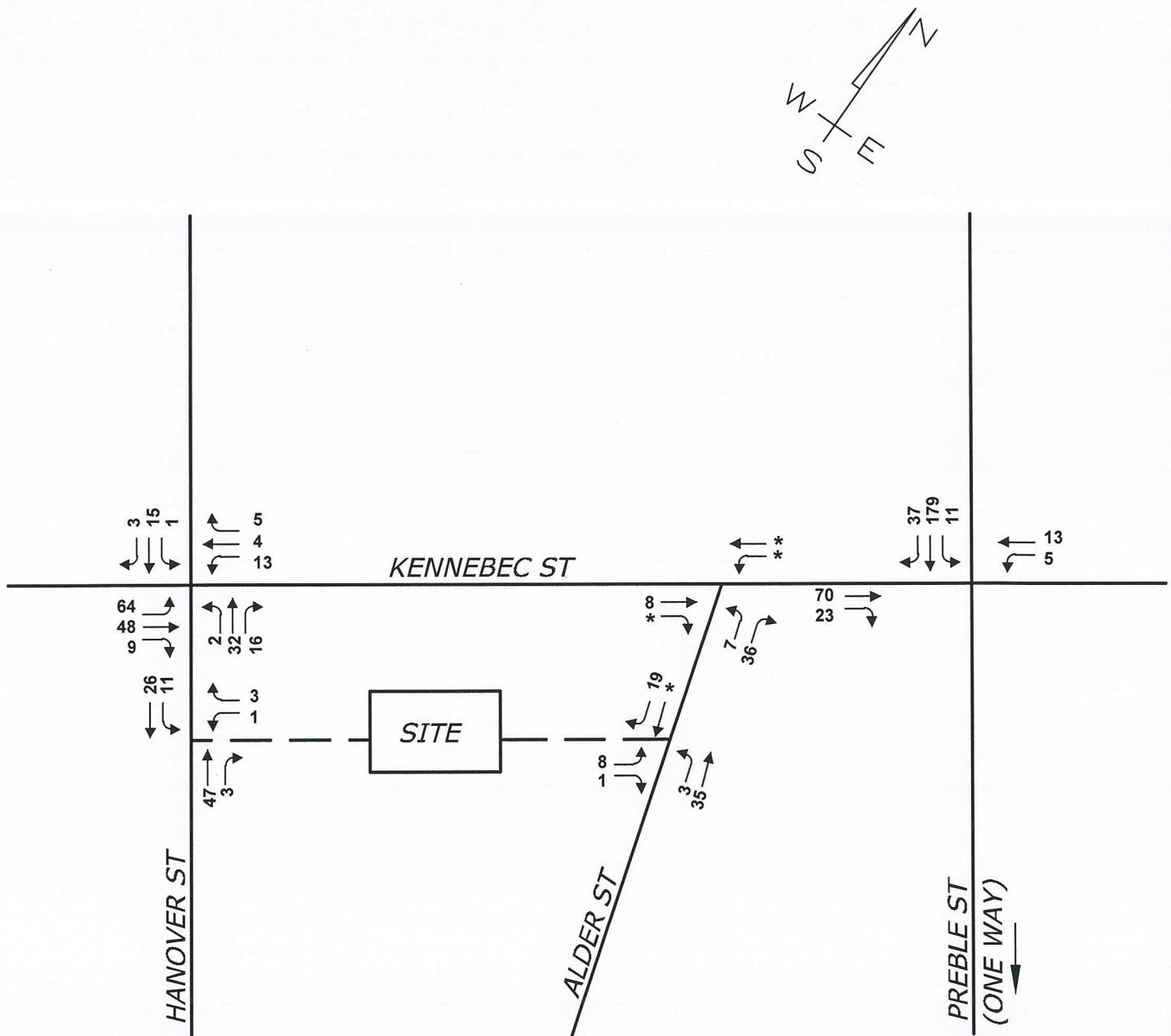


**GORRILL
PALMER**

Relationships. Responsiveness. Results.
www.gorillapalmer.com
207.657.6910



BAYSIDE BOWL PORTLAND, MAINE



BAYSIDE BOWL PORTLAND, MAINE

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	452	486	485	436	423	457
Vehs Exited	455	490	482	439	424	458
Starting Vehs	4	5	2	4	4	3
Ending Vehs	1	1	5	1	3	2
Denied Entry Before	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0
Travel Distance (mi)	63	67	67	61	59	64
Travel Time (hr)	3.1	3.3	3.3	3.1	2.9	3.1
Total Delay (hr)	0.5	0.6	0.6	0.6	0.5	0.6
Total Stops	308	330	335	335	310	326
Fuel Used (gal)	2.8	3.1	3.0	2.8	2.6	2.9

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	452	486	485	436	423	457
Vehs Exited	455	490	482	439	424	458
Starting Vehs	4	5	2	4	4	3
Ending Vehs	1	1	5	1	3	2
Denied Entry Before	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0
Travel Distance (mi)	63	67	67	61	59	64
Travel Time (hr)	3.1	3.3	3.3	3.1	2.9	3.1
Total Delay (hr)	0.5	0.6	0.6	0.6	0.5	0.6
Total Stops	308	330	335	335	310	326
Fuel Used (gal)	2.8	3.1	3.0	2.8	2.6	2.9

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	2.3	4.2	4.4	4.0
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	5.6	0.2	2.0
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)	4.2
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)	60	32	61	45
Average Queue (ft)	33	16	26	14
95th Queue (ft)	52	39	50	40
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)	53	26	10
Average Queue (ft)	21	9	0
95th Queue (ft)	40	27	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

May 7, 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 additional staff review comments received on, April 7, 2015 and April 30, 2015, and Planning Board comments received on April 28th, responses are in **Italic**.

Woodard & Curran Memorandum: David Senus, P.E. (Dated April 7, 2015)

Comments

- (a) 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, under drained 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 runoff from the proposed addition. (April 30, 2015 Response)

We will provide this information Under separate Cover.



1. 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. (April 30, 2015 Response)

4. The Applicant should provide the following details:
 - a) Concrete Pad; and
 - b) Pipe Installation Trench Cross-Section

The requested details have been provided to address the above comment, refer to detail sheets 5&6.

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 plan and detail has been revised to provide a domed grate vs. the flat grate.

New Comments: **David Senus, P.E. Memo Dated April 30, 2015**

Regarding the Erosion Control Plan, request to use either Filter Sock or Silt Fence.

The Erosion Control Plan and details have been revised to provide silt fence to address erosion control measures.

Traffic Review

TY Lin: Tom Errico comments dated April 9, 2015

Randy Dunton; Gorrill-Palmer, has reviewed comments with Mr. Errico and have completed and submitted a Traffic Movement Permit application. The intent is to have a scoping meeting on Thursday May 14th to determine required documentation. The goal is to complete the necessary scope and submit for review prior to the Planning Board June 9th meeting.

Public Services: David-Margolis-Pineo dated April 24, 2015

1. This Department is agreeable to postponing the Construction Management Plan until a contractor is selected if and when this project is approved.
 - ***Construction Management Plan was submitted with our previous response submission dated April 30, 2015.***
2. The applicant is requested to install a crushed gravel surface instead of a sidewalk within the road right of way from the applicant's proposed driveway cut on Hanover St to the Kennebec Street curb line.
 - ***The use of gravel has been requested in consideration of the Somerset/Kennebec Street improvement plan being developed with construction to occur in 2016. Until final design has been determined, layout and completion of sidewalk improvements is not feasible.***
3. Even though Lancaster Street, adjacent to the site, is not an accepted city street, the installation of an ADA sidewalk warning panel may be advisable since this street is used by the public. Warning panels at the parking lot drive cut are not required.
 - ***The site plan and site detail have been revised to include the sidewalk warning panel.***
4. Please add a general note to Sheet 4 stating that, "All proposed work within the street right of way shall meet City of Portland Technical Manuel standards."
 - ***Note number 12 has been added to plan sheet 2.***
5. The top of the catch basin on Hanover St near the corner of Kennebec St will need to be modified to incorporate a curb inlet. Please indicate such.
 - ***The plans have been revised to reflect the curb inlet and a detail has been added to the site details.***
6. The applicant is showing a landscape buffer along Kennebec St on top of a proposed infiltration strip with underdrain. The two uses of the same space appear incompatible. Please explain.
 - ***The landscaping will be setback from the filter strip. The plan at this phase is conceptual until the final design of Somerset/Kennebec Street has been finalized.***

7. Since the curb reveal along Kennebec St adjacent to the applicant's site is mostly none existent, the applicant may choose to install a guard rail along the property line and the Kennebec St right of way. Or the applicant may choose to reinstall the granite curb to allow a seven inch curb reveal per Tech Standards.
- ***The applicant is requesting relief of this requirement. When the Somerset/Kennebec Street improvements are made there will be new granite curb and sidewalk along this frontage. The expense of raising the curb or adding a guardrail at this time is excessive considering the proposed Somerset/Kennebec street work is scheduled for 2016.***

Planting/Landscape Review

City Arborist; Jeff Tarling, dated May 4, 2015

Request to substitute an alternative street tree for the proposed *Fraxinus Pennsylvanica* "Summit Green" - Summit Green Ash due to the "Emerald Ash Borer"

- ***We have substituted *Zelkova Serrata* "Green Vase" for the Summit Green Ash.***

Architecture Comments from Planning Board;

Based on the Planning Board's request for more detail in the design and visual character we have modified the design as follows as depicted in the attached rendering. We have eliminated the CMU masonry base and replaced it with a brick base which is in keeping with the existing Bayside Bowl Building and predominant material in the neighborhood. The brick adds a scale and texture that relates well to the pedestrian scale of the street. We have designed a custom flashing profile at the joints between siding panels, this profile has a recessed reveal which will add visual interest and a shadow line to add texture and rhythm to the facade. The rendering highlights the numerous siding profiles and colors on the facade to help scale the building to the street level experience. We also have designed the landscaping in concert with the buildings to emphasize a rhythm and break the facade down into smaller parts and soften the pedestrian experience.

Regarding the discussion with the Board concerning the second double door at the new entrance, our takeaway from the meeting was that the Board agreed that there would be confusion and redundancy in having the additional door. Based on this discussion we have not provided the second door facing Alder Street as recommended by staff.

Enclosed for your review are the following:

- Revised Site Plan, 24 x 36 and 11x17
- Revised Architectural Detail Plan 24 x 36 and 11 x 17
- Revised Site Detail Sheets 24 x 36 and 11 x 17
- Photometric Plan

Should you or staff have any additional questions, please do not hesitate to contact me.

Sincerely,
Mitchell & Associates

A handwritten signature in black ink, appearing to read "R. Metcalf", written over a horizontal line.

Robert B. Metcalf, Principal
Maine Licensed Landscape Architect

Enclosure

cc: Justin Alfond
Dale Akeley
Josh Cushman
Dave O'Connell
Ryan Senatore

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.

Comment's 3-5, 7-9 and 14:

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.

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 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 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.

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 proposed 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 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 and 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

- 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).

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.

Principle E: Architectural Design

E-6: Entrances-Buildings along public street 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 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-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 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.

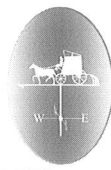
Sincerely,
Mitchell & Associates



Robert B. Metcalf, Principal
Maine Licensed Landscape Architect

Enclosure

cc: Justin Alfond
Dale Akeley
Josh Cushman
Dave O'Connell
Ryan Senetore



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.



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

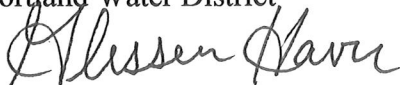
The data noted above indicates there should be adequate pressure and volume of water to serve the domestic water needs of your proposed project. Based on the high water pressure in this area, we recommend that you consider the installation of pressure reducing devices that comply with state plumbing 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



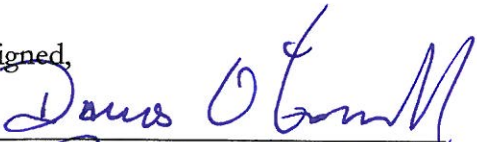
Glissen Havu, E.I.
Design Engineer

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,



Ponthaus 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

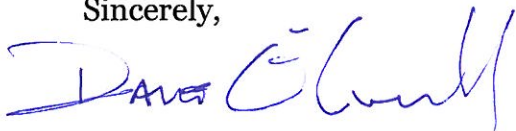
Meeting Date: Thursday, April 16th

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@gmail.com
JOSHUA CUSHMAN	70 CENTER ST.	joshua@cushmanportlandbu.com
David O'Connell	70 CENTER ST	dolonnell@portlandbuilder.com
Ryan Sencore	565 Congress St	ryan@sencorearchitects.com
DEB MITCHELL	70 CENTER ST	cmitchell@mitcheassociates.biz
Collette Bouchard	181 Hanover St.	collette.bouchard@goodwill.org
Row Spinella	377 Cumberland	ronspinella@maineinc.com
Smcclesby	25 Paris St.	smcclesby@maineinc.com
Stephanie Scherer	21 Hanover St.	stephanie.f.scherer@gmail.com
Lisa & Jim Castonia	143 Kennebec	info@thegraphetoria.com
Justin Alfond	143 Vaughan St.	jalfond@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 Presbke	✓ jim@foundationphase.com



Predator

Single Package R-410A Air Conditioner

Page: 1

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

Page: 2

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)

Project Name:

Unit Model #: **ZJ120N15V4KZZ50001**

Quantity:

System: **ZJ120N15V4KZZ50001 (2)**

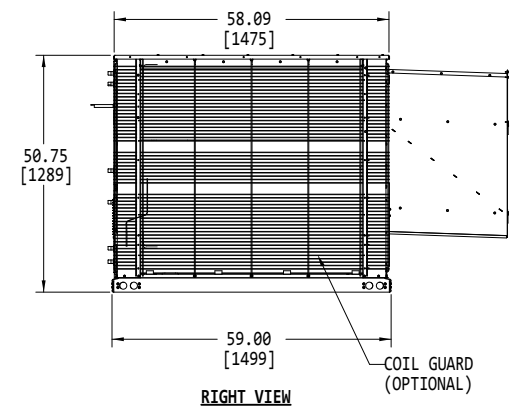
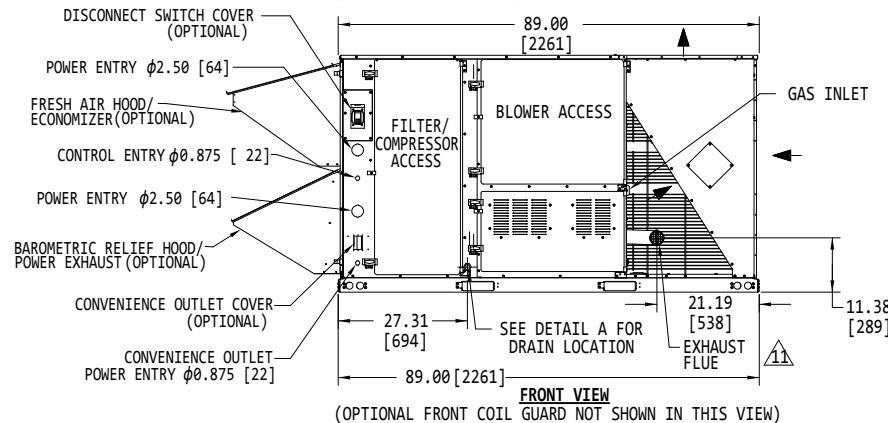
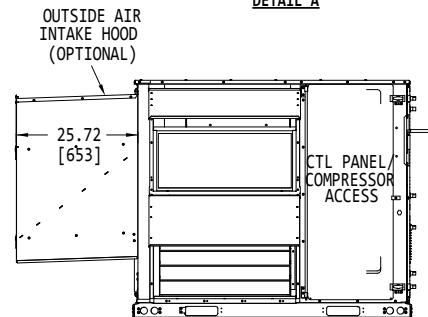
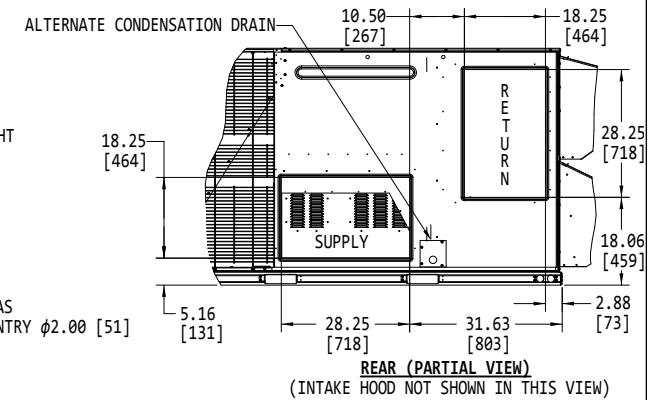
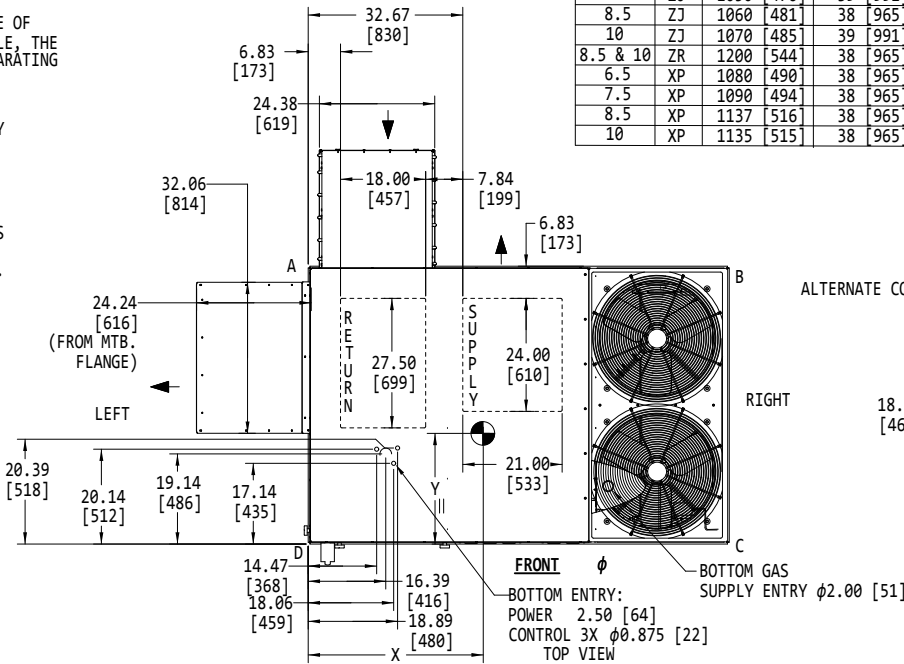
Consolidated Drawing

NOTES:

- FOR OUTDOOR USE ONLY.
- WEIGHTS SHOWN ARE FOR COOLING ONLY UNITS.
- MIN. CLEARANCES TO BE:
RIGHT SIDE: 12 [305]
LEFT SIDE: 36 [915]
FRONT: 36 [915]
REAR: 36 [915]
TOP: 72 [1830]
BOTTOM: 0 [0]
- 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.
- FOR SMALLER SERVICE AND OPERATIONAL CLEARANCES CONTACT YOUR APPLICATION ENGINEERING DEPARTMENT.
- 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.
- SIDE DUCT FLANGES ARE 0.75" HIGH. BOTTOM DUCTS DO NOT HAVE FLANGES.
- MINIMUM CONDENSATION TRAP HEIGHT SHALL BE 1.5 TIMES THE LOWEST NEGATIVE STATIC.
- DIMENSIONS IN [] ARE IN MILLIMETERS OR KILOGRAMS.
- OPTIONAL COIL GUARDS, POWER EXHAUST, GAS HEAT, ECONOMIZER, DISCONNECT SWITCH, CONVENIENCE OUTLET, AND BAROMETRIC RELIEF AND FRESH AIR HOODS SHOWN. 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]				
	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]				



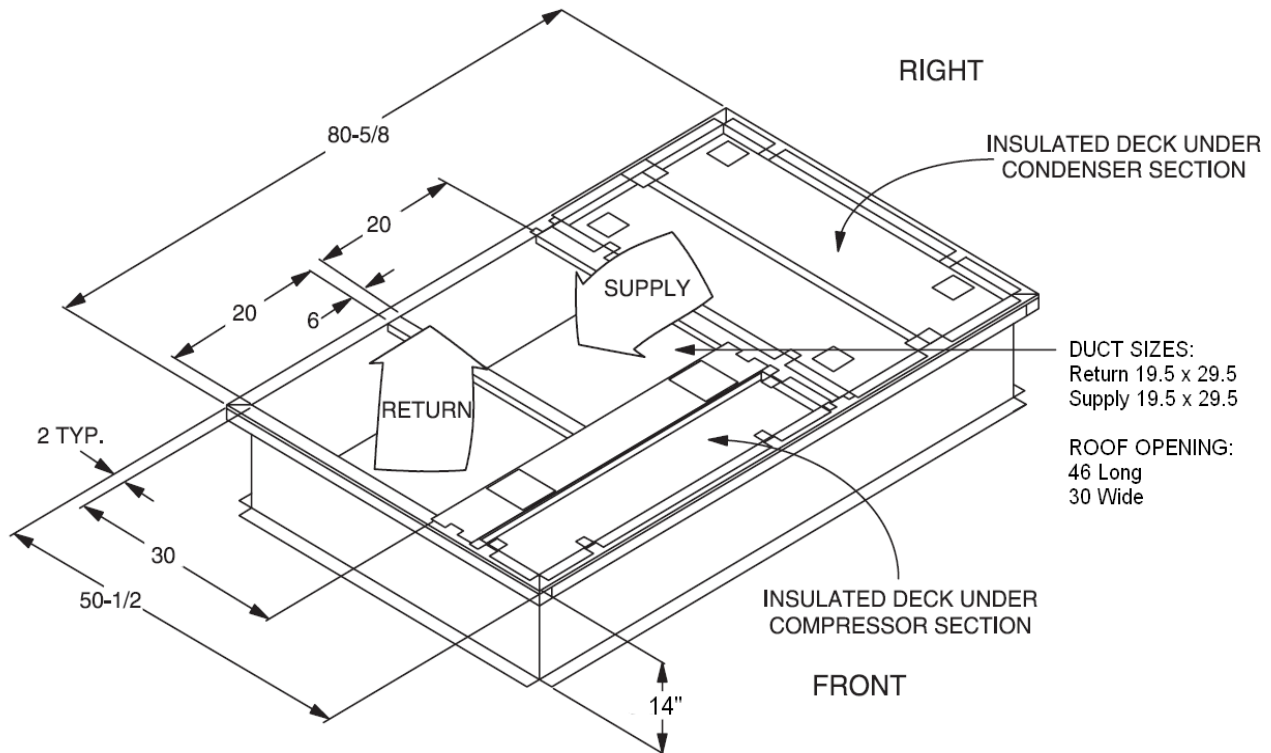
Project Name:

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

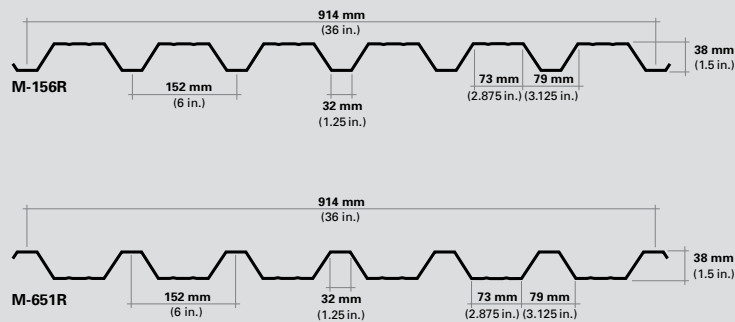
Cover width: 914 mm (36 in.)

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

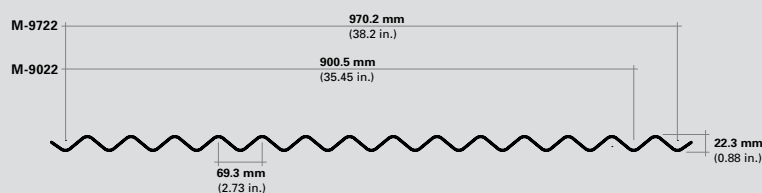
Cover width: 900.5 mm (35.45 in.) and 970.2 mm (38.2 in.)

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.)



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

Outdoors				Thermal Stress Guideline (°F)
LITE	Clear		#1 -----	Go 115.2
	Thickness = 1/4" = 6mm		#2 -----	
GAP		100% Air, 1/2" = 12mm		
LITE	Optifloat™ Clear		#3 Energy Advantage™ Low-E Glass	Go 112.8
	Thickness = 1/4" = 6mm		#4 -----	
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 outdoors

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. $RHG = [(Summer\ U-Value)(89.6^{\circ}F - 75.2^{\circ}F) + (Shading\ Coefficient)(200\ Btu/hr-ft^2)]$

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. $SHGC = (Direct\ Solar\ Trans) + \{[(Indirect\ Solar\ Heat\ Gain) - (Summer\ U-Value)(89.6^{\circ}F - 75.2^{\circ}F)] / (248.209\ Btu/hr-ft^2)\}$

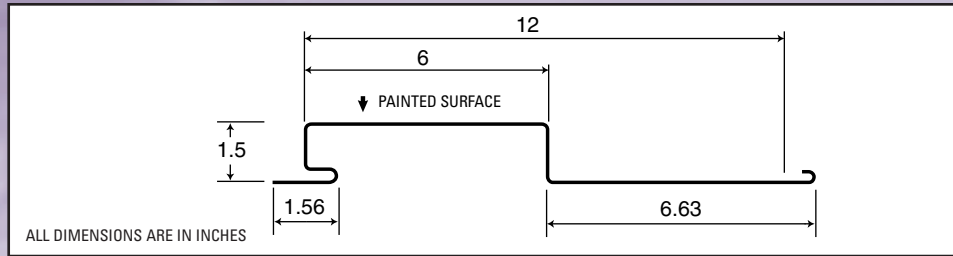
Light-to-Solar Gain (LSG) is the ratio of visible light gain to solar gain. $LSG = (Visible\ Transmittance) / (SHGC)$

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.

Wall Cladding

HF-6 NF



Section Properties

(Per Foot of Width)

Base Steel Thickness (in.)	Weight G90 (psf)	Yield Stress (ksi)	Section Modulus		Deflection Moment of Inertia Mid Span (in ⁴)	Specified Web Crippling Data (lb)			
			Mid Span (in ³)	Support (in ³)		End Pe1	End Pe2	Interior Pi1	Interior Pi2
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

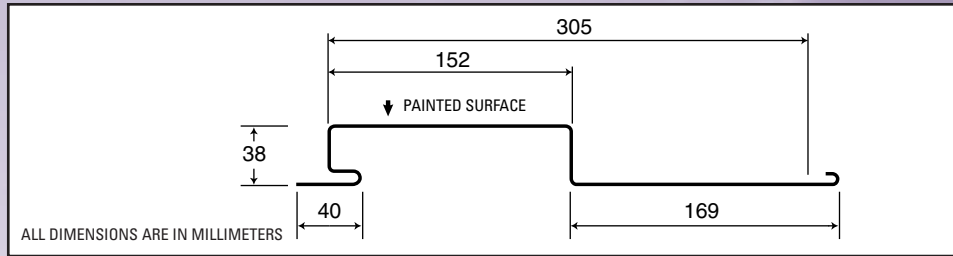
Span (ft.)		1-Span Base Steel Thickness (in.)				2-Span Base Steel Thickness (in.)				3-Span Base Steel Thickness (in.)			
		0.030	0.036	0.048		0.030	0.036	0.048		0.030	0.036	0.048	
4'-0"	S	87	115	181		118*	166*	248		134*	180	283	
	D	221	288	437		530	691	1049		417	544	826	
4'-6"	S	69	91	143		102	131	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:

- Steel conforms to ASTM A653.
- Section properties are in accordance with CSA-S136-07.
- Values in row "S" are based on strength.
- Values in row "D" are based on a deflection limit of 1/180 of the span.
- Web crippling not included in strength values. See example calculation in notes to designer.
- Oil canning may be present due to thickness and coverage. Oil canning is not a valid reason for rejection of this product.
- Contact the sales department for stocked colours and gauges.
- 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.





Section Properties

(Per Metre of Width)

Base Steel Thickness	Mass Z275	Yield Stress	Section Modulus		Deflection	Specified Web Crippling Data (kN)			
(mm)	(kg/m ²)	(MPa)	Mid Span (x 10 ³ mm ³)	Support (x 10 ³ mm ³)	Moment of Inertia Mid Span (x 10 ⁶ mm ⁴)	End Pe1	End Pe2	Interior Pi1	Interior Pi2
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

Notes:

- Steel conforms to ASTM A653M.
- Section properties are in accordance with CSA-S136-07.
- Values in row "S" are based on strength.
- Values in row "D" are based on a deflection limit of 1/180 of the span.
- Web crippling not included in strength values. See example calculation in notes to designer.
- Oil canning may be present due to thickness and coverage. Oil canning is not a valid reason for rejection of this product.
- Contact the sales department for stocked colours and gauges.
- 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.

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)				2-Span Base Steel Thickness (mm)				3-Span Base Steel Thickness (mm)			
		0.762	0.914	1.22		0.762	0.914	1.22		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



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, 1949
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 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 ITS 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."

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

11. BICYCLE PARKING:

REQUIRED:	16 SPACES
EXISTING:	14 SPACES
PROPOSED:	21 SPACES

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.
- LIGHTING SCHEDULE
- | KEY | QTY | MANUFACTURER | CATALOG NUMBER | DESCRIPTION | LAMP |
|-----|-----|--------------|--|--|---------------------|
| (A) | 3 | HOLOPHANE | ESL 110 4K A5 X | BAYSIDE DISTRICT FIXTURE MEDIUM LED TEARDROP | 110 W 100 LED ARRAY |
| (B) | 4 | BEACON | VP-S-3ONB-90-5K-T4-UNIV-MOB50-WB-BZ-PC | VIPER WITH PHOTOCELL | XX |
| (C) | 4 | HUBBELL | LNC2-18LU-5K-3-1-PC | LAREDO WALL PAC WITH PHOTOCELL | XX |
| (D) | 5 | HUBBELL | PGF1-P-PC-1 | PGF1 SCONCE | XX |
- The site plan illustrates the proposed addition to the existing Bayside Bowl building. The plan shows the building's footprint, including the existing Bayside Bowl building and the proposed addition. Key features include: Alder Street (28' wide) to the north, Hanover Street (50' wide) to the south, and East Lancaster Street (6' wide) to the east. The plan also shows the proposed extension of Somerset Street. Various fixtures and utilities are indicated, including light fixtures (A, B, C, D), security cameras, and utility poles. The plan includes dimensions for the building, streets, and setbacks. A legend defines the symbols used for existing and proposed features.
- Okab 1
- 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
- Portland, Maine
- 58 Alder Street
- Date:
- MARCH 23, 2015
- Issued For:
- SITE PLAN SUBMISSION
- Revisions:
- 4-23-15:
per staff comments
- Reproduction or reuse of
this document without the
expressed written consent of
Mitchell & Associates is prohibited.
- Title:
- LAYOUT AND LIGHTING
PLAN
- Scale: 1"=20'
-
- North:
-
- Sheet No.:
- 2
-
- Stephen J. Bradstreet

GRADING AND DRAINAGE NOTES:

- 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.
- 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.
- 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.
- CONTRACTOR SHALL AVOID ALL AREAS NOT REQUIRING GRADING. CONTRACTOR SHALL NOT DISTURB THESE AREAS.
- 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.
- CONTRACTOR SHALL CONDUCT TEST PIT EXCAVATION TO CONFIRM LOCATION OF EXISTING UTILITIES WHERE NEW BUILDING SANITARY SERVICE AND WATER SERVICE ARE PROPOSED.
- 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.
- EXISTING DRAINAGE MANHOLES SHALL BE CORED TO ACCEPT NEW DRAINAGE PIPES AS NOTED.
- 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.
- ROOF DRAIN CONNECTIONS SHALL BE CONFIRMED WITH FINAL BUILDING PLANS.
- ALL UTILITIES SHALL BE INSTALLED IN CONFORMANCE WITH INDIVIDUAL UTILITY DISTRICT REQUIREMENTS; CONTRACTOR SHALL COORDINATE INSTALLATION WITH APPROPRIATE UTILITY DISTRICT BEFORE INSTALLATION.
- 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.
- DISCONTINUED UTILITY SERVICES INCLUDING SANITARY SEWER SHALL BE PERMANENTLY CAPPED CONFORMING TO CITY OF PORTLAND STANDARDS. CONTRACTOR SHALL COORDINATE WITH PUBLIC SERVICES.
- 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.

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

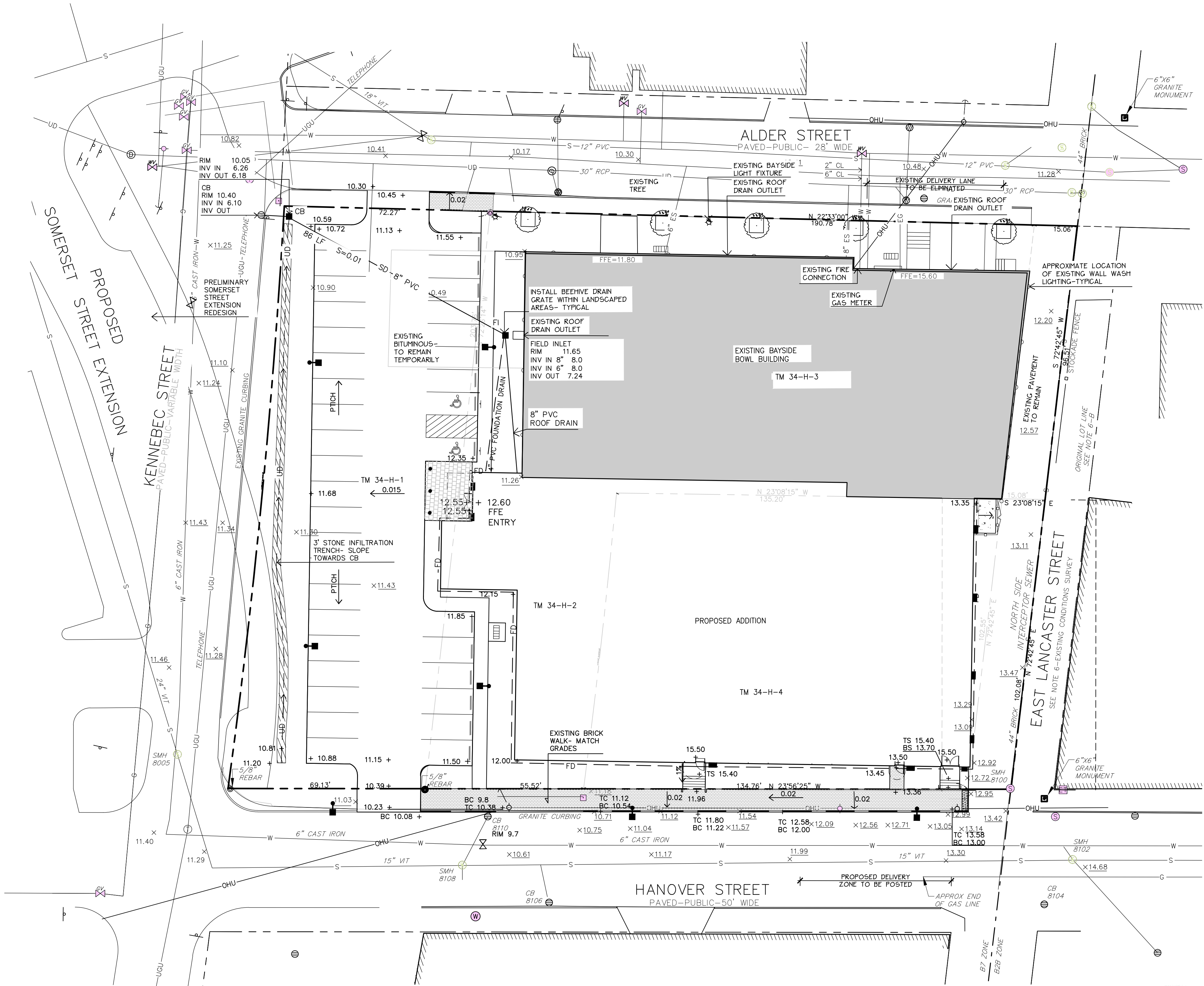
SMH 8118 RIM=11.1

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		
SANITARY SEWER		
STORM DRAIN		
WATER		
TELEPHONE		
GAS		
CURB		
FENCE		
SIGN		
DECIDUOUS TREE		
EVERGREEN TREE		
PIPE BOLLARD		
BIKE HITCH		
SPOT GRADE		
WALL MOUNTED		
LIGHT FIXTURE		
SECURITY CAMERA		
OVERHEAD WIRES		
CMP CABLE LINES		



Plan 2

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

Portland, Maine

58 Alder Street

Date:

MARCH 23, 2015

Issued For:

SITE PLAN SUBMISSION

Revisions:

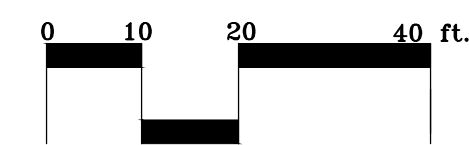
4-23-15:
per staff comments

Reproduction or reuse of
this document without the
expressed written consent of
Mitchell & Associates is prohibited.

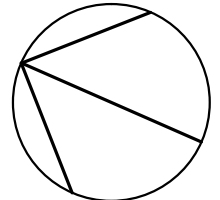
Title:

GRADING AND
DRAINAGE PLAN-
SOMERSET EXTENSION

Scale: 1"=20'



North:



Sheet No.:

3



Stephen J. Bradstreet

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.

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
Z. SER	1	ZELKOVA SERRATA 'GREEN VASE'	GREEN VASE ZELKOVA	2" CAL
Q. RUB	6	QUERCUS CRIMSCHMIDT	CRIMSON SPIRE OAK	2" CAL
T. CUS	1	TAXUS CUSPIDATA 'CAPITATA'	UPRIGHT JAPANESE YEWE	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	MYRICIA 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.

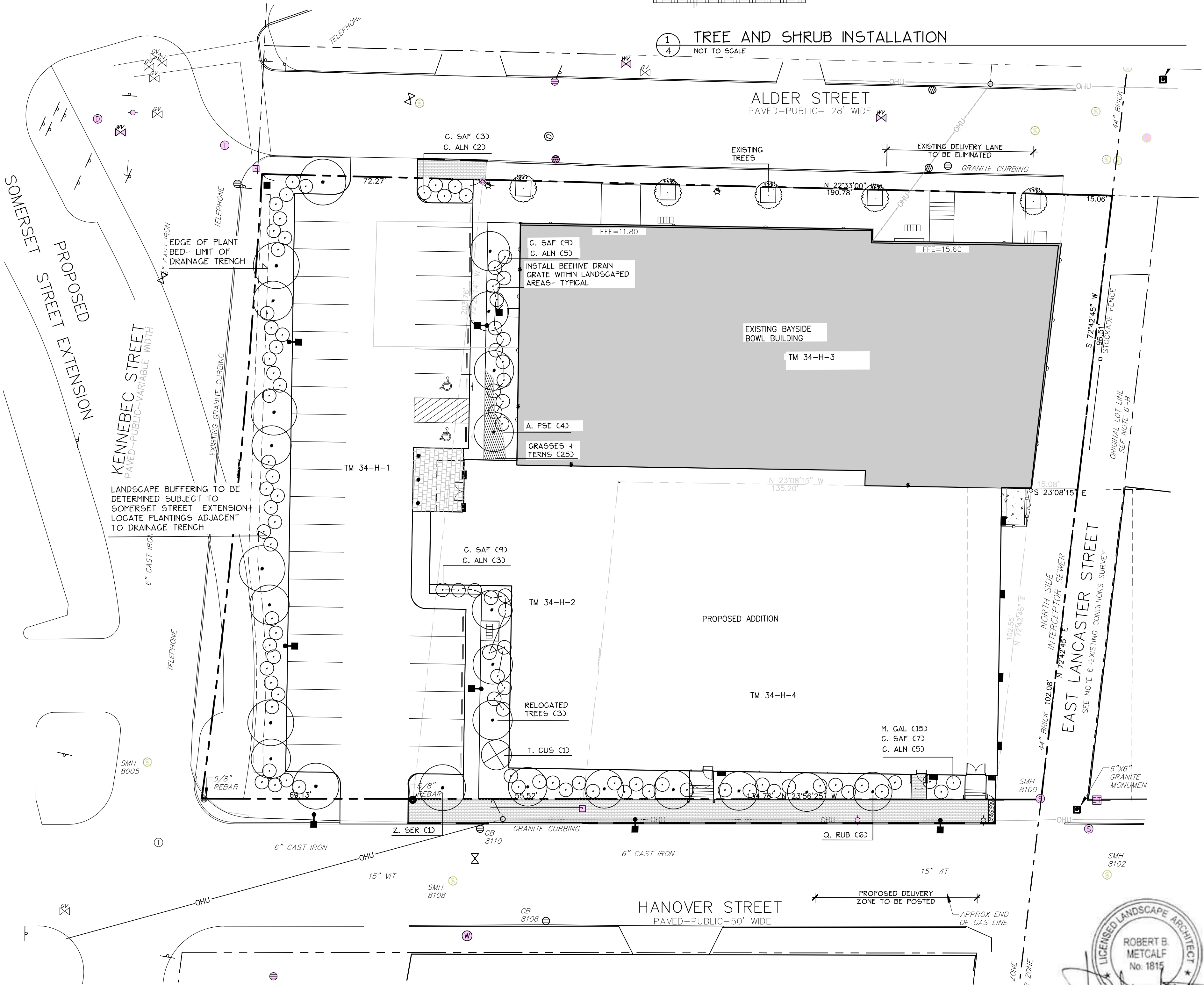
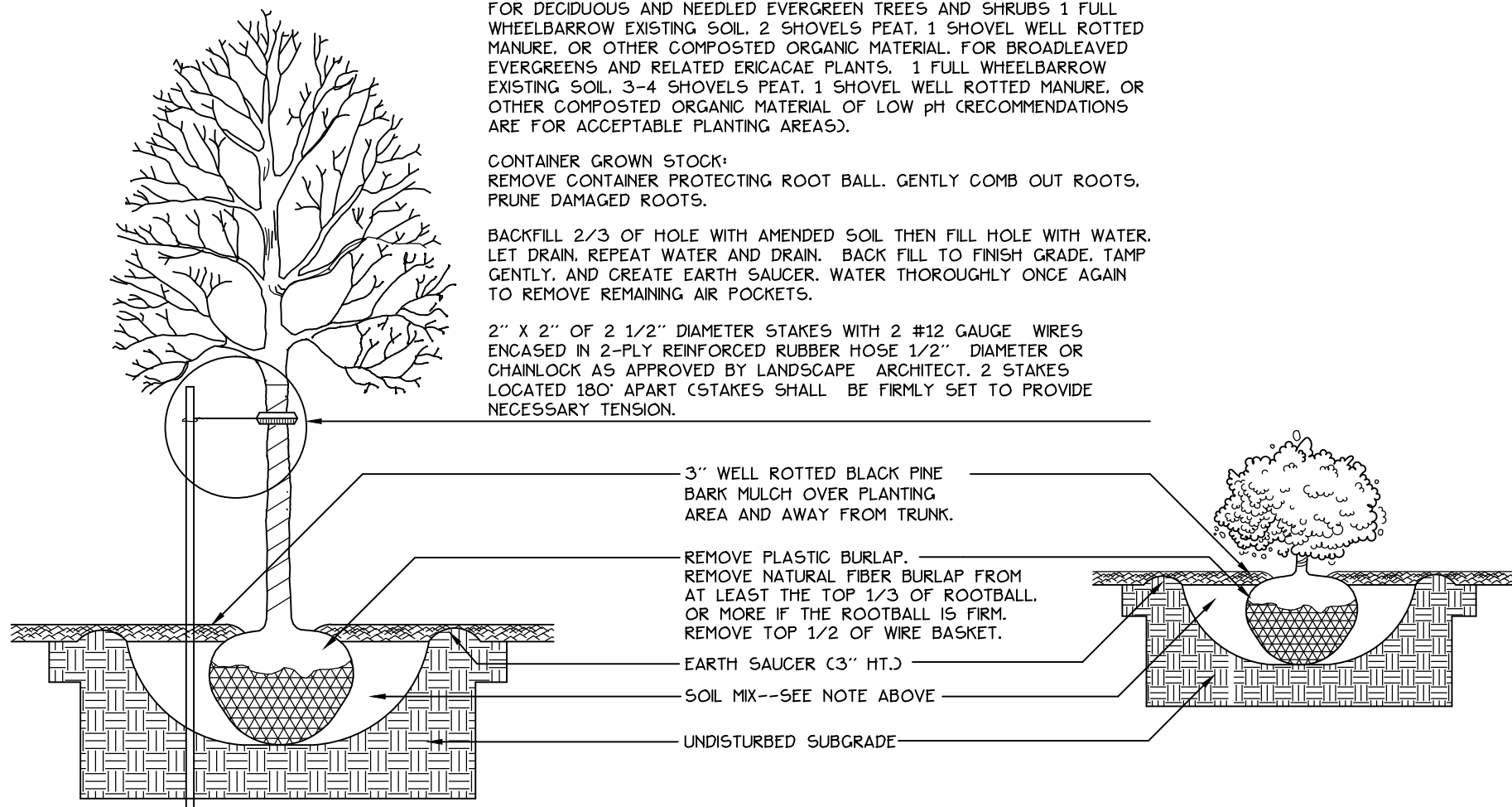
FOR DECIDUOUS AND NEEDED EVERGREEN TREES AND SHRUBS 1 FULL WHEELBARROW EXISTING SOIL, 2 SHOVELS PEAT, 1 SHOVEL WELL ROTTED MANURE, OR OTHER COMPOSTED ORGANIC MATERIAL, FOR BROADLEAVED EVERGREENS AND RELATED ERICACEAE PLANTS. 1 FULL WHEELBARROW EXISTING SOIL, 3-4 SHOVELS PEAT, 1 SHOVEL WELL ROTTED MANURE, OR OTHER COMPOSTED ORGANIC 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).

