

1. Legal Ad

Documents: [PB LEGAL AD 1-26-16.PDF](#)

2. Agenda

Documents: [PB AGENDA 1-26-16.PDF](#)

3. 71 Hanover Street

3.I. Report

Documents: [HANOVER ST. - 71 \(REPORT\).PDF](#)

3.II. Staff Attachments A-I

Documents: [HANOVER ST. - 71 \(STAFF ATTACHMENTS A-I\).PDF](#)

3.II.i. Staff Attachments J (1 Of 6)

Documents: [HANOVER ST. - 71 \(STAFF ATTACHMENTS ATT. J\) 1 OF 6.PDF](#)

3.II.ii. Staff Attachments J (2 Of 6)

Documents: [HANOVER ST. - 71 \(STAFF ATTACHMENTS ATT. J\) 2 OF 6.PDF](#)

3.II.iii. Staff Attachments J (3 Of 6)

Documents: [HANOVER ST. - 71 \(STAFF ATTACHMENTS ATT. J\) 3 OF 6.PDF](#)

3.II.iv. Staff Attachments J (4 Of 6)

Documents: [HANOVER ST. - 71 \(STAFF ATTACHMENTS ATT. J\) 4 OF 6.PDF](#)

3.II.v. Staff Attachments J (5 Of 6)

Documents: [HANOVER ST. - 71 \(STAFF ATTACHMENTS ATT. J\) 5 OF 6.PDF](#)

3.II.vi. Staff Attachments J (6 Of 6)

Documents: [HANOVER ST. - 71 STAFF ATTACHMENTS \(ATT. J\) 6 OF 6.PDF](#)

3.III. Applicants Submission

Documents: [HANOVER ST. - 71 \(APPLICANTS SUBMISSION\).PDF](#)

3.IV. Plans

Documents: [HANOVER ST. - 71 \(PLANS\).PDF](#)

4. 273 Congress Street

4.I. Report

Documents: [CONGRESS ST. - 273 \(REPORT\).PDF](#)

4.II. Report Attachments

Documents: [CONGRESS ST. - 273 \(REPORT ATTACHMENTS\).PDF](#)

4.III. Applicants Submittal

Documents: [CONGRESS ST. - 273 \(APPLICANTS SUBMITTAL\).PDF](#)

#### 4.IV. Plans

Documents: [CONGRESS ST. - 273 \(PLANS\).PDF](#)



**LEGAL ADVERTISEMENT  
PORTLAND PLANNING BOARD MEETING**

The Portland Planning Board will hold a meeting on Tuesday, January 26, 2016, Council Chambers, 2<sup>nd</sup> Floor, City Hall, 389 Congress Street. **Public comments will be taken at this meeting.**

**There is no workshop scheduled for this meeting.**

**Public Hearing – 6:00 p.m.**

- i. Level III Site Plan Amendment for Bayside Bowl; 71 Hanover Street; BoPo, LLC., Applicant. (6:00 p.m. – 6:45 p.m. estimated time) The Board will hold a public hearing on an amended Level III site plan application for Bayside Bowl. On June 9, 2016, the Planning Board approved a building addition with a height of 45 feet, which included squash courts. The amended plan reduces the maximum building height to 34 feet, revises the building exterior, and provides a paved parking lot for 36 vehicles. The proposed uses include 8 ten pin bowling lanes, dining and lounge area, function room, bar, stage and a second floor mezzanine with seating and a roof deck.
- ii. Level III Site Plan and Subdivision; 273 Congress Street; Clean and Simple Living, LLC., Applicant. (6:45 p.m. estimated time) The Board will hold a public hearing on a proposal by the applicant to convert the building at 273 Congress Street into 10 residential units and retain one commercial space on the first floor. The 3 story building has a total floor area of 12,343 sq. ft. The site is located within the B-2b zone and is within the India Street Historic District.

**ELIZABETH BOEPPLE, CHAIR - PORTLAND PLANNING BOARD**

Elizabeth Boepple, Chair  
Sean Dundon, Vice Chair  
Bill Hall  
Carol Morrisette  
Jack Soley  
David Eaton

**AGENDA  
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**PUBLIC HEARING – 6:00 p.m.**

**1. ROLL CALL AND DECLARATION OF QUORUM**

**2. COMMUNICATIONS AND REPORTS**

**3. REPORT OF ATTENDANCE AT THE MEETING HELD ON JANUARY 12, 2016:**

Workshop and Public Hearing: Dundon, Eaton, Hall, Morrisette and Soley present; Boepple absent.

**4. REPORT OF DECISIONS AT THE MEETING HELD ON JANUARY 12, 2016:**

- i. Level III Amendment; Thompson's Point; Forefront Partners, I, LP, Applicant.  
Morrisette moved and Hall seconded a motion to waive the technical manual standards of 1.17.2.1, 1.7.2.9, and 1.10.8,1-2 for the extension of the public ROW. Vote: 5-0, Boepple absent. Morrisette moved and Hall seconded a motion to approve the subdivision plan with 3 conditions of approval. Vote: 5-0, Boepple absent. Morrisette moved and Hall seconded a motion to approve the development review application with five conditions of approval. Vote: 5-0, Boepple absent.
- ii. Level III Site Plan and Conditional Use; 74 West Commercial Street; Canal Landing, LLC., Applicant. Morrisette moved and Hall seconded a motion to waive the requirement for a sidewalk on the south side of Commercial Street. Vote: 5-0, Boepple absent. Morrisette moved and Hall seconded a motion to waive the requirement for granite curbing on the south side of Commercial Street. Vote: 5-0, Boepple absent. Morrisette moved and Hall seconded a motion to waive the maximum curb cut standard to allow a maximum width of 40 feet for the middle driveway. Vote: 5-0, Boepple absent. Morrisette moved and Hall seconded a motion to waive the flooding standard to direct stormwater drainage to the Fore River. Vote: 5-0, Boepple absent. Morrisette moved and Hall seconded a motion to waive the technical standard for soil infiltration testing. Vote: 5-0, Boepple absent. Morrisette moved and Hall seconded a motion to waive the technical standard for interior site landscaping. Vote: 5-0, Boepple absent. Morrisette moved and Hall seconded a motion to waive the maximum number of curb cuts and

allow a third driveway. Vote: 5-0, Boepple absent. Morrisette moved and Hall seconded a motion to find the plan in conformance with the conditional use standards of the WPDZ for marine product wholesaling and retailing, which includes boat storage and sales. Vote: 5-0, Boepple absent. Morrisette moved and Hall seconded a motion to approve the Traffic Movement Permit subject to two conditions of approval for financial contributions of \$25,000 for a crosswalk and \$65,000 for a three lane roadway section. Vote: 5-0, Boepple absent. Morrisette moved and Hall seconded a motion to approve the site plan and site location of development review with 9 conditions of approval. Morrisette moved and Hall seconded a motion to find the plan in conformance with the Shoreland Zone regulations. Vote: 5-0, Boepple absent.