Plan 3



LEGEND

	EXISTING	PROPOSED
PROPERTY LINE		
GRANITE MONUMENT		
IRON PIN		
CATCHBASIN		
MANHOLE		
HYDRANT		
UTILITY POLE		
WATER VALVE		
CURB		
FENCE		
SIGN		
DECIDUOUS TREE		
EVERGREEN TREE		
PIPE BOLLARD		
BIKE HITCH		
ZONE LINE		
WALL MOUNTED		
LIGHT FIXTURE		
SECURITY CAMERA		
OVERHEAD WIRES		
CMP CABLE LINES		

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

Portland, Maine

58 Alder Street

Date:

MARCH 23, 2015

Issued For:

SITE PLAN SUBMISSION

Revisions:

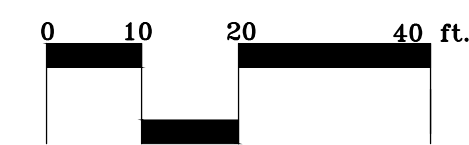
4-23-15:
per staff comments

Reproduction or reuse of
this document without the
expressed written consent of
Mitchell & Associates is prohibited.

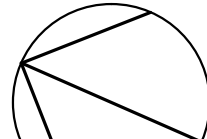
Title:

PLANTING PLAN

Scale: 1"=20'

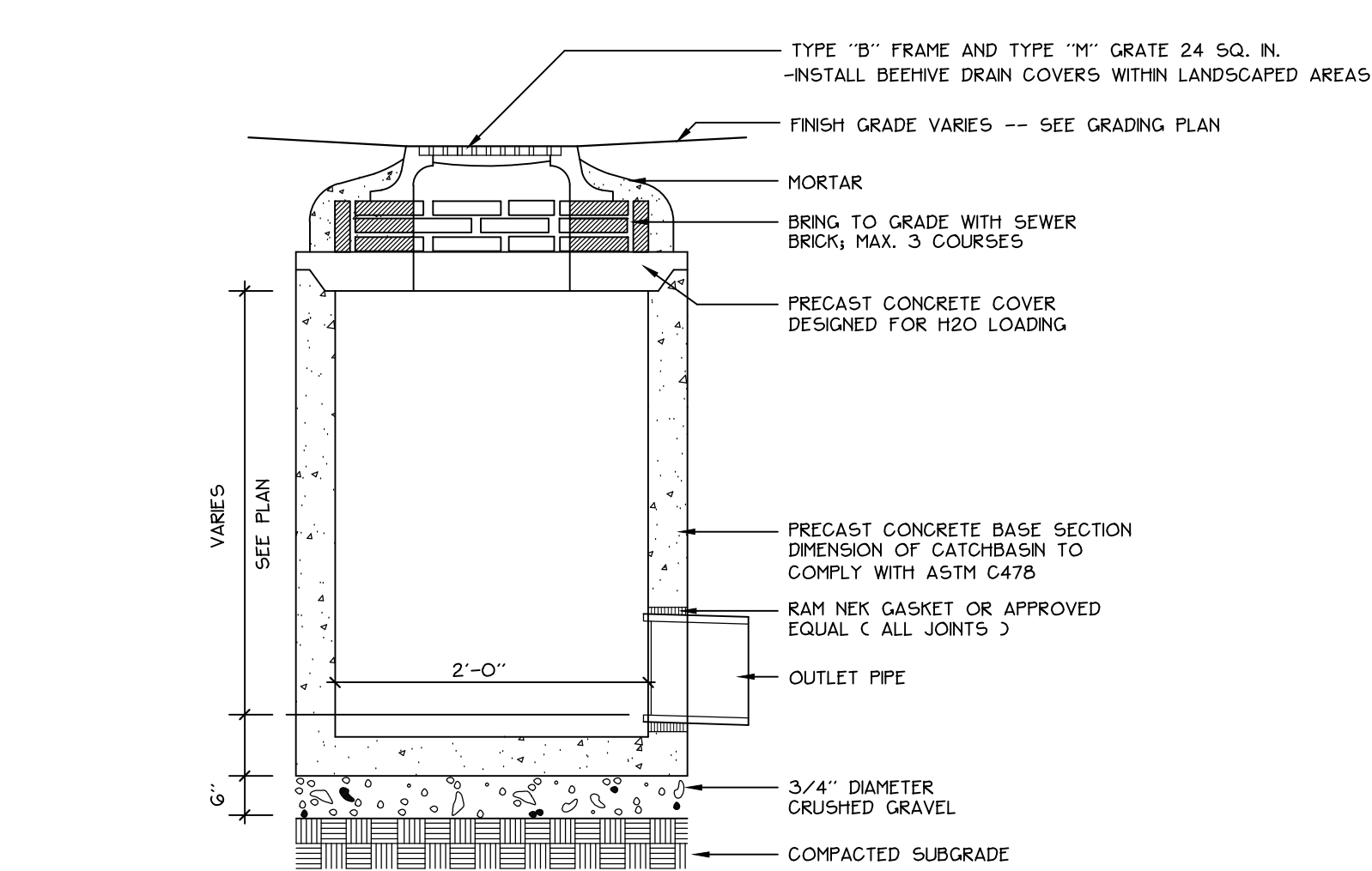


North:

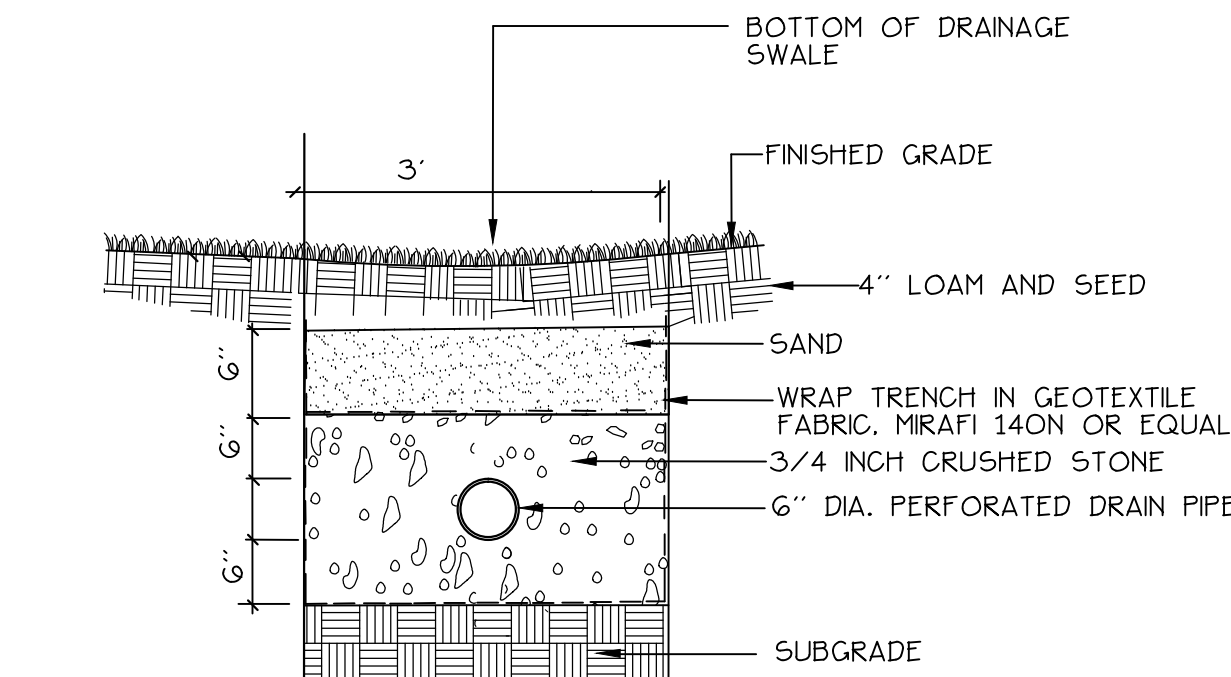


Sheet No.:

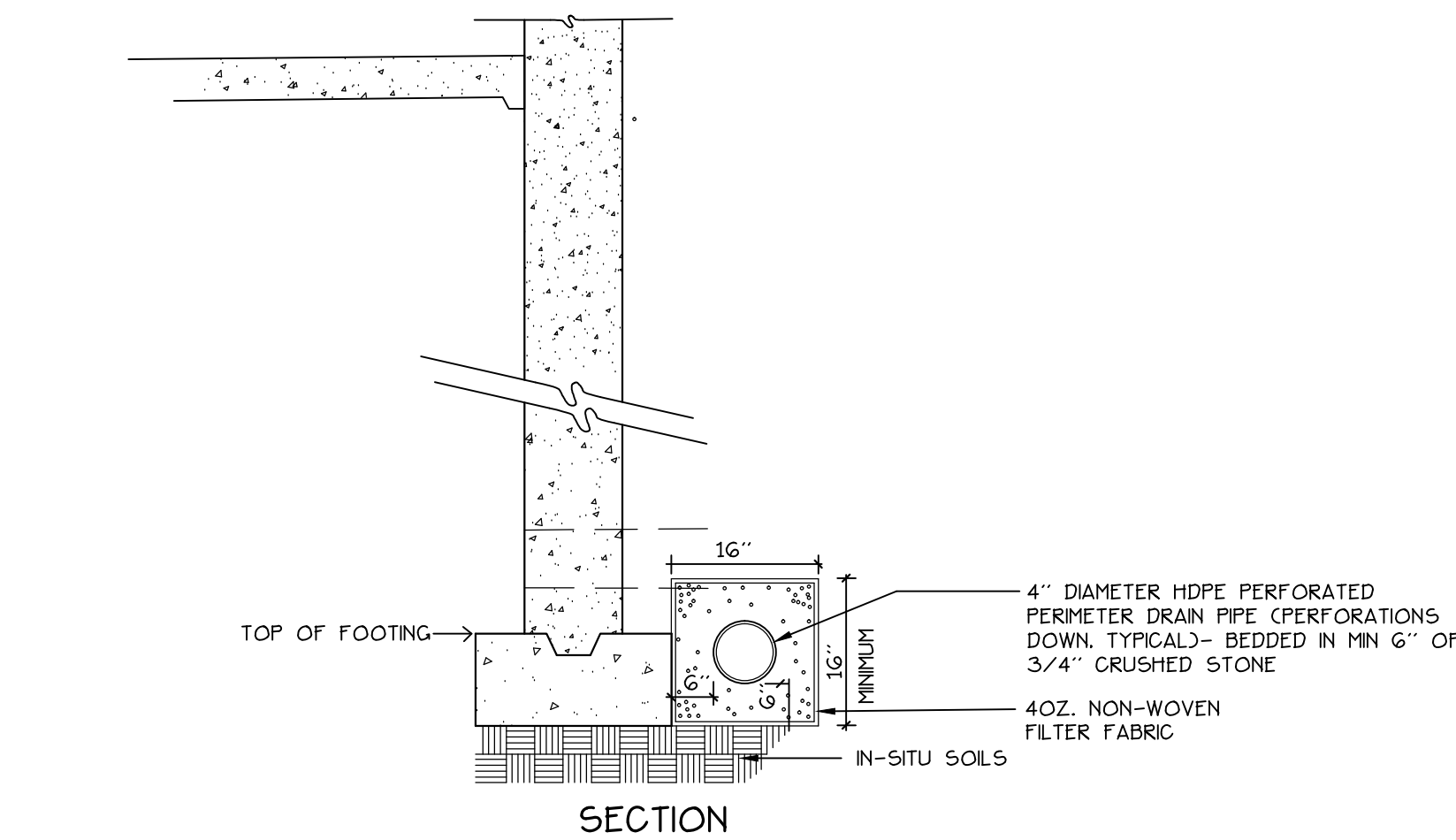
4



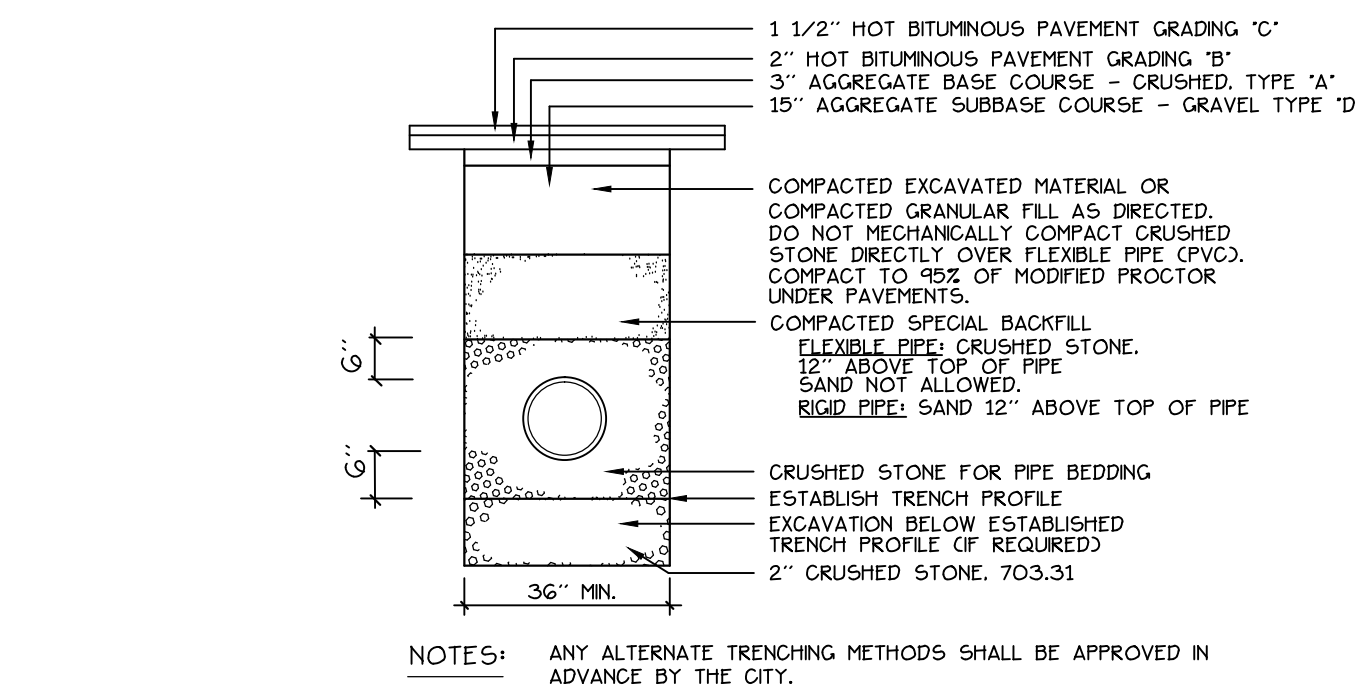
1 PRECAST CONCRETE FIELD INLET
NOT TO SCALE



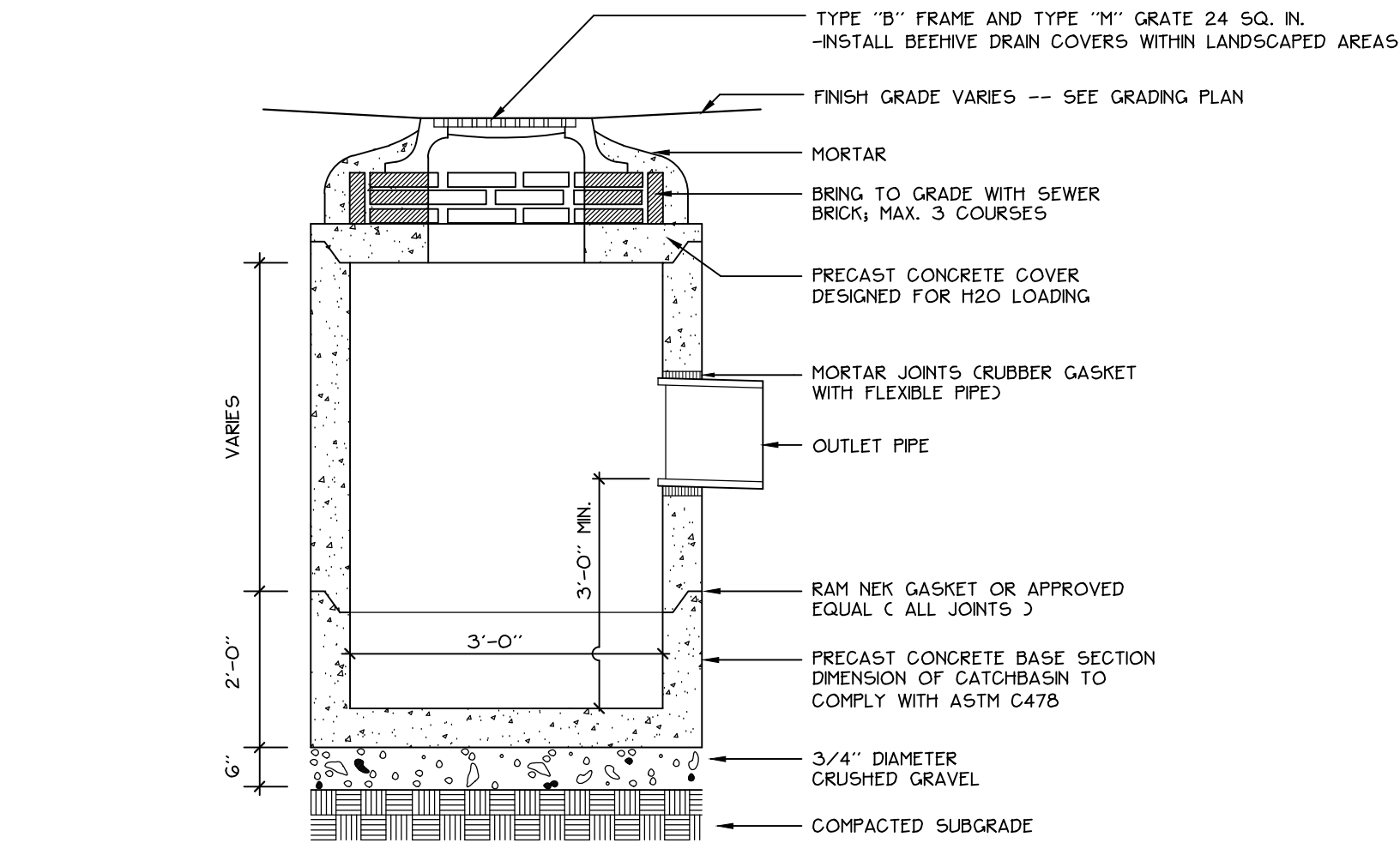
2 STONE INFILTRATION TRENCH
NOT TO SCALE



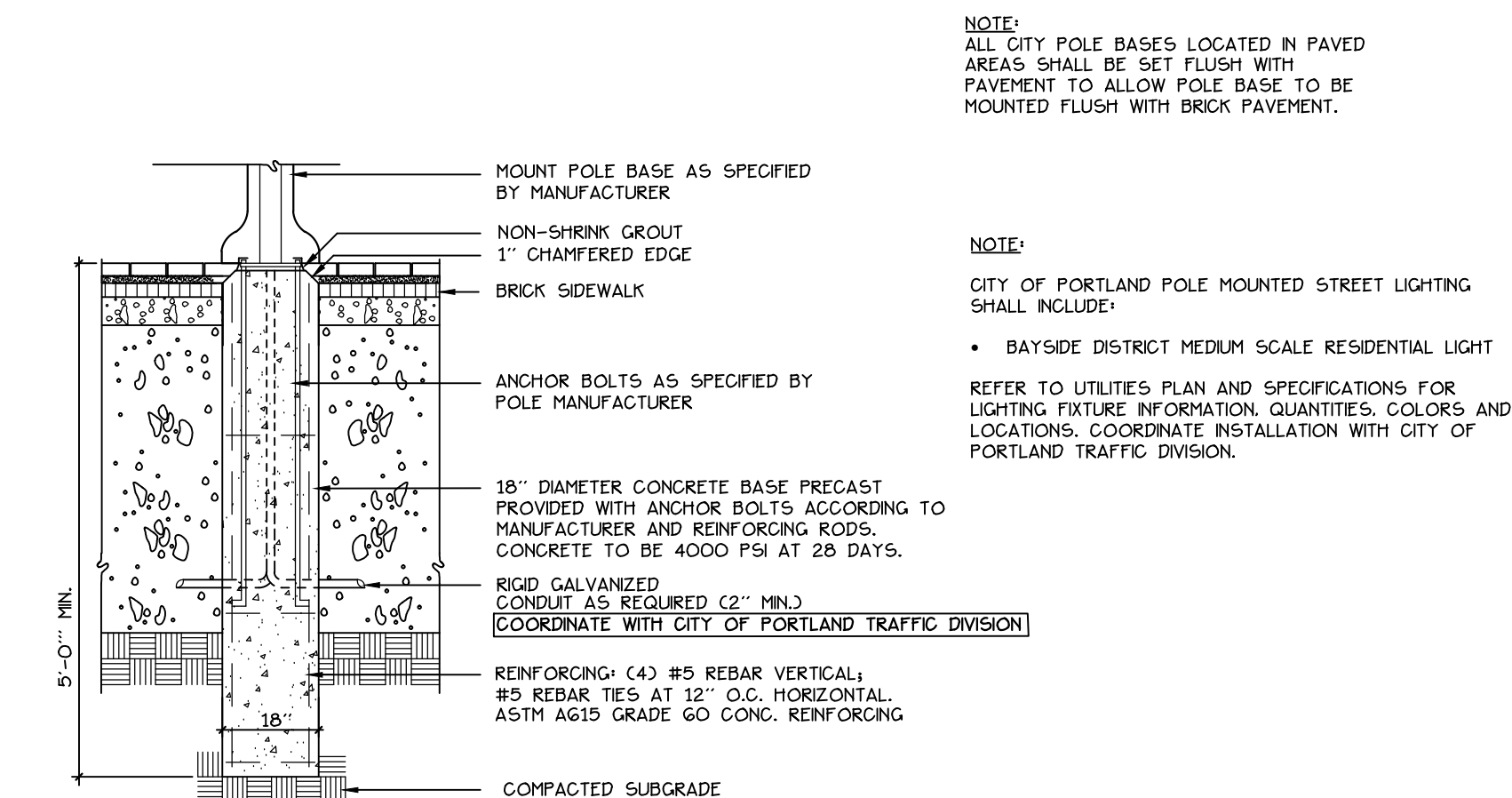
3 PERIMETER FOUNDATION UNDERDRAIN
NOT TO SCALE



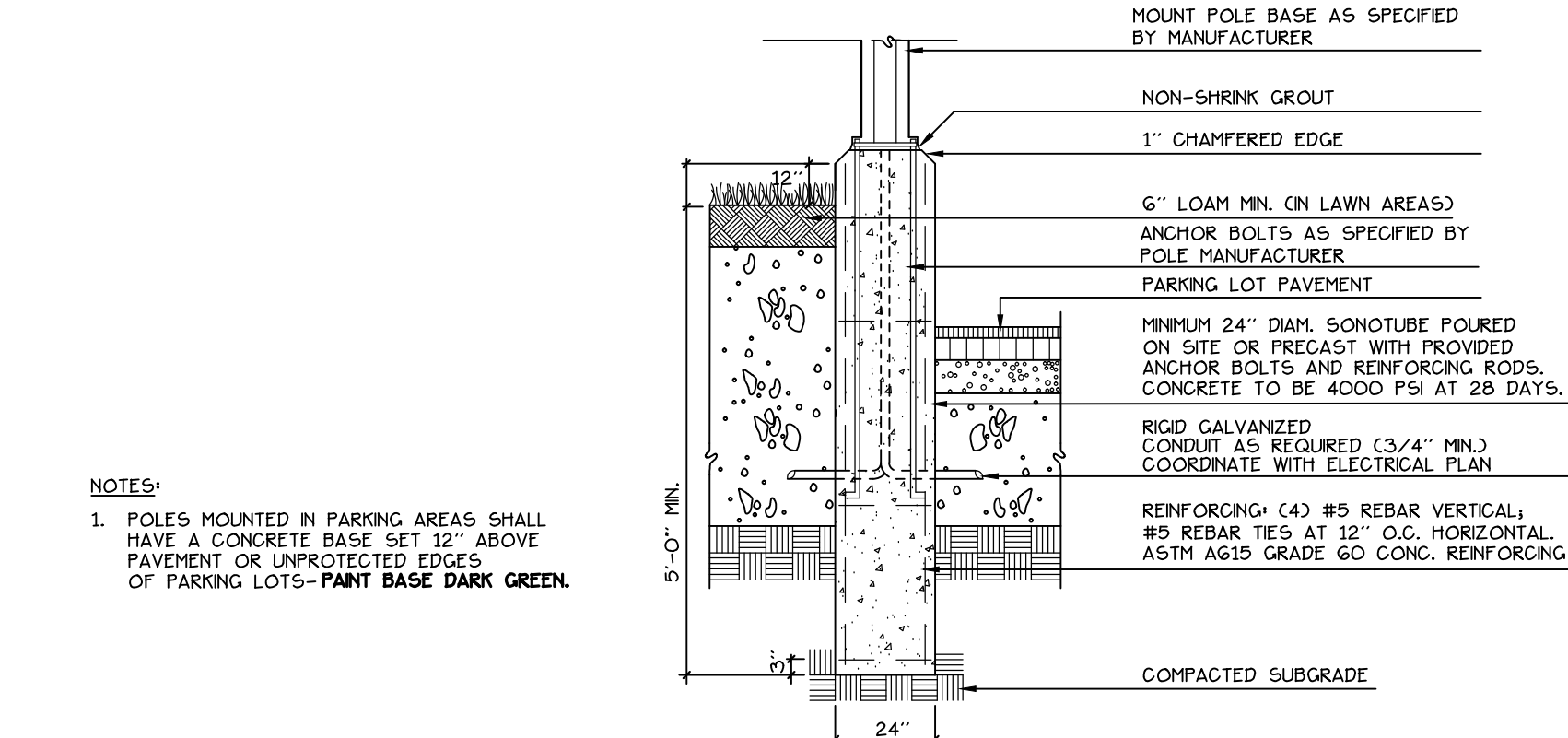
4 PIPE TRENCH DETAIL
NOT TO SCALE



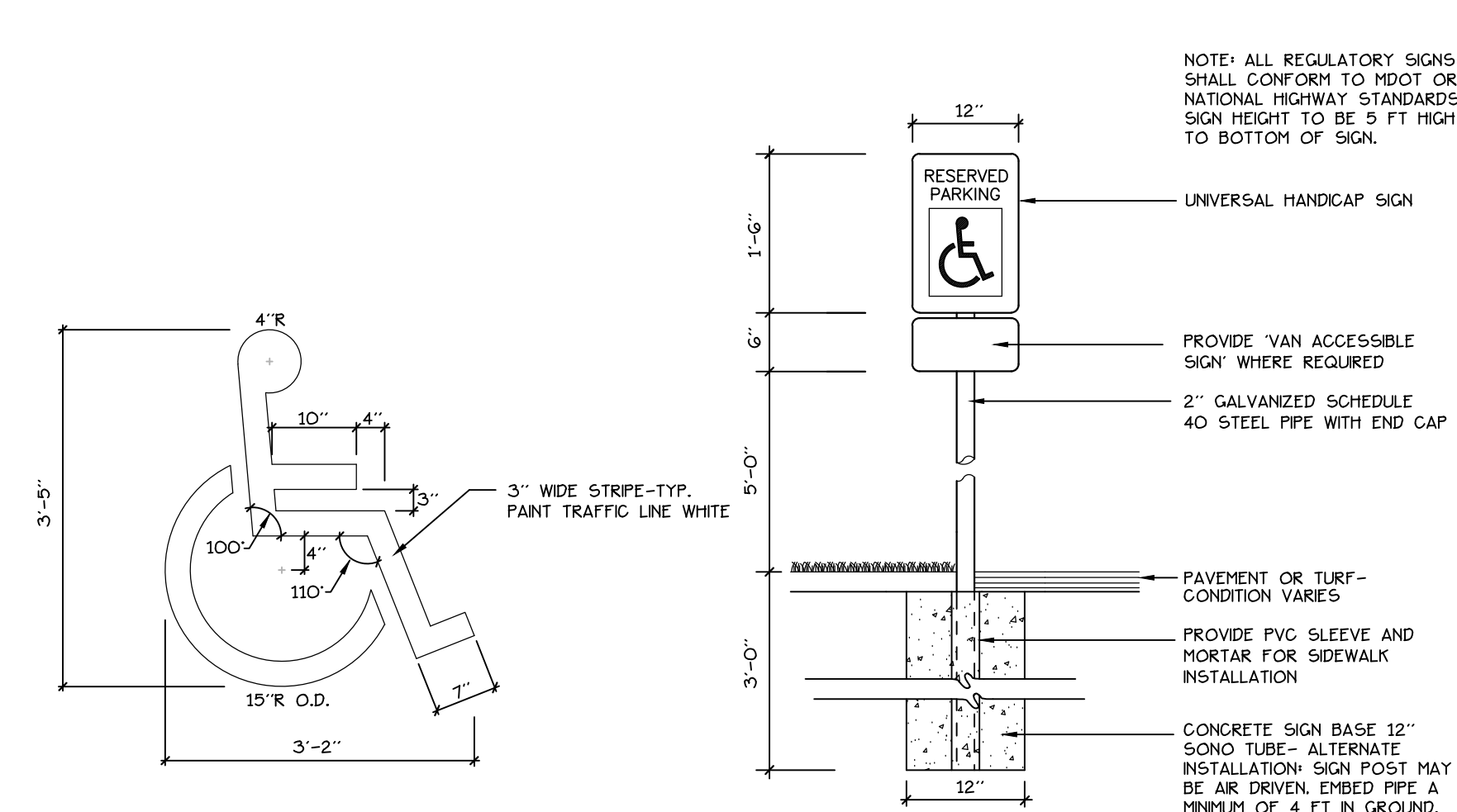
5 PRECAST CONCRETE CATCHBASIN
NOT TO SCALE



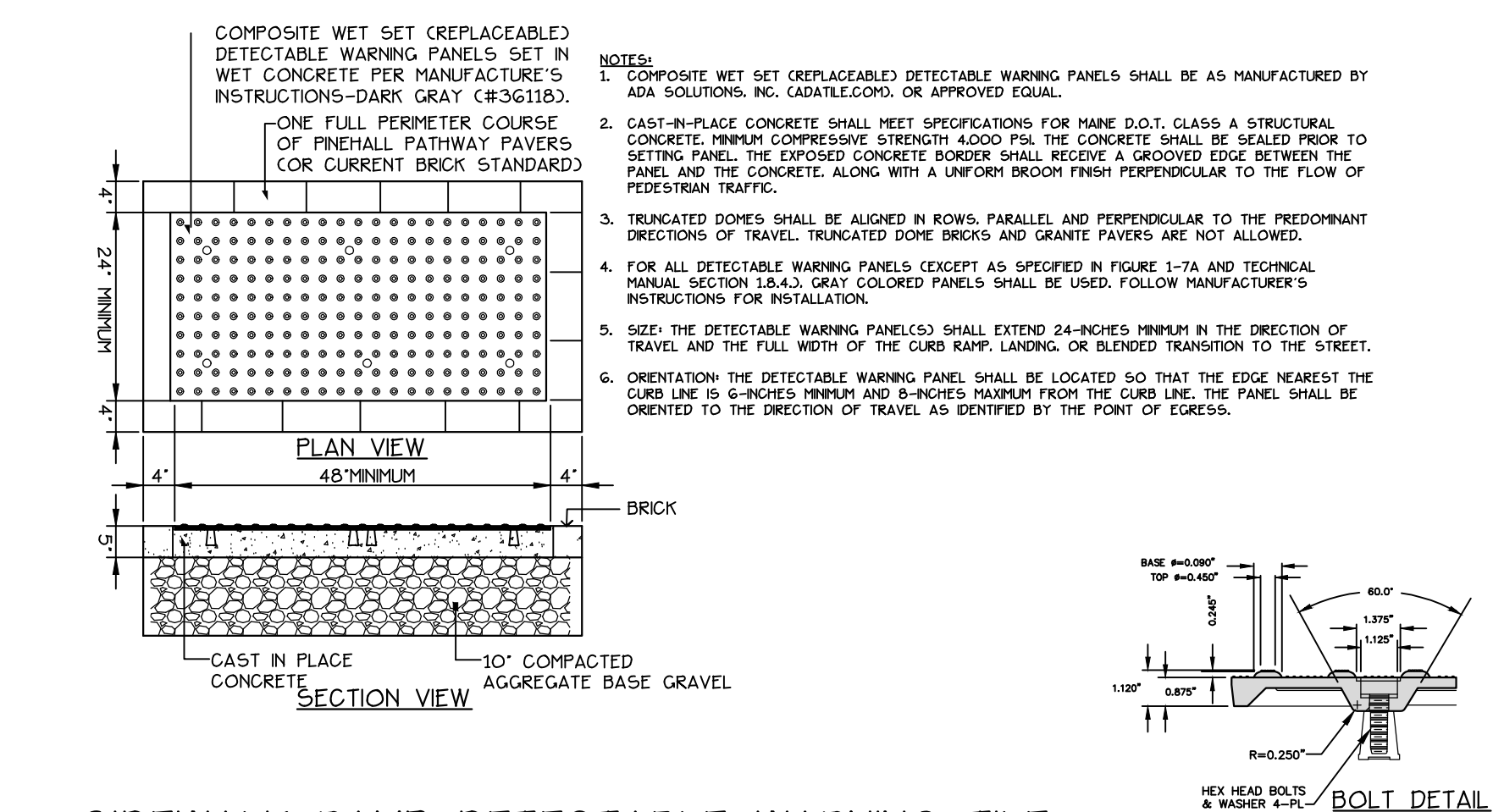
6 BAYSIDE FIXTURE LIGHT POLE BASE
NOT TO SCALE



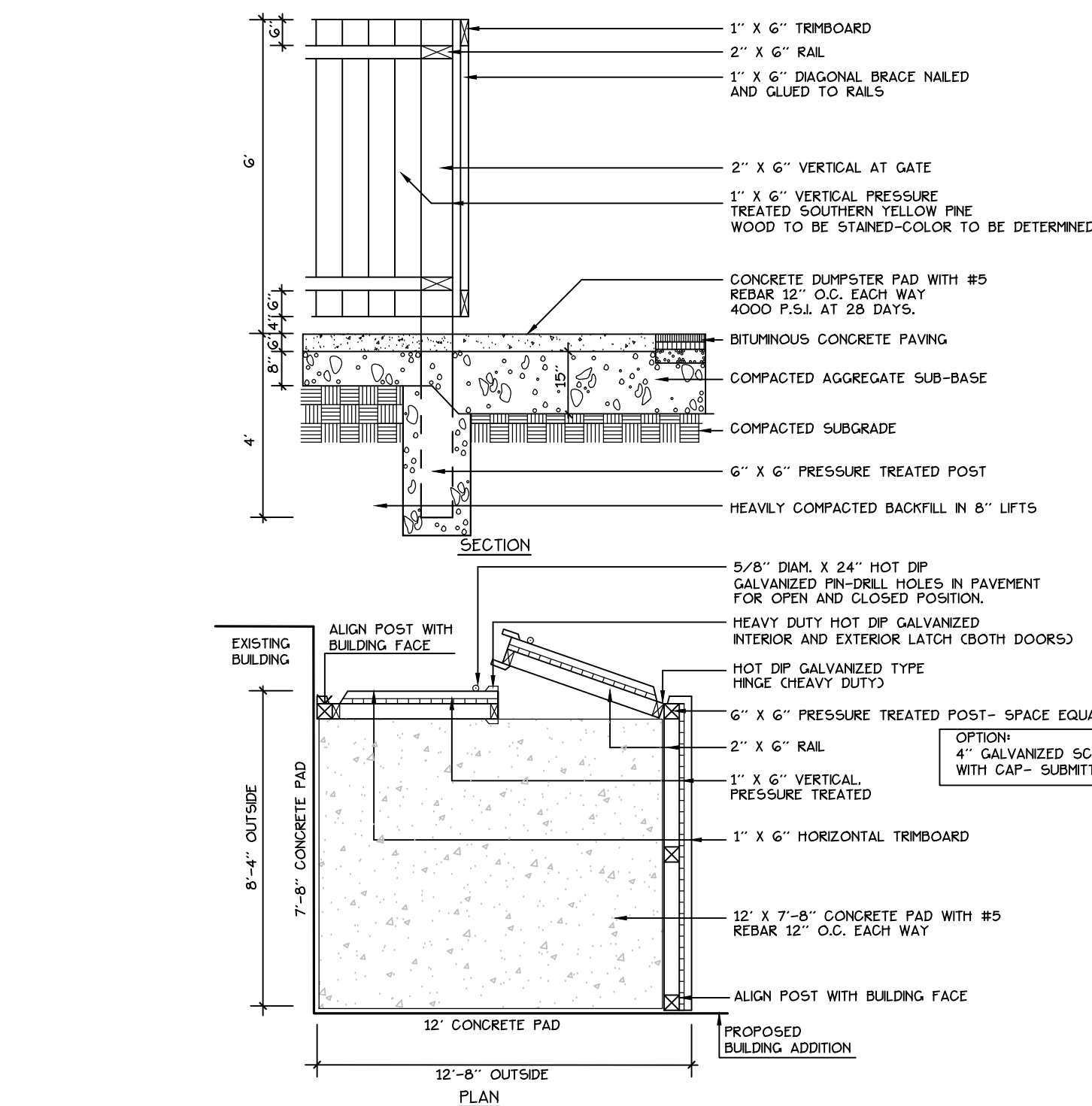
7 LIGHT POLE BASE
NOT TO SCALE



8 ACCESSIBLE SPACE MARKINGS + SIGNAGE
NOT TO SCALE



9 SIDEWALK RAMP DETECTABLE WARNING TILE
NOT TO SCALE



10 DUMPSTER ENCLOSURE
NOT TO SCALE

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

Portland, Maine

58 Alder Street

Date:
MARCH 23, 2015

Issued For:
SITE PLAN SUBMISSION

Revisions:
4-23-15:
per staff comments

Reproduction or reuse of
this document without the
expressed written consent of
Mitchell & Associates is prohibited.

Title:
SITE DETAILS

Scale: 1"=20'
0 10 20 40 ft.

North:
North arrow pointing up.

Sheet No.:
6



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 13.8#/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 PRECEDING 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./1000 SF. (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.