## **5. NEW BUSINESS**

- i. Level III Site Plan Amendment for Bayside Bowl; 71 Hanover Street; BoPo, LLC., Applicant. (6:00 p.m. – 6:45 p.m. estimated time) The Board will hold a public hearing on an amended Level III site plan application for Bayside Bowl. On June 9, 2016, the Planning Board approved a building addition with a height of 45 feet, which included squash courts. The amended plan reduces the maximum building height to 34 feet, revises the building exterior, and provides a paved parking lot for 36 vehicles. The proposed uses include 8 ten pin bowling lanes, dining and lounge area, function room, bar, stage and a second floor mezzanine with seating and a roof deck.
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**ELIZABETH BOEPPLE, CHAIR - PORTLAND PLANNING BOARD**



## **PLANNING BOARD REPORT PORTLAND, MAINE**

Bayside Bowl Expansion  
138 Kennebec Street  
Level III Site Plan  
Project ID #2015-230  
BOPPO, LLC., Applicant.

|                                                                                |                                                                      |
|--------------------------------------------------------------------------------|----------------------------------------------------------------------|
| Submitted to: Portland Planning Board<br>Public Hearing Date: January 26, 2016 | Prepared by: Rick Knowland, Senior Planner<br>Date: January 22, 2016 |
|--------------------------------------------------------------------------------|----------------------------------------------------------------------|

### **I. INTRODUCTION**

A public hearing has been scheduled to consider an amendment to the Bayside Bowl site plan approved by the Planning Board on June 9, 2015. The address of the site is 58 Alder Street, which occupies the entire block defined by Alder-Hanover- Kennebec-Lancaster Streets. The applicant is BoPo, LLC. The development previously received approvals for Site Plan Review including Traffic Movement Permit and B-7 Design Standards. Certain waivers from the Technical and Design Manual were also granted.

The primary changes in the site plan is a reduction in the scope of the proposed building size and conversion of a gravel area to permanent parking.



**View of site from corner of Alder St. and Kennebec St.**



**View of site from corner of Hanover St. and Lancaster St.**

Notice of the public hearing includes notices sent to 88 area property owners, as well as those on the Interested Parties List. A notice appeared in the January 18, 2016 and January 19, 2016 editions of the Portland Press Herald.

## **II. PROJECT DATA**

|                                     | <b>Previous Proposal</b>                        | <b>Proposed</b>                       |
|-------------------------------------|-------------------------------------------------|---------------------------------------|
| <b>Zoning</b>                       | <b>B-7</b>                                      | <b>B-7</b>                            |
| <b>Land Area</b>                    | <b>55,290 SF</b>                                | <b>55,290 SF</b>                      |
| <b>Proposed Use</b>                 | <b>Bowling Alley; Restaurant; Squash Courts</b> | <b>Bowling Alley; Restaurant</b>      |
| <b>Existing Building Footprint</b>  | <b>13,600 SF</b>                                | <b>13,600 SF</b>                      |
| <b>Proposed Building Footprint</b>  | <b>29,823 SF</b>                                | <b>30,148 SF</b>                      |
| <b>Proposed Building Floor Area</b> | <b>48,857 SF</b>                                | <b>33,550 SF</b>                      |
| <b>Building Height</b>              | <b>45 FT</b>                                    | <b>34 FT</b>                          |
| <b>Parking Spaces</b>               | <b>36 on-site; 98 off-site leased</b>           | <b>36 on-site; 57 off-site leased</b> |
| <b>Project Cost</b>                 | <b>\$2,400,000</b>                              | <b>\$2,480,000</b>                    |

## **III. BACKGROUND**

### **A. Recent Site Plan Approval**

On June 9, 2015 the Planning Board approved an expansion for the Bayside Bowl facility with a number of conditions. See attached approval letter (Attachment A). Since the approval, the applicant has modified the building program by eliminating squash courts which has reduced the height and floor area of the building addition. The earlier planned expansion from 12 to 20 bowling lanes remains unchanged.

Note that the June 9, 2015 approval included the following condition:

“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 or until Somerset Street plans are finalized. 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...”

## **B. Site History**

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 C. 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 the 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 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 evaluated a proposal last year 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. Engineering plans for the Elm Street to Hanover Street section are expected to be completed later in 2016. Construction of the Elm to

Preble section is likely to be initiated in 2016 with the Preble and Hanover section likely to be completed a year or so later.

#### **IV. DEVELOPMENT PROPOSAL**

The primary change in the revised site plan is a reduction in building height and floor area reflecting elimination of the squash court space. The existing gravel area will be converted into a permanent parking lot. 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 mezzanine level and a rooftop bar. The addition increases the net floor area of the facility by 16,000 SF resulting in a total building floor area of 33,550 SF. The building addition will be 34 feet high rather the previous proposal of 45 feet.

The project expands the number of bowling alleys from 12 to 20. Restaurant space will be increased from 60 seats to 210 seats. The mezzanine level has a 171 person capacity but application indicates that it is “not expected to be fully occupied”. A partially covered 136 seat rooftop deck is proposed.