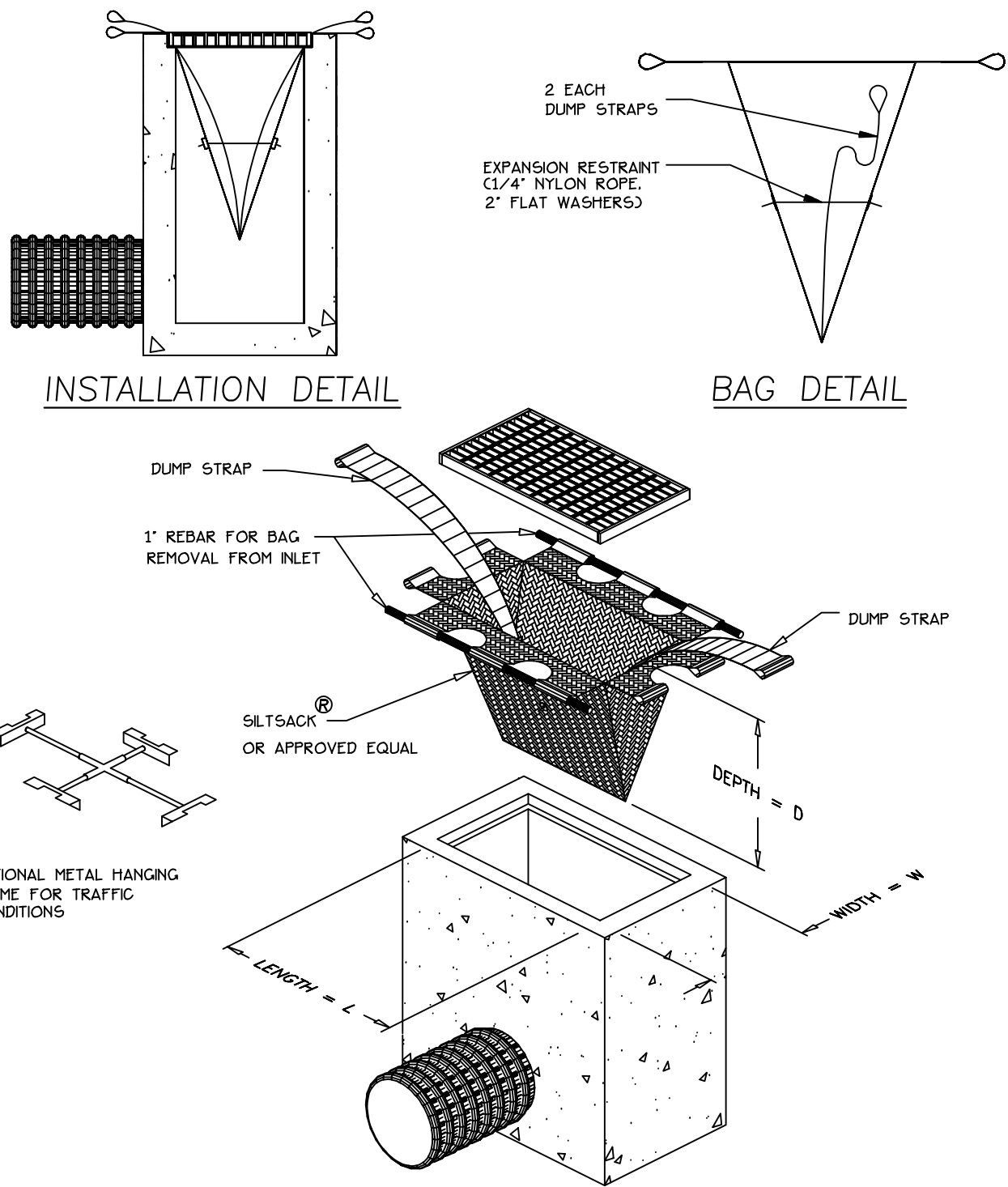
E. CONSTRUCTION SEQUENCE

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

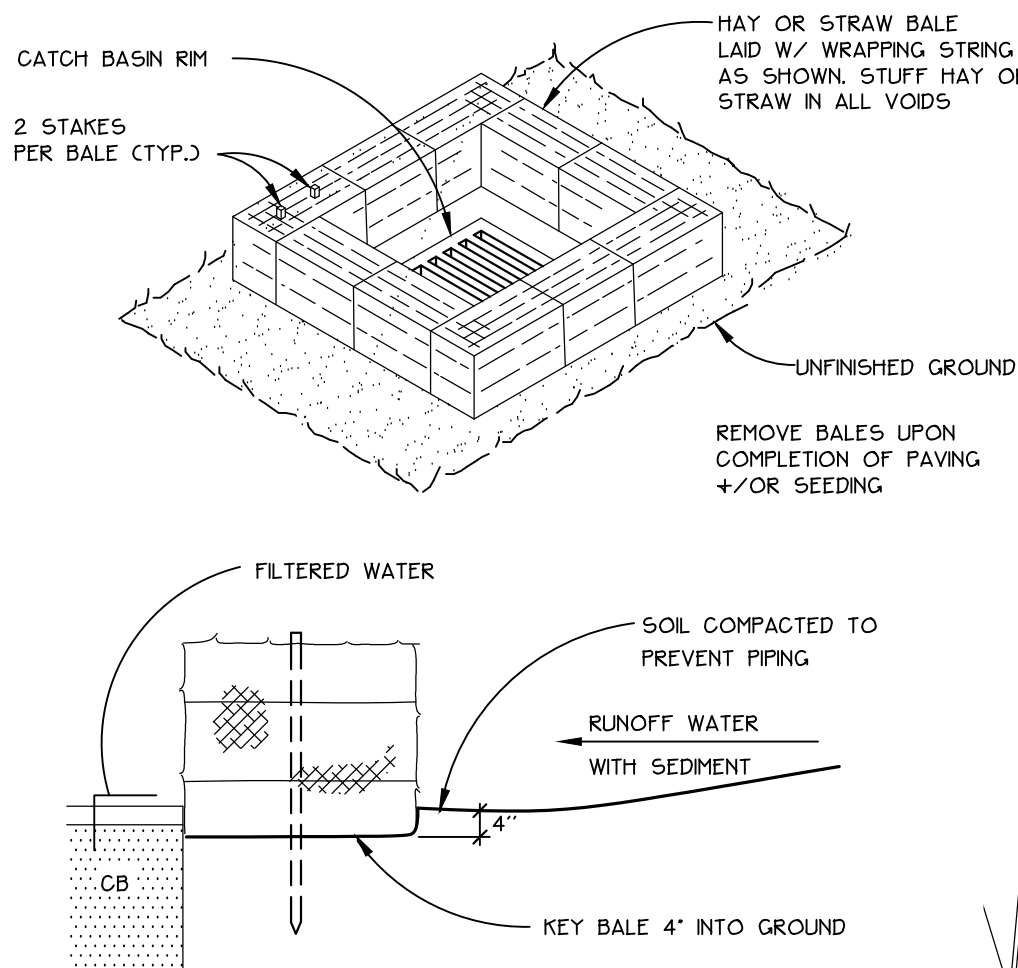
WEEKLY INSPECTIONS, AS WELL AS ROUTINE INSPECTIONS FOLLOWING RAINFALLS OF 0.5" OVER A CONSECUTIVE 24-HOUR PERIOD, SHALL BE CONDUCTED BY THE SITE CONTRACTOR OF ALL TEMPORARY AND PERMANENT EROSION CONTROL DEVICES UNTIL FINAL ACCEPTANCE OF THE PROJECT. NECESSARY REPAIRS SHALL BE MADE TO CORRECT UNDERMINING 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.



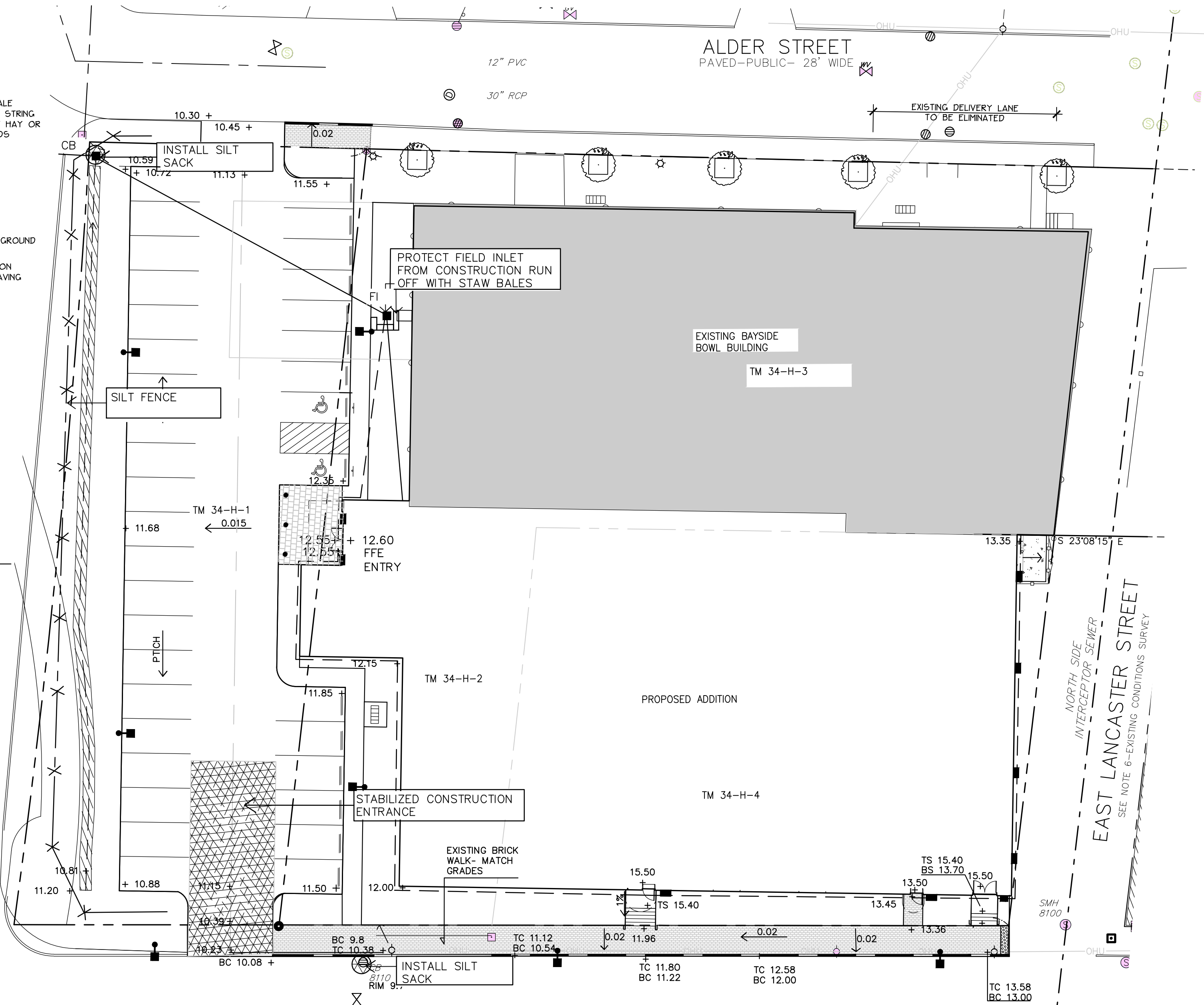
1 7 INLET SEDIMENT CONTROL DEVICE NOT TO SCALE

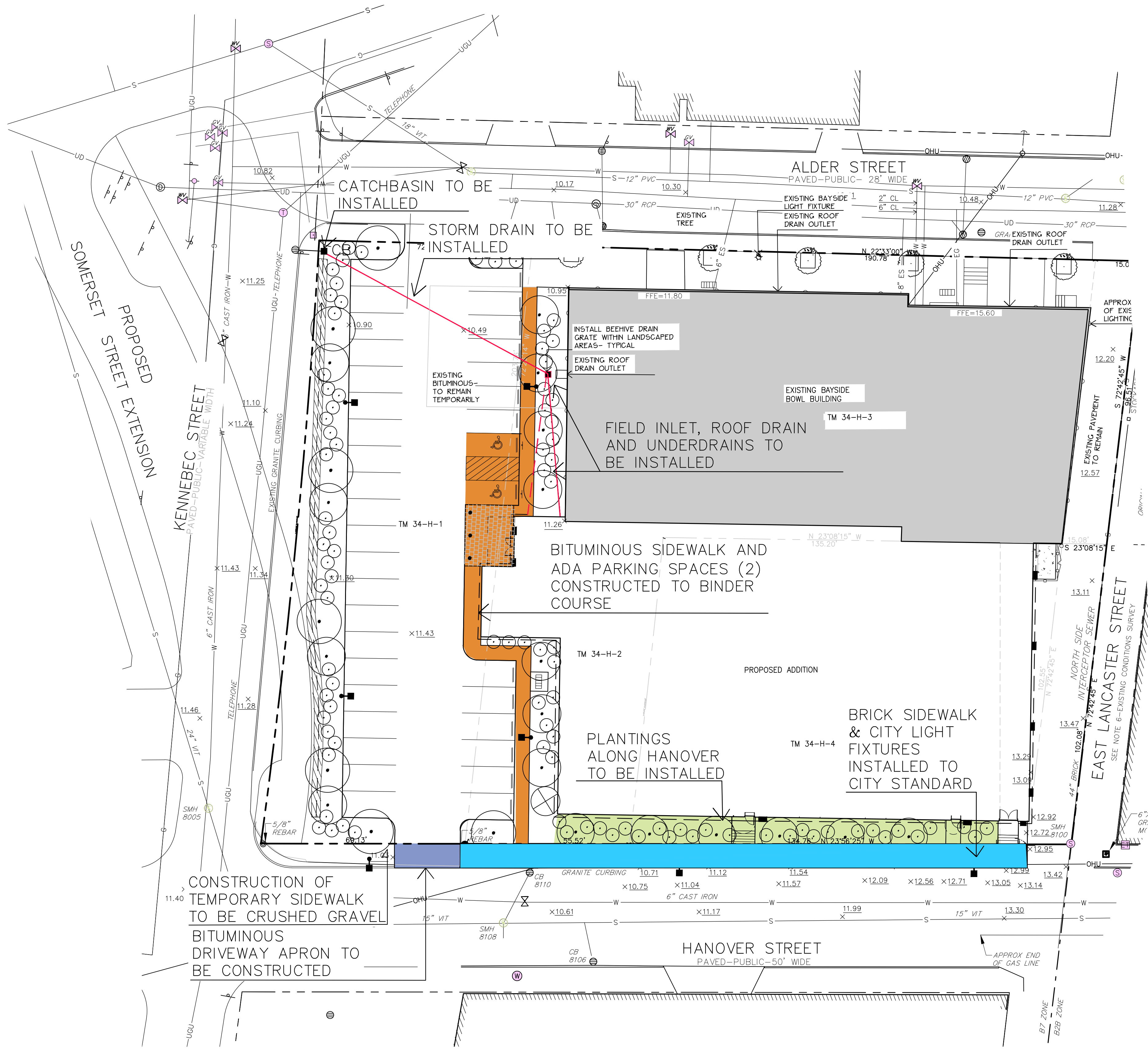
3 7 SILT FENCE NOT TO SCALE

4 7 STABILIZED CONSTRUCTION ENTRANCE NOT TO SCALE



2 7 STRAW BALE DROP INLET SEDIMENT FILTER NOT TO SCALE





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

Portland, Maine

58 Alder Street

Date:
MARCH 23, 2015

Issued For:
SITE PLAN SUBMISSION

Revisions:
4-23-15:
per staff comments

Reproduction or reuse of
this document without the
expressed written consent of
Mitchell & Associates is prohibited.

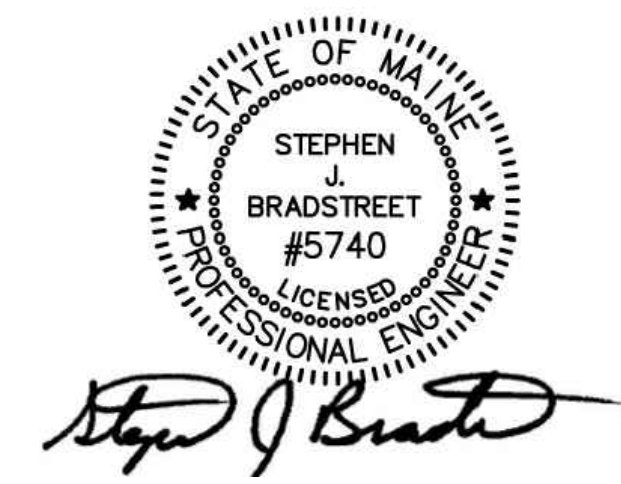
Title:
EXTENT OF 2015
PHASE 1
CONSTRUCTION

Scale: 1"=20'

0 10 20 40 ft.

North:

Sheet No:
A





PROPOSED ADDITION TO BAYSIDE BOWL



Plan 1

PORTLAND
COMMUNITY
SQUASH



ENLARGED RENDERING



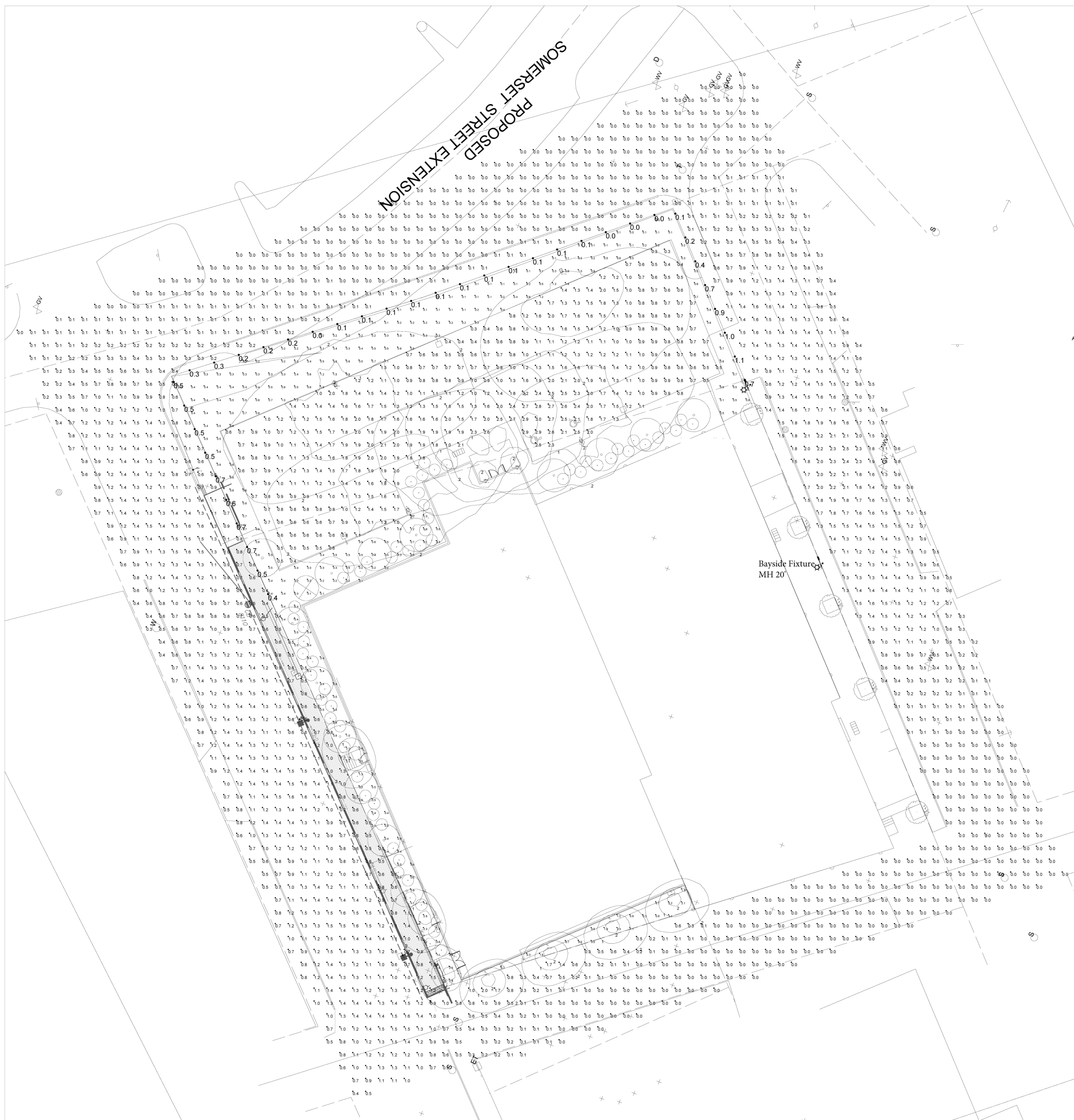
BRICK VENEER

DOOR AND WINDOW WITH FLUSH FLASHING
PROFILE COLOR #3



PANEL JOINT REVEAL DETAIL

PROGRESS PRINT ONLY
Not for Construction



PLAN VIEW

- NOTES:
- 1) EXACT MOUNTING DETAILS TO BE DETERMINED AT JOBSITE BY OTHERS.
 - 2) CALCULATIONS MAY SHOW THE EFFECT OF SHADOWING CAUSED BY BUILDINGS AND OBJECTS WITHIN THE CALCULATED SPACE OR IN THE SITE AREA.
 - 3) READINGS SHOWN ARE INITIAL HORIZONTAL FOOT-CANDELES TAKEN AS SHOWN IN CALCULATION SUMMARY UNLESS OTHERWISE INDICATED.
 - 4) THIS CALCULATION IS BASED ON LIMITED INFORMATION SUPPLIED BY OTHERS TO SWANEY LIGHTING ASSOCIATES AND STANDARD ASSUMPTIONS OF THE SPACE AND/OR SITE.
 - 5) CONFORMANCE TO CODES AND OTHER LOCAL REQUIREMENTS AS DETERMINED BY THE A.H.J. ARE THE RESPONSIBILITY OF THE OWNER AND/OR THE OWNER'S REPRESENTATIVE.
 - 6) THIS LAYOUT DRAWING MUST BE COORDINATED WITH THE SITE LOCATION FOR CORRECT FIXTURE ORIENTATION.
 - 7) CHECK GRAPHIC ELEMENTS PRINTED OR PLOTTED FROM ELECTRONIC FILES MAY OCCUR AT OTHER THAN THE DESIRED OR ASSUMED GRAPHIC SCALES. IT IS THE RESPONSIBILITY OF THE RECIPIENT TO VERIFY THAT THE PRINTED OR PLOTTED-TO-SCALE DRAWING IS PRINTED TO SCALE.



HUBBELL LNC - WS4

BEACON VIPER



DUAL LITE - D1

Calculation Summary					
Label	Avg	Max	Min	Avg/Min	Max/Min
General site areas	N.A.	2.8	0.0	N.A.	N.A.
North Park Prop Line	0.34	1.1	0.0	N.A.	N.A.
Off Site	0.59	2.5	0.0	N.A.	N.A.
Parking	1.26	3.0	0.3	4.20	10.00

Luminaire Schedule (note fixture catalogue numbers are not complete)						
Type	Symbol	Qty	Lum. Lumens	LLF	Lum. Watts	Description
WS4		2	2291	0.900	28.3	LNC2-12LU-4K-4
S4BL		1	3558	0.820	50	VP-S/22NB-50/BLC/4K
D1		7	413	0.900	17.7	PGN WITH Full Cutoff Visor
S3		3	4710	0.820	50	22NB-50-T3-4K
BAY		5	8251	0.900	109	ESL 110 4K AS X 4

NOTICE: THIS DRAWING IS THE EXCLUSIVE PROPERTY OF SWANEY LIGHTING ASSOCIATES. ITS ACCEPTANCE CONSTITUTES AN AGREEMENT THAT THE DRAWING WILL BE TREATED AS A CONFIDENTIAL DOCUMENT AND NOT BE LOANED, REPRODUCED, COPIED, OR OTHERWISE DISCLOSED TO ANY OTHER PERSONS WITHOUT THE WRITTEN PERMISSION OF SWANEY LIGHTING ASSOCIATES. INFORMATION CONCERNING THE OPERATION OF UNITS INDICATED, THIS DRAWING IS TO BE RETURNED UPON REQUEST AND IS NOT TO BE COMMUNICATED, DISCLOSED OR COPIED; EXCEPT BY AUTHORITY OF SWANEY LIGHTING ASSOCIATES.		GENERATED BY: S. Weatherbie SCALE: NOT TO SCALE	TITLE BAYSIDE BOWL PORTLAND, ME SITE LIGHTING LAYOUT	
NOTICE: THE INTENT OF THIS LIGHTING LAYOUT IS TO SUGGEST THE BEST UTILIZATION OF LIGHTING FIXTURES INCLUDED IN THIS DRAWING. IT IS PROVIDED USING PICTURE PHOTOMETRICS FOR ILLUMINATION PURPOSES ONLY. THESE VALUES ARE BASED ON THE MANUFACTURER'S PERFORMANCE SHOWN IN HIS FILE IS NOT THE RESPONSIBILITY OF THE MANUFACTURER. ITS USE FOR ANY OTHER PURPOSE IS NOT AUTHORIZED BY SWANEY LIGHTING ASSOCIATES.		Page 1 of 1	Date: 5/1/2015	GENERATED BY SWANEY LIGHTING, SCARBOROUGH ME - 207-893-7100 swaneylighting.com
				Bayside Bowl Prelim site.AGI

GRADING AND DRAINAGE NOTES:

- 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.
- 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.
- 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.
- CONTRACTOR SHALL AVOID ALL AREAS NOT REQUIRING GRADING. CONTRACTOR SHALL NOT DISTURB THESE AREAS.
- 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.
- CONTRACTOR SHALL CONDUCT TEST PIT EXCAVATION TO CONFIRM LOCATION OF EXISTING UTILITIES WHERE NEW BUILDING SANITARY SERVICE AND WATER SERVICE ARE PROPOSED.
- 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.
- EXISTING DRAINAGE MANHOLES SHALL BE CORED TO ACCEPT NEW DRAINAGE PIPES AS NOTED.
- 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.
- ROOF DRAIN CONNECTIONS SHALL BE CONFIRMED WITH FINAL BUILDING PLANS.
- ALL UTILITIES SHALL BE INSTALLED IN CONFORMANCE WITH INDIVIDUAL UTILITY DISTRICT REQUIREMENTS; CONTRACTOR SHALL COORDINATE INSTALLATION WITH APPROPRIATE UTILITY DISTRICT BEFORE INSTALLATION.
- 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.
- DISCONTINUED UTILITY SERVICES INCLUDING SANITARY SEWER SHALL BE PERMANENTLY CAPPED CONFORMING TO CITY OF PORTLAND STANDARDS. CONTRACTOR SHALL COORDINATE WITH PUBLIC SERVICES.
- 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.

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

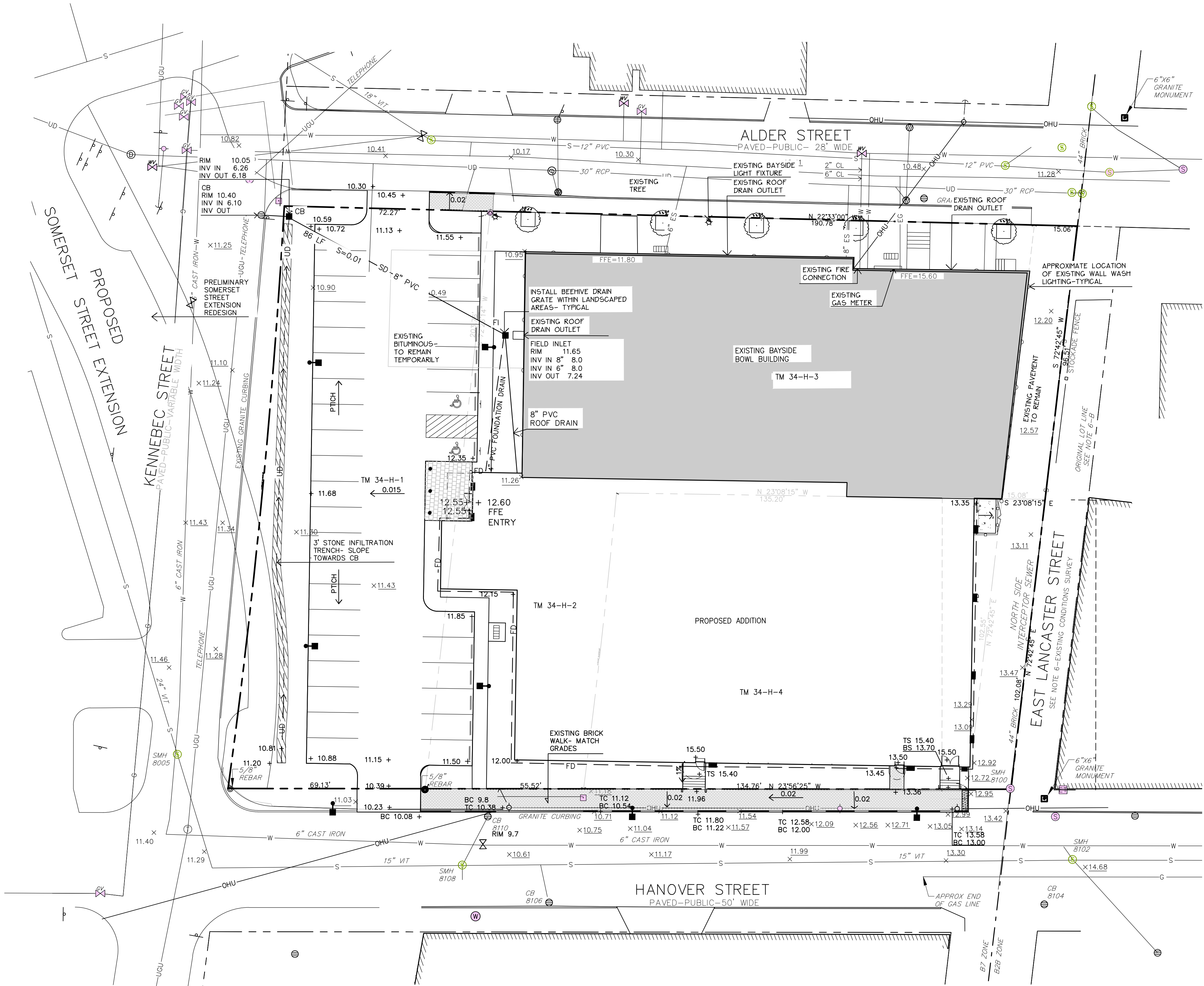
SMH 8118 RIM=11.1

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		
SANITARY SEWER		
STORM DRAIN		
WATER		
TELEPHONE		
GAS		
CURB		
FENCE		
SIGN		
DECIDUOUS TREE		
EVERGREEN TREE		
PIPE BOLLARD		
BIKE HITCH		
SPOT GRADE		
WALL MOUNTED		
LIGHT FIXTURE		
SECURITY CAMERA		
OVERHEAD WIRES		
CMP CABLE LINES		



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

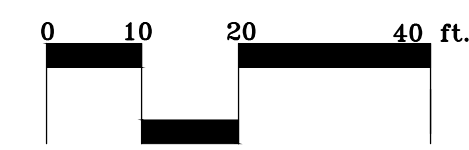
Issued For:
SITE PLAN SUBMISSION

Revisions:
4-23-15:
per staff comments

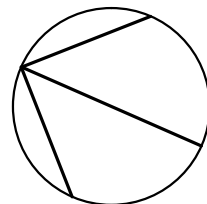
Reproduction or reuse of
this document without the
expressed written consent of
Mitchell & Associates is prohibited.

Title:
GRADING AND
DRAINAGE PLAN-
SOMERSET EXTENSION

Scale: 1"=20'



North:



Sheet No.:

3



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 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 ITS 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."
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:

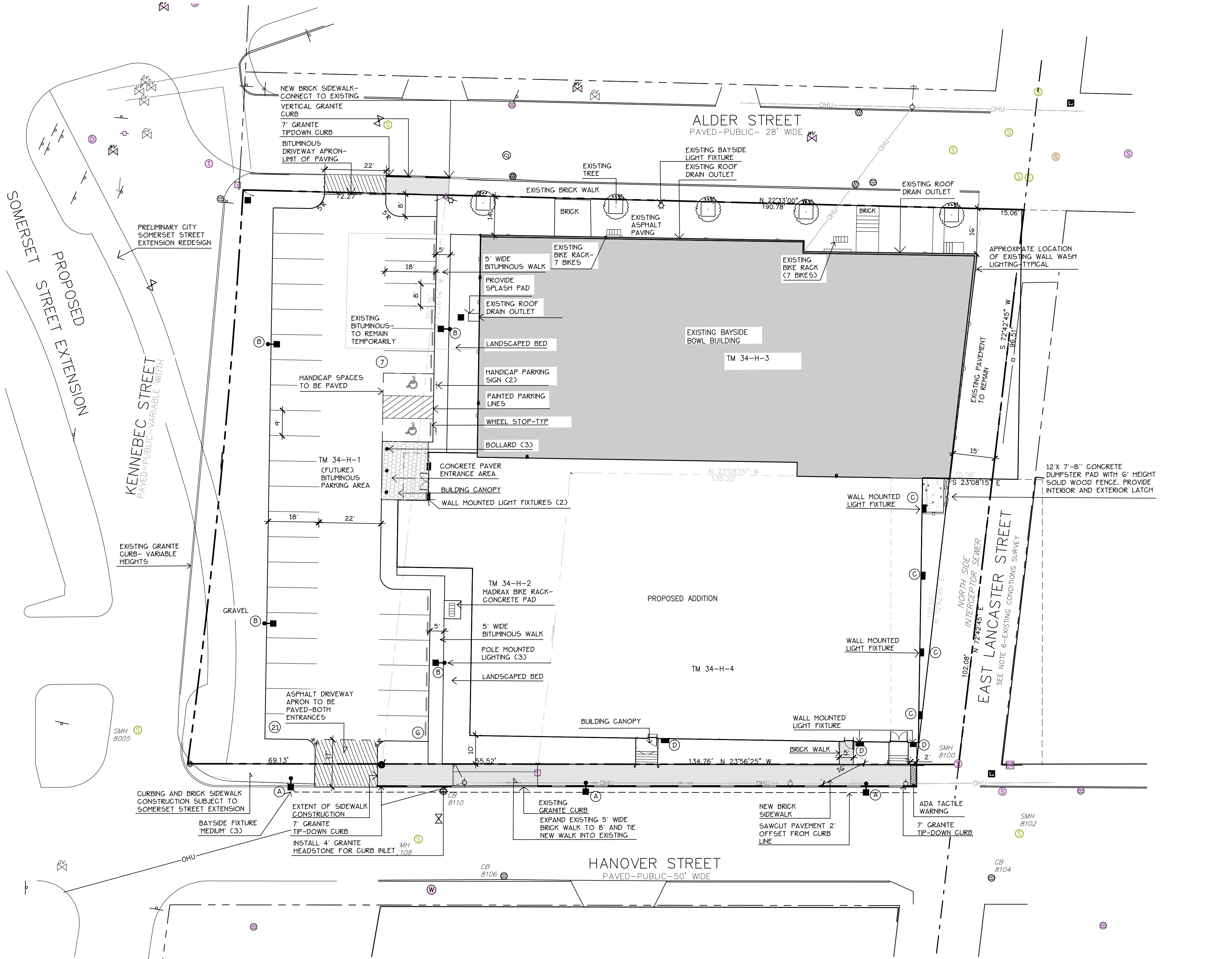
14 SPACES

PROPOSED:

21 SPACES
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.

LIGHTING SCHEDULE

KEY	QTY	MANUFACTURER	CATALOG NUMBER	DESCRIPTION	LAMP
(A)	3	HOLOPHANE	ESL 110 4K A5 X	BAYSIDE DISTRICT FIXTURE 'MEDIUM' LED TEARDROP	110 W 100 LED ARRAY
(B)	4	BEACON	VP-5-3ONB-90-5K-T4-UNIV-MOB50-WB-BZ-PC	VIPER WITH PHOTOCELL	XX
(C)	4	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:

Applicant: **Plan 4**
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:

4-23-15:
per staff comments

Reproduction or reuse of
this document without the
expressed written consent of
Mitchell & Associates is prohibited.

Title:

LAYOUT AND LIGHTING
PLAN

Scale: 1"=20'

0 10 20 40 ft.

North:

Sheet No:
2

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.

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
Z. SER	1	ZELKOVA SERRATA 'GREEN VASE'	GREEN VASE ZELKOVA	2" CAL
Q. RUB	6	QUERCUS CRIMSCHMIDT	CRIMSON SPIRE OAK	2" CAL
T. CUS	1	TAXUS CUSPIDATA 'CAPITATA'	UPRIGHT JAPANESE YEWE	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	MYRTICA GALE	SWEET GALE	#3

*NOTES:

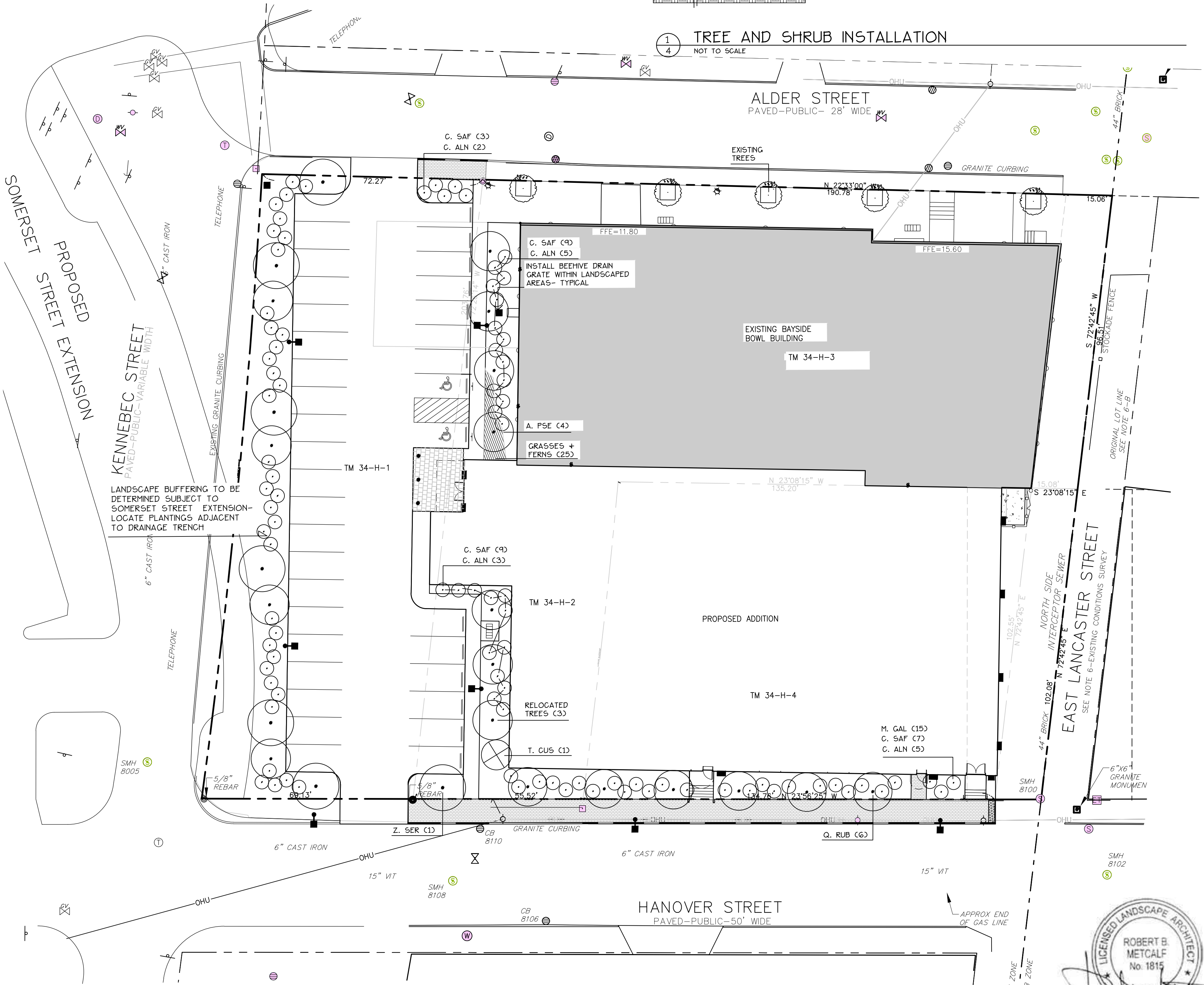
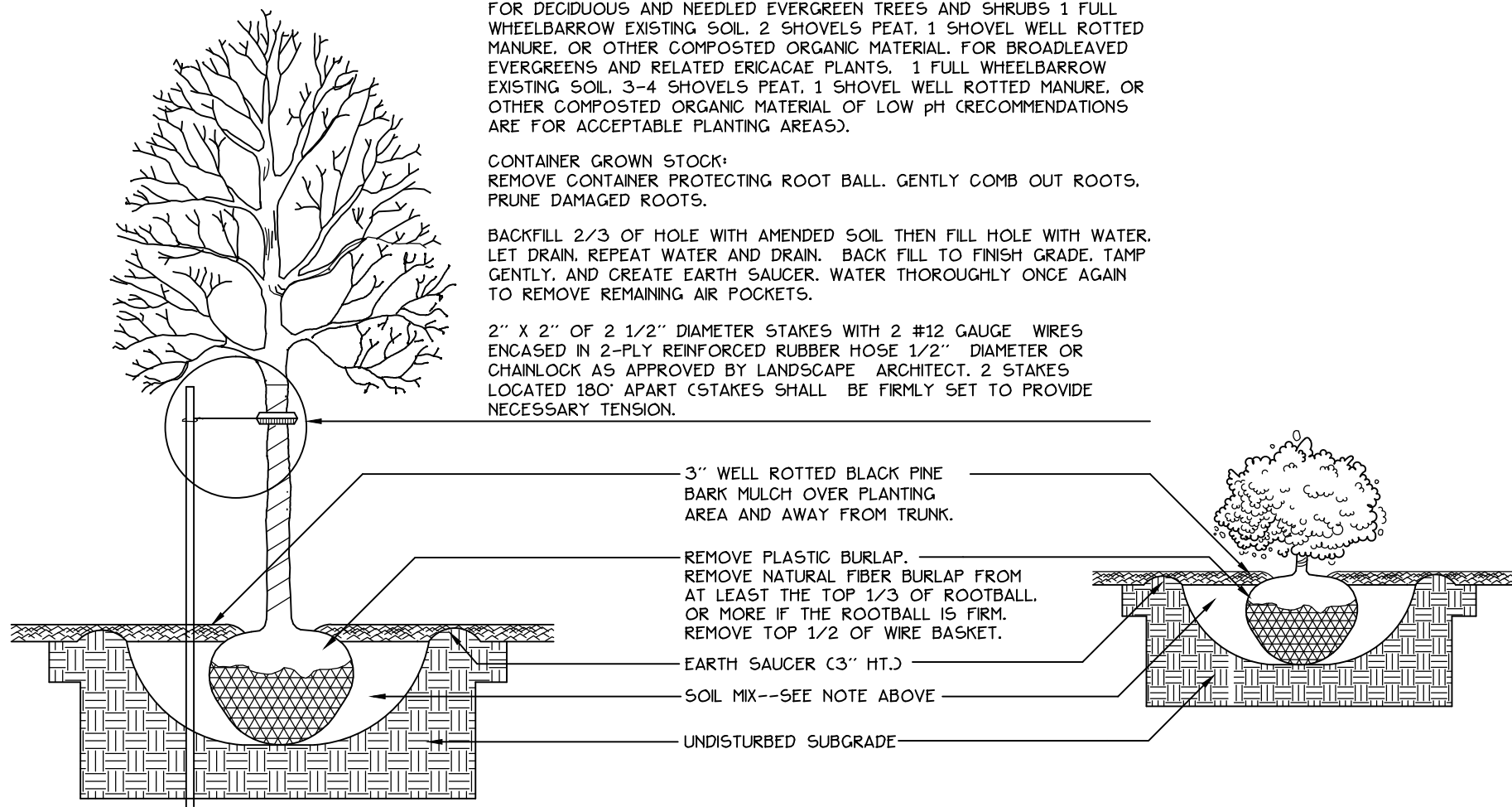
DIG HOLE AT LEAST 2 TIMES THE WIDTH OF ROOT BALL AND AS DEEP AS THE ROOT BALL (NO DEEPER). SET ROOT BALL CENTERED, WITH TOP AT GROUND LEVEL OR SLIGHTLY HIGHER. CORRECT HOLE DEPTH AS NEEDED.

FOR DECIDUOUS AND NEEDED EVERGREEN TREES AND SHRUBS 1 FULL WHEELBARROW EXISTING SOIL, 2 SHOVELS PEAT, 1 SHOVEL WELL ROTTED MANURE, OR OTHER COMPOSTED ORGANIC MATERIAL, FOR BROADLEAVED EVERGREENS AND RELATED ERICACEAE PLANTS. 1 FULL WHEELBARROW EXISTING SOIL, 3-4 SHOVELS PEAT, 1 SHOVEL WELL ROTTED MANURE, OR OTHER COMPOSTED ORGANIC 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).



LEGEND

	EXISTING	PROPOSED
PROPERTY LINE		
GRANITE MONUMENT		
IRON PIN		
CATCHBASIN		
MANHOLE		
HYDRANT		
UTILITY POLE		
WATER VALVE		
CURB		
FENCE		
SIGN		
DECIDUOUS TREE		
EVERGREEN TREE		
PIPE BOLLARD		
BIKE HITCH		
ZONE LINE		
WALL MOUNTED		
LIGHT FIXTURE		
SECURITY CAMERA		
OVERHEAD WIRES		
CMP CABLE LINES		

Prepared For:

Applicant:
BoPo,L.L.C. **Plan 5**
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:

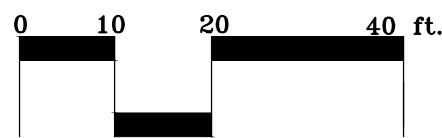
4-23-15:
per staff comments

Reproduction or reuse of
this document without the
expressed written consent of
Mitchell & Associates is prohibited.

Title:

PLANTING PLAN

Scale: 1"=20'

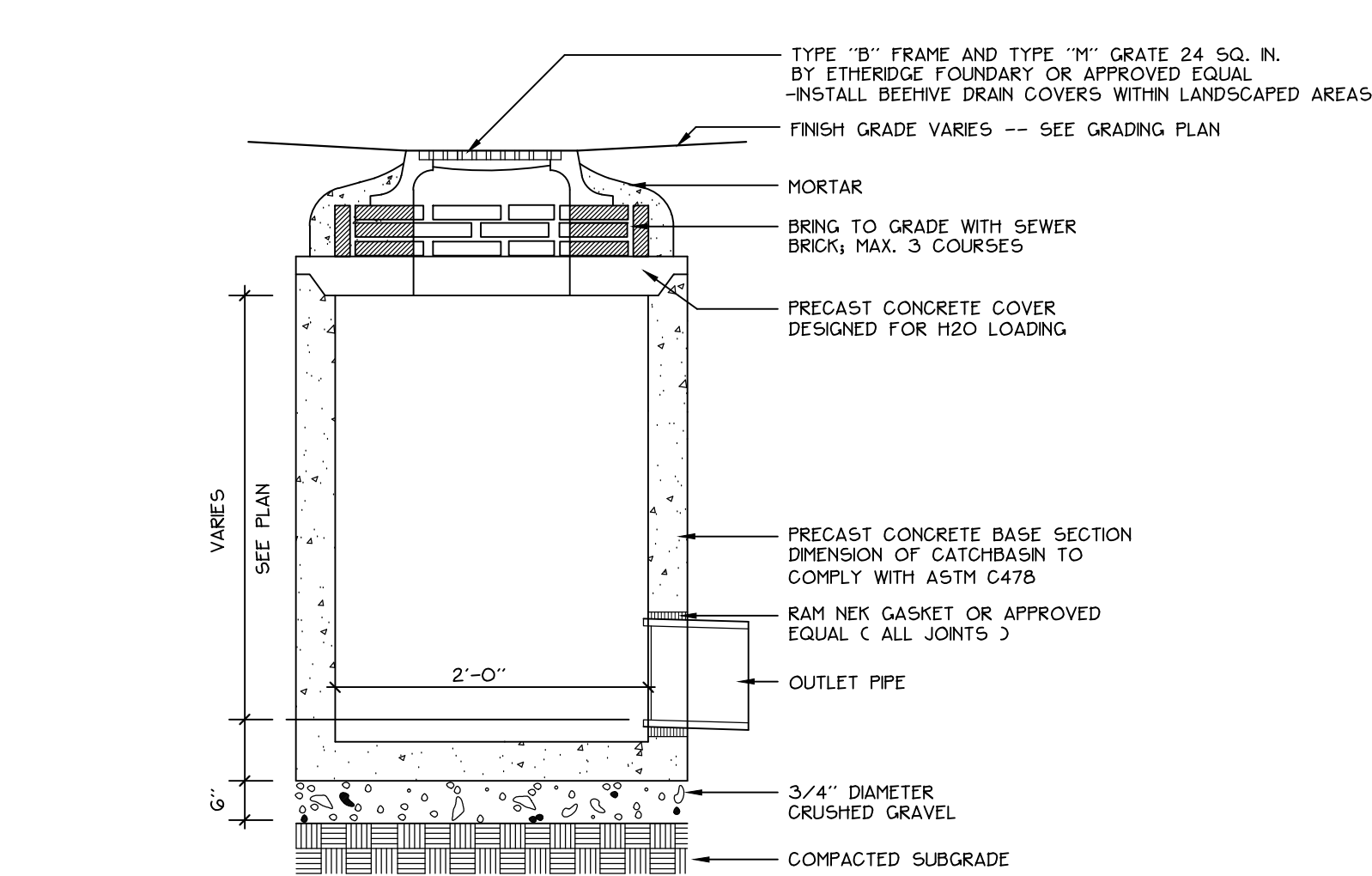


North:

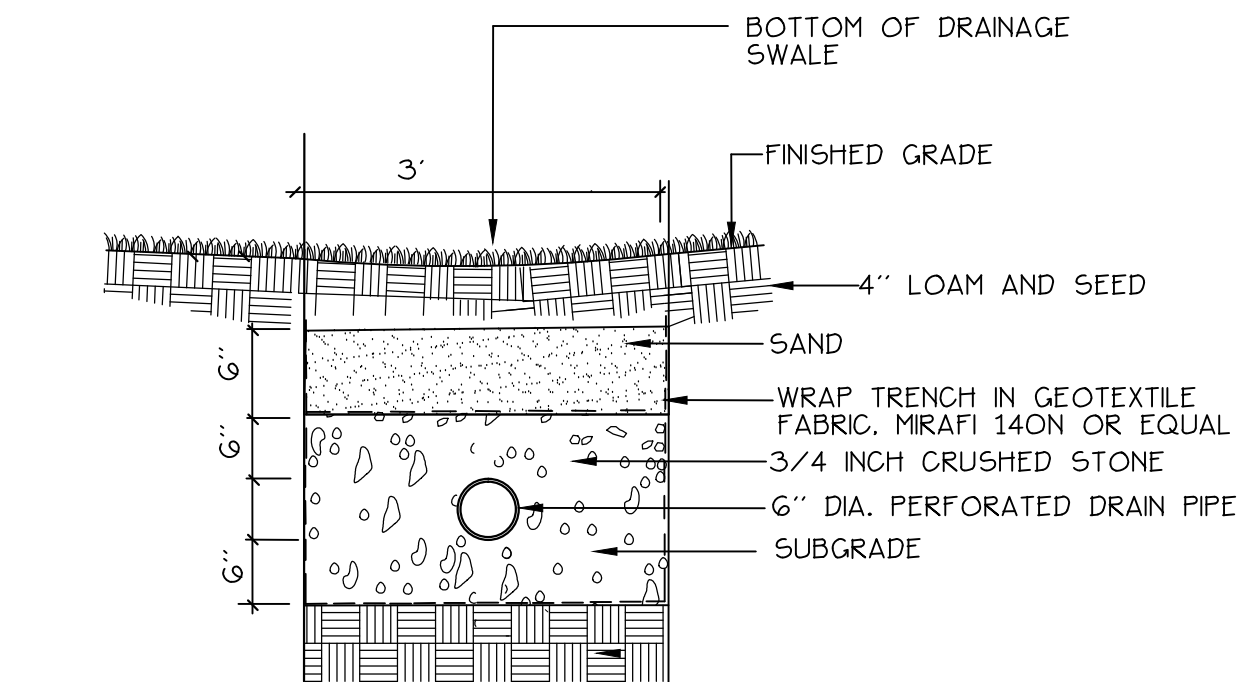


Sheet No.:

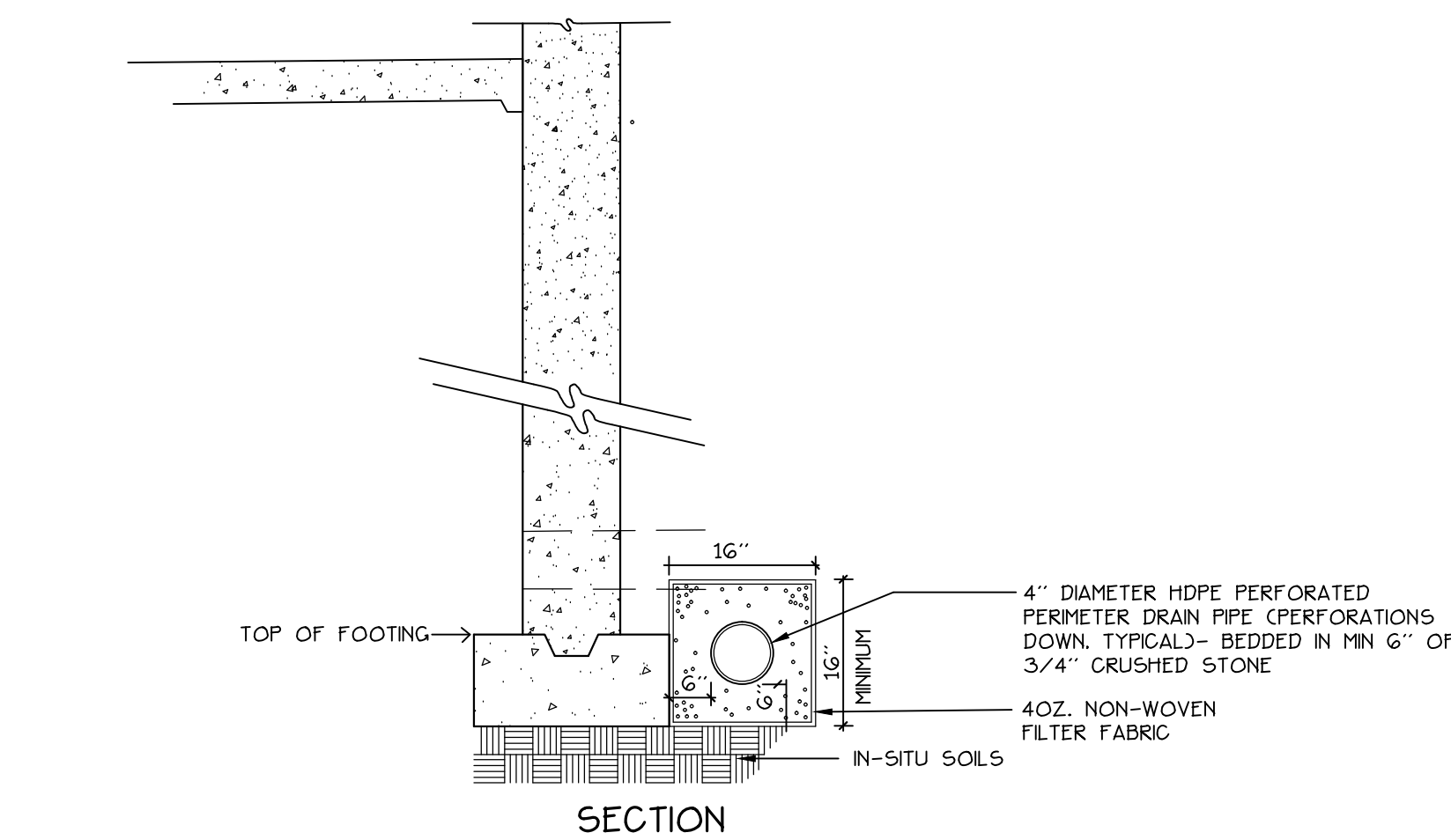
4



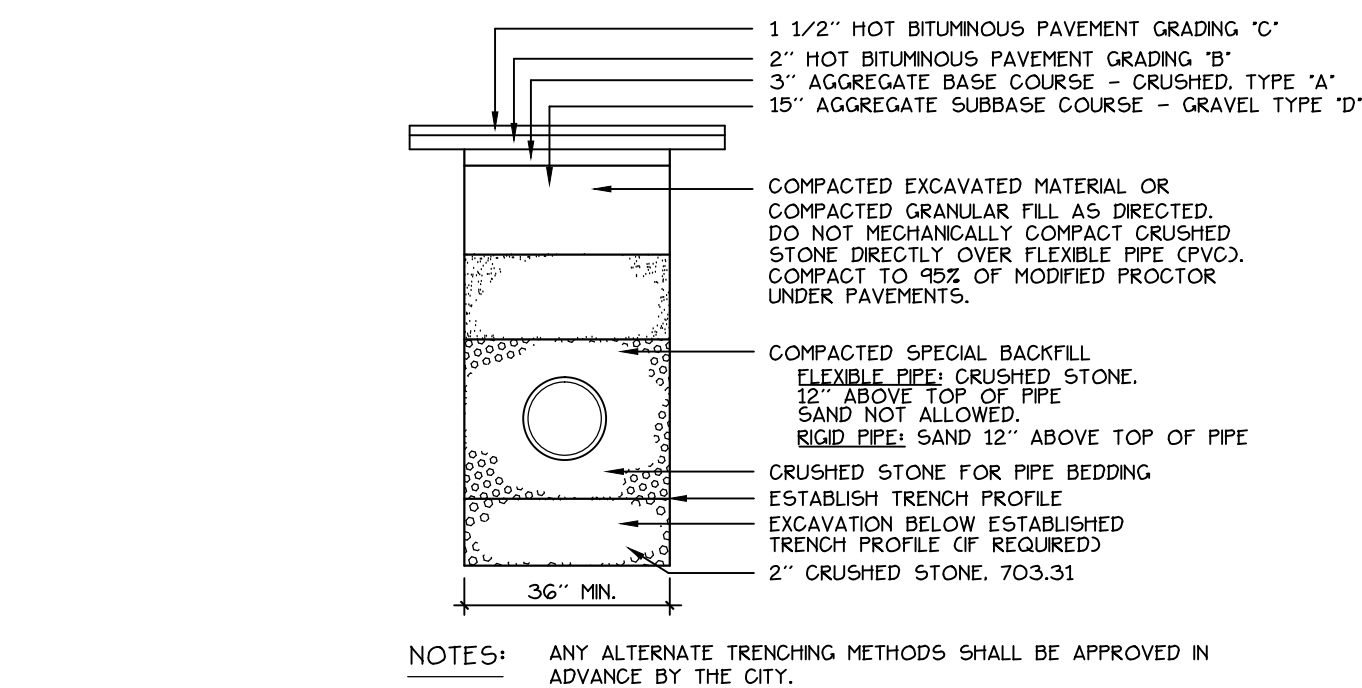
1 PRECAST CONCRETE FIELD INLET
NOT TO SCALE



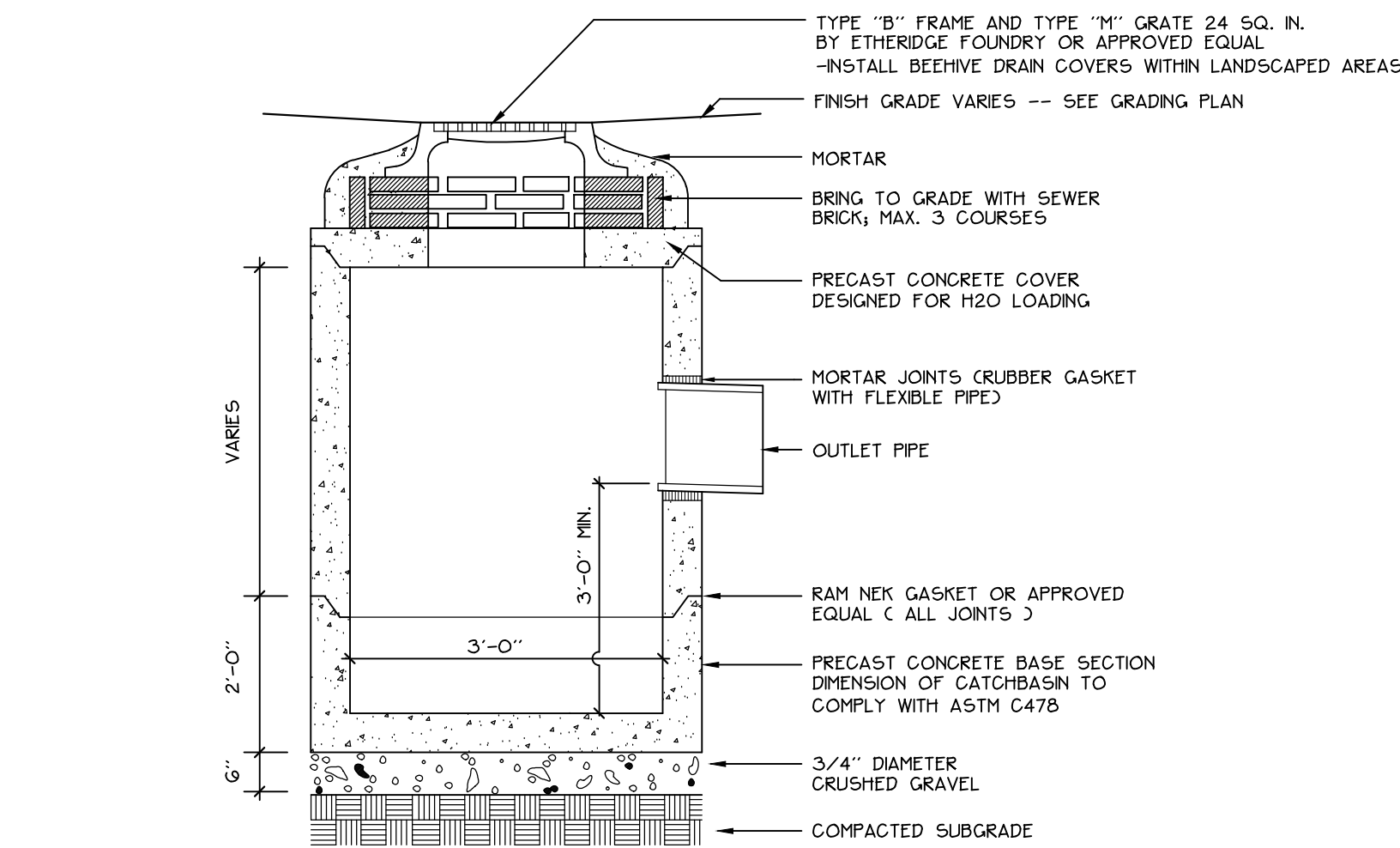
2 STONE INFILTRATION TRENCH
NOT TO SCALE



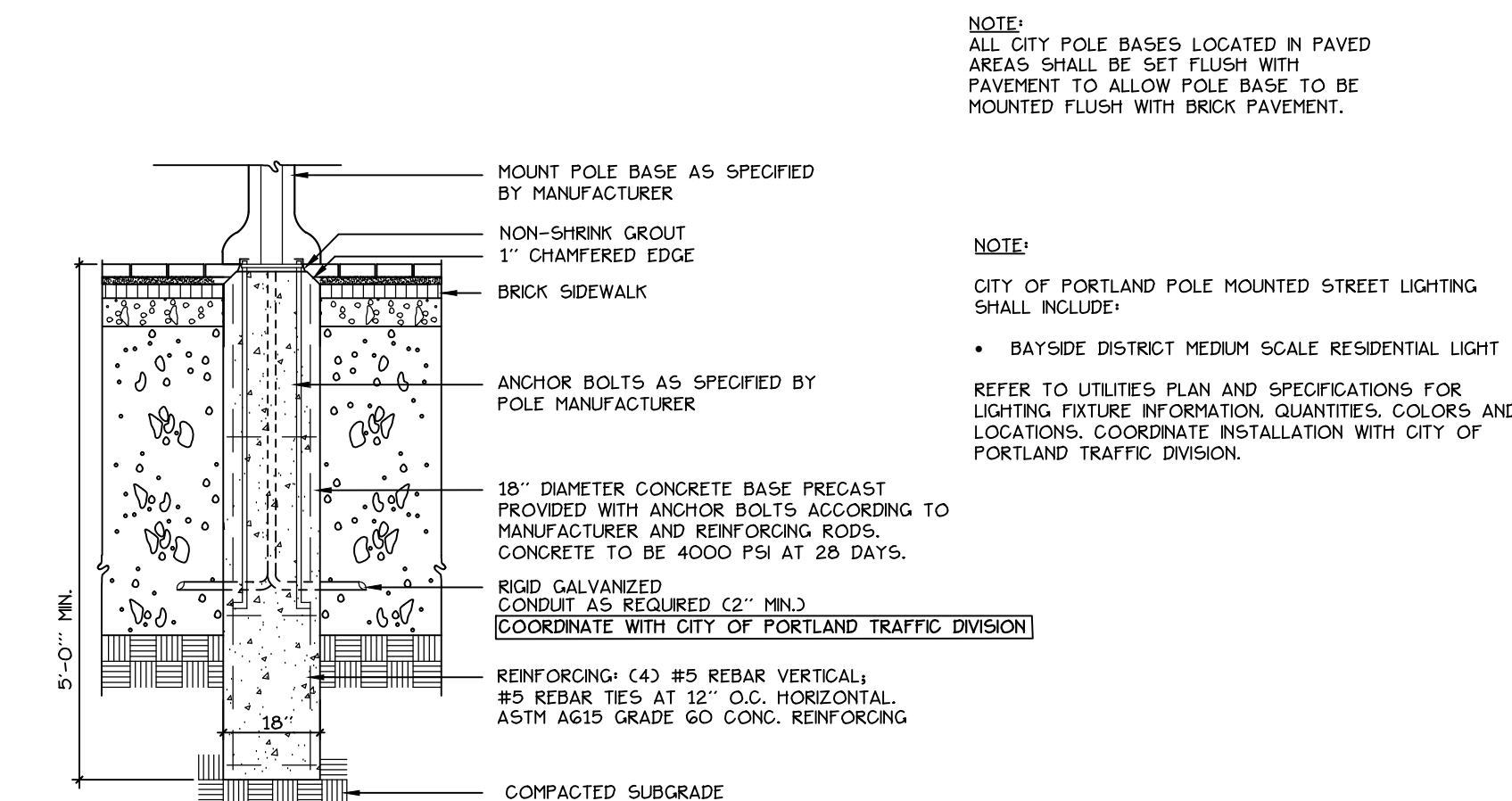
3 PERIMETER FOUNDATION UNDERDRAIN
NOT TO SCALE



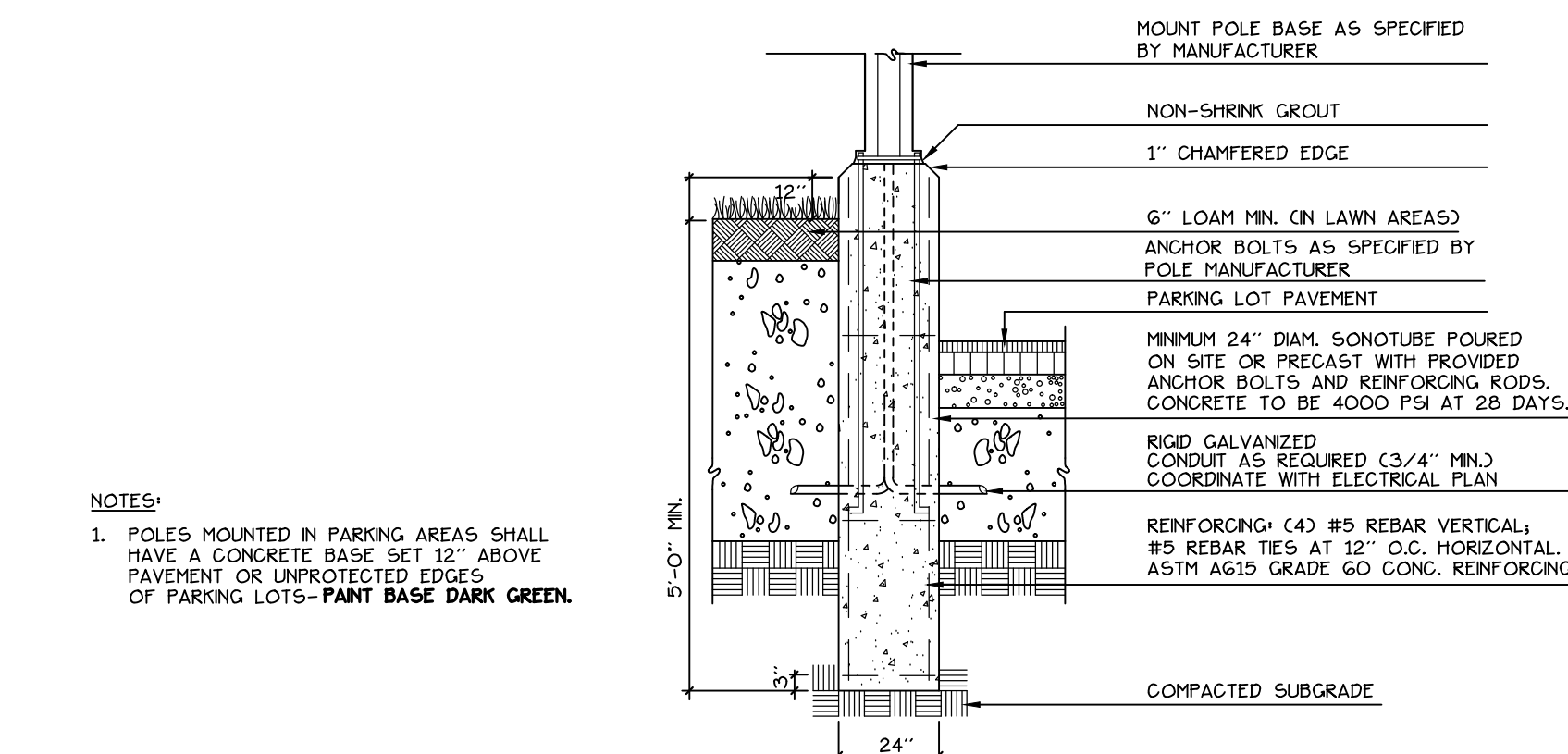
4 PIPE TRENCH DETAIL
NOT TO SCALE



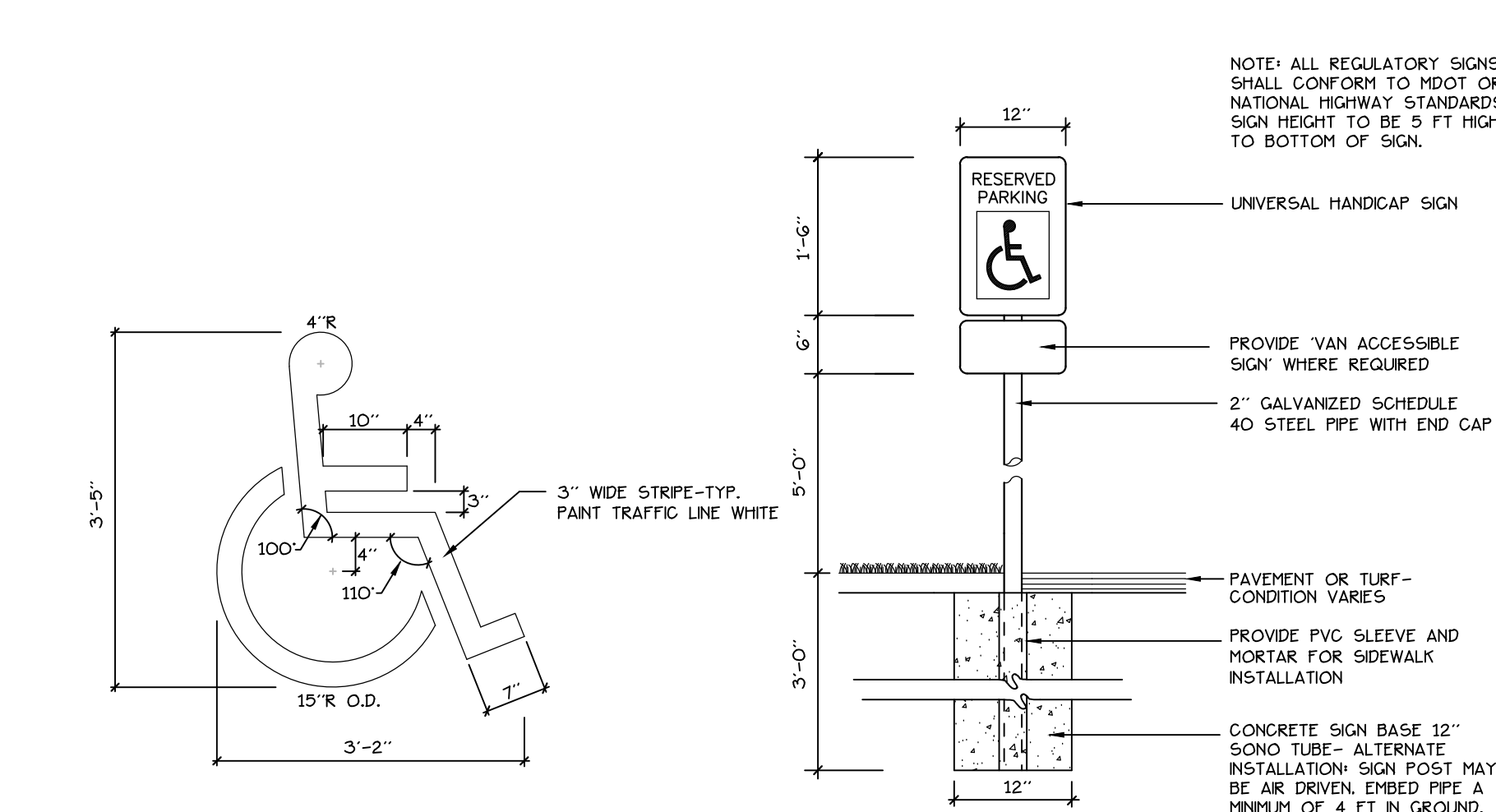
5 PRECAST CONCRETE CATCHBASIN
NOT TO SCALE



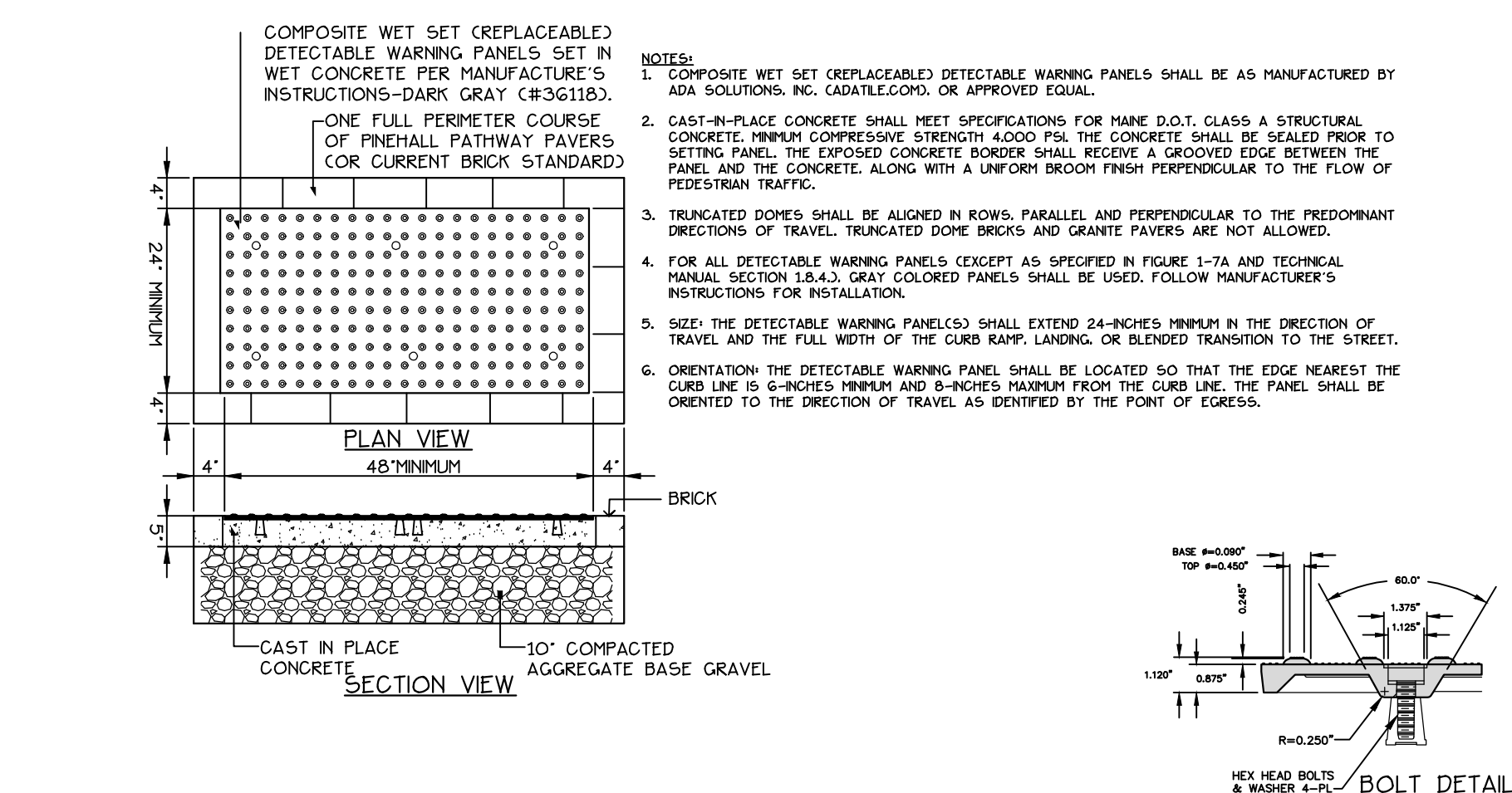
6 BAYSIDE FIXTURE LIGHT POLE BASE
NOT TO SCALE



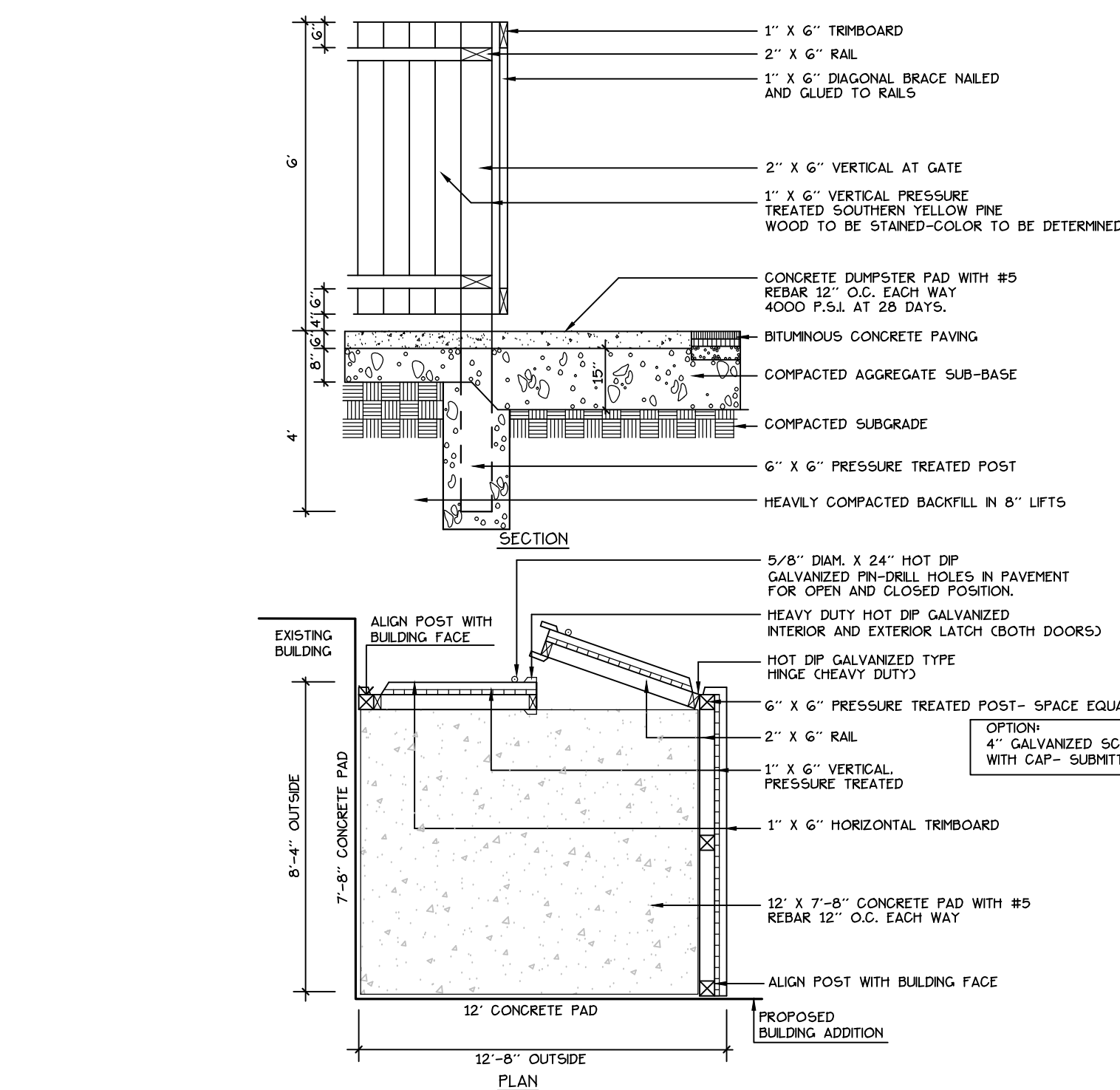
7 LIGHT POLE BASE
NOT TO SCALE



8 ACCESSIBLE SPACE MARKINGS + SIGNAGE
NOT TO SCALE



9 SIDEWALK RAMP DETECTABLE WARNING TILE
NOT TO SCALE



10 DUMPSTER ENCLOSURE
NOT TO SCALE

Prepared For:
Applicant: **Plan 6**
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:
4-23-15:
per staff comments

Reproduction or reuse of
this document without the
expressed written consent of
Mitchell & Associates is prohibited.

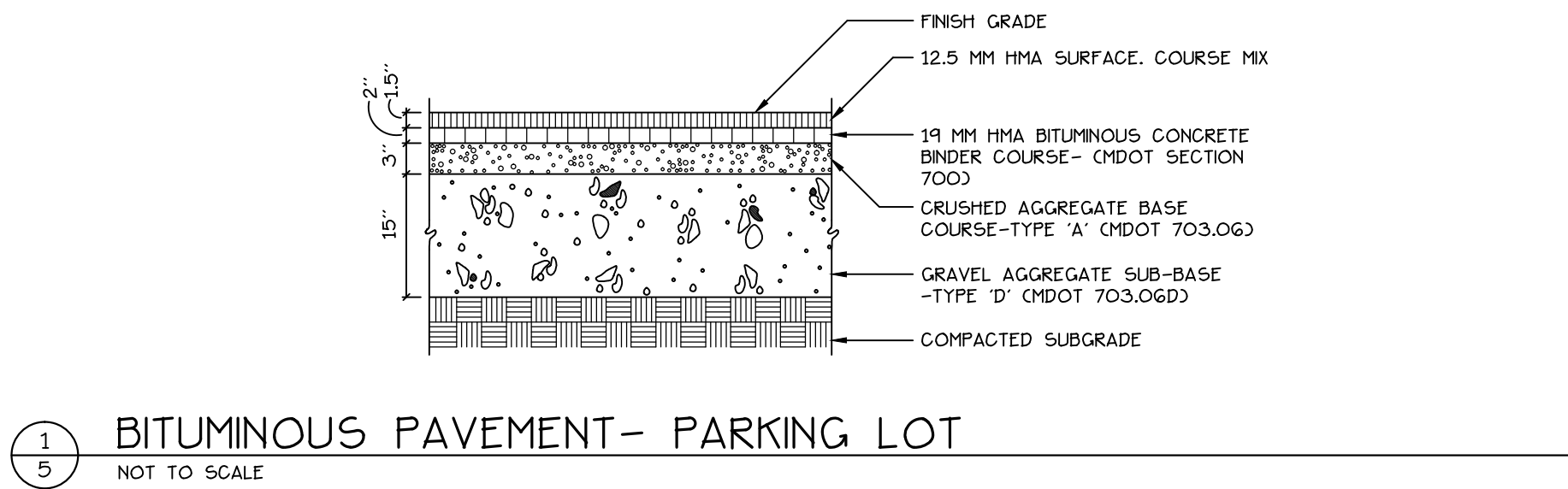
Title:
SITE DETAILS

Scale: 1"=20'
0 10 20 40 ft.

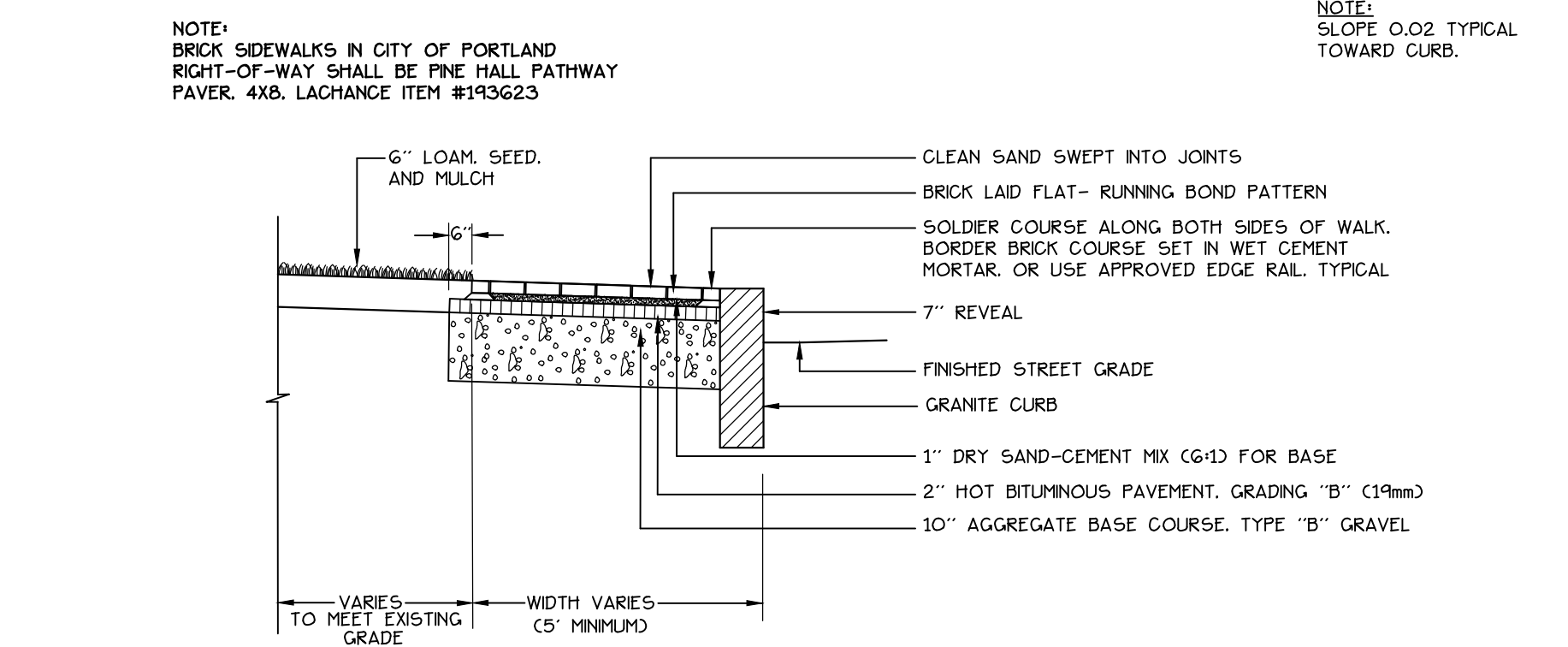
North:
North arrow pointing up.