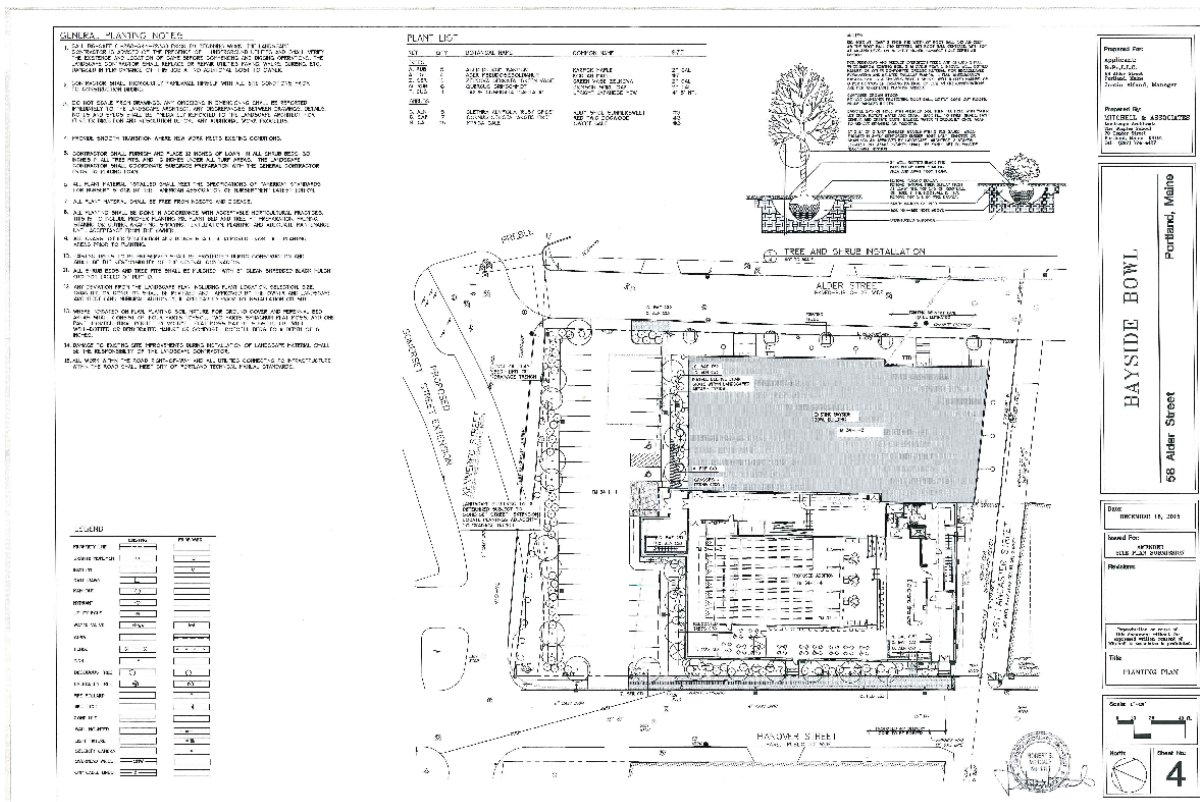
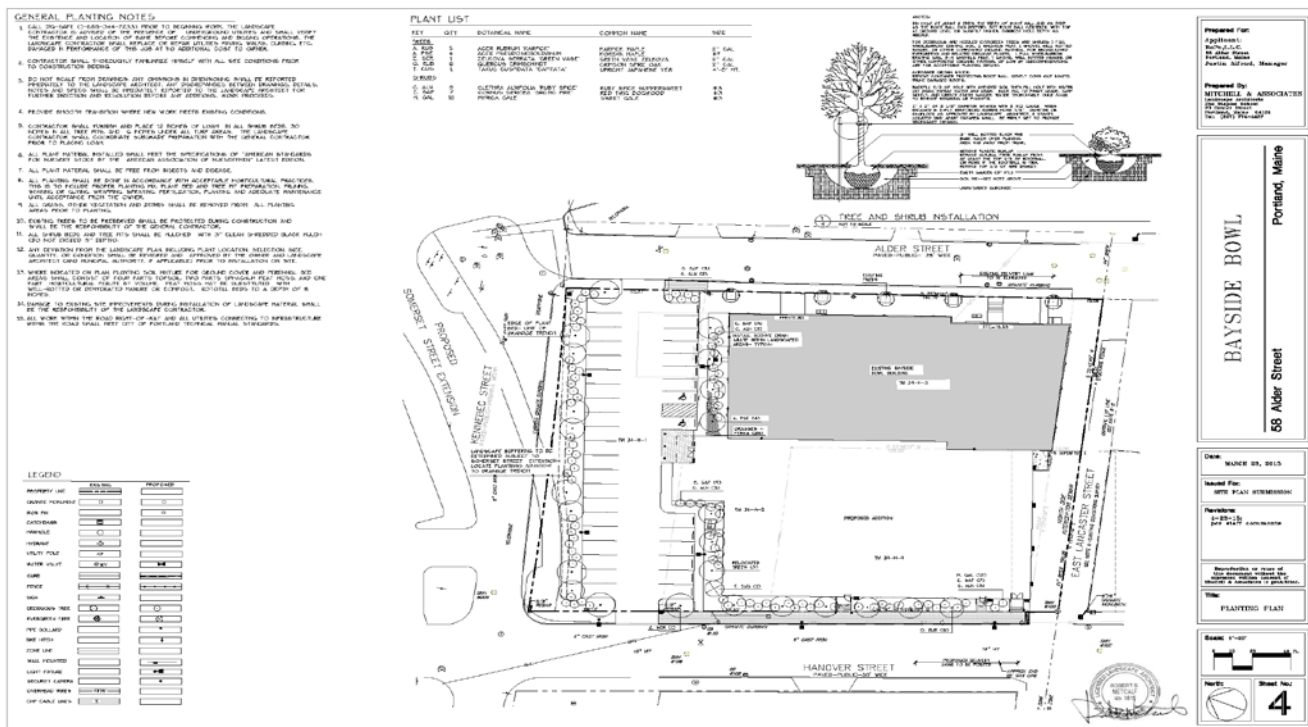
The existing public entrance on Alder Street remains and a second public entrance (facing Kennebec Street) will be incorporated into the addition.

The proposal fills in about two-thirds of the Alder-Hanover-Kennebec- Lancaster block except for the parking area along Kennebec Street.

Parking includes a permanent 36 space lot on-site, as well as references to a number of off-site parking spaces although no agreement(s) documenting permission from applicable property owners has been provided. The 36 space parking lot was originally approved by the Board in 2015 as a gravel temporary parking lot pending enactment of a B-7 zoning amendment which allowed flexible parking lot setbacks. The amendment was approved by the City Council enabling Bayside Bowl (like the recently approved Schlotterbeck Foss site plan) to pursue a parking lot closer to the street line than otherwise permitted.

The 7 existing parking spaces on the Hanover Street side of the property are eliminated to accommodate the building addition footprint.