Sheet No.:
6

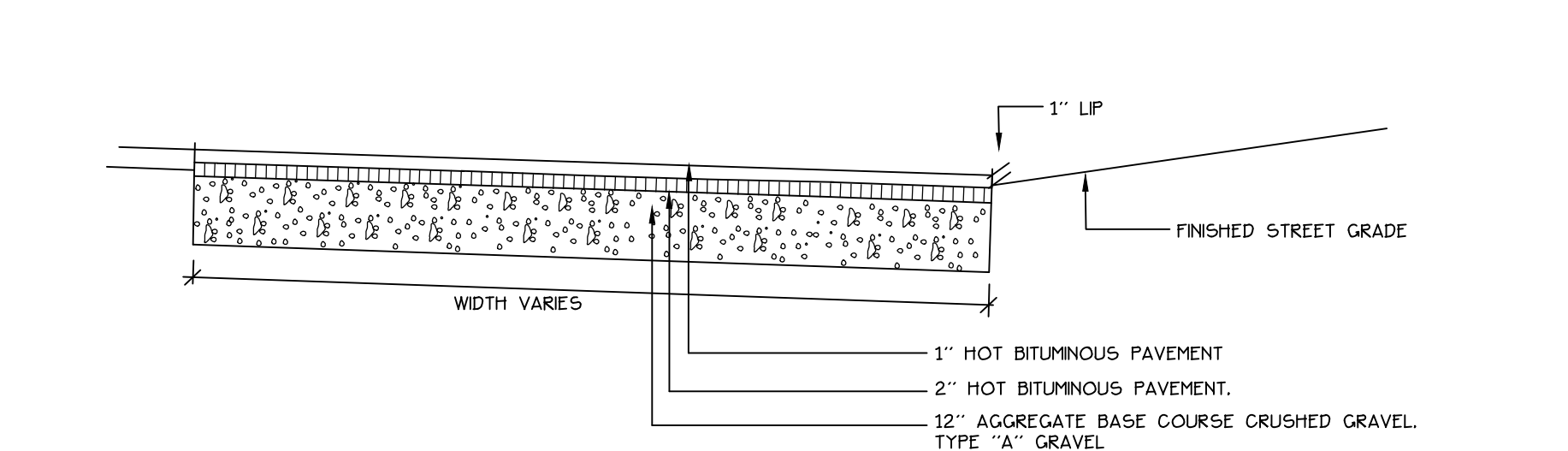




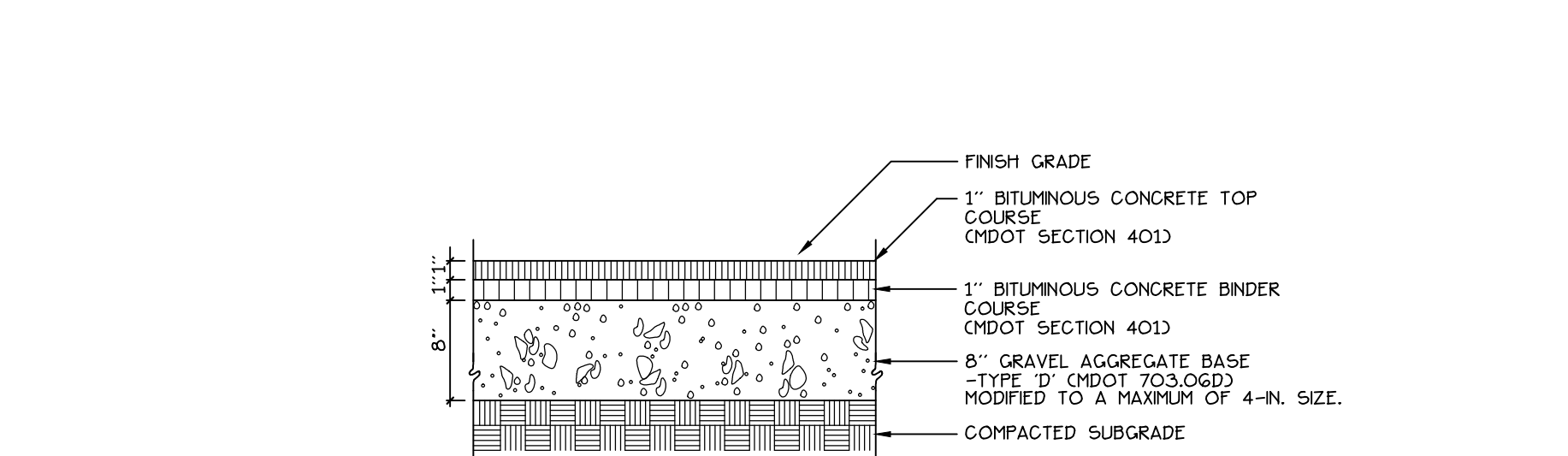
1 BITUMINOUS PAVEMENT- PARKING LOT
NOT TO SCALE



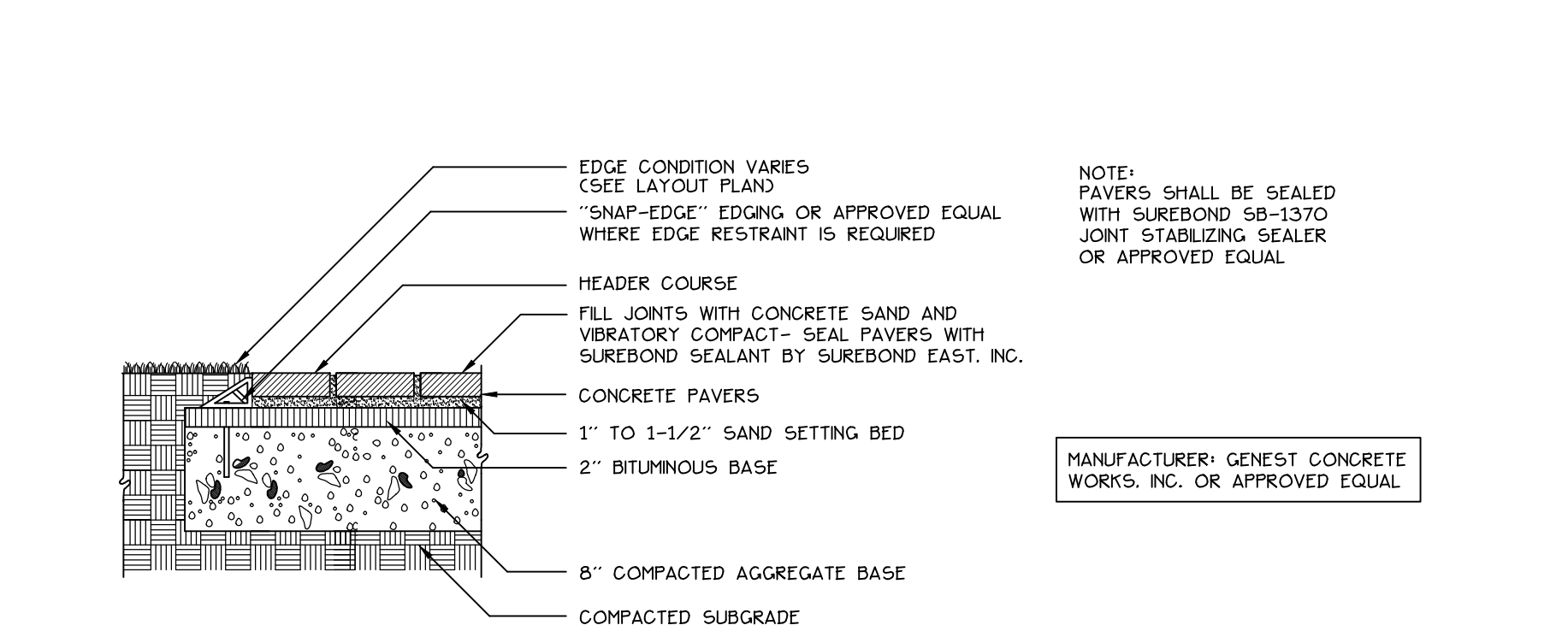
2 BRICK SIDEWALK WITH BITUMINOUS BASE AND GRANITE CURB
NOT TO SCALE



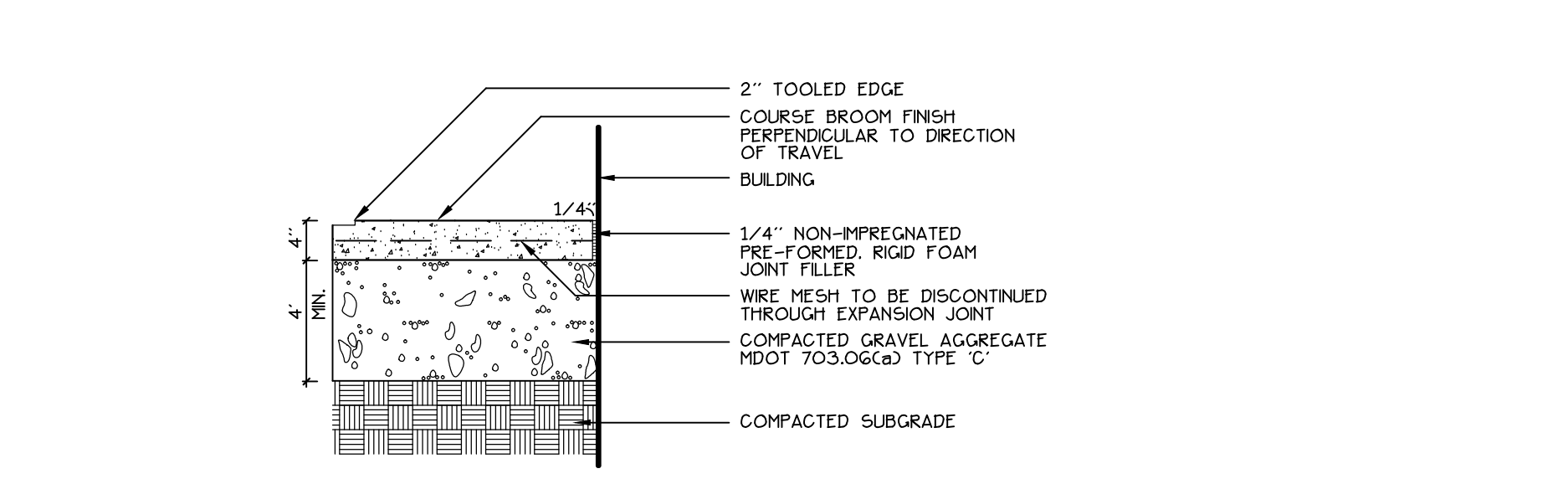
3 BITUMINOUS DRIVEWAY APRON
NOT TO SCALE



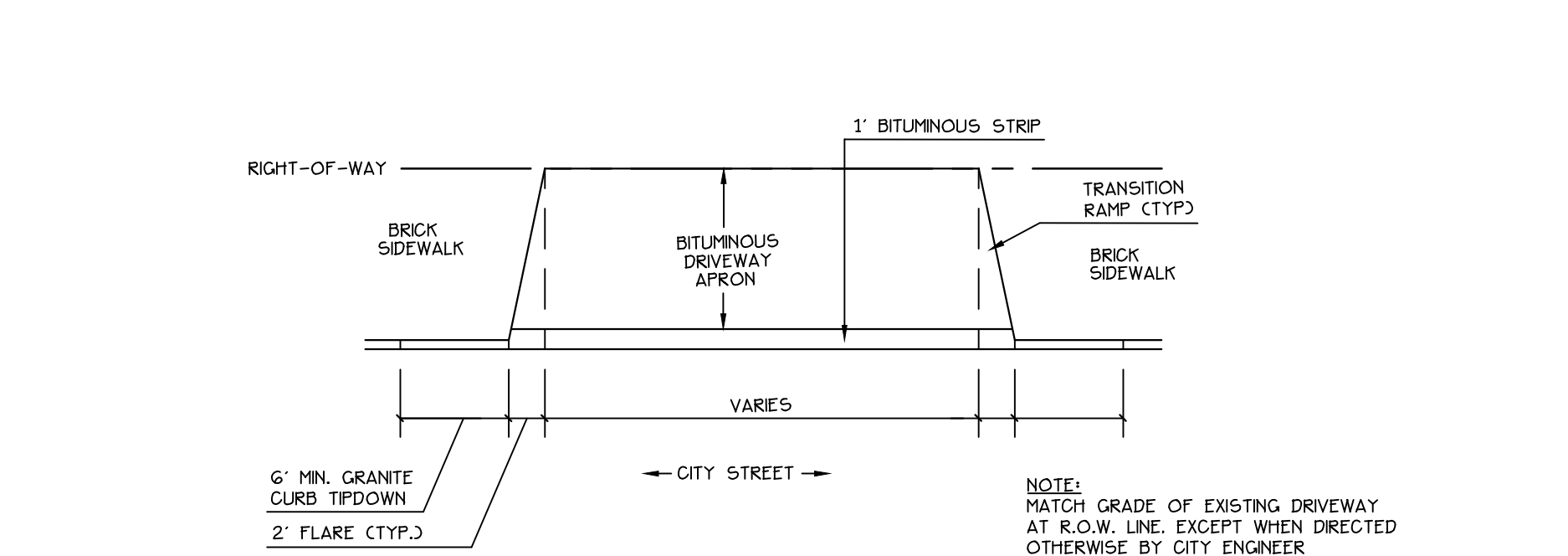
4 BITUMINOUS SIDEWALK
NOT TO SCALE



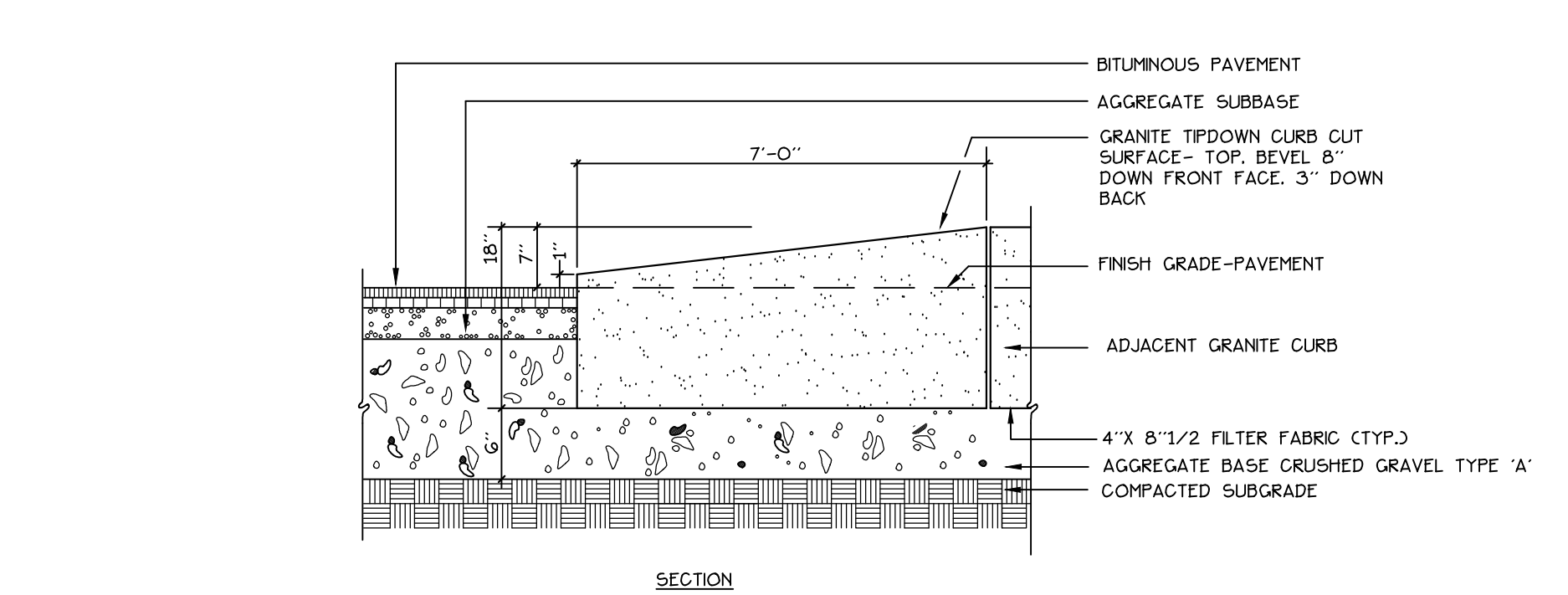
5 CONCRETE PAVERS
NOT TO SCALE



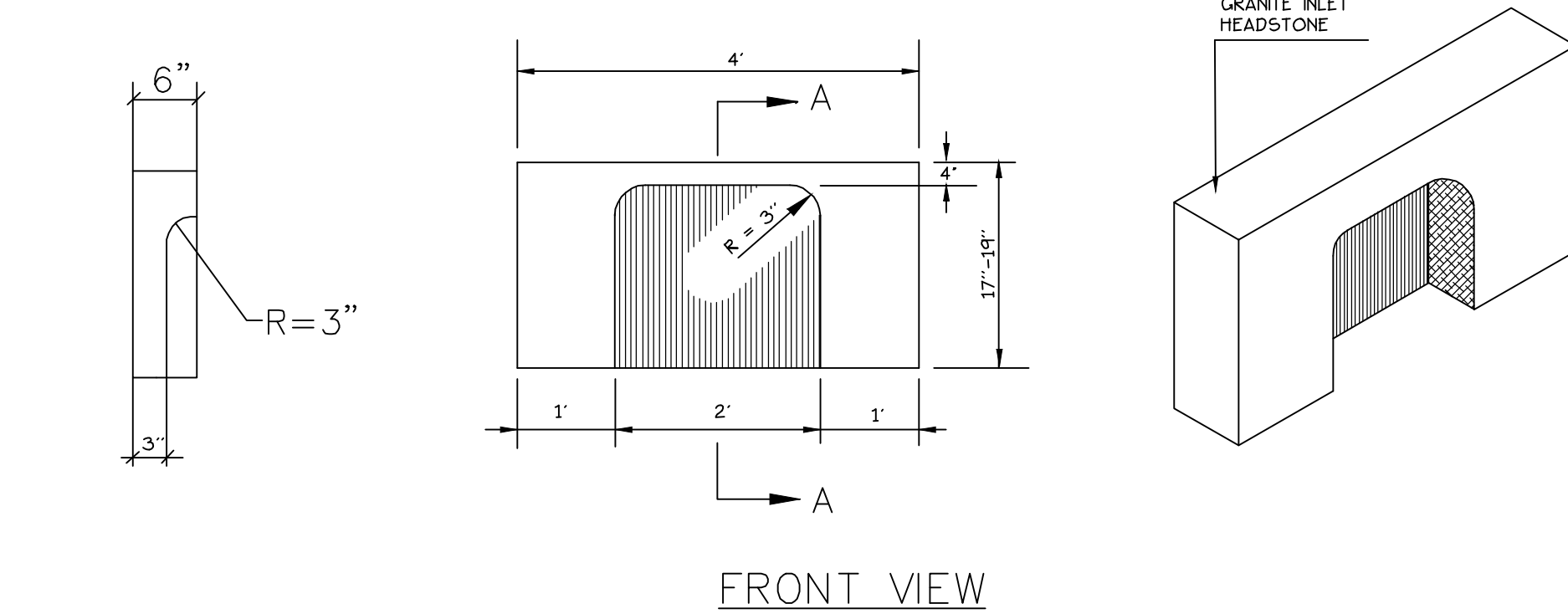
6 CONCRETE SLAB
NOT TO SCALE



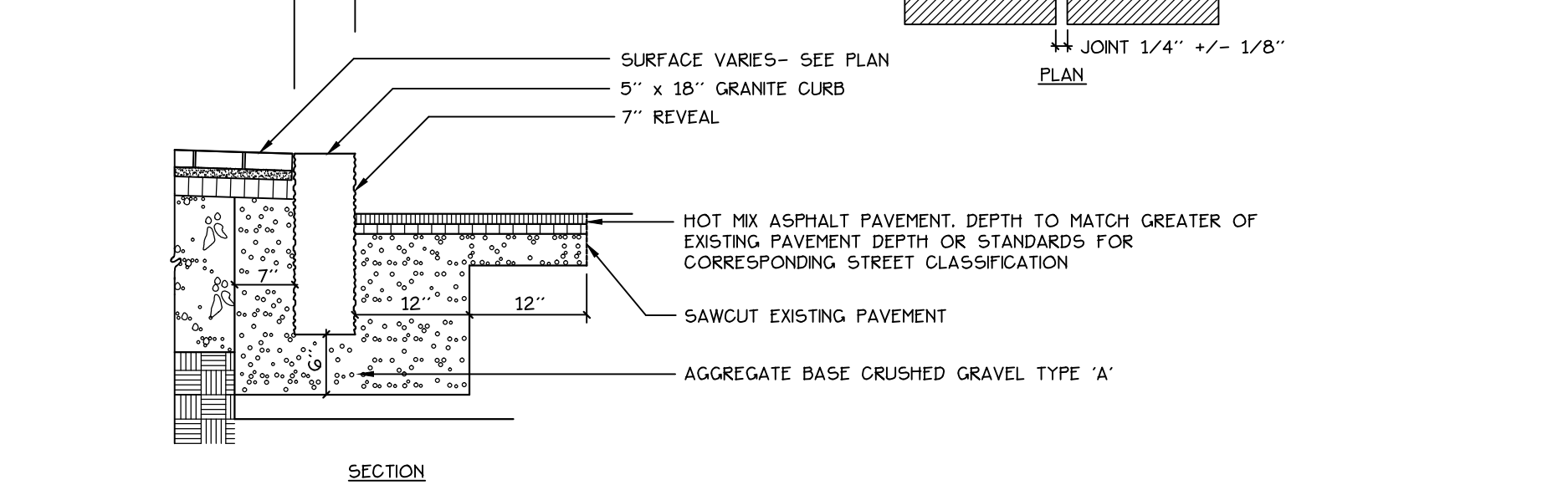
7 DRIVEWAY APRON LAYOUT
NOT TO SCALE



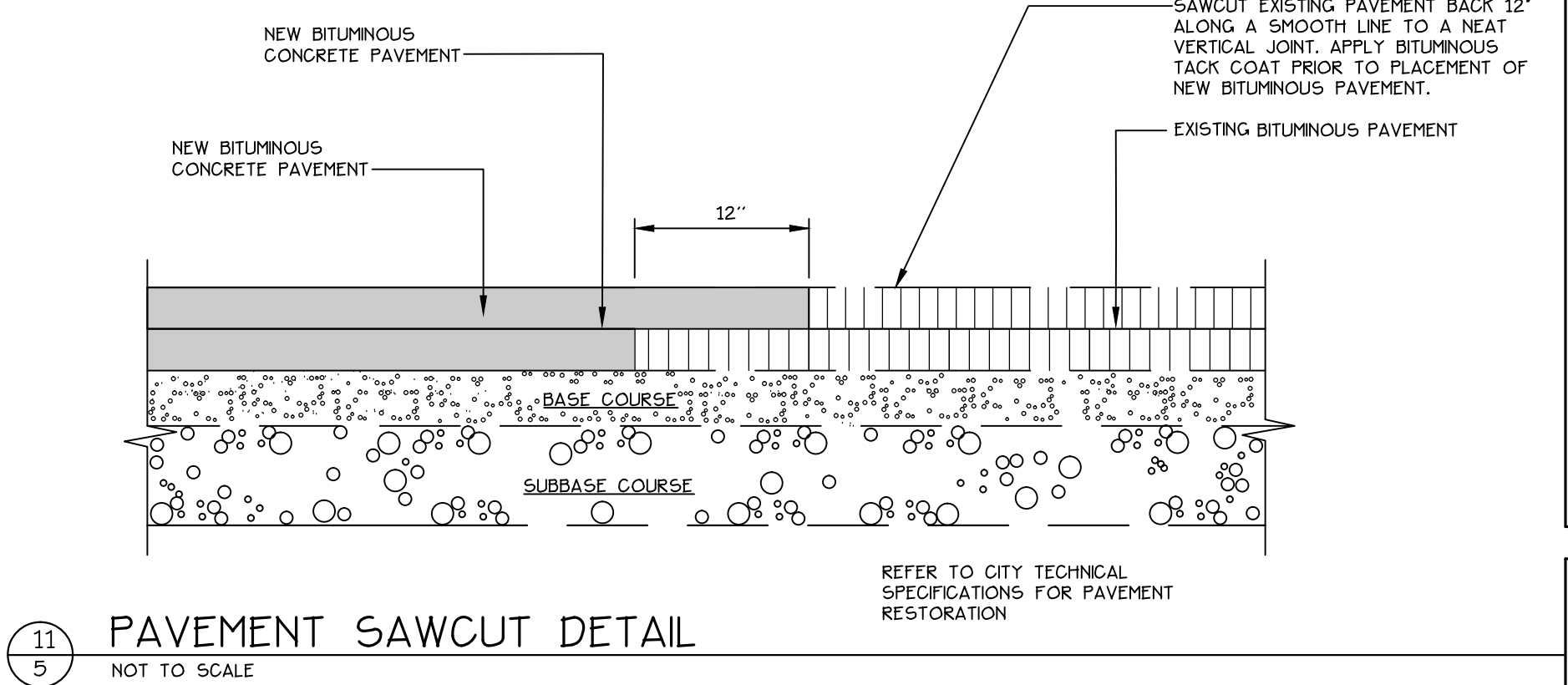
8 GRANITE TIP-DOWN CURB
NOT TO SCALE



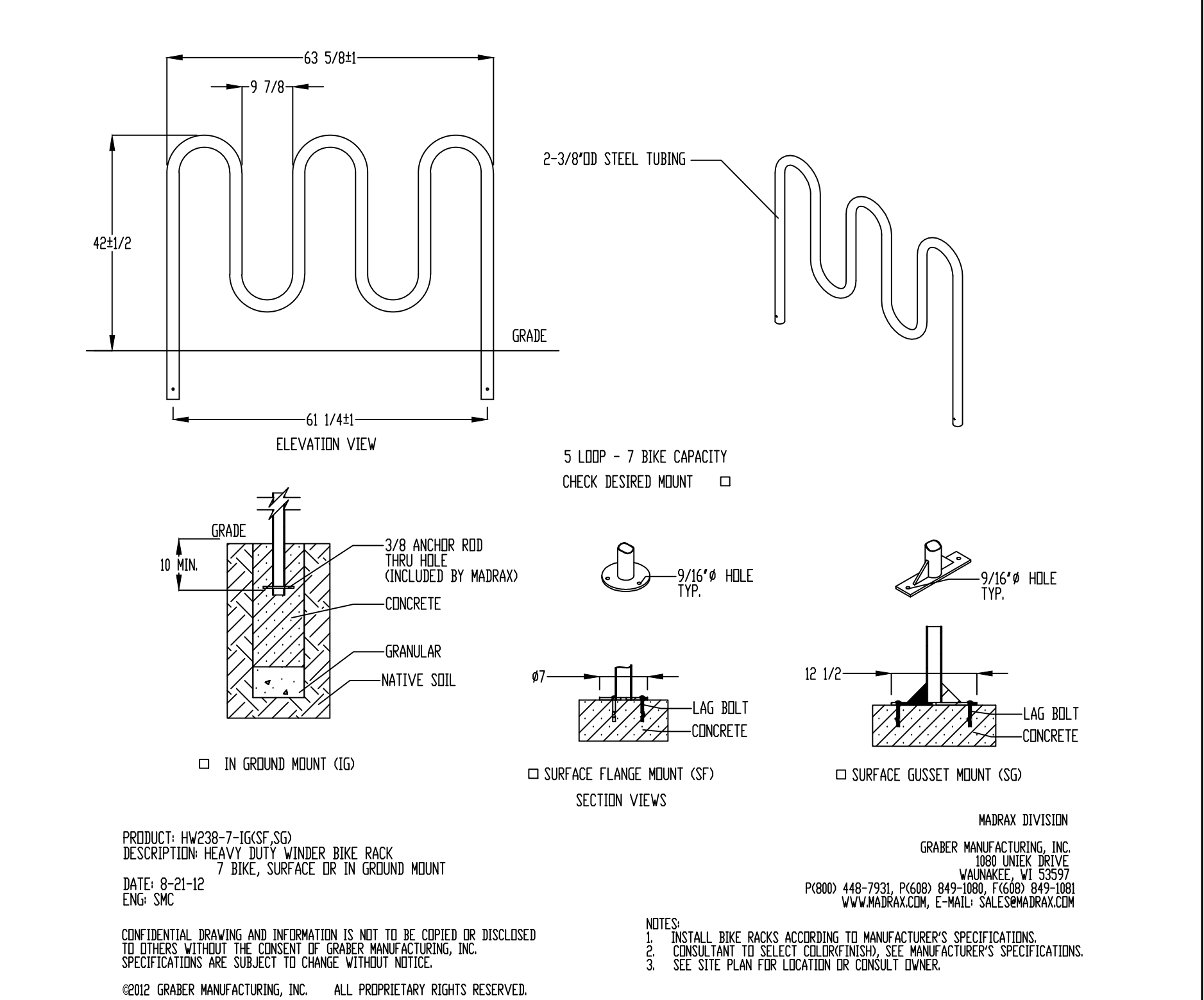
9 4' GRANITE HEADSTONE FOR CURB INLET
NOT TO SCALE



10 VERTICAL GRANITE CURB
NOT TO SCALE



11 PAVEMENT SAWCUT DETAIL
NOT TO SCALE



12 BIKE RACK
NOT TO SCALE

Prepared For:
Applicant:
BoPo.L.L.C. **Plan 7**
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:
4-23-15
per staff comments

Reproduction or reuse of
this document without the
expressed written consent of
Mitchell & Associates is prohibited.

Title:
SITE DETAILS

Scale: 1"=20'

0 10 20 40 ft.

North:

Sheet No:
5



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 13.8#/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 PRECEDING 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./1000 SF. (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.

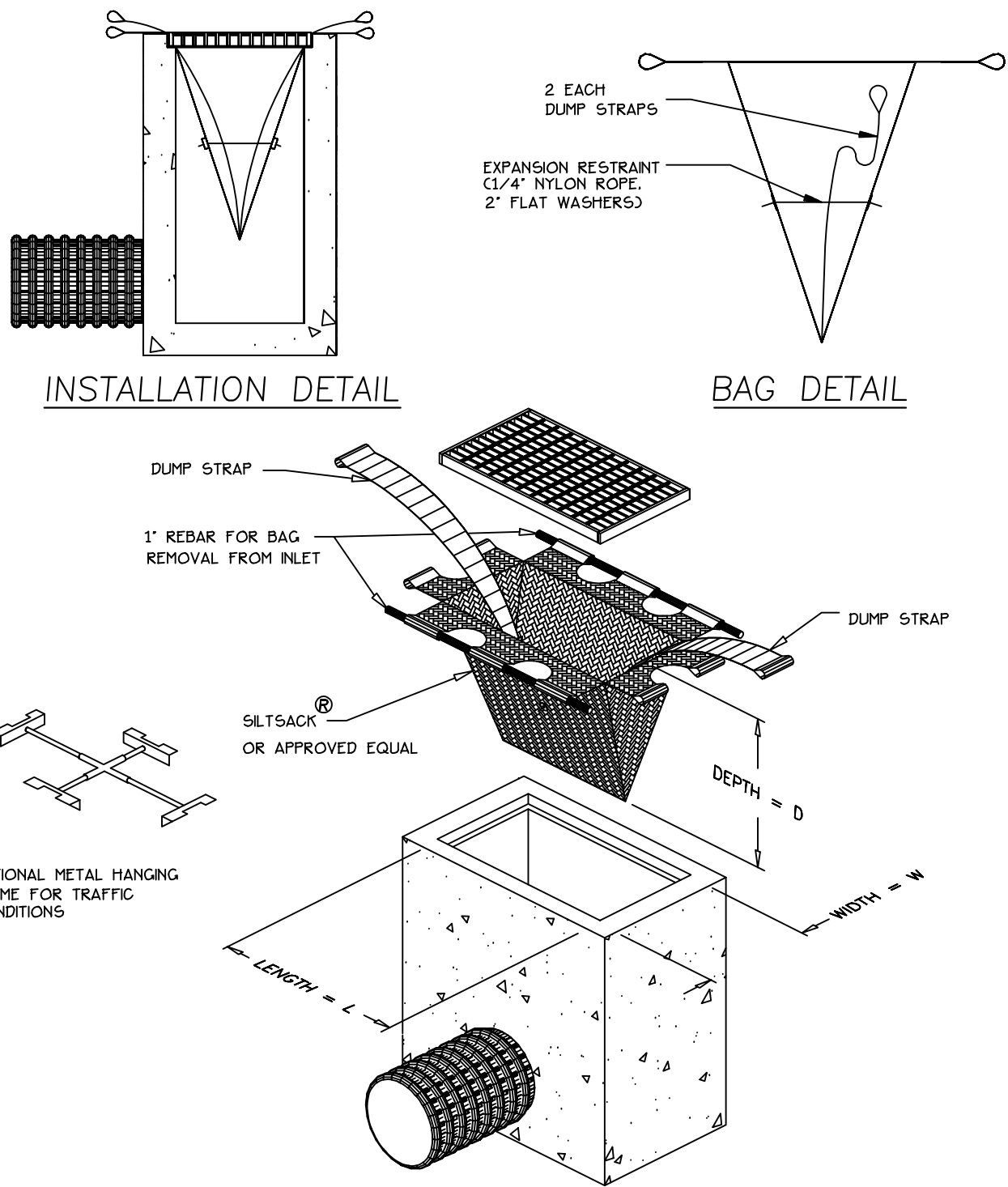
E. CONSTRUCTION SEQUENCE

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

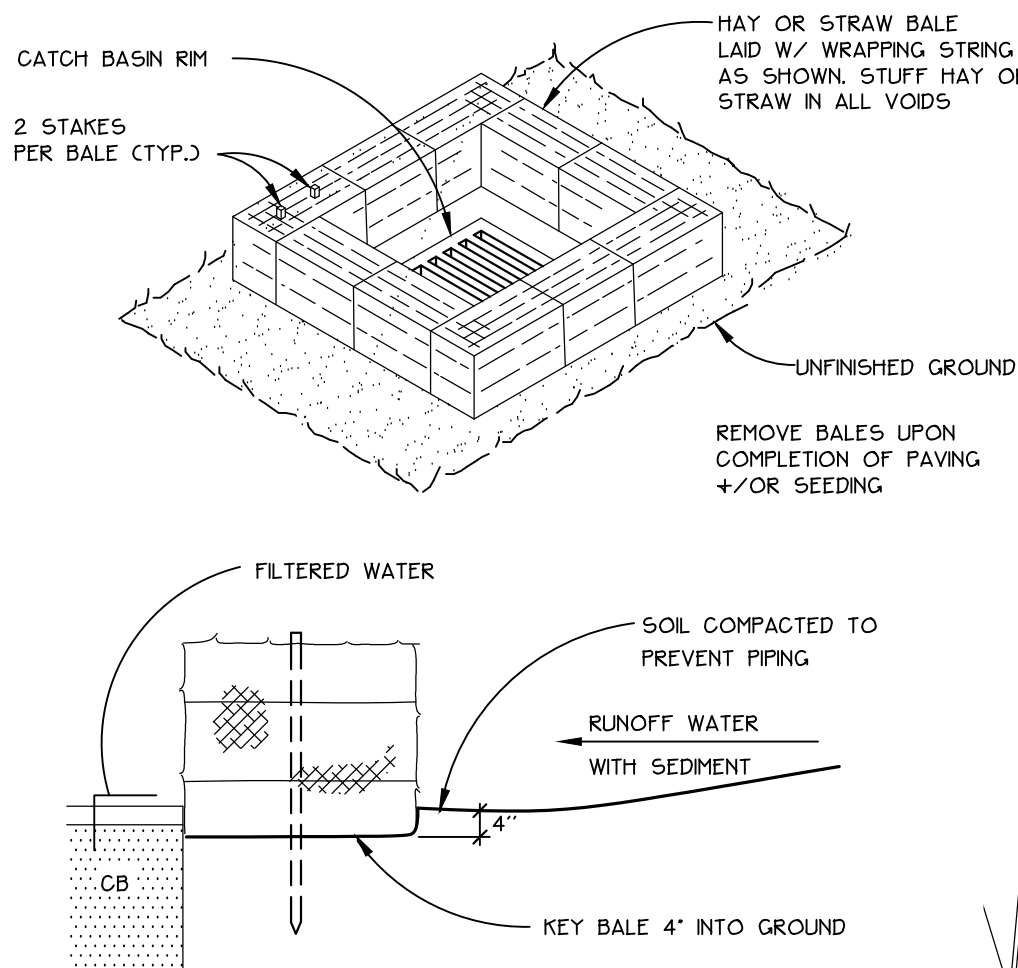
WEEKLY INSPECTIONS, AS WELL AS ROUTINE INSPECTIONS FOLLOWING RAINFALLS OF 0.5" OVER A CONSECUTIVE 24-HOUR PERIOD, SHALL BE CONDUCTED BY THE SITE CONTRACTOR OF ALL TEMPORARY AND PERMANENT EROSION CONTROL DEVICES UNTIL FINAL ACCEPTANCE OF THE PROJECT. NECESSARY REPAIRS SHALL BE MADE TO CORRECT UNDERMINING 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.



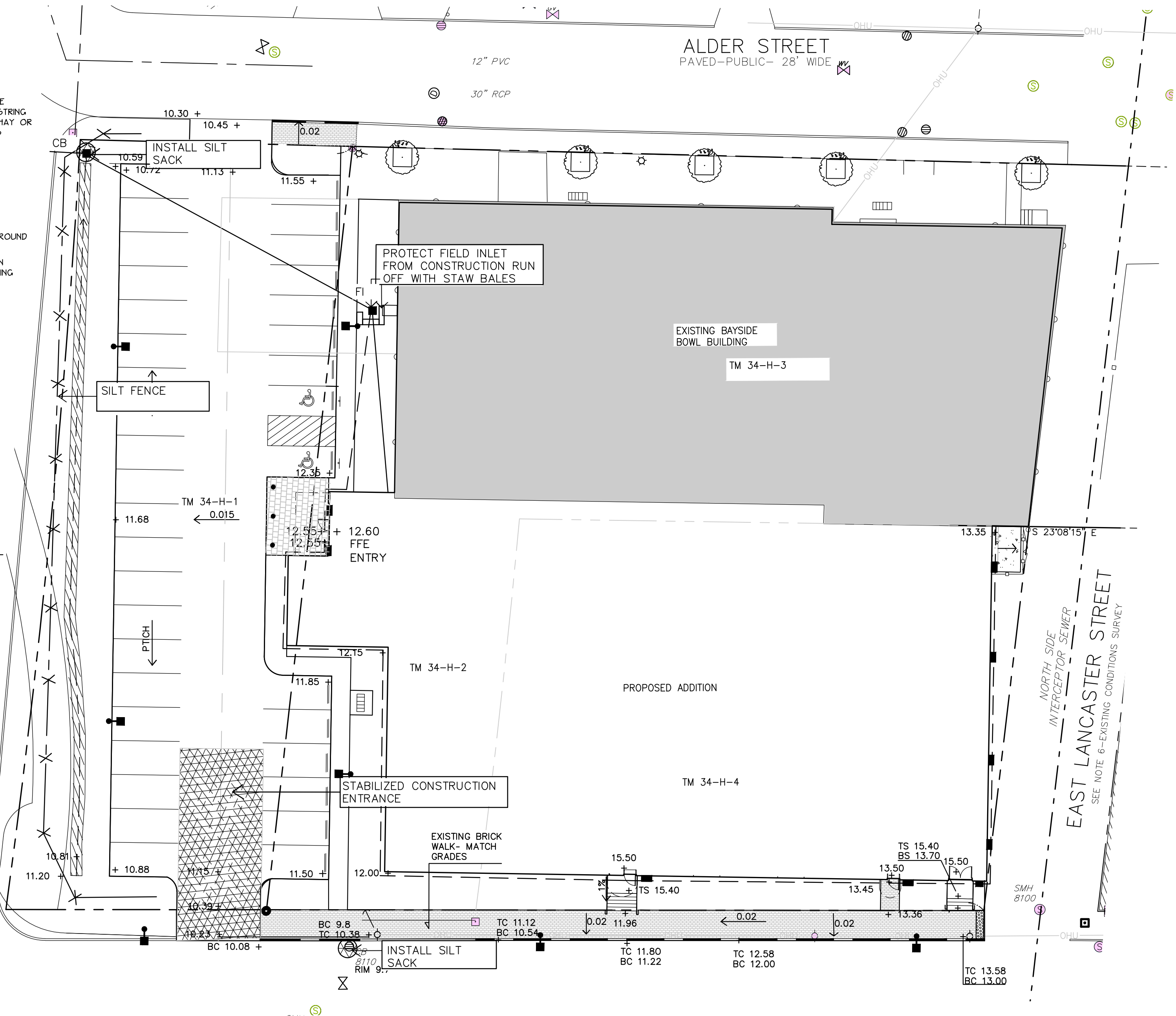
1 7 INLET SEDIMENT CONTROL DEVICE NOT TO SCALE

3 7 SILT FENCE NOT TO SCALE

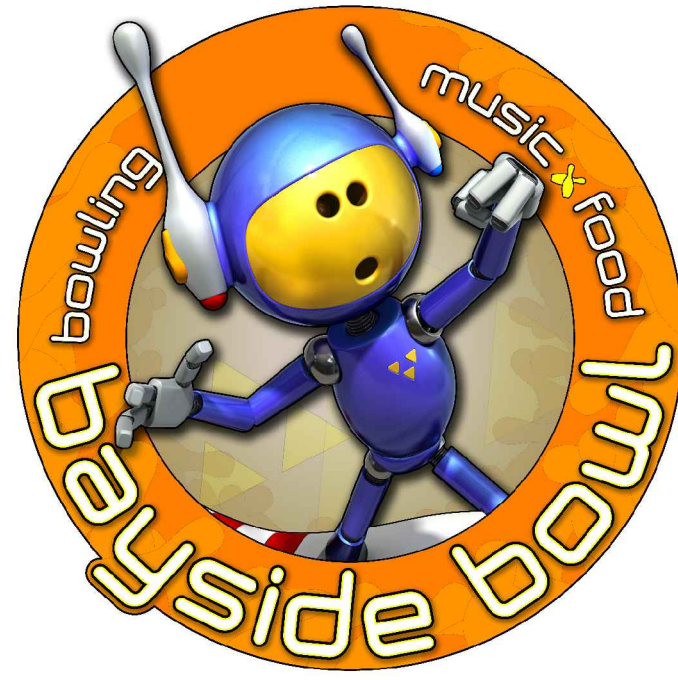
4 7 STABILIZED CONSTRUCTION ENTRANCE NOT TO SCALE



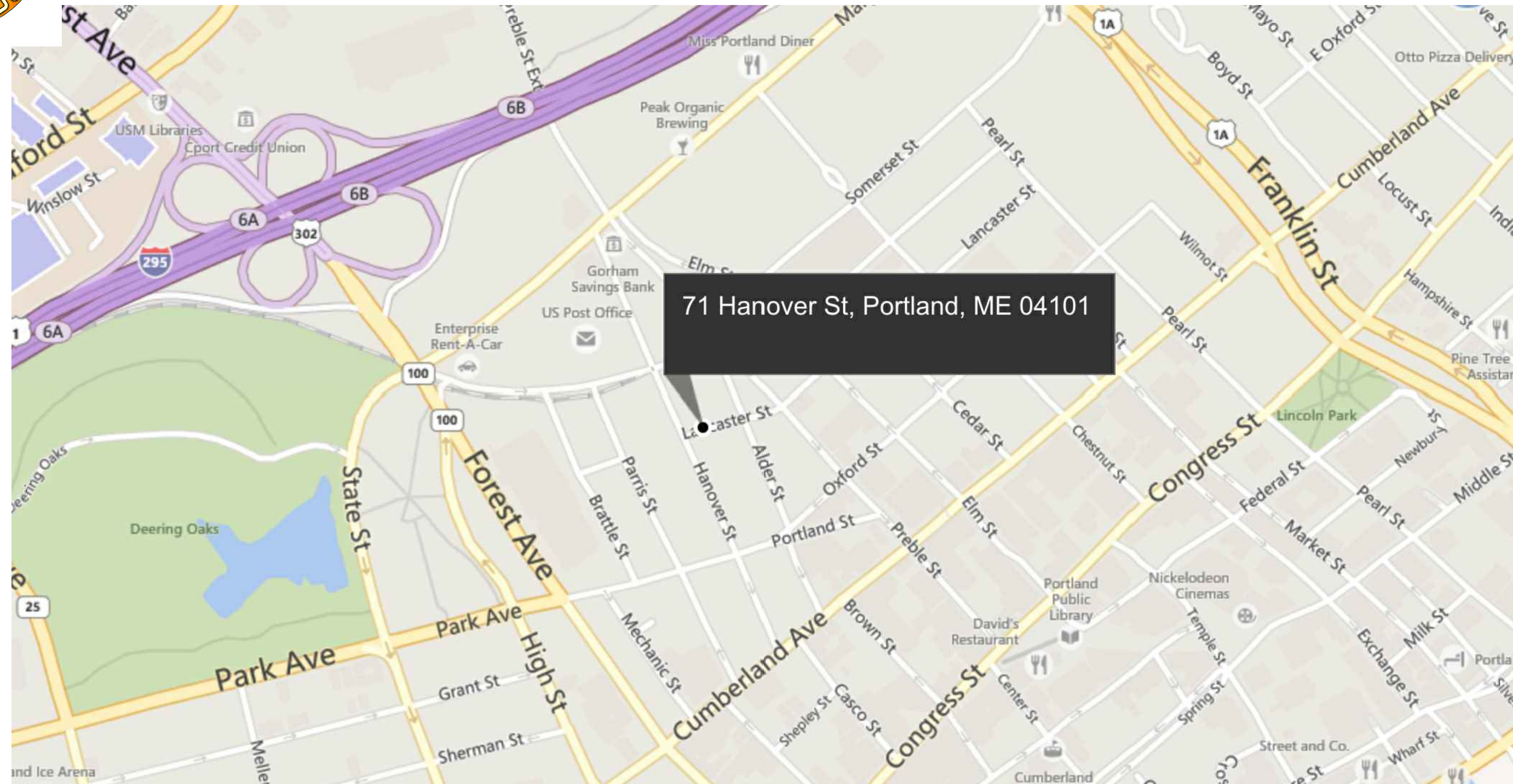
2 7 STRAW BALE DROP INLET SEDIMENT FILTER NOT TO SCALE



PROPOSED ADDITION TO BAYSIDE BOWL

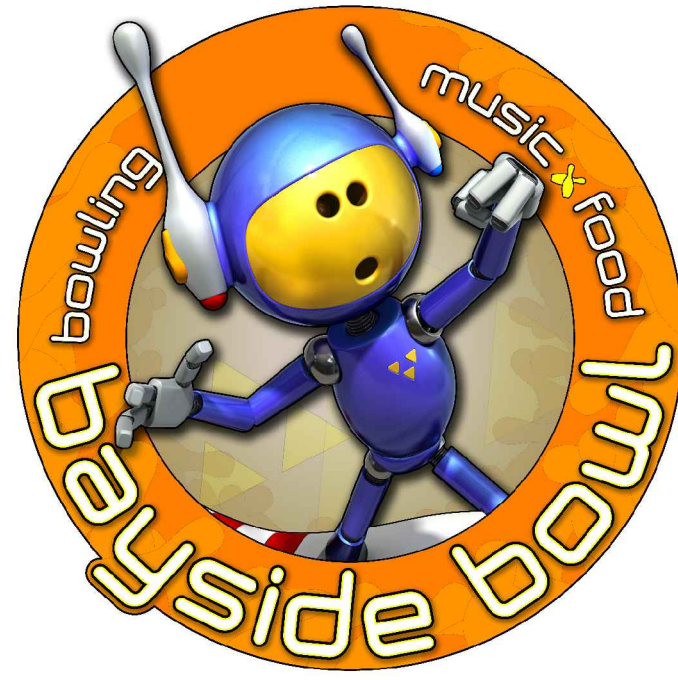


PORTLAND
COMMUNITY
SQUASH

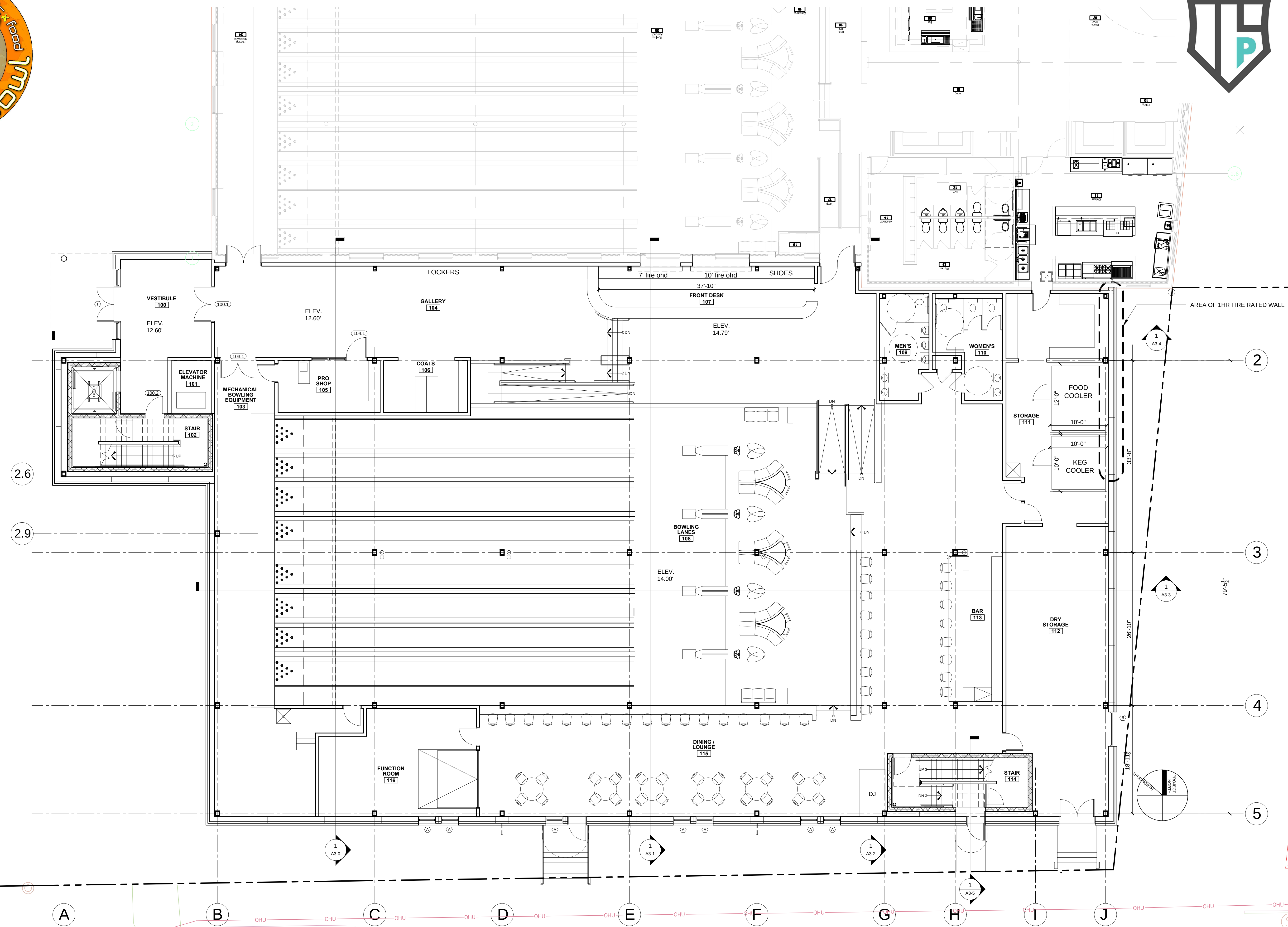


1 SITE LOCATION MAP
NOT TO SCALE

PROPOSED ADDITION TO BAYSIDE BOWL



PORTLAND
COMMUNITY
SQUASH



PORTLAND
BUILDERS

1 FIRST FLOOR PLAN
1/8" = 1'-0"

PROGRESS PRINT ONLY
Not for Construction

Mitchell
& Associates
LANDSCAPE ARCHITECTS

RYAN SENATORE ARCHITECTURE



**PORTLAND
COMMUNITY
SQUASH**



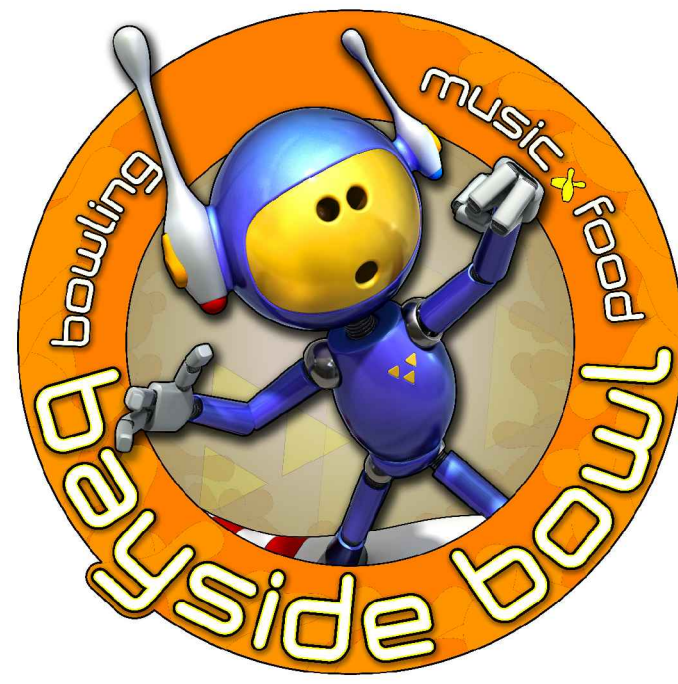
PORTLAND
BUILDERS INC.

1 SECOND FLOOR PLAN
1/8" = 1'-0"

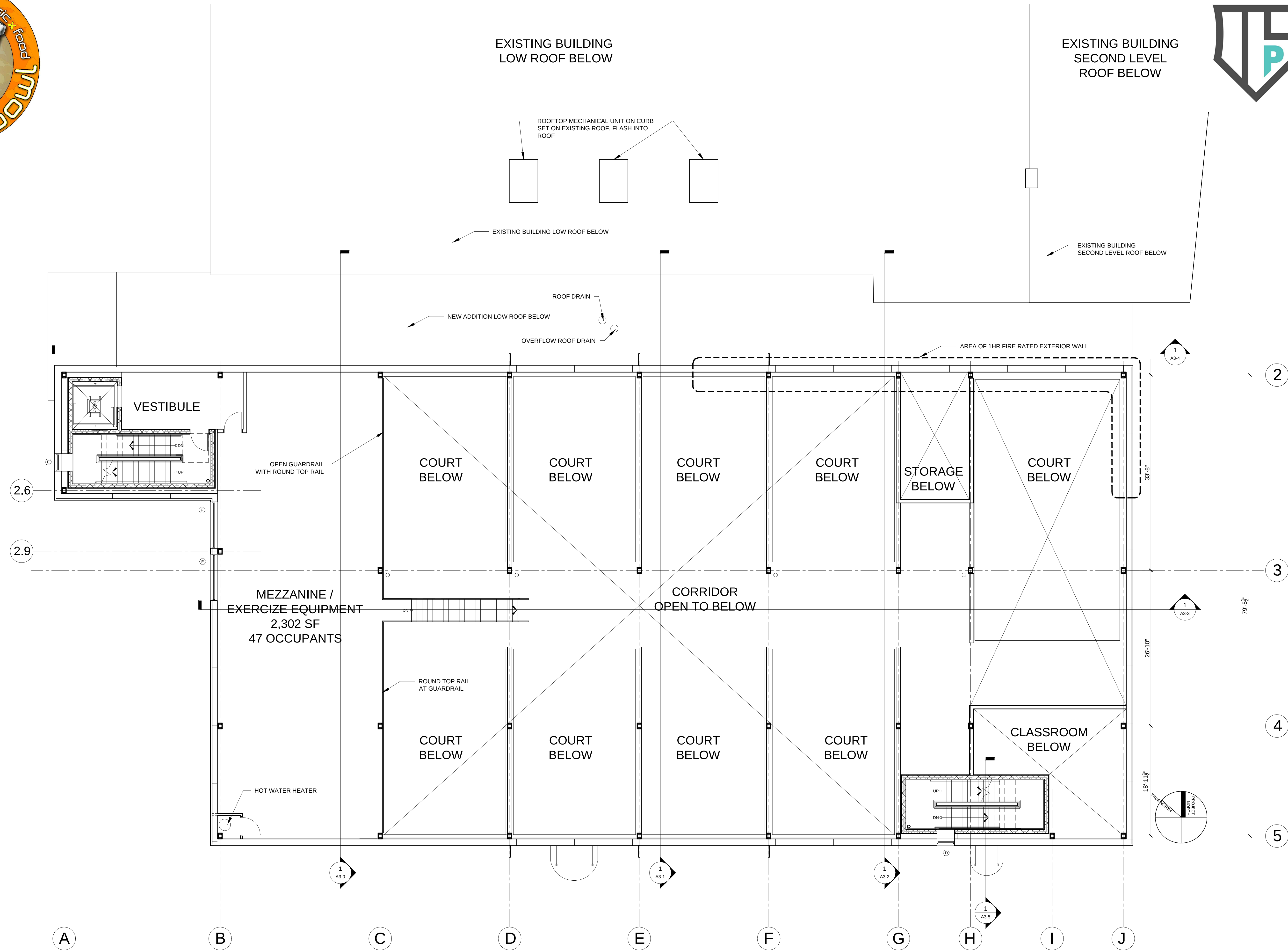
**Mitchell
& Associates**
LANDSCAPE ARCHITECTS

RYAN SENATORE ARCHITECTURE

PROPOSED ADDITION TO BAYSIDE BOWL

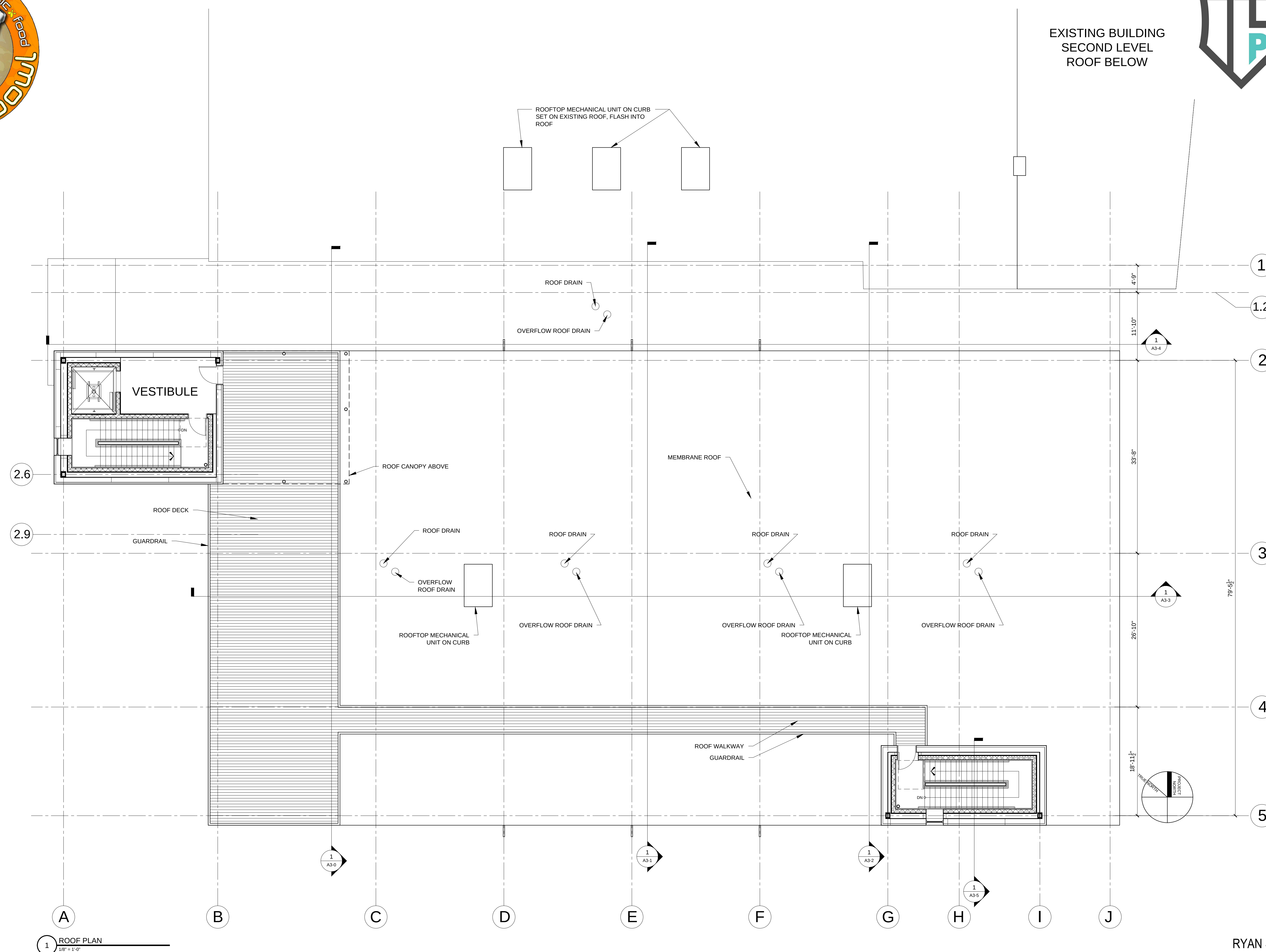


PORTLAND
COMMUNITY
SQUASH





**PORTLAND
COMMUNITY
SQUASH**



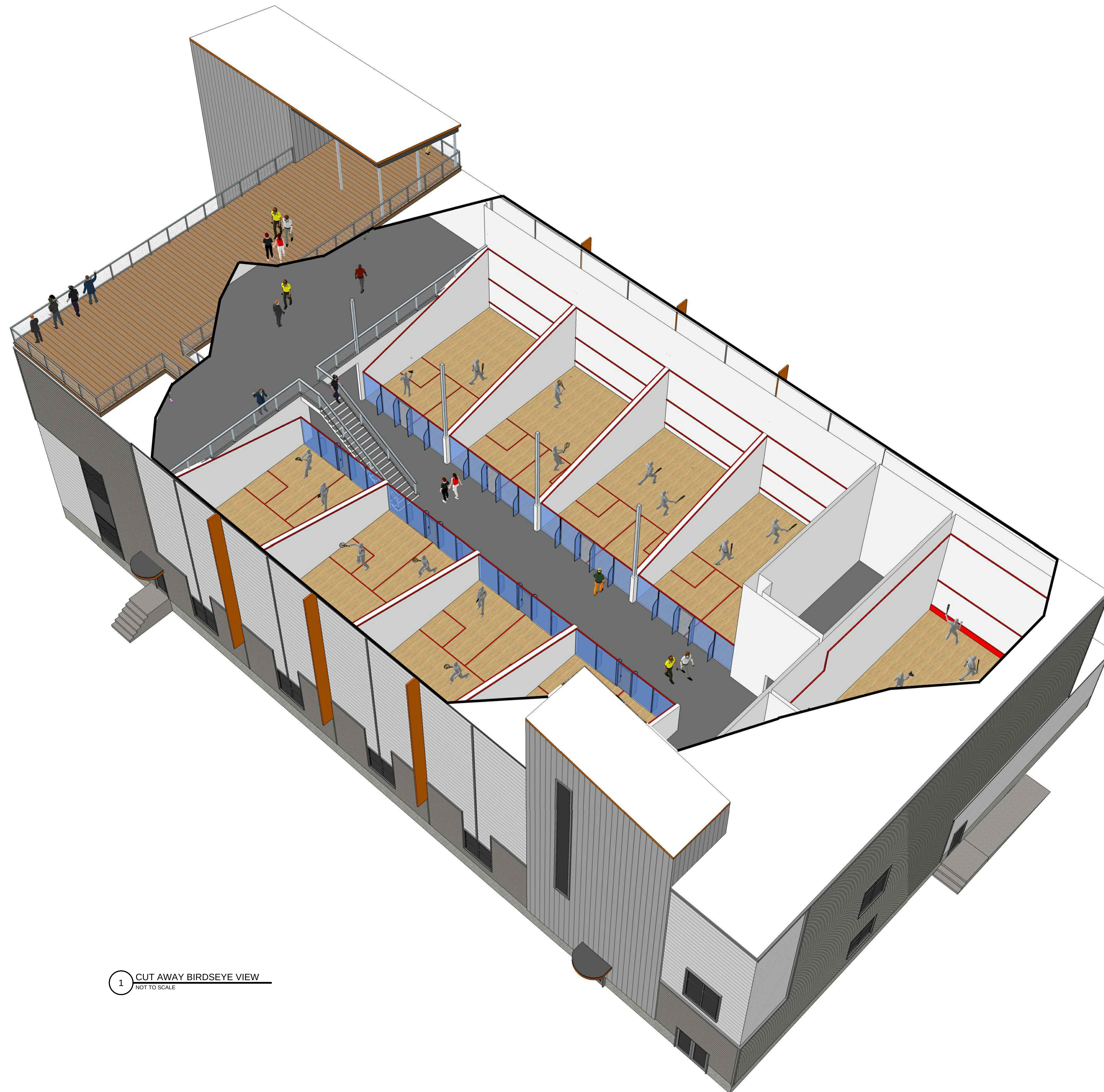


PROPOSED ADDITION TO BAYSIDE BOWL

APRIL 20, 2015



PORTLAND
COMMUNITY
SQUASH



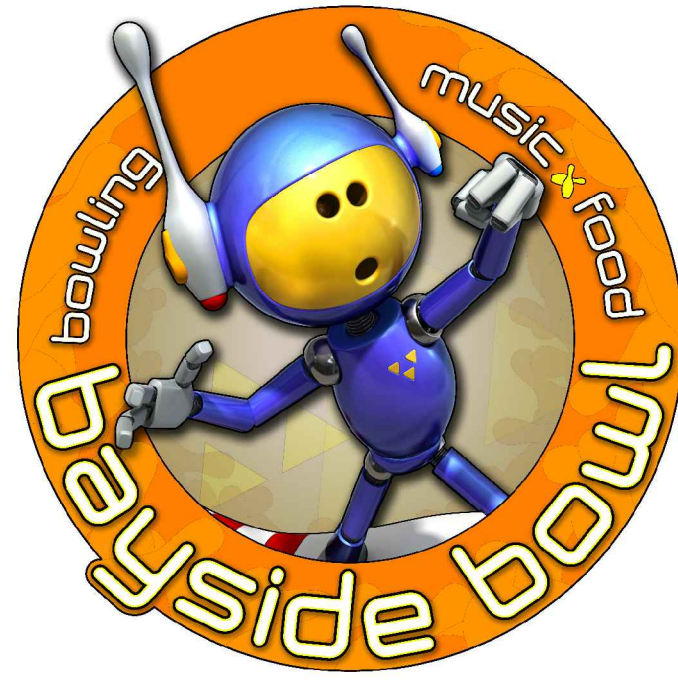
1 CUT AWAY BIRDSEYE VIEW
NOT TO SCALE

PORTLAND
BUILDERS

PROGRESS PRINT ONLY
Not for Construction

Mitchell
& Associates
LANDSCAPE ARCHITECTS

RYAN SENATORE ARCHITECTURE



PROPOSED ADDITION TO BAYSIDE BOWL

APRIL 20, 2015

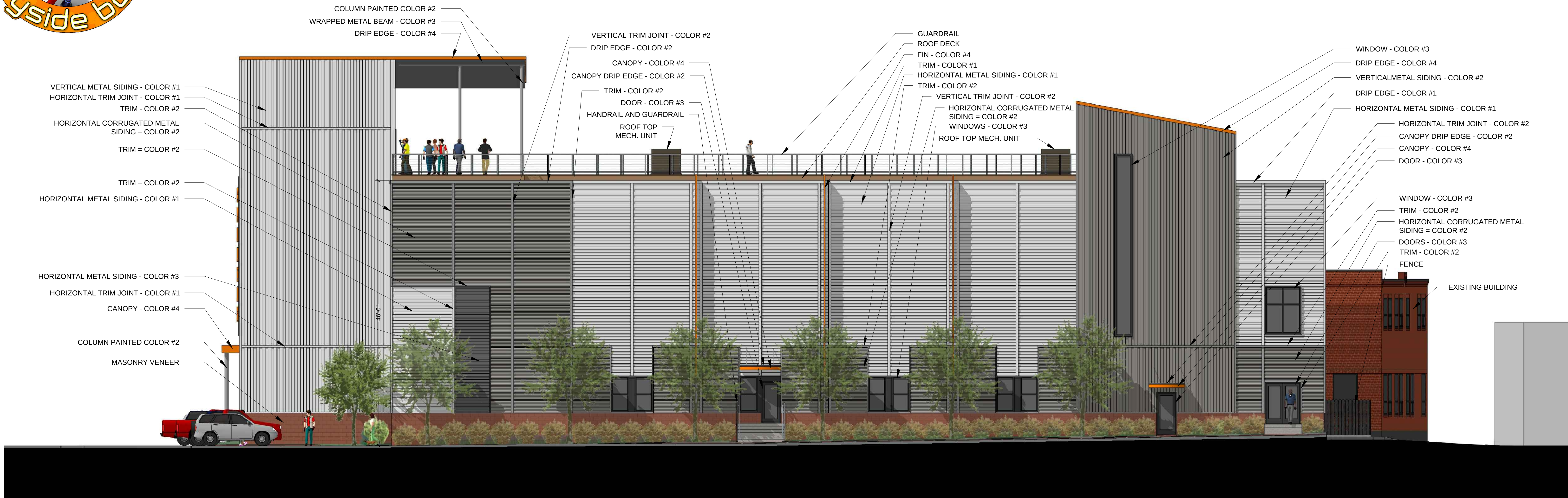


1 WEST ELEVATION
1/8" = 1'-0"

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

PROPOSED ADDITION TO BAYSIDE BOWL

APRIL 20, 2015

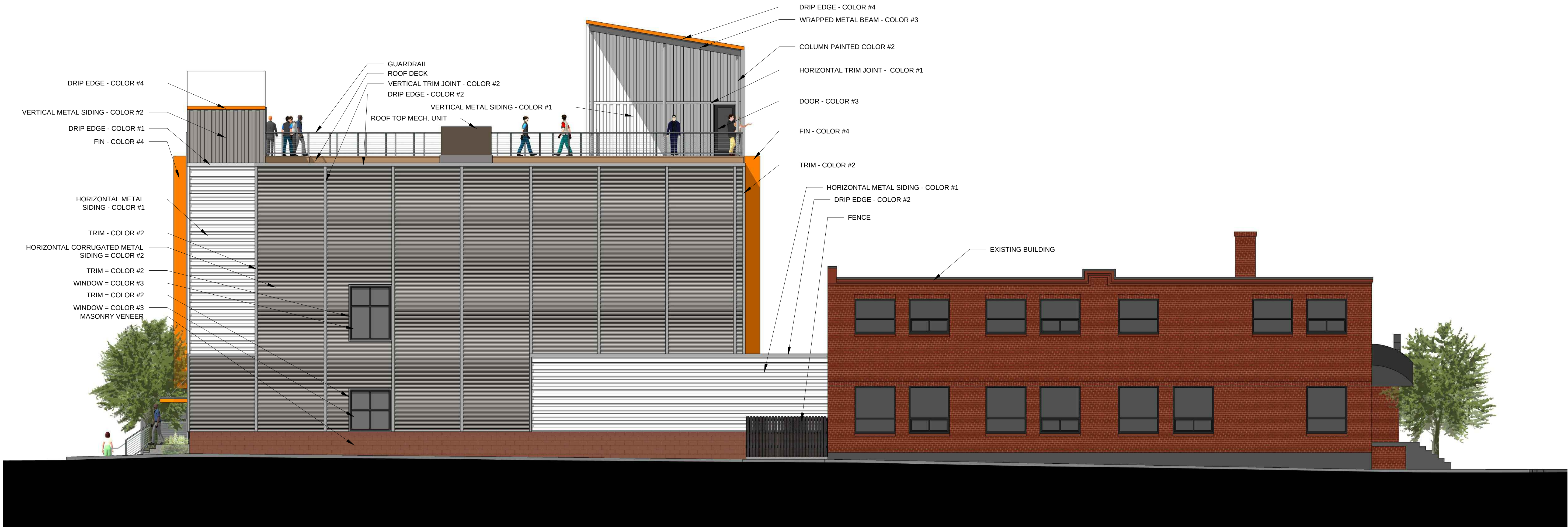


1 SOUTH ELEVATION
1/8" = 1'-0"

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

PROPOSED ADDITION TO BAYSIDE BOWL

APRIL 20, 2015



1 EAST 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

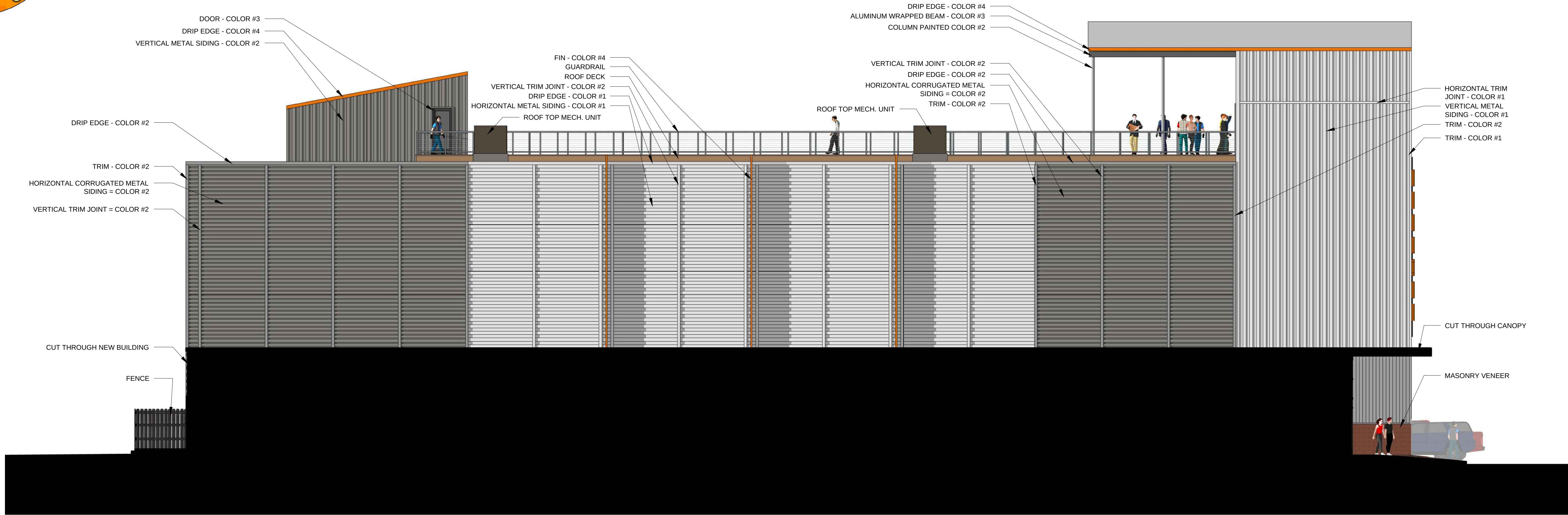


PROPOSED ADDITION TO BAYSIDE BOWL

APRIL 20, 2015



PORTLAND
COMMUNITY
SQUASH



1 NORTH 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

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
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 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 ITS 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."
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

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:

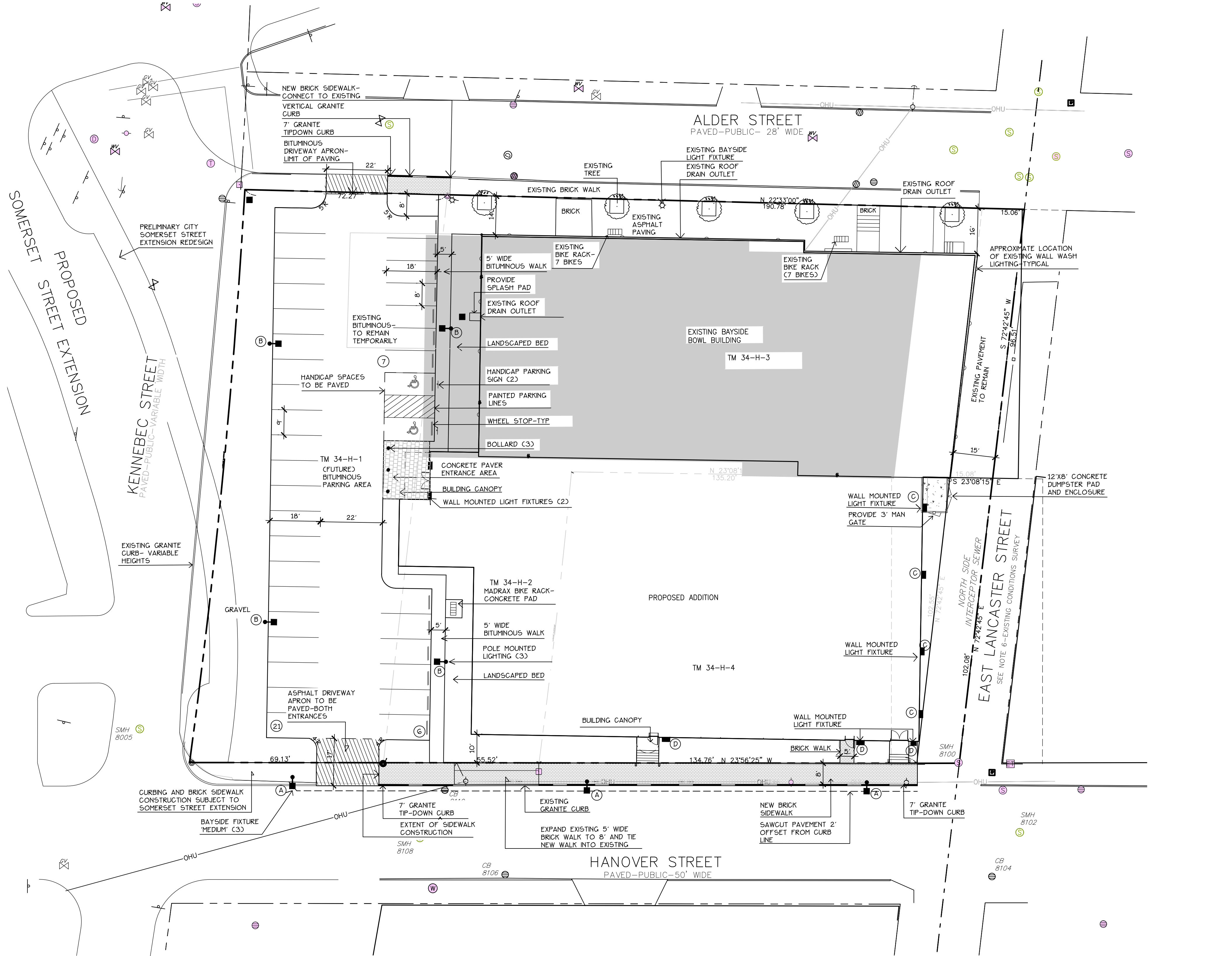
14 SPACES

PROPOSED:

21 SPACES

LIGHTING SCHEDULE

KEY	QTY	MANUFACTURER	CATALOG NUMBER	DESCRIPTION	LAMP
(A)	3	HOLOPHANE	ESL 110 4K A5 X	BAYSIDE DISTRICT FIXTURE MEDIUM LED TEARDROP	110 W 100 LED ARRAY
(B)	4	BEACON	VP-S-3ONB-90-5K-T4-UNIV-MOB50-WB-BZ-PC	VIPER WITH PHOTOCELL	XX
(C)	4	HUBBELL	LNC2-18LU-5K-3-1-PC	LAREDO WALL PAC WITH PHOTOCELL	XX
(D)	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		
SANITARY SEWER		
STORM DRAIN		
WATER		
TELEPHONE		
GAS		
CURB		
FENCE		
SIGN		
DECIDUOUS TREE		
EVERGREEN TREE		
PIPE BOLLARD		
BIKE HITCH		
ZONE LINE		
WALL MOUNTED		
LIGHT FIXTURE		
SECURITY CAMERA		
OVERHEAD WIRES		
CMP CABLE LINES		

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

Portland, Maine

58 Alder Street

Date:

MARCH 23, 2015

Issued For:

SITE PLAN SUBMISSION

Revisions:

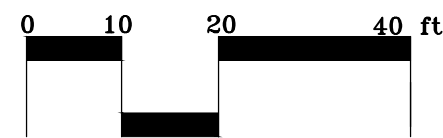
4-23-15

Reproduction or reuse of
this document without the
expressed written consent of
Mitchell & Associates is prohibited.

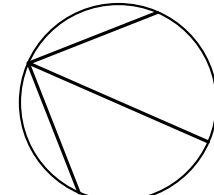
Title:

LAYOUT AND LIGHTING
PLAN

Scale: 1"=20'



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 II 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 13.8#/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.

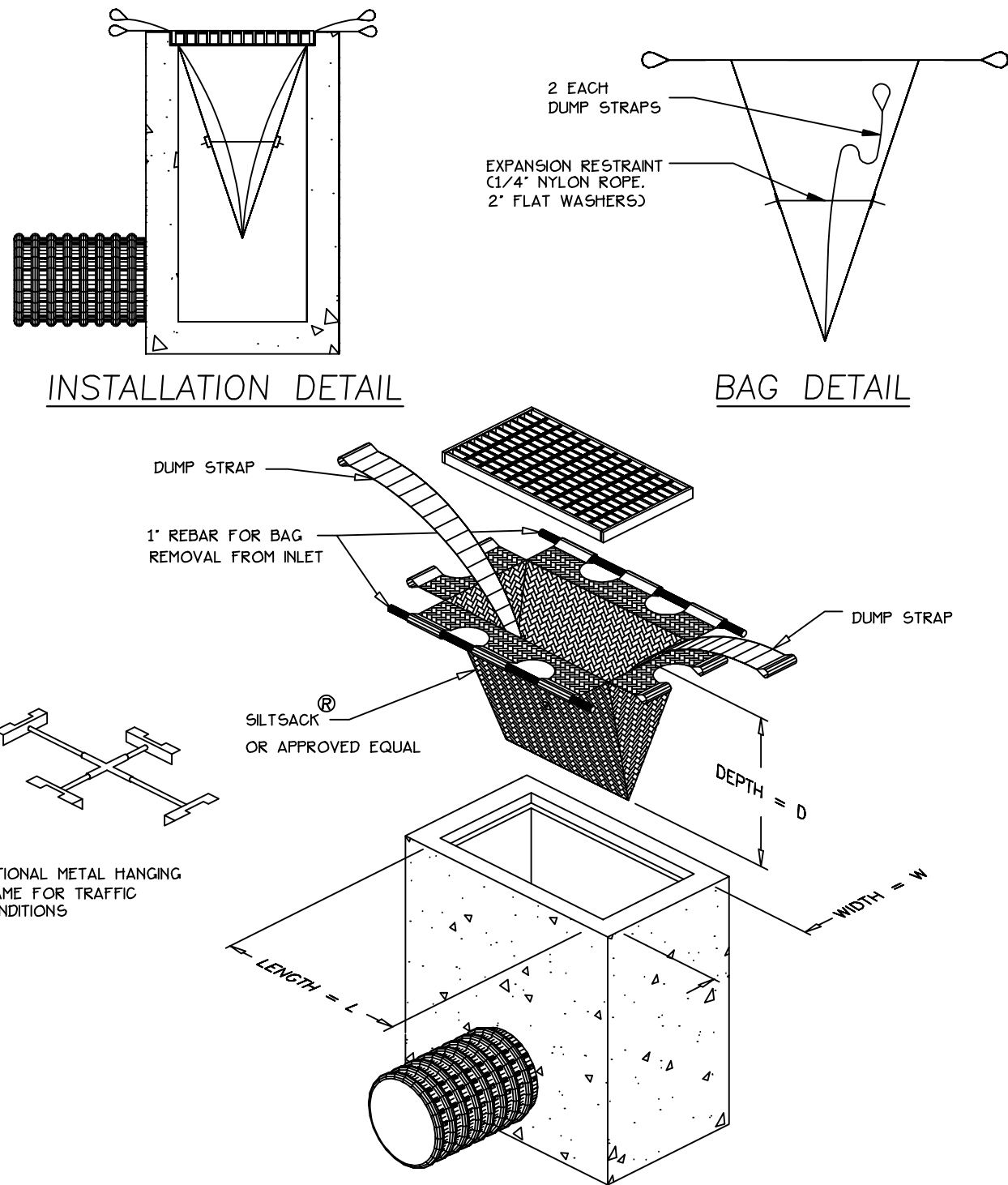
E. CONSTRUCTION SEQUENCE

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.