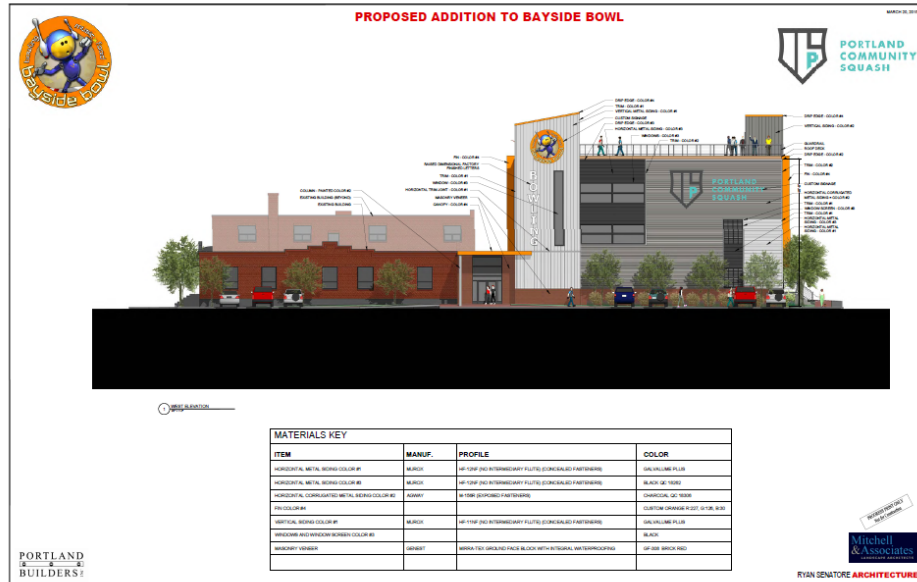
An 8 foot wide brick sidewalk is proposed along Hanover Street, while the existing brick sidewalk along Alder Street is being extended about 22 feet. Both sidewalks stop at the parking lot driveway in deference to the future alignment of Somerset Street, which will likely be constructed within the next two years. The proposed alignment is shown on the plan below. Three Bayside street light fixtures are proposed along Hanover Street.



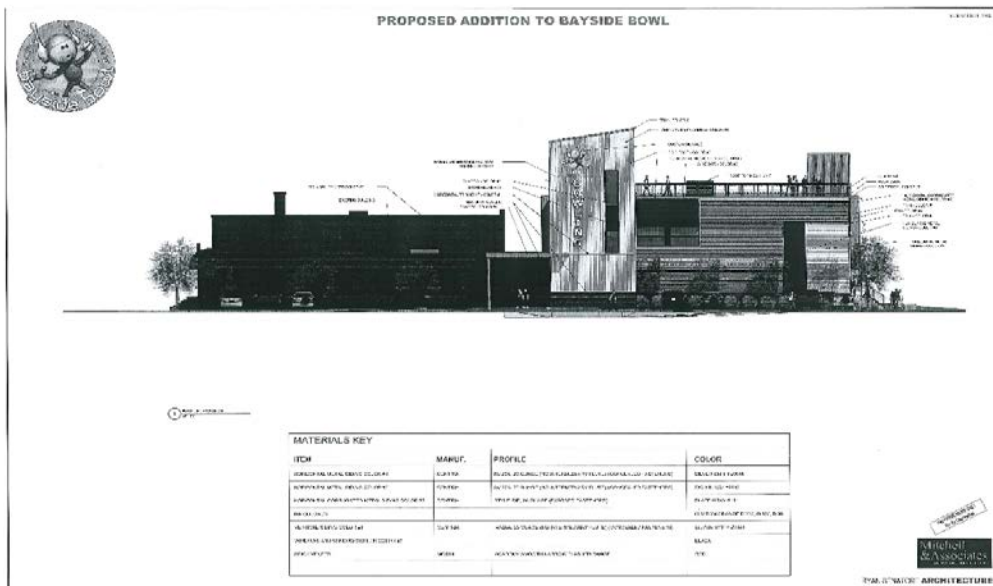


## Building Elevations

The original building elevations were approved without conditions. The updated building elevations look virtually identical to the original elevations except the building is about 11 feet shorter. See Attachment Plans. Exterior building treatment and materials appear consistent with the previous submission. 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 one full floor plus a mezzanine level, it reads as a taller building with its 34 foot height. The building is surrounded by 4 streets so the building is viewed by the public from all 4 streets.



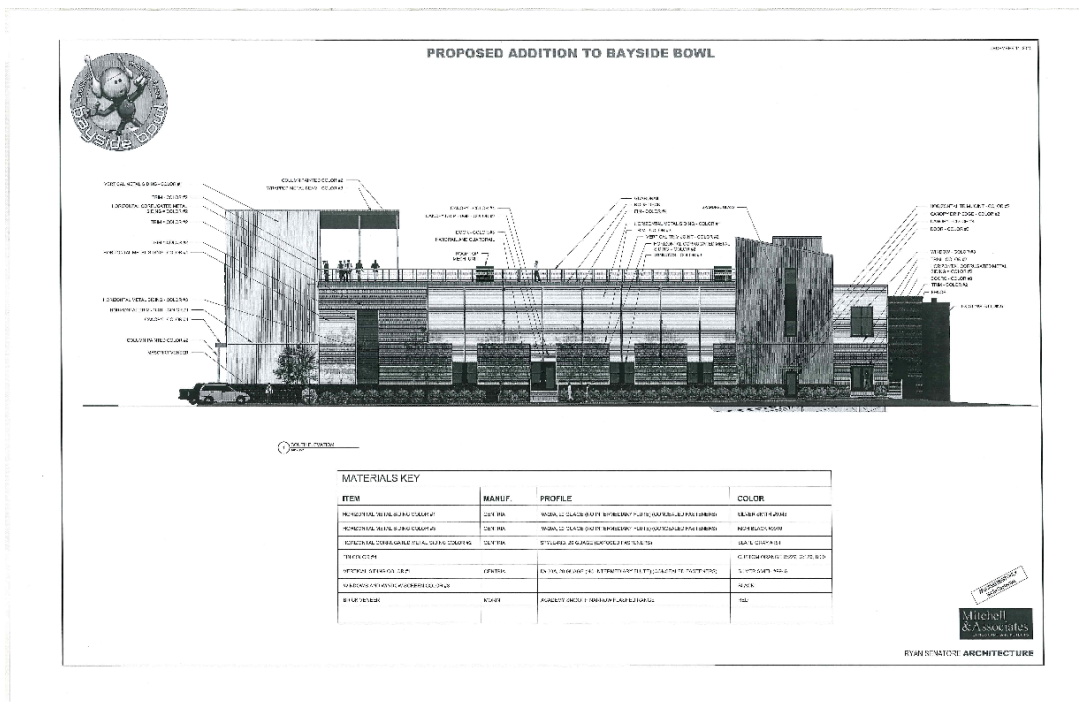
2015 Kennebec St. Approved Elevation



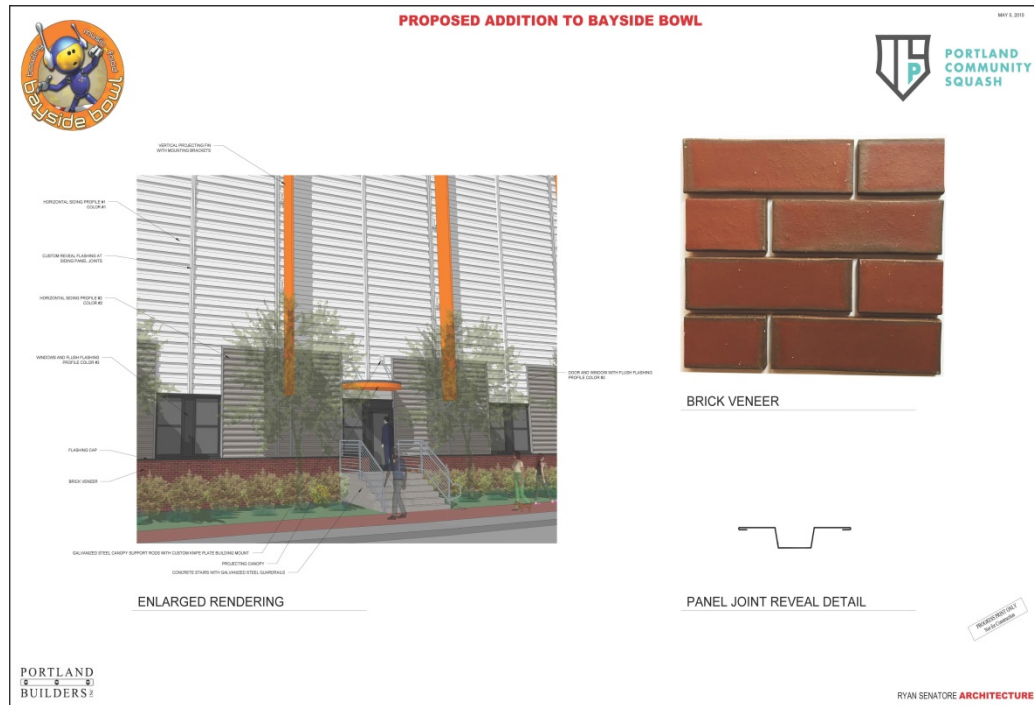
Proposed 2016 Kennebec St. Elevation



## 2015 Hanover St. Approved Elevation



## Proposed 2016 Hanover St. Elevation



**2015 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 34 feet high down from the previous proposed 45 feet. The present proposal has a first floor with a second floor mezzanine (equivalent to about 24 percent of a normal floor area) plus a roof deck bar which is short of the minimum height of 3 floors. 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 standard for minimum building height.

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 City Council

approved an amendment, which provides for flexibility from the 35-foot setback for converting small gravel parking areas to permanent parking that supports a significant level of building development as exemplified by the Schlotterbeck Foss and Bayside Bowl site plans. The 2015 Bayside Bowl site plan could not meet the 35 foot setback, thus the 36 space gravel lot was approved as a temporary parking lot pending City Council approval of the amendment.

The enacted amendment is shown below with a response on Bayside Bowl's compliance with the standards.

Sec. 14-295 (a) (26) Notwithstanding Sections 14-295 (a) (24) and (25) above, surface parking that does not meet the 35-foot parking setback, provided that:

- a. All or a portion of the 35-foot setback area had a gravel surface on September 29, 2015;

Comment: The parking area had a gravel surface on September 29, 2015

- b. The total gravel surface area on the lot and any contiguous lots did not exceed 15,000 square feet on September 29, 2015;

Comment: The gravel surface was less than 15,000 square feet on September 29, 2015.

- c. The parking spaces provide parking to a principle building on the same lot or a principle building on a contiguous lot:

Comment: The parking spaces provide parking to a principle building on the lot.

- d. One of the buildings described in paragraph c above meets the minimum height requirements of the Bayside Height Overlay Map and/or a building on the site has a floor area of 25,000 square feet or greater;

Comment: Bayside Bowl has a total floor area of over 30,000 square feet.

- e. The total number of spaces within the 35-foot setback in combination with other spaces on the lot does not exceed the minimum parking spaces required in Sec. 14-526 (a) (4) (a) (1);

Comment: The documented parking requirement for Bayside Bowl is 93 spaces. The number of spaces within the 35 feet is well below that number.

- f. The proposed parking spaces meet the landscape and buffer requirements of 14-299 (f); and:

Comment: The proposed parking lot does meet the landscape and buffer requirements of this section.

- g. Parking spaces within the 35-foot setback shall provide stormwater quality treatment if required by the City of Portland Stormwater Management Standards. If not required, an alternative low impact development treatment system approved by the Planning Board shall be provided.

Comment: An alternative low impact development treatment system has been provided, since this project is not required to provide stormwater treatment under the City of Portland Stormwater Management Standards. David Senus, Development Review Engineer, indicates the proposed alternative treatment system is acceptable. See Attachment F.

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 which was previously approved. The removal of the squash program from the development has reduced peak hour traffic demand from 147 trips to 100 trips. The parking study initially prepared by Gorrill-Palmer has been updated reflecting the downsizing of the project. See Attachment 9. Comments from Tom Errico, Traffic Review Consultant, are highlighted below and on Attachment E in their entirety. These comments incorporate relevant comments from his previous review as well as comments on the most recent submission.

- **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:** A Traffic Movement Permit Application had been submitted as part of the 2015 submission and a Traffic Study scoping meeting was held on May 15, 2015. A traffic study supplement was 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. [An updated traffic demand analysis

indicates a peak hour demand of 100 trips reflecting the elimination of the squash program from the development.] 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 originally 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).