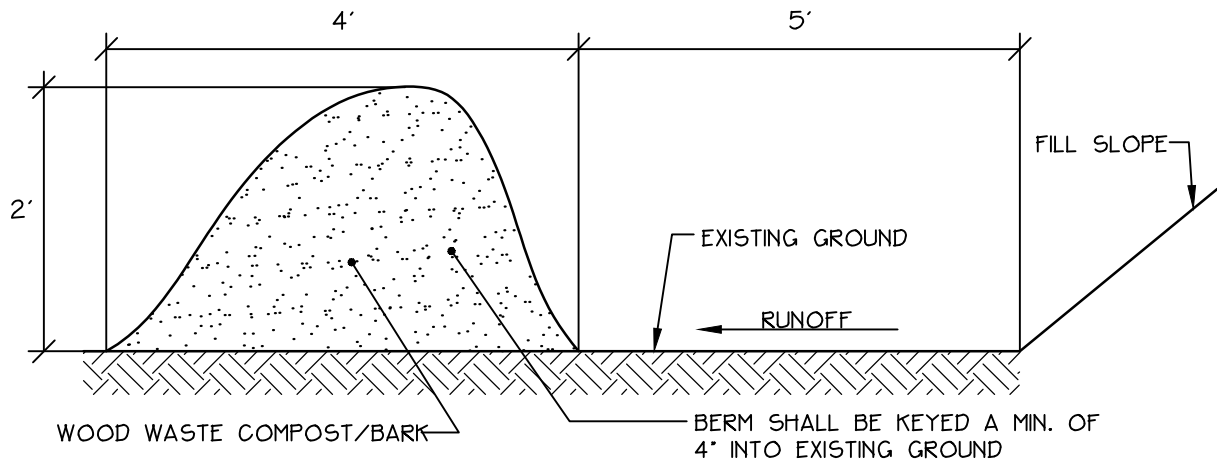
F. SITE INSPECTION + MAINTENANCE

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.



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 SALTATION 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.

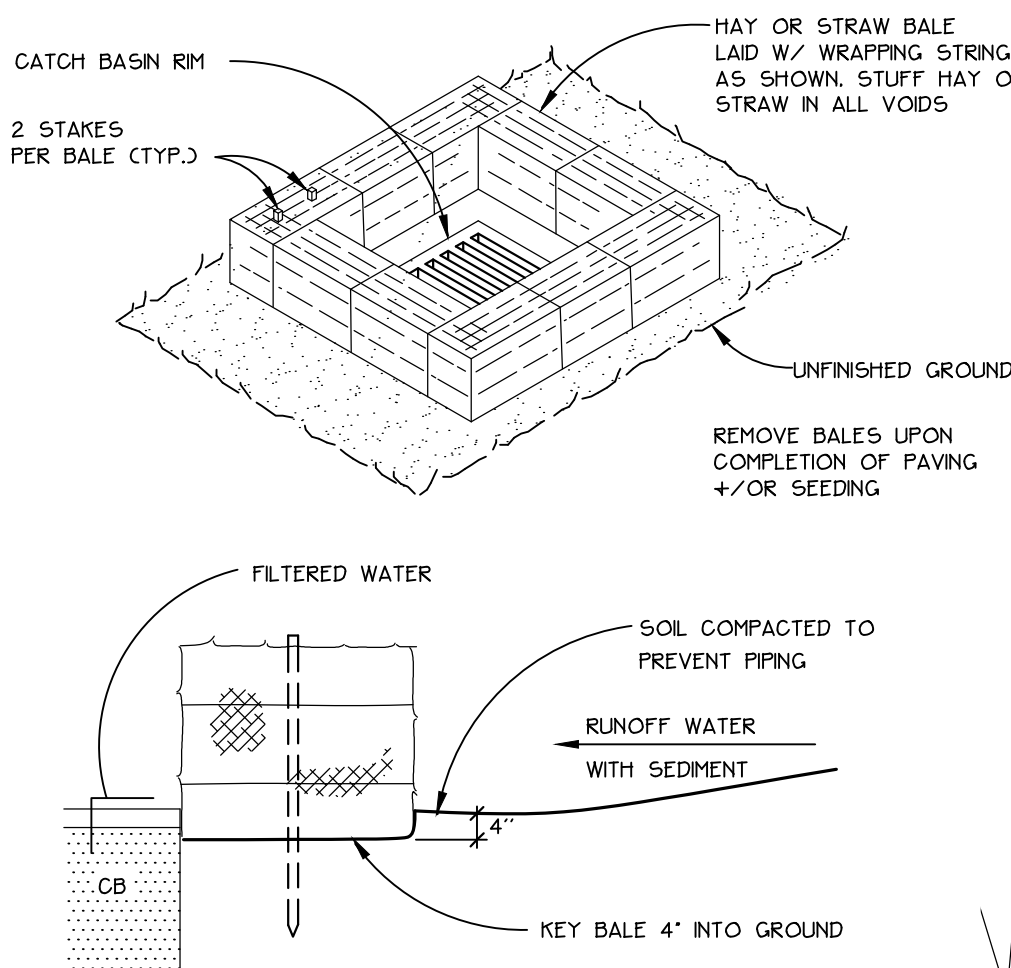


3 EROSION CONTROL MIX

7 NOT TO SCALE

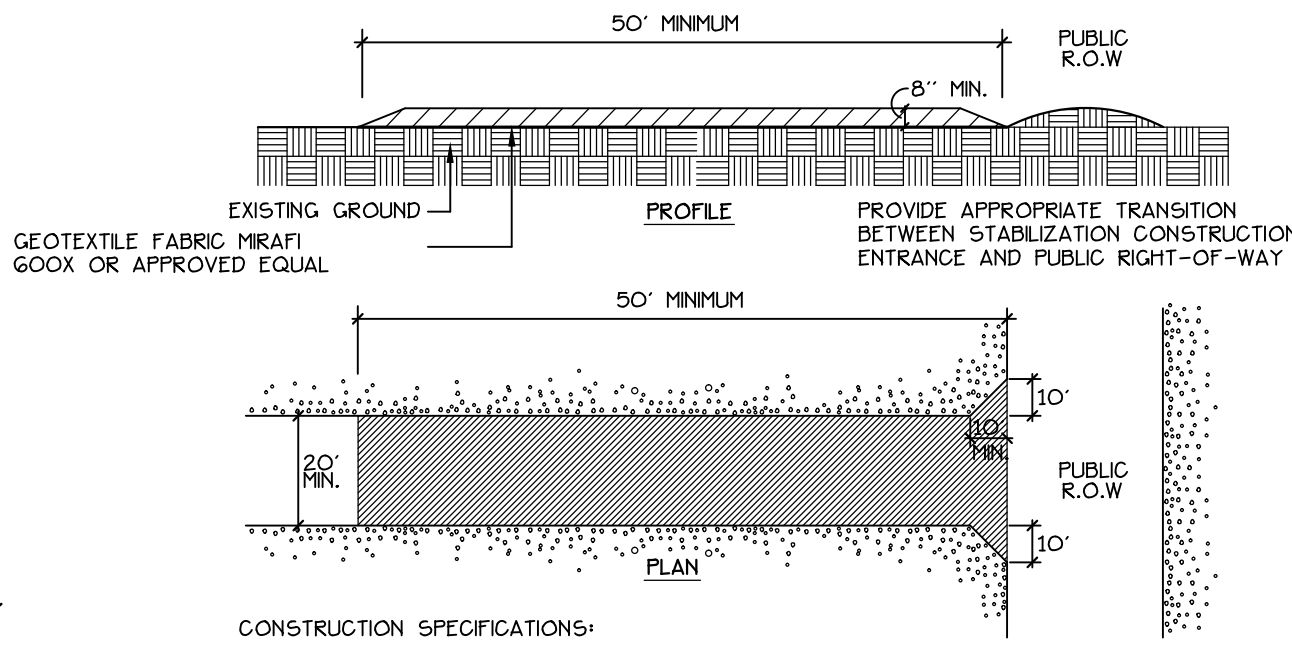
1 INLET SEDIMENT CONTROL DEVICE

7 NOT TO SCALE



2 STRAW BALE DROP INLET SEDIMENT FILTER

7 NOT TO SCALE

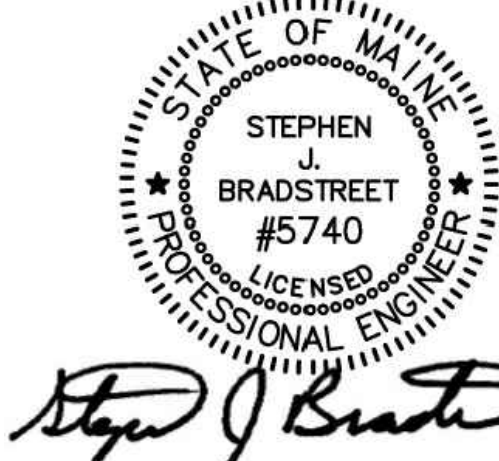
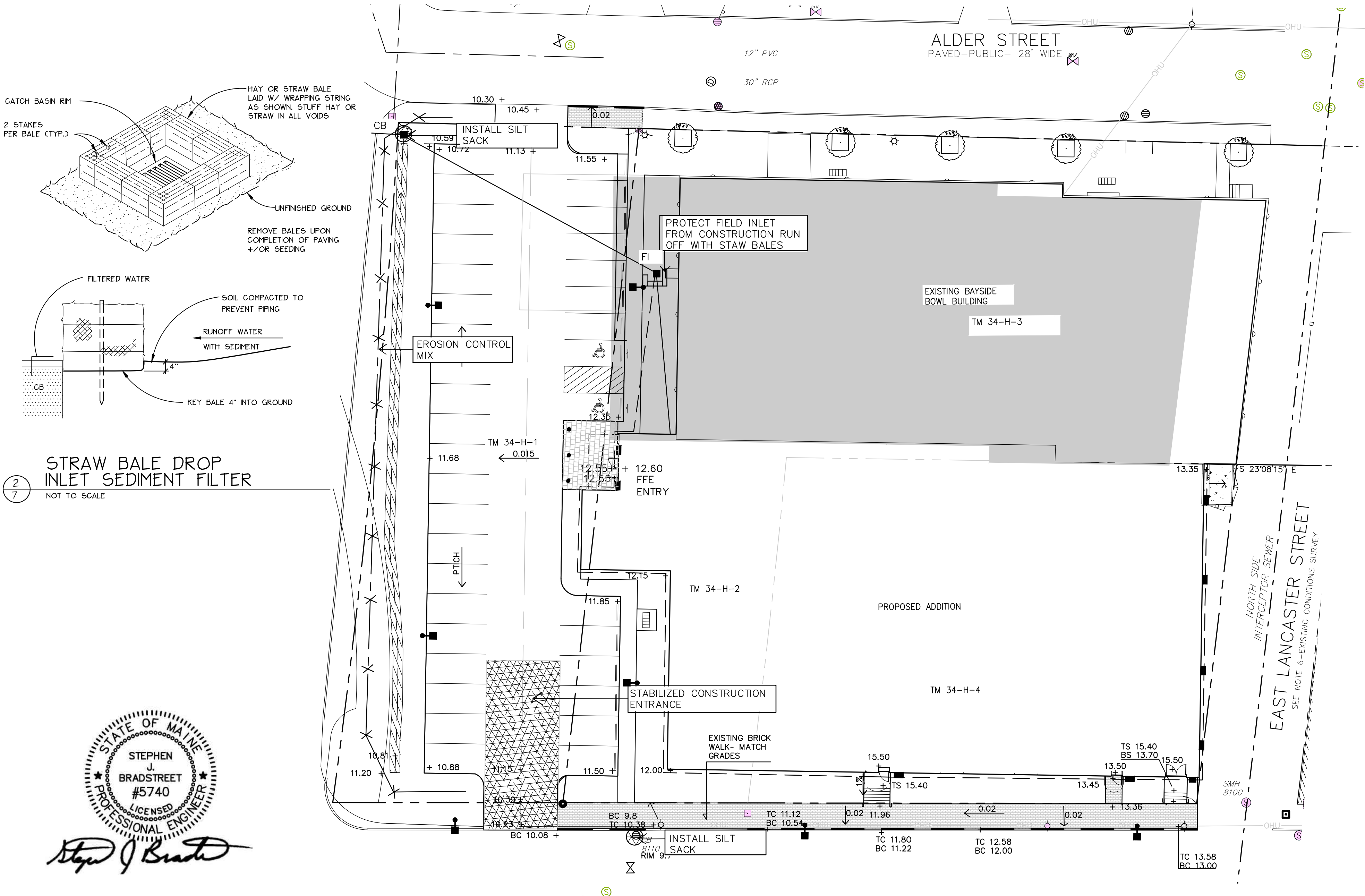


CONSTRUCTION SPECIFICATIONS:

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/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 STABILIZED CONSTRUCTION ENTRANCE

7 NOT TO SCALE



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:

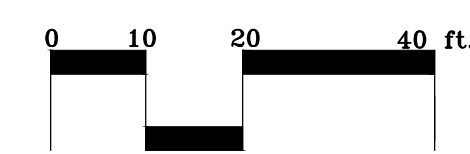
4-23-15

Reproduction or reuse of this document without the expressed written consent of Mitchell & Associates is prohibited.

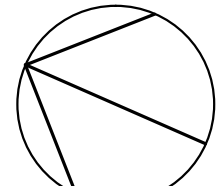
Title:

EROSION AND SEDIMENTATION CONTROL PLAN

Scale: 1"=20'

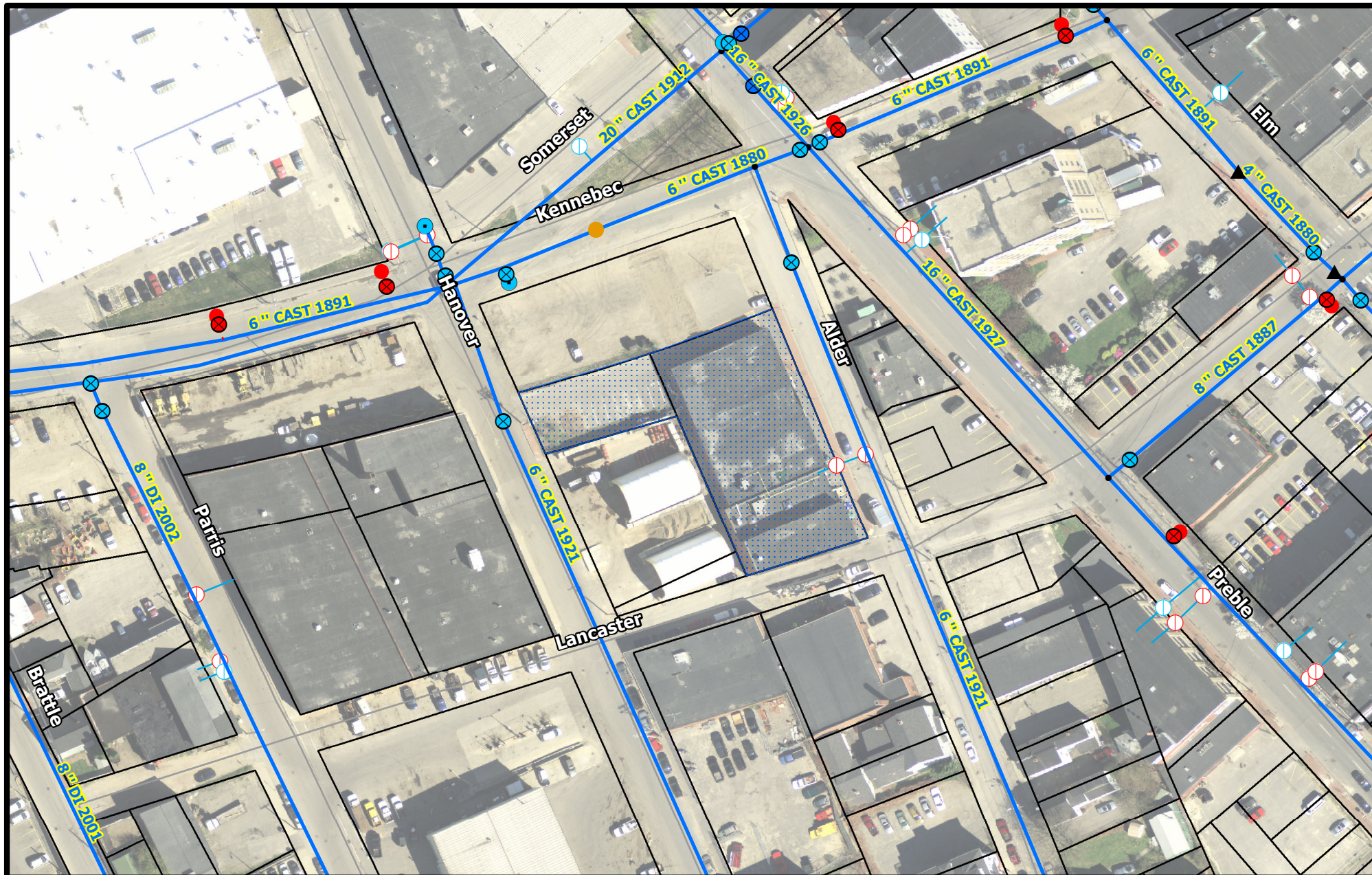


North:



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 | ● Connection | ⊕ Combined Service | ● Manhole |
| ⊕ Blow Off | ● Attribute Change | ⊕ Domestic Service | ● CSO |
| ⊕ By Pass | ▲ Reducer | ⊕ Fire Service | → Gravity |
| ⊕ Distribution | ● Hydrant | ⊕ Private Hydrants | → Force |
| ⊕ Transmission | ⊕ Hydrant Control | ⊕ Meter Pits | |



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.

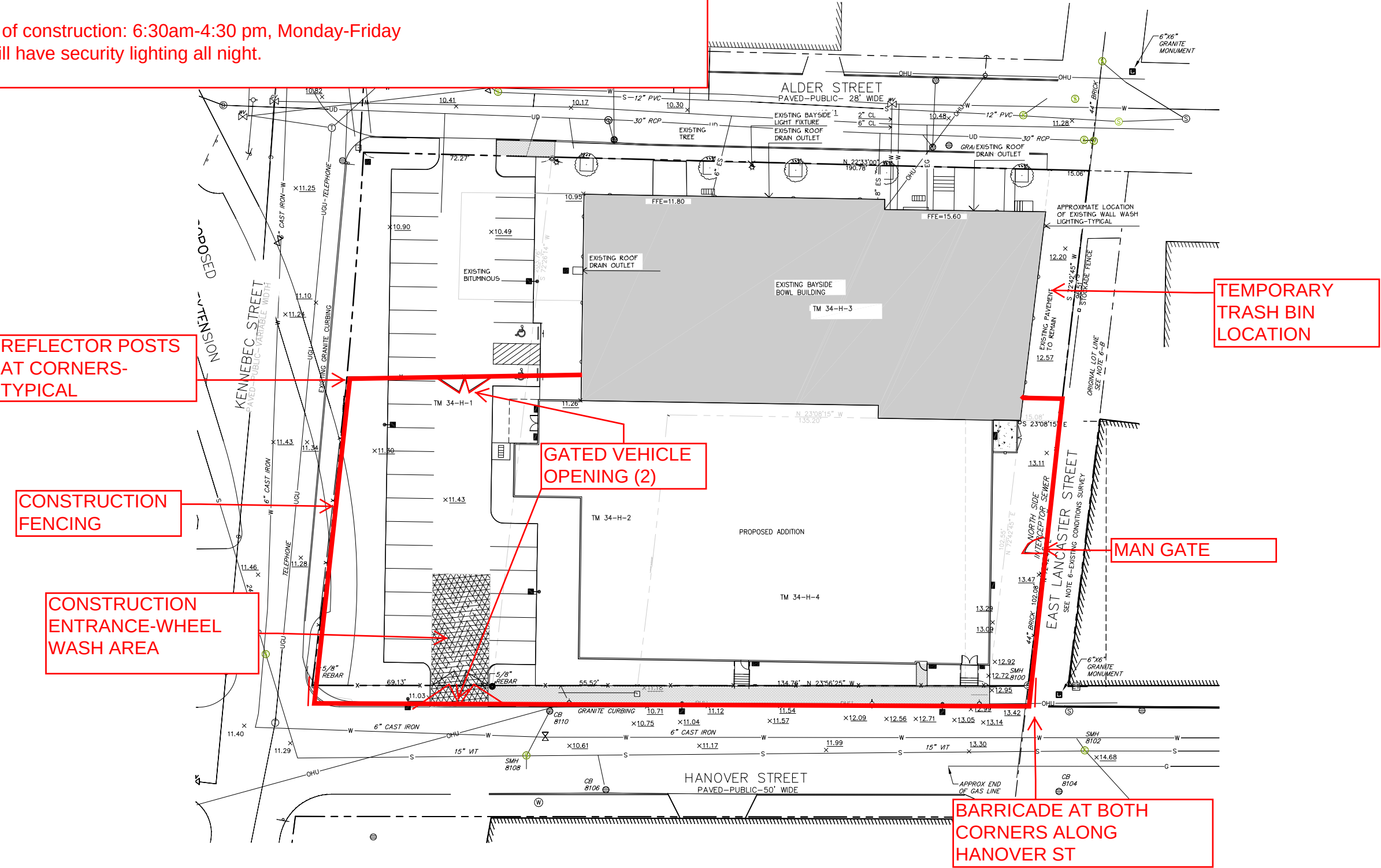
Drawn By: GJH

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:

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

Reproduction or reuse of this document without the expressed written consent of Mitchell & Associates is prohibited.

Title:

CONSTRUCTION MANAGEMENT PLAN

Scale: 1"=20'

0 10 20 40 ft.

North:

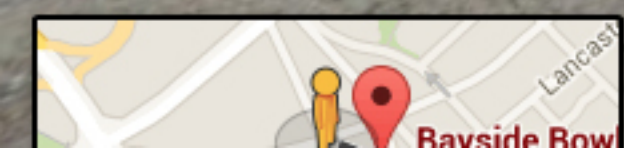
Sheet No.:

A



© 2014 Google

© 2014 Google



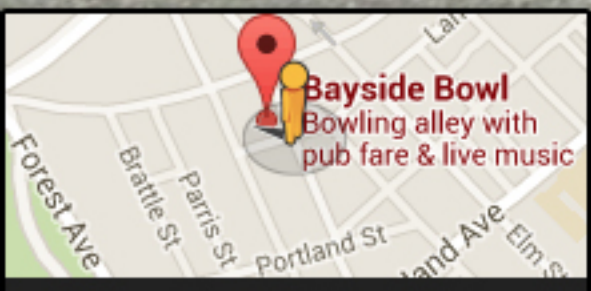


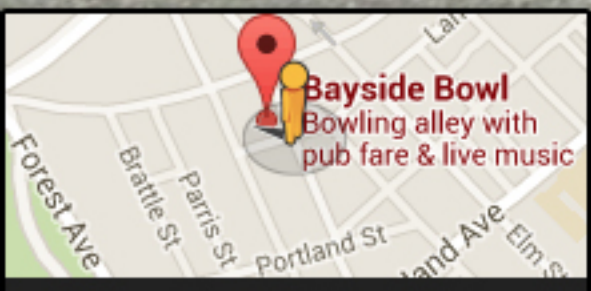








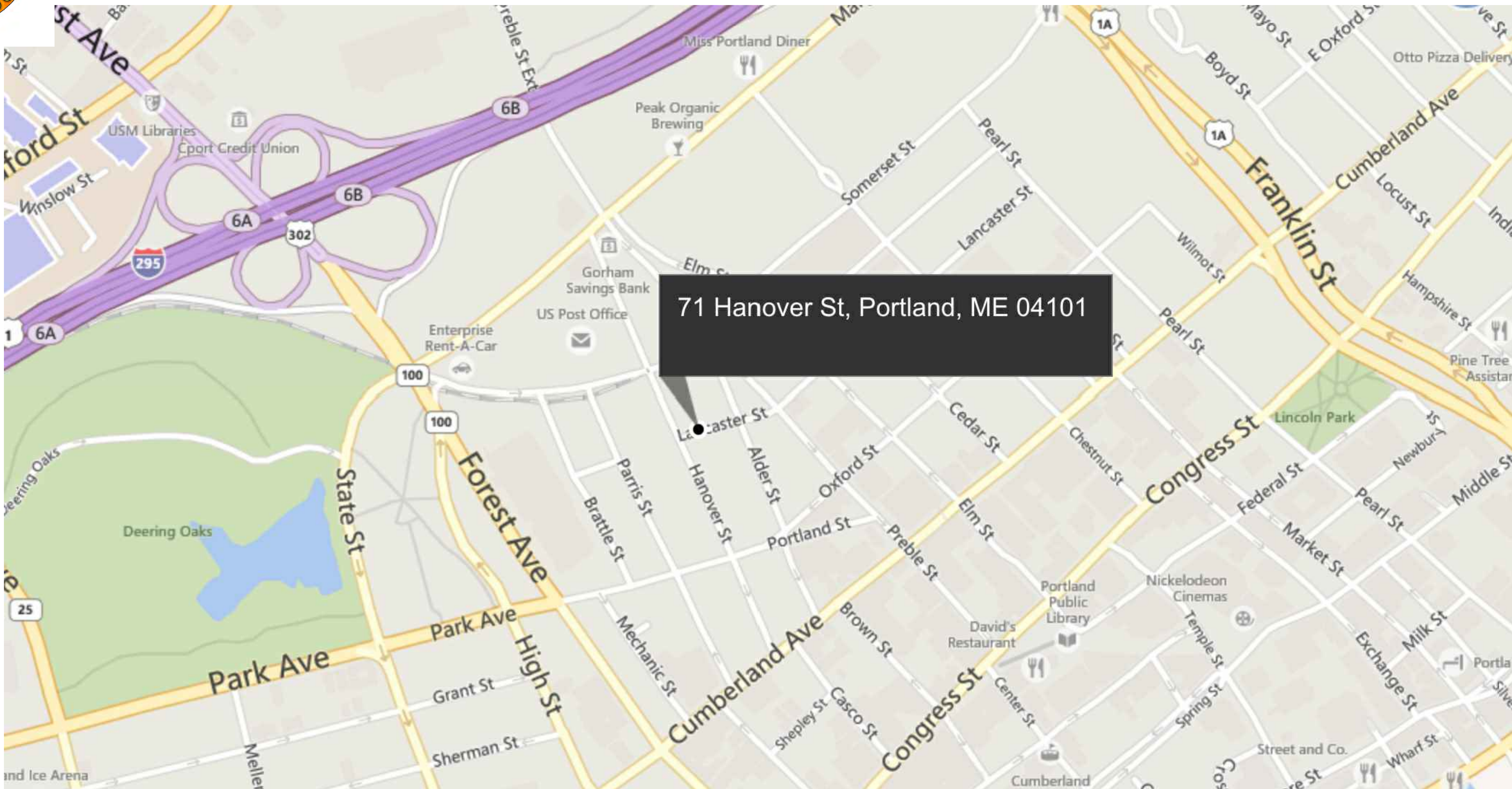




PROPOSED ADDITION TO BAYSIDE BOWL



PORTLAND
COMMUNITY
SQUASH



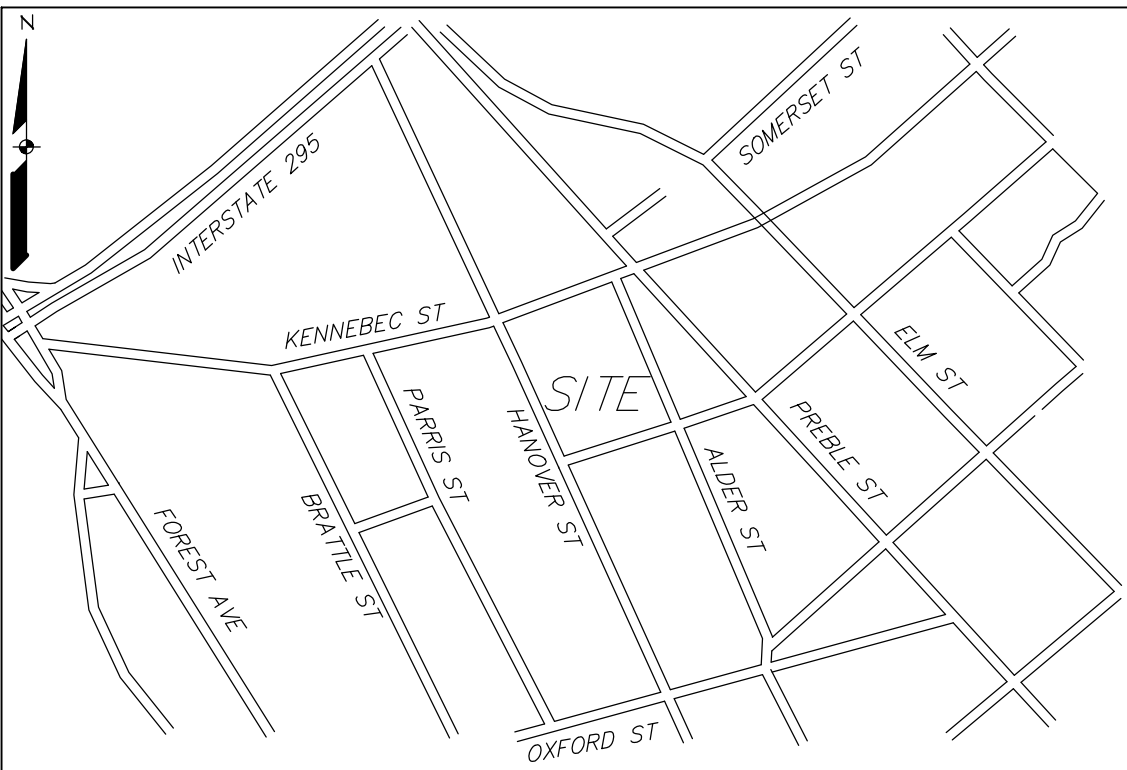
1 SITE LOCATION MAP
NOT TO SCALE

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
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 A55E55OR5 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 FURMAN'S 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 G.



LOCATION MAP N.T.S.

Prepared For:
Applicant: **Plan 2**
BoPo,L.L.C.
58 Alder Street
Portland, Maine
Justin Alfond, Manager

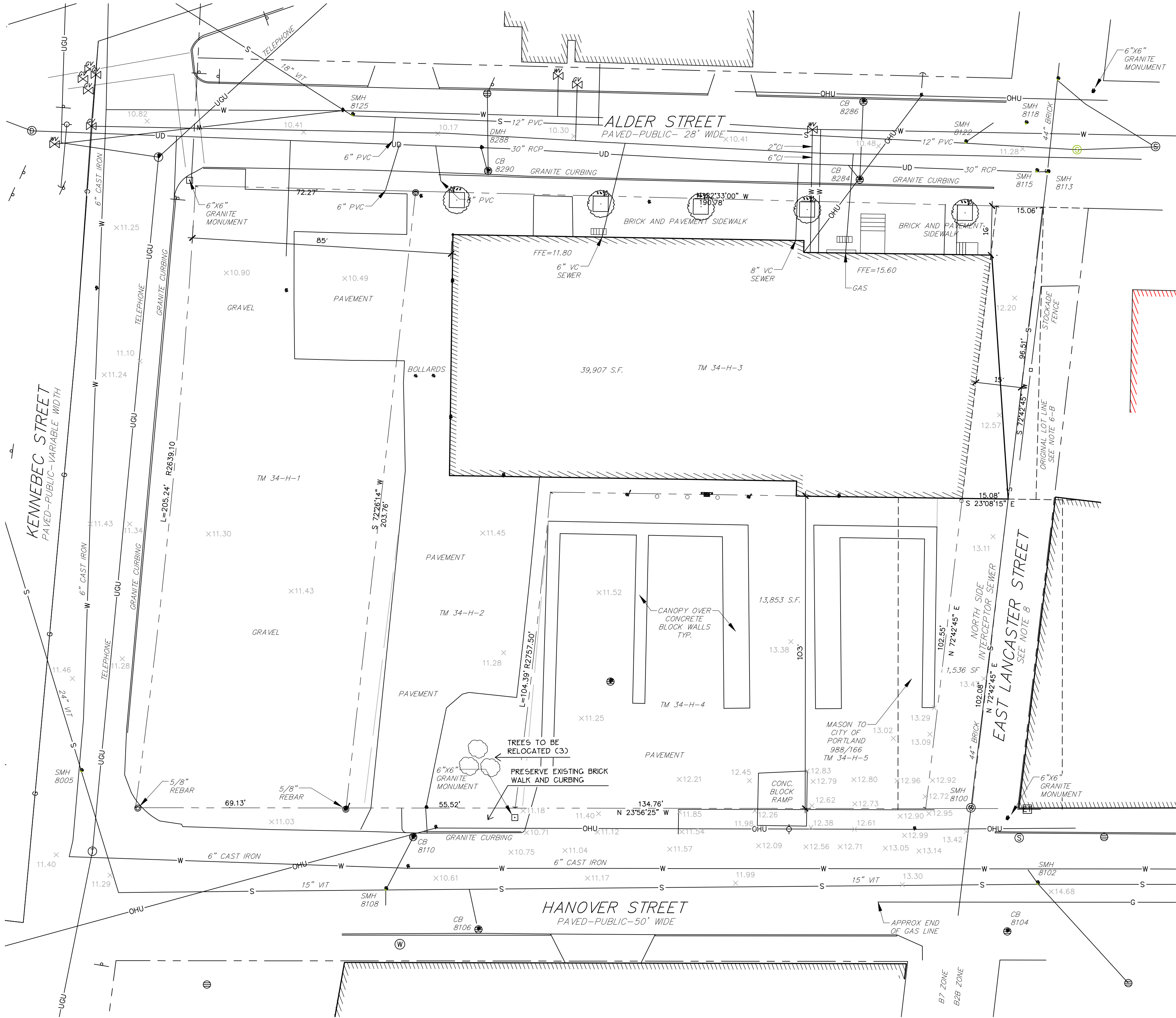
Prepared By:
MITCHELL & ASSOCIATES
Landscape Architects
The Staples School
70 Center Street
Portland, Maine 04101
Tel: (207) 774-4427

BAYSIDE BOWL

Portland, Maine
58 Alder Street

LEGEND

	EXISTING
PROPERTY LINE	
GRANITE MONUMENT	
IRON PIPE/ROD	
CATCHBASIN	
MANHOLE	
HYDRANT	
UTILITY POLE	
GATE VALVE	
SANITARY SEWER	
STORM DRAIN	
WATER	
TELEPHONE	
GAS	
OVERHEAD WIRES	
CMP CABLE LINES	
CURB	
FENCE	
SIGN	
DECIDUOUS TREE	
CONTOUR	
SPOT ELEVATION	



Date:
MARCH 23, 2015

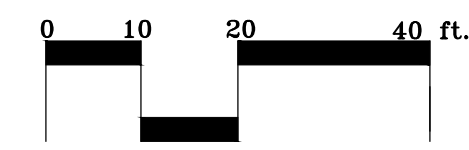
Issued For:
SITE PLAN SUBMISSION

Revisions:

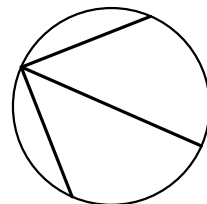
Reproduction or reuse of
this document without the
expressed written consent of
Mitchell & Associates is prohibited.

Title:
EXISTING CONDITIONS
PLAN

Scale: 1"=20'



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 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 ITS 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."
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:

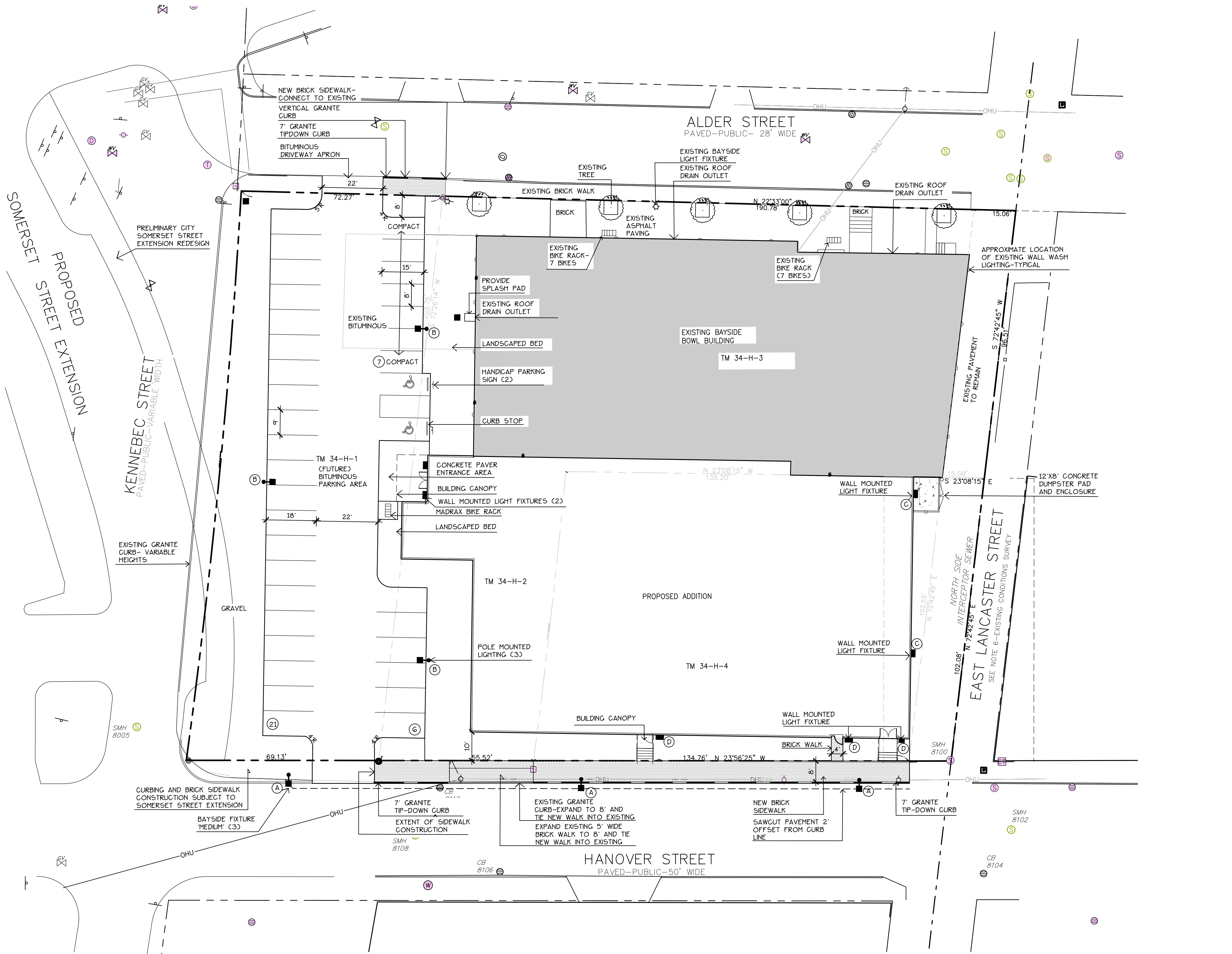
14 SPACES

PROPOSED:

21 SPACES

LIGHTING SCHEDULE

KEY	QTY	MANUFACTURER	CATALOG NUMBER	DESCRIPTION	LAMP
(A)	3	HOLOPHONE	ESL 110 4K A5 X	BAYSIDE DISTRICT FIXTURE 'MEDIUM' LED TEARDROP	110 W 100 LED ARRAY
(B)	3	BEACON	VP-S-3ONB-90-5K-T4-UNIV-MOB50-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:

Reproduction or reuse of this document without the expressed written consent of Mitchell & Associates is prohibited.

Title:

LAYOUT AND LIGHTING PLAN

Scale: 1"=20'

0 10 20 40 ft.

North:

Sheet No:

2

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 BETWEEN FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN CORRESPOND TO 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:

SMH 8108 RIM=10.6
8" VIT IN=9.7
12" VIT IN=OUT=4.5
12" PVC IN=9.4
SHELF=4.8

CB 8110 RIM=9.7
8" VIT IN=OUT=5.7
SUMP=4.0

SMH 8102 RIM=14.3
15" CMP IN IN=6.9
18" VIT IN=IN=8.6
12" VIT IN=IN=6.2
15" VIT IN=OUT=6.1
SHELF=6.9

SMH 8115 RIM=11.1
44" BRICK IN=IN=4.0
12" VIT IN IN=3.9
TOP

30" RCP IN OUT=3.2

CB 8284 RIM=9.9
12" PVC IN IN=6.2
12" PVC IN=OUT=5.0
SUMP=1.6

CB 8290 RIM=9.5
8" VIT IN=IN=5.4
8" VIT IN=IN=5.4
SUMP=1.7

DMH 8288 RIM=9.8
30" RCP IN IN=1.7
12" VIT IN IN=3.8
30" RCP IN 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

	EXISTING	PROPOSED
PROPERTY LINE		
GRANITE MONUMENT		
IRON PIN		
CATCHBASIN		
MANHOLE		
HYDRANT		
UTILITY POLE		
WATER VALVE		
SANITARY SEWER		
STORM DRAIN		
WATER		
TELEPHONE		
GAS		
CURB		
FENCE		
SIGN		
DECIDUOUS TREE		
EVERGREEN TREE		
PIPE BOLLARD		
BKE HITCH		
SPOT GRADE		
WALL MOUNTED		
LIGHT FIXTURE		
SECURITY CAMERA		
OVERHEAD WIRES		
CMP CABLE LINES		



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.