The updated submission estimates a parking demand of 93 spaces for the site with 36 spaces provided on-site which is acceptable given the smaller floor area of the new project.

- **Parking Aisle Width:** Plans propose a 24 foot wide aisle which is acceptable.
- **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 \$2,300 (down from \$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 \$6,600 (down from \$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 (on Hanover St.) is bituminous and therefore I find conditions to be acceptable. I would note that a detectible warning panel shall be included at Kennebec Street.
- The City is currently finalizing the Bayside Transportation Master Plan. That document seeks to improve transportation accessibility and connectivity with one of the recommendations consisting of Lancaster Street between Alder and Hanover Street is a “shared street” design that would allow for all transportation users (e.g. vehicles, delivery trucks, pedestrians bicyclists) to coexist. The City is in the process of selling the property that will have rights to the southerly half of Lancaster Street in this area but will retain a public easement for utility maintenance and passage for pedestrians and motor vehicles. It is suggested that the applicant consider providing a similar use agreement, so that the vision of the Master Plan can be realized.

The project is forecast to generate a total of 100 PM peak hour trip ends (85 entering/15 exiting). The study area for completing capacity analysis was identified early in the review process and included the intersections of Hanover Street/Kennebec Street and Preble Street/Kennebec Street. The capacity analysis completed for these intersections was adjusted 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 the 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 24 feet wide and the internal driveway aisle is 24 feet as well. Both dimensions were increased from the original plan to address concerns expressed by the traffic and fire review staff.

Staff is recommending the applicant install a guard rail, curb, 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.

#### *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 feet-wide brick sidewalk is proposed along Hanover Street. 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 within the next two years. Staff is recommending that the Alder Street brick sidewalk be extended a distance of about 55 feet to the Kennebec Street right-of-way. The Hanover Street sidewalk north of the driveway is shown as black top, which Staff finds acceptable since some adjustments will need to be made when Somerset Street Extension is built.

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 on-site spaces as well as 57 off-site shared use spaces to meet the projected demand. In the B-7 zone, the Planning Board determines the appropriate number of required parking based upon the applicant's parking study and recommendation from the City Transportation Engineer. The updated submission documents a need for a total of 93 spaces.

A parking location map in the original submission indicated 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 original application stated that "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 7 bike capacity rack will be added near the Kennebec Street building entrance. Based on the required number of vehicle parking spaces (93), the 21 spaces proposed by the applicant exceeds the site plan standard.

#### *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. In the 2015 review a TDM was not submitted but in the most recent submission a TDM was submitted. Staff comments were not available as of the writing of this report so the review of this document will remain a condition of approval.

## **B. Environmental Quality Standards**

### *Preservation of Significant Natural Features:*

The site is located on an 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 8 trees will be planted along the Hanover Street side of the property while 9 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. The plan indicates there are 5 existing trees along Alder Street that were planted as part of an earlier review.

A dumpster is proposed along the Lancaster Street side of the addition. The dumpster will be screened by a solid fence (non-stockade).

Note that the location and species of the trees along Kennebec Street will need to be carefully considered since a storm drain swale is proposed near the landscape area for stormwater treatment.

Jeff Tarling, City Arborist, has reviewed the plan and finds it acceptable. See Attachment H.

### *Water Quality, Stormwater Management and Erosion Control:*

A stormwater management plan was previously submitted and approved for the site. 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 calculated from the 2015 submission. 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 2015 submission stated that with a reduction in impervious area, stormwater runoff has been reduced by 6% to 36% depending on the storm event. The 1 inch storm (the most frequent storm event) 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 F 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.
- Project will result in no net change in impervious area. As such, the project is not required to control the rate or quantity of stormwater runoff from the site. Project is therefore compliant with the Flooding Standard.
- Because the overall project will result in no new impervious area, treatment under the Maine DEP Chapter 500 Stormwater Management Standards is not required. We consider the “Stone Infiltration Trench” as depicted in Sheet 6 to suffice as an acceptable low impact development treatment system, as this detail includes a loam and sand filter system.

David Margolis-Pineo, Deputy City Engineer, has expressed a concern that the landscape plan for the green strip along Kennebec Street poses a potential conflict with the proposed infiltration under drain system. Landscaping needs to be setback from the underdrain otherwise the vegetation may clog the underdrain.

### **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. The site plan has been revised accordingly.

*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 I.

*Availability and Adequate Capacity of Public Utilities:*

A letter received from the Portland Water District in the 2015 review confirmed their ability to serve this project. 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 previously submitted in the 2015 review from Unitil (gas) and CMP (power) indicate their ability to serve the project. The project intends to use existing utility lines from Alder Street that presently service the project.

Public Services confirms there is adequate wastewater capacity to serve the development. See Attachment G.

**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 34 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 pack fixtures along the former Lancaster Street side of the addition. The site lighting plan has not changed since the 2015 approval. 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 was submitted in the original submission. 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 parking lot driveway near the Kennebec Street right-of-way. Staff is recommending installation of this light fixture as a condition of approval.

*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:*

The 2015 submission included a letter from BNY Mellon Wealth Management regarding applicant's financial capacity to undertake this project. 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, 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 comments that follow below are from her 2015 review. The design review indicates the proposed design does pass the design standards. 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 received a number of waivers during the 2015 review. These included parking lot travel aisle width, parking lot surface of gravel rather than blacktop, parking lot landscape buffer, number of street trees, among others. These waivers were granted primarily because of the temporary nature of the gravel parking lot. A number of these waivers are no longer applicable since the parking lot is permanent and now meets these design standards.

## **VII. MOTIONS FOR THE BOARD TO CONSIDER**

### **A. 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 #2015-230) 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 January 20, 2016, 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 \$2,300 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-global improvements along the corridor.
2. The applicant shall make a \$6,600 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.

### **B. Site Plan Review**

On the basis of the application (#2015-230), 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 and **(approve, does not approve)** the site plan, 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 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 57 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.
2. The plan shall be revised reflecting a wood guard rail, curb stop or other acceptable barrier along the Kennebec Street side of the parking lot for Planning Staff review and approval.
3. As part of the pre-construction meeting process, applicant shall develop strategies and a plan for Public Works review and approval, to minimize impacts on on-street parking conditions during site construction.
4. 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.
5. Pursuant to Chapter 305, of the MDOT Rules and Regulations Pertaining to Traffic Movement Permits, the applicant shall make a \$2,300 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.
6. Pursuant to Chapter 305, of the MDOT Rules and Regulations Pertaining to Traffic Movement Permits, the applicant shall make a \$6,600 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.
7. 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.
8. The plan shall be revised for City Staff review and approval reflecting a brick sidewalk from the Alder Street driveway to Kennebec Street and a Bayside street light on Alder Street near the Kennebec Street intersection.
9. 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.