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 YEWE	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	MYRTICA GALE	SWEET GALE	#3

*NOTES:

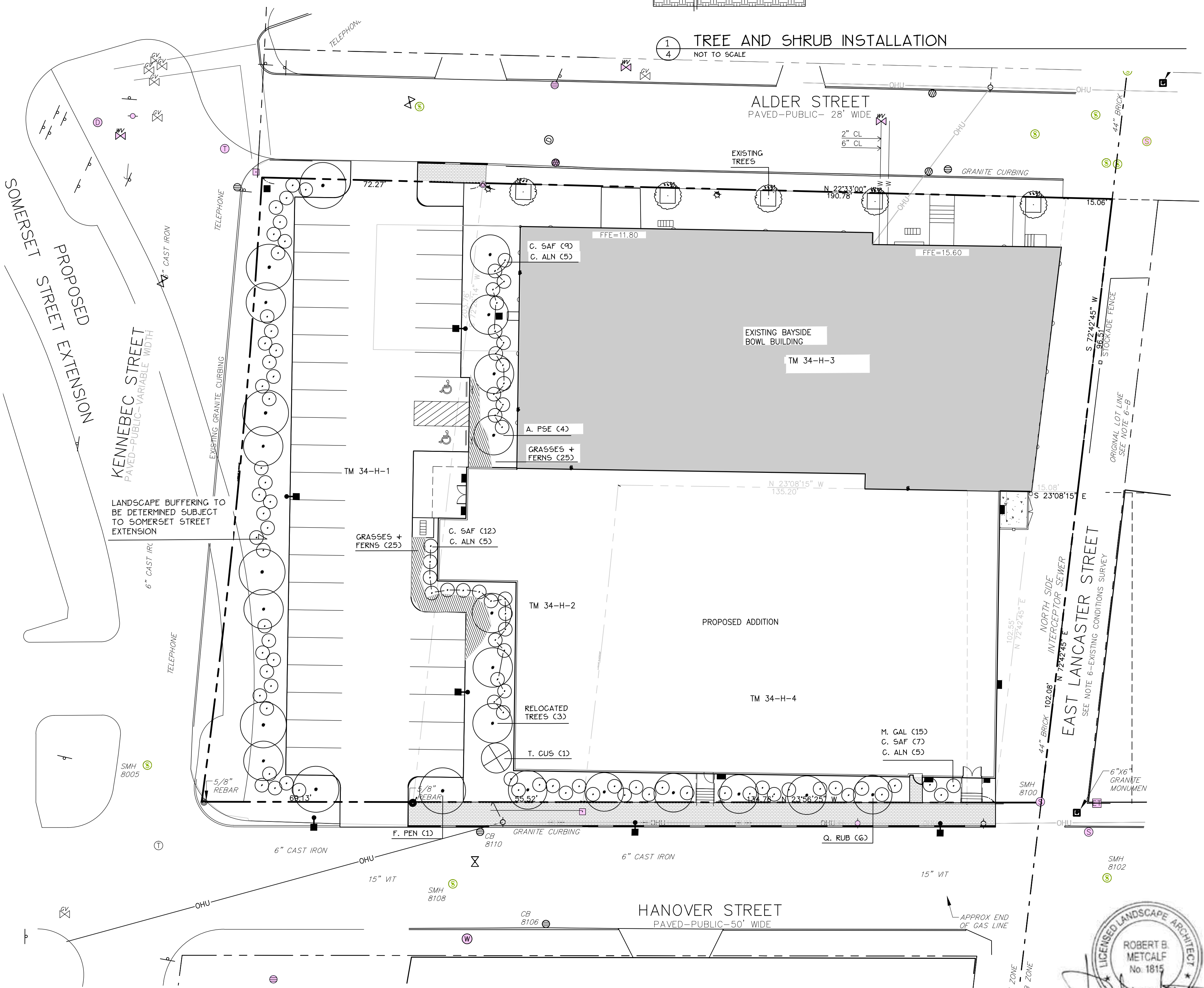
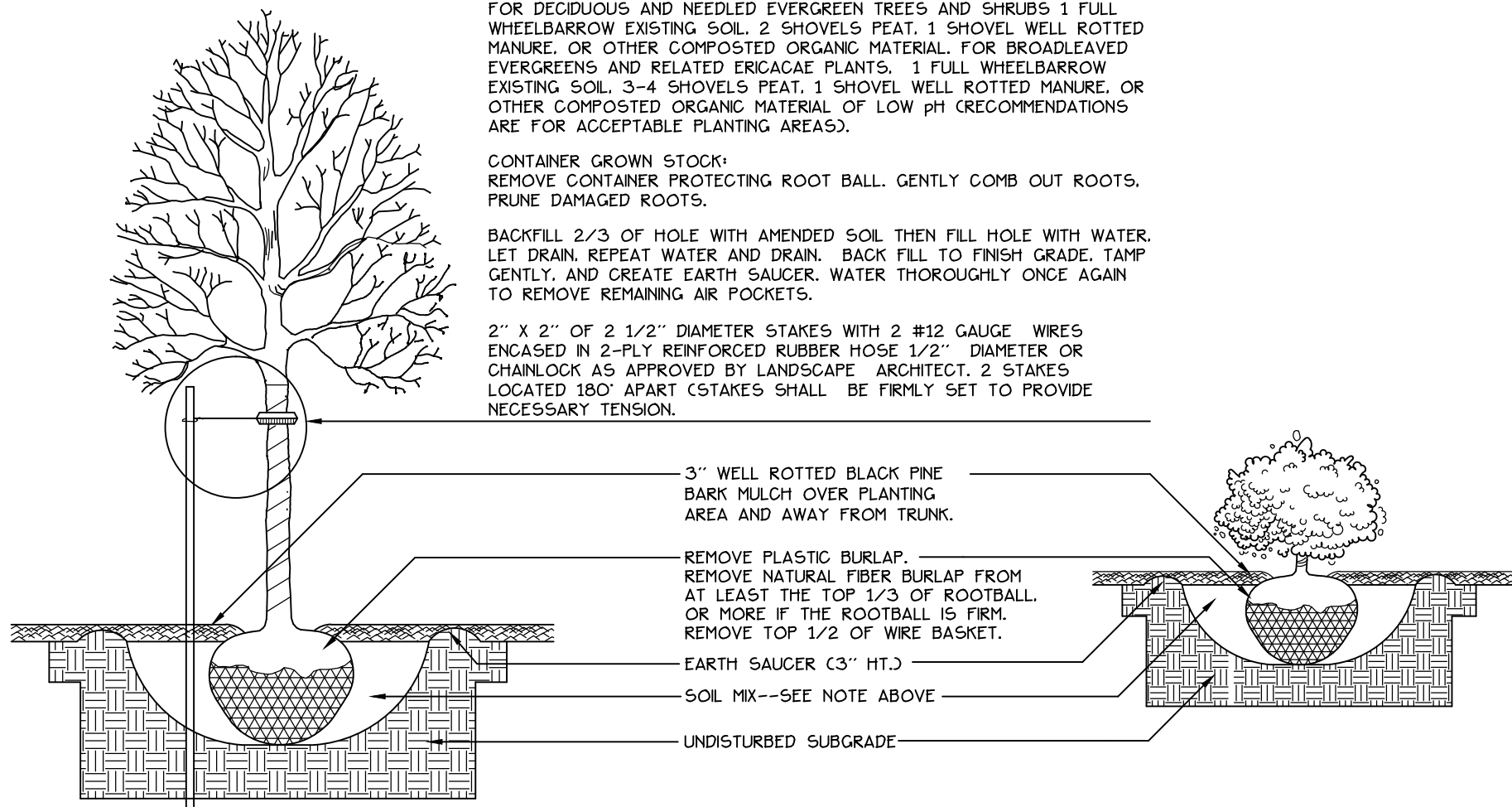
DIG HOLE AT LEAST 2 TIMES THE WIDTH OF ROOT BALL AND AS DEEP AS THE ROOT BALL (NO DEEPER). SET ROOT BALL CENTERED, WITH TOP AT GROUND LEVEL OR SLIGHTLY HIGHER. CORRECT HOLE DEPTH AS NEEDED.

FOR DECIDUOUS AND NEEDED EVERGREEN TREES AND SHRUBS 1 FULL WHEELBARROW EXISTING SOL, 2 SHOVELS PEAT, 1 SHOVEL WELL ROTTED MANURE, OR OTHER COMPOSTED ORGANIC MATERIAL, FOR BROADLEAVED EVERGREENS AND RELATED ERACACEAE PLANTS. 1 FULL WHEELBARROW EXISTING SOL, 3-4 SHOVELS PEAT, 1 SHOVEL WELL ROTTED MANURE, OR OTHER COMPOSTED ORGANIC 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 SOL 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).



LEGEND

	EXISTING	PROPOSED
PROPERTY LINE		
GRANITE MONUMENT		
IRON PIN		
CATCHBASIN		
MANHOLE		
HYDRANT		
UTILITY POLE		
WATER VALVE		
CURB		
FENCE		
SIGN		
DECIDUOUS TREE		
EVERGREEN TREE		
PIPE BOLLARD		
BIKE HITCH		
ZONE LINE		
WALL MOUNTED		
LIGHT FIXTURE		
SECURITY CAMERA		
OVERHEAD WIRES		
CMP CABLE LINES		

Prepared For:

Applicant: **Plan 5**
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

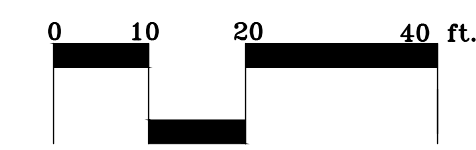
Revisions:

Reproduction or reuse of this document without the expressed written consent of Mitchell & Associates is prohibited.

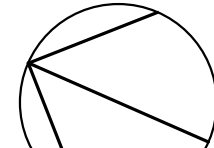
Title:

PLANTING PLAN

Scale: 1"=20'

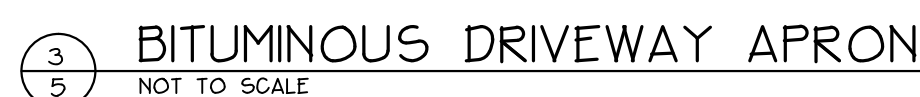


North:



Sheet No:

4



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:

Reproduction or reuse of
this document without the
expressed written consent of
Mitchell & Associates is prohibited

Title:

SITE DETAILS

Scale: 1"=20'

North:

Sheet No.

5



58 Alder Street

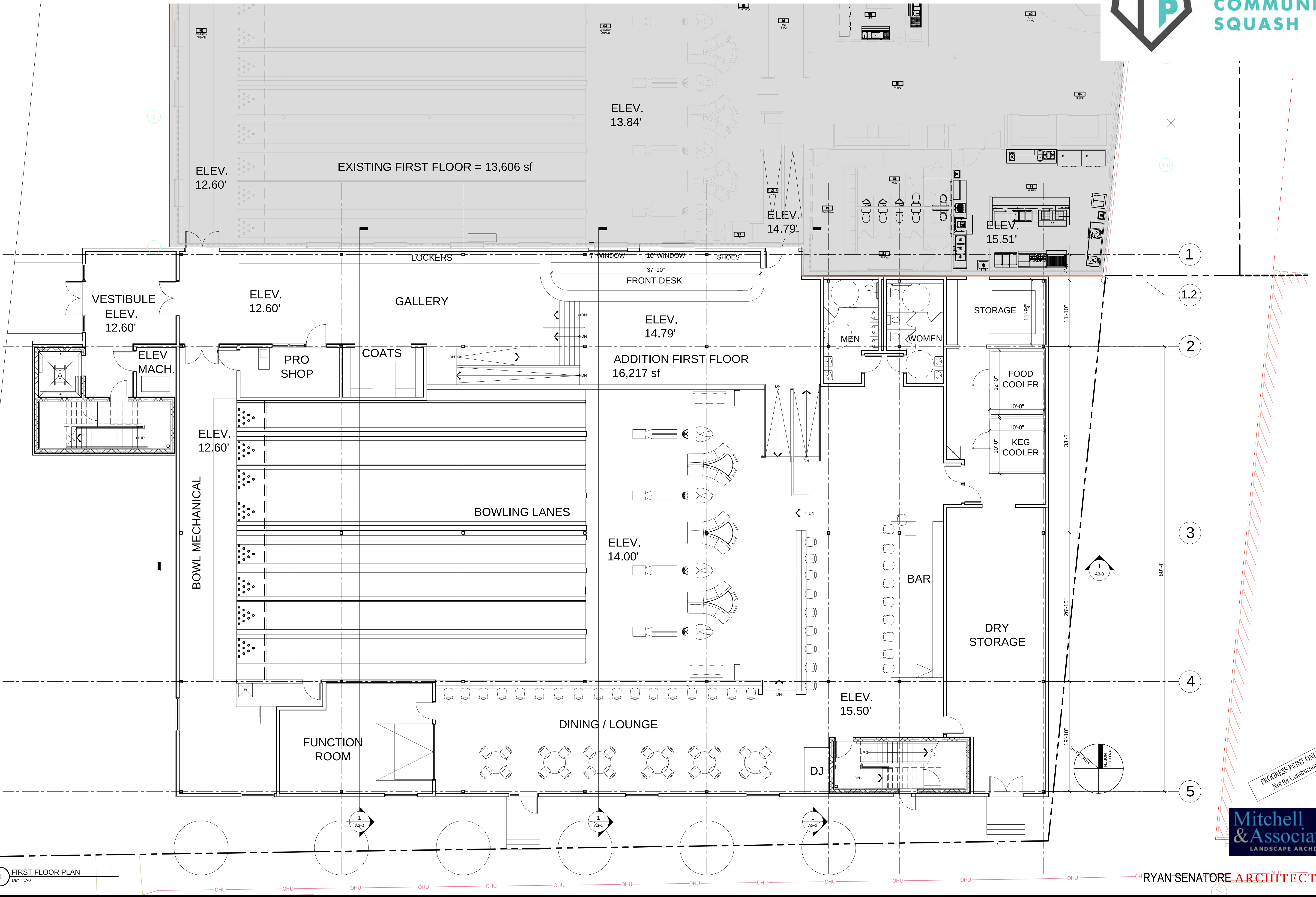
North: 	Sheet No.: 6
---	------------------------



PROPOSED ADDITION TO BAYSIDE BOWL



PORTLAND
COMMUNITY
SQUASH



PORTLAND
BUILDERS

PROGRESS PRINT ONLY
Not for Construction

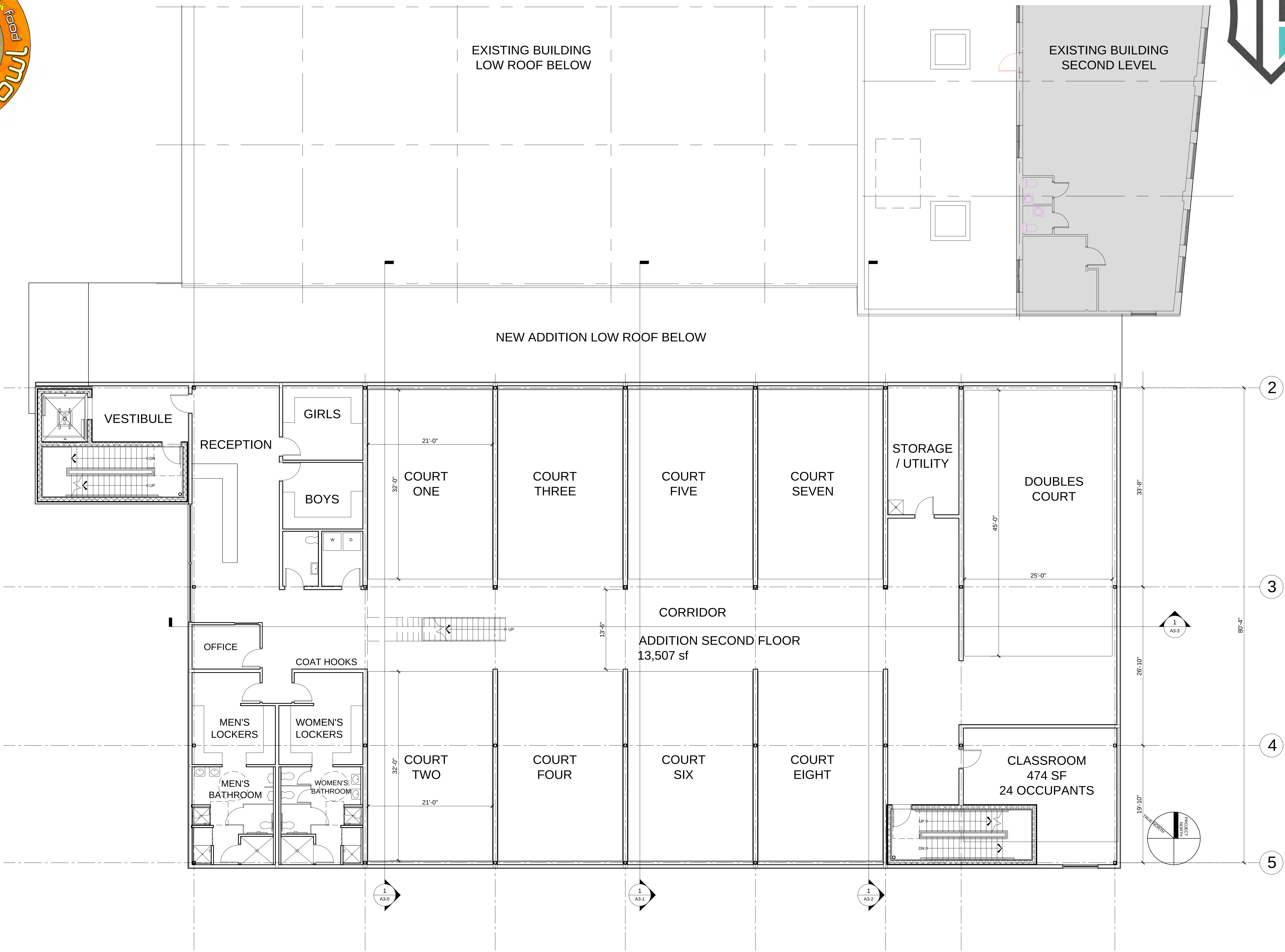
Mitchell
& Associates
LANDSCAPE ARCHITECTS

RYAN SENATORE ARCHITECTURE

PROPOSED ADDITION TO BAYSIDE BOWL



PORTLAND
COMMUNITY
SQUASH

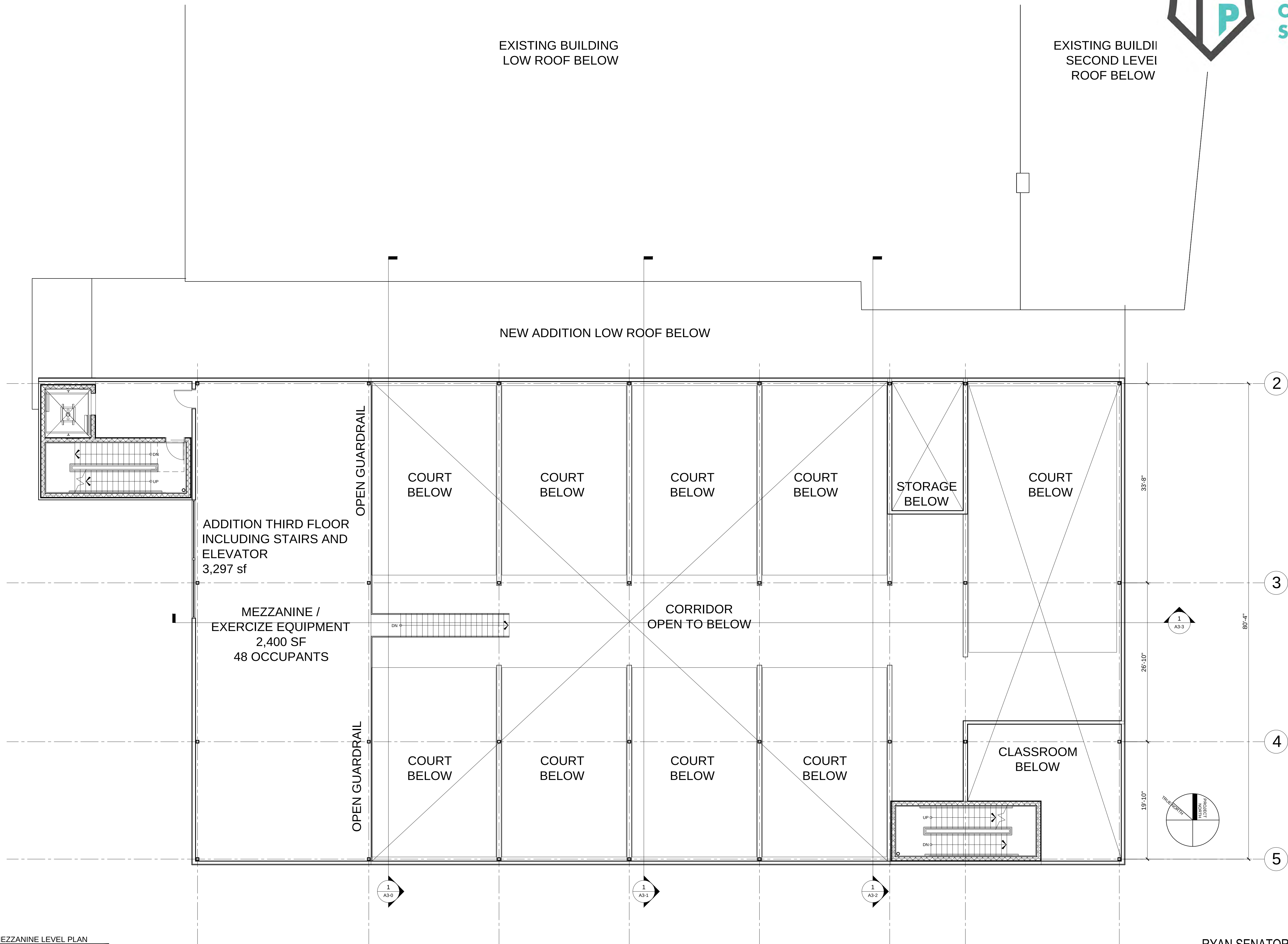




PROPOSED ADDITION TO BAYSIDE BOWL



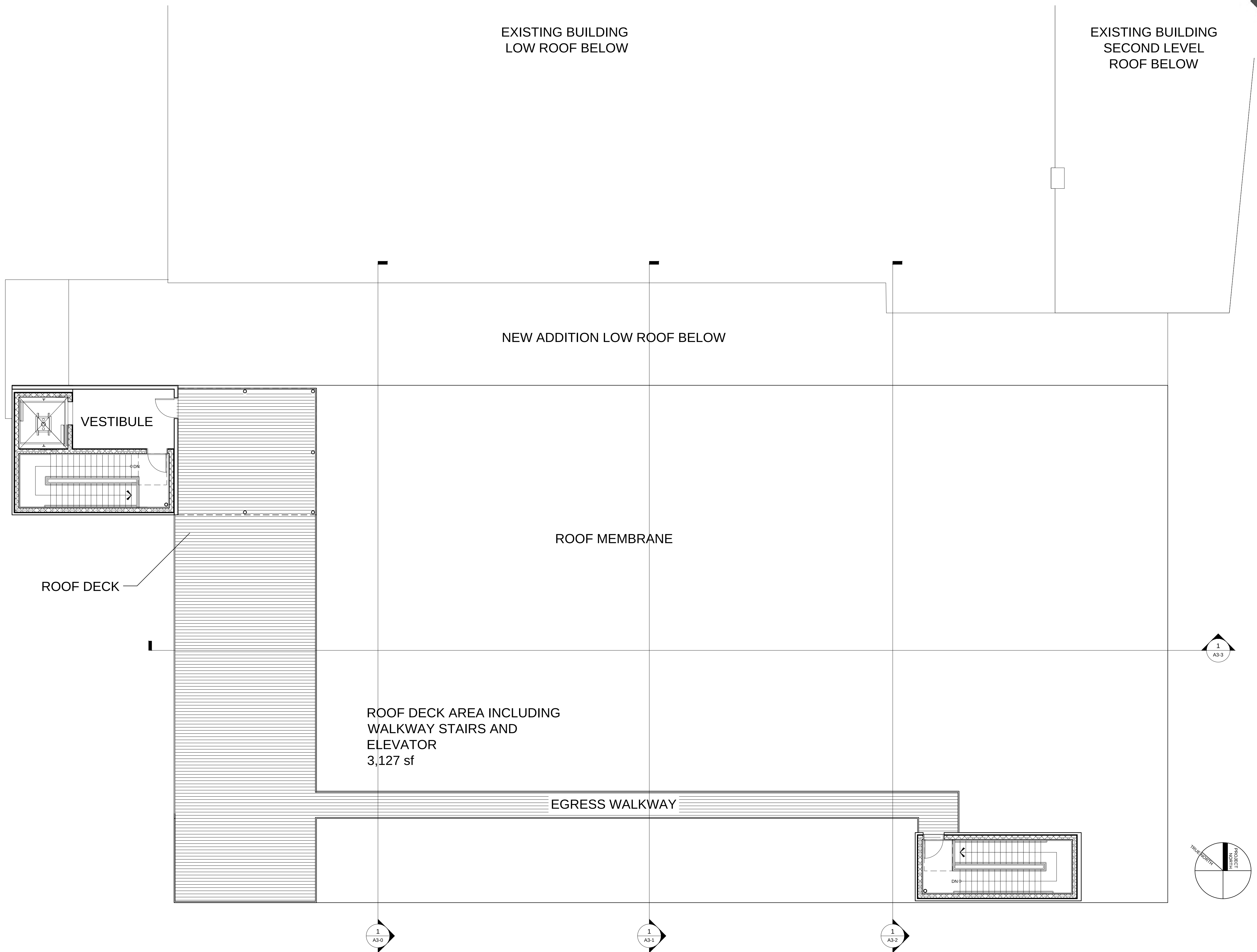
PORTLAND
COMMUNITY
SQUASH



PROPOSED ADDITION TO BAYSIDE BOWL



PORTLAND
COMMUNITY
SQUASH





PROPOSED ADDITION TO BAYSIDE BOWL



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

PROPOSED ADDITION TO BAYSIDE BOWL



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
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



PROPOSED ADDITION TO BAYSIDE BOWL



1 EAST ELEVATION
1/8" = 1'-0"

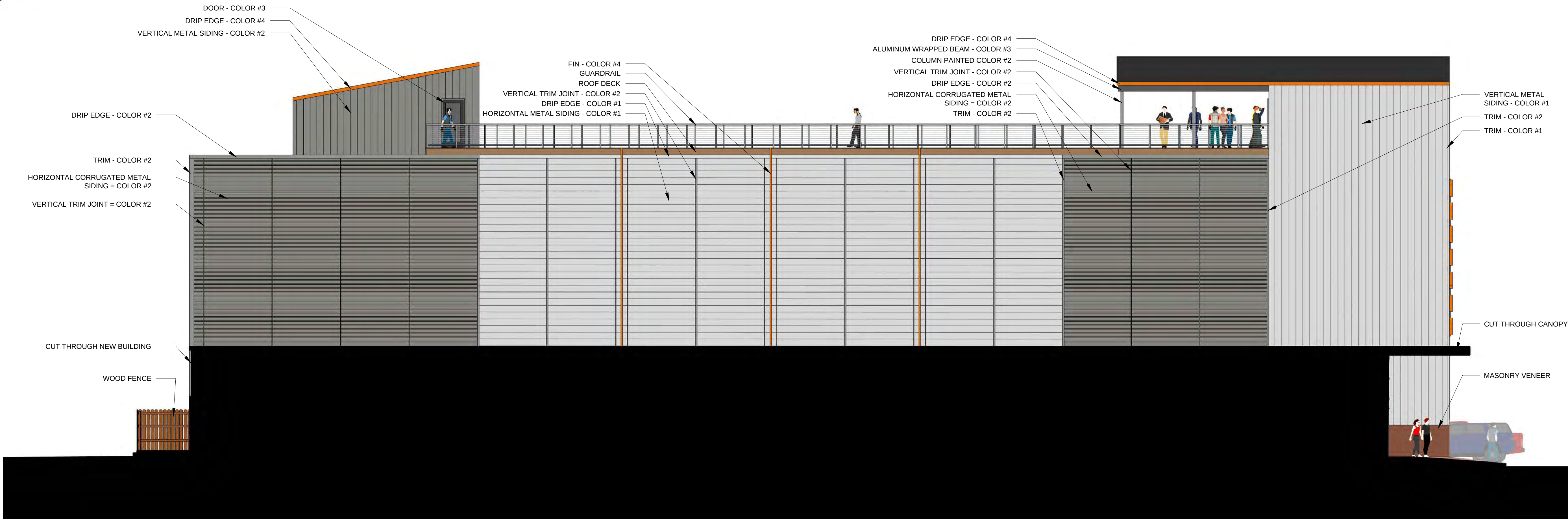
MATERIALS KEY			
ITEM	MANUF.	PROFILE	COLOR
HORIZONTAL METAL SIDING COLOR #1	MUROX	HF-12NF (NO INTERMEDIARY FLUTE) (CONCEALED FASTENERS)	GALVALUME PLUS
HORIZONTAL METAL SIDING COLOR #3	MUROX	HF-12NF (NO INTERMEDIARY FLUTE) (CONCEALED FASTENERS)	BLACK QC 18262
HORIZONTAL CORRUGATED METAL SIDING COLOR #2	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



PROPOSED ADDITION TO BAYSIDE BOWL



PORTLAND
COMMUNITY
SQUASH



1 NORTH 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



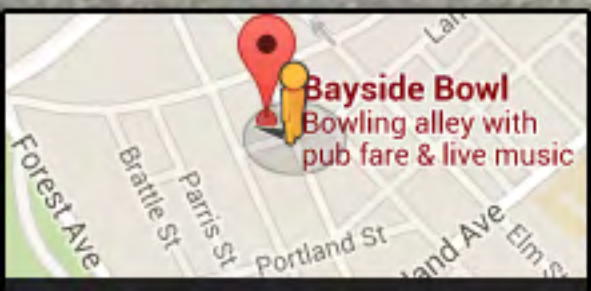




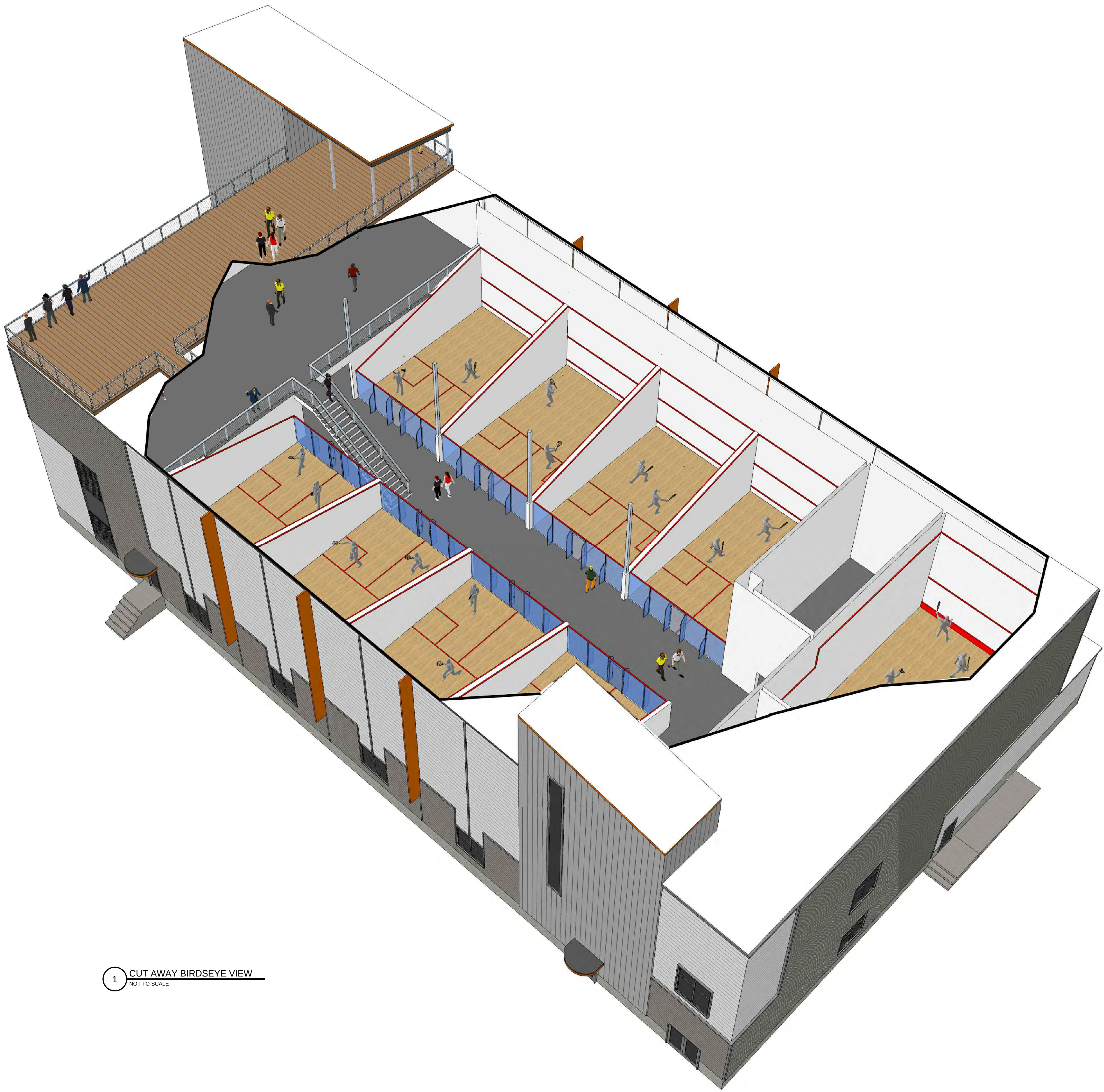




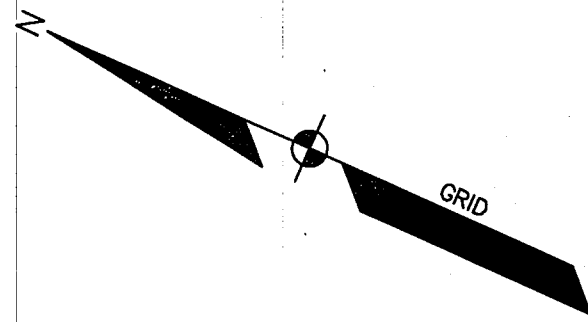




PROPOSED ADDITION TO BAYSIDE BOWL



1 CUT AWAY BIRDSEYE VIEW
NOT TO SCALE



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=8.9
18" VIT INV IN=8.9
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

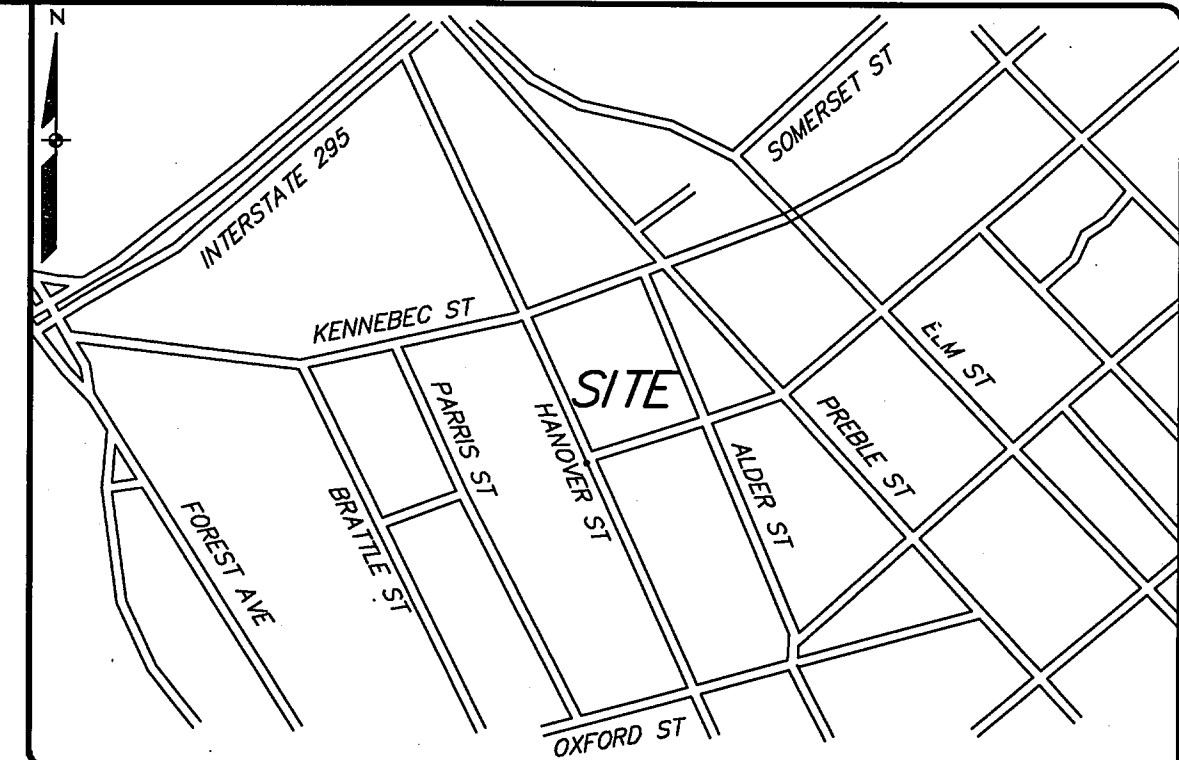
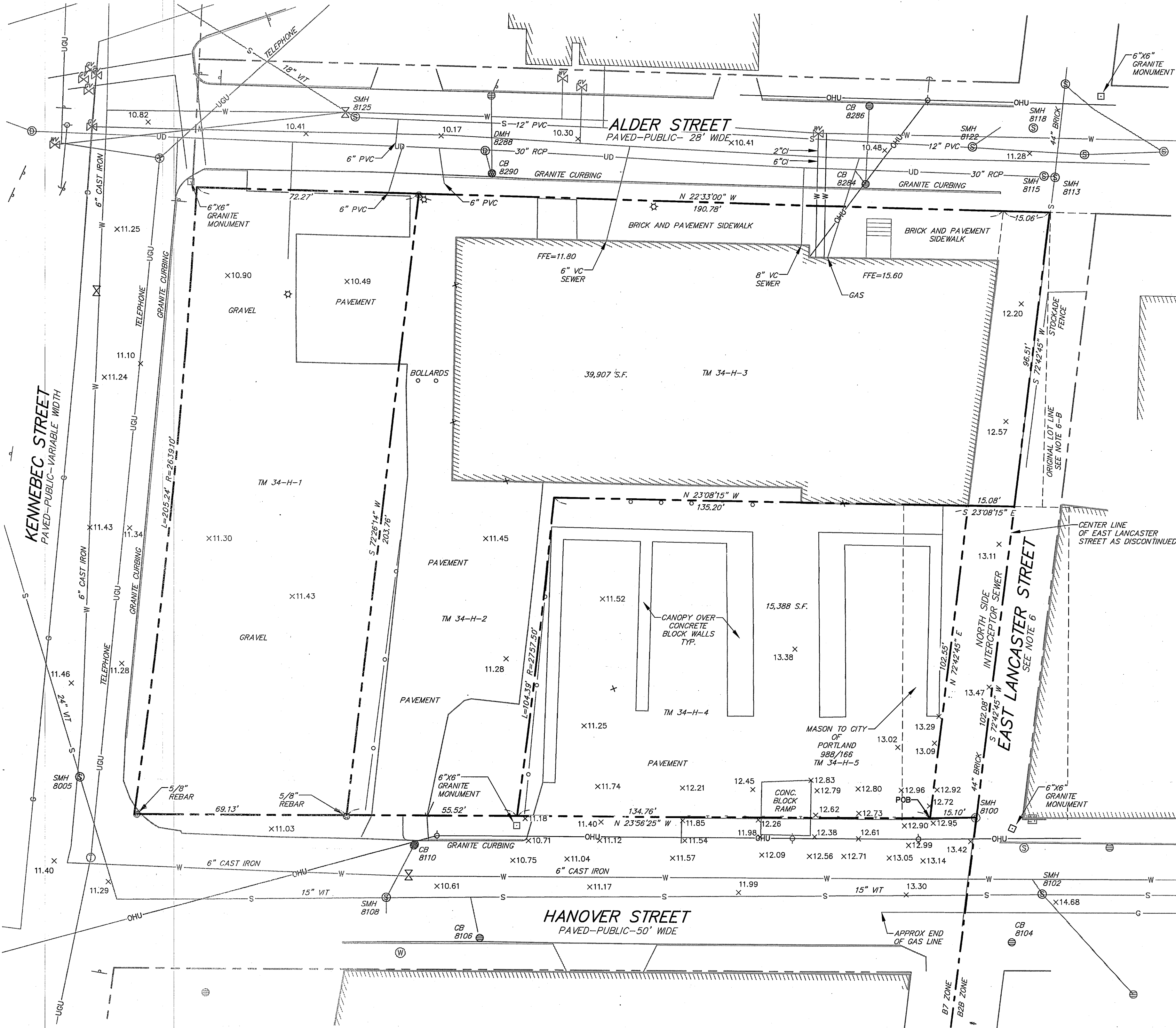
SMH 8122 RIM=10.8

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
---	SPOT GRADE
---	DECIDUOUS TREE
○	BOLLARD
○	SIGN
○	GAS
○	GAS GATE VALVE
○	WATER
○	WATER GATE VALVE
○	SANITARY SEWER
○	SANITARY MANHOLE
○	UNDER DRAIN
○	DRAINAGE MANHOLE
○	CATCH BASIN
UGU	UNDERGROUND UTILITY
TP	TRANSFORMER PAD
TM	TELEPHONE MANHOLE
LP	LIGHT POLE
UP	UTILITY POLE
GW	GUY WIRE
PGB	POINT OF BEGINNING



LOCATION MAP

N.T.S.

GENERAL NOTES:

- 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
- THE SURVEYED PARCELS ARE SHOWN AS LOTS 1, 2, 3, 4 AND 5, BLOCK H, ON THE CITY OF PORTLAND'S ASSESSORS MAP 34.
- 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.
- 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 AZ ZONE WHICH ENCOMPASSES BACK COVE HAS AN ELEVATION OF 10 NGVD 1929.
- 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.
- 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."
- "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 ITS 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."

- WATER SERVICES SHOWN ARE BASED ON THE CARDS PROVIDED BY THE PORTLAND WATER DISTRICT AND ARE TO BE CONSIDERED APPROXIMATE.

ZONING:

DIVISION 10. B-2B COMMUNITY BUSINESS ZONE

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
MINIMUM FRONTAGE

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.

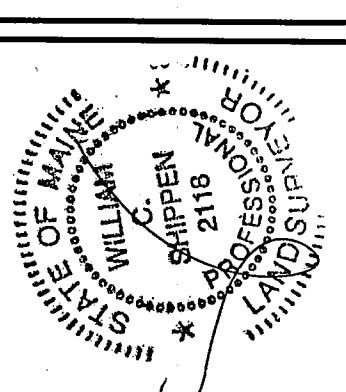
NEWLY CONSTRUCTED BUILDINGS SHALL HAVE THE REQUIRED MINIMUM OF FLOORS AS PROVIDED BY THE BAYSIDE HEIGHT OVERLAY MAP WITHIN FIFTY (50) FEET OF ANY STREET FRONTAGE. SUCH FLOORS SHALL BE OCCUPIABLE OR HABITABLE AND ABOVE THE AVERAGE GRADE OF THE ADJUTING STREET.

REFERENCE IS MADE TO CHAPTER 14 IN THE LAND USE ORDINANCE FOR THE CITY OF PORTLAND, MAINE FOR ADDITIONAL INFORMATION.

PLAN REFERENCES:

- ALDER STREET RECONSTRUCTION PLAN AND PROFILE CITY OF PORTLAND PUBLIC WORKS DEPARTMENT ENGINEERING SECTION DATED JUNE 1996.
- STANDARD BOUNDARY SURVEY PROPOSED SALT SHED LOT HANOVER STREET CITY OF PORTLAND PUBLIC WORKS DEPARTMENT ENGINEERING SECTION DATED SEPTEMBER 2001.
- 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.
- 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.
- BAYSIDE TRAIL SOMERSET STREET EXTENSION ELM STREET TO KENNEBEC STREET DATED JULY 3, 2012 CITY OF PORTLAND, MAINE PUBLIC SERVICES DEPARTMENT ENGINEERING DIVISION.
- LANCASTER STREET EXTENSION FROM PREBLE ST. TO FOREST AVE. DATED FEB. 1913 ON FILE WITH THE CITY OF PORTLAND ENGINEERING DIVISION.
- 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 VI-C/2
- CITY OF PORTLAND CITY PROPERTY REVALUATION SHEET 6.
- 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

ADD CITY LOT PER PURCHASE AND SALE AGREEMENT
D WCS 3-20-15
C WCS 3-18-15
B WCS 3-12-15
A WCS 3-6-15
PRELIMINARY TO MITCHELL ASSOCIATES
DATE: STATUS:

SEBAGO
TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd. Suite B
South Portland, ME 04106
Tel. 207-200-2100

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-646 TAB.C