10. 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.
11. Applicant shall be responsible for the costs of all public improvements along project frontage of Alder Street and Hanover Street to Somerset/Kennebec Street.
12. The Transportation Demand Management Plan (TDM) shall be subject to City Staff review and approval.
13. That a final signage plan shall be submitted for Planning Staff review and approval prior to the issuance of a building permit.
14. That a more detailed site plan be developed for the landscaped strip between the parking lot and Kennebec Street detailing the relationship of proposed plantings with the stone infiltration trench for City Staff review and approval.
15. The final plans shall be submitted for review and approval by the fire Dept. prior to the issuance of a building permit and that meet the review comments of Deputy Chief, Keith Gautreau (memo dated 1-22-16).

## **ATTACHMENT LIST:**

### **Staff Attachments**

- A. Bayside Bowl Planning Board Approval Letter (dated June 15, 2015)
- B. Bayside Bowl Planning Board Approval Letter (dated 10-27-09)
- C. Bayside Bowl Administrative Approval Letter (dated 6-11-11)
- D. Memo from Caitlin Cameron, Urban Designer (dated 5-29-15)
- E. Memo from Tom Errico, Traffic Review Consultant (dated 1-20-16)
- F. Memo from David Senus, Development Review Consultant (1-21-16)
- G. Memo from David Margolis-Pineo, Deputy City Engineer (1-19-16)
- H. Memo from Jeff Tarling, City Arborist, (1-21-16)
- I. Memo from Keith Gautreau, Fire Prevention (1-22-16)
- J. Planning Board Report for Bayside Bowl (4-28-15)

### **I. Applicant Submissions (Dec. 18, 2015)**

1. Application and Checklist
2. Compliance with Applicable Zoning
3. Financial Capability
4. Fire Department Check List
5. Letter of Authorization
6. Project Description and Project Data
7. Right Title and Interest
8. TDM Plan

9. Traffic and Parking Study

**II Applicant Site Plan and Building Elevation Submissions (Dec. 18, 2015)**

- P1. Existing Conditions
- P2. Existing Conditions (S1)
- P3. Layout and Lighting Plan (S2)
- P4. Grading and Drainage Plan (S3)
- P5. Planting Plan (S4)
- P6. Site Details (S5)
- P7. Site Detail (S6)
- P8. Erosion and Sedimentation Control (S-7)
- P9. Building Interior Layout (1st floor)
- P10. Building Interior Layout (2<sup>nd</sup> floor)
- P11. Building Interior Layout (3<sup>rd</sup> floor)
- P12. West Building Elevation
- P13. South Building Elevation
- P14. East Building Elevation
- P15. North Building Elevation
- P16. Construction Management Plan

## CITY OF PORTLAND, MAINE

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### PLANNING BOARD

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

June 15, 2015

Senator Justin Alfond  
BoPo, L.L.C.  
58 Alder Street  
Portland, Maine 04101

Mr. Robert Metcalf  
Mitchell & Associates  
70 Center Street  
Portland, Maine 04101

Project Name: Bayside Bowl  
Address: 58 Alder Street  
Applicant: BOPO, LLC  
Planner: Richard Knowland

Project ID: 2015-049  
CBL: 034-H-001

Dear Senator Alfond:

On June 9, 2015, the Planning Board considered the Bayside Bowl expansion in the vicinity of Alder, Hanover, Kennebec and Lancaster Streets. The expansion results in a proposed total floor area of 48,857 square feet for the facility and a 36 space temporary parking lot.

The Planning Board reviewed the proposal for conformance with the standards, outlined in the City Code for a Traffic Movement Permit and Site Plan approval. The Planning Board voted to approve the application with the following waivers and condition(s) as presented below.

#### **A. Technical and Design Waivers**

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 Portland's Technical and Design Standards and other regulations, as well as the Planning Board deliberations and the testimony presented at the public hearing:

##### Street Trees

The Planning Board finds that the applicant has demonstrated that due to site constraints preventing the planting of required street trees in the right of way, the requirements of Sec. 14-526(b)(3)(a) of the Site Plan Ordinance cannot be met; and the Board finds that the applicant has satisfied the waiver criteria set out in Section 14-526(b)(3)(b). The Planning Board therefore voted 6 to 0 (Dundon absent) to 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 that extraordinary conditions exist or undue hardship may result from strict compliance with the standard, 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 voted 6 to 0 (Dundon absent) to 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, 2016 and that a performance guarantee is provided to cover the cost of the permanent improvements.

#### Street Lighting on Kennebec Street

The Planning Board finds 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 with the standard, substantial justice and the public interest are secured with the variation, and therefore voted 6 to 0 (Dundon absent) to waive the requirement of street lighting along Kennebec Street regarding Section 10 (Municipal Street Lighting Standards) of the Technical Manual until the final site plan for the permanent parking lot is submitted by February 1, 2016.

#### Landscape Buffer for Parking Areas

The Planning Board finds 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 with the standard, substantial justice and the public interest secured with the variation, and therefore voted 6-0 (Dundon absent) to 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 in conformance with the standards of the Traffic Movement Permit, as reviewed by Thomas Errico, P.E. and comments submitted on June 4, 2015, and therefore voted 6 to 0 (Dundon absent) to approve the Traffic Movement Permit, subject to the following conditions of approval to be met prior to the issuance of a building permit:

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-global 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 in conformance with the site plan standards of the Land Use Code and DEP Stormwater Permit, and therefore voted 6 to 0 (Dundon absent) to approve the site plan, 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 or until Somerset Street plans are finalized. 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. 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.
6. 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.

7. 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.
8. 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.
9. The plan shall be revised for City Staff review and approval reflecting a temporary bituminous asphalt sidewalk from the project driveway to Kennebec Street.
10. 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.
11. 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.
12. Applicant shall be responsible for the costs of all public improvements along project frontage of Alder Street and Hanover Street to Somerset/Kennebec Street.
13. A Transportation Demand Management Plan (TDM) shall be submitted for City Staff review and approval.
14. That a final signage plan shall be submitted for Planning Staff review and approval prior to the issuance of a building permit.
15. The final plans shall be submitted for review and approval by the Fire Department prior to the issuance of a building permit and that meet the review comments of Deputy Chief Keith Gautreau date April 1, 2015.

The approval is based on the submitted plans and the findings related to site plan review standards as contained in the Planning Report for application #2015-049 which is attached.

#### **STANDARD CONDITIONS OF APPROVAL**

Please note the following standard conditions of approval and requirements for all approved site plans:

1. **Funds Due to the City of Portland.** In accordance with the City of Portland Code of Ordinance (Article VI. Section 2-201, Funds Due to City), all outstanding fees due to the city **must** be satisfied before undertaking any new activity with the city. Thus, the applicant shall be responsible for paying all outstanding fees. The Department of Planning and Urban Development **will not** accept building permit



applications, issue permits or certificates if fees are due for a project. If you have questions about whether there are any outstanding fees, please contact Benjamin Bettez, Financial Officer, at 874-8721 or at [BBETTEZ@portlandmaine.gov](mailto:BBETTEZ@portlandmaine.gov)

2. **Develop Site According to Plan** The site shall be developed and maintained as depicted on the site plan and in the written submission of the applicant. Modification of any approved site plan or alteration of a parcel which was the subject of site plan approval after May 20, 1974, shall require the prior approval of a revised site plan by the Planning Board or Planning Authority pursuant to the terms of Chapter 14, Land Use, of the Portland City Code.
3. **Separate Building Permits Are Required** This approval does not constitute approval of building plans, which must be reviewed and approved by the City of Portland's Inspection Division.
4. **Site Plan Expiration** The site plan approval will be deemed to have expired unless work has commenced within one (1) year of the approval or within a time period up to three (3) years from the approval date as agreed upon in writing by the City and the applicant. Requests to extend approvals must be received before the one (1) year expiration date.
5. **Performance Guarantee and Inspection Fees** A performance guarantee covering the site improvements, inspection fee payment of 2.0% of the guarantee amount and seven (7) final sets of plans must be submitted to and approved by the Planning Division and Public Services Department prior to the release of a building permit, street opening permit or certificate of occupancy for site plans. If you need to make any modifications to the approved plans, you must submit a revised site plan application for staff review and approval.
6. **Defect Guarantee** A defect guarantee, consisting of 10% of the performance guarantee, must be posted before the performance guarantee will be released.
7. **Preconstruction Meeting** Prior to the release of a building permit or site construction, a pre-construction meeting shall be held at the project site. This meeting will be held with the contractor, Development Review Coordinator, Public Service's representative and owner to review the construction schedule and critical aspects of the site work. At that time, the Development Review Coordinator will confirm that the contractor is working from the approved site plan. The site/building contractor shall provide three (3) copies of a detailed construction schedule to the attending City representatives. It shall be the contractor's responsibility to arrange a mutually agreeable time for the pre-construction meeting.
8. **Department of Public Services Permits** If work will occur within the public right-of-way such as utilities, curb, sidewalk and driveway construction, a street opening permit(s) is required for your site. Please contact Carol Merritt at 874-8300, ext. 8828. (Only excavators licensed by the City of Portland are eligible.)
9. **As-Built Final Plans** Final sets of as-built plans shall be submitted digitally to the Planning Division, on a CD or DVD, in AutoCAD format (\*.dwg), release AutoCAD 2005 or greater.

The Development Review Coordinator must be notified five (5) working days prior to the date required for final site inspection. The Development Review Coordinator can be reached at the Planning Division at 874-8632.

All site plan requirements must be completed and approved by the Development Review Coordinator prior to issuance of a Certificate of Occupancy. Please schedule any property closing with these requirements in mind.

If there are any questions, please contact Richard Knowland at (207) 874-8725.

Sincerely,



Stuart O'Brien, Chair  
Portland Planning Board

**Attachments:**

1. Memo of Tom Errico, dated June 4, 2015  
Memo of David Senus, dated May 29, 2015  
Memo of David Margolis-Pineo, dated June 5, 2015  
Memo of Keith Gautreau, dated April 1, 2015
2. Planning Board Report
3. Portland City Code: Chapter 32
4. Performance Guarantee Packet

**Electronic Distribution:**

cc: Jeff Leving, AICP, Director of Planning and Urban Development  
Alexander Jaegerman, FAICP, Planning Division Director  
Barbara Barhydt, Development Review Services Manager  
Richard Knowland, Senior Planner  
Philip DiPierro, Development Review Coordinator, Planning  
Ann Machado, Acting Zoning Administrator, Inspections Division  
Tammy Munson, Inspections Division Director  
Jonathan Rioux, Inspections Division Deputy Director  
Jeanie Bourke, Plan Reviewer/CEO, Inspections Division  
Lannie Dobson, Administration, Inspections Division  
Brad Saucier, Administration, Inspections Division  
Michael Bobinsky, Public Services Director  
Katherine Earley, Engineering Services Manager, Public Services  
Bill Clark, Project Engineer, Public Services  
David Margolis-Pineo, Deputy City Engineer, Public Services



## **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 recommend 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](mailto:thomas.errico@tylin.com)  
Visit us online at [www.tylin.com](http://www.tylin.com)  
Twitter | Facebook | LinkedIn | YouTube

"One Vision, One Company"

Please consider the environment before printing.



## 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.



## **Rick Knowland - 138 Kennebec St Comment Revisions**

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

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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 review 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.

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## MEMORANDUM

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

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**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's 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



## CITY OF PORTLAND, MAINE

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### PLANNING BOARD

David Silk, Chair  
Bill Hall, Vice Chair  
Joe Lewis  
Lee Lowry, III  
Janice Tevanian  
Michael J. Patterson  
Carol Morrisette

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 conditions of approval:

1. Per Bayside B7 Design Standards and Guidelines, the applicant shall submit a 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 Margolis- Pineo memorandum dated 10.15.2009 and be submitted for review and approval before the issuance of a building permit [as modified in section B below];
  4. That the site plan be revised per Tom Errico memorandum dated 10.16.2009 and be submitted for review and approval before 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 a mutually agreeable time for the pre-construction meeting.
8. If work will occur within the public right-of-way such as utilities, curb, sidewalk and driveway construction, a street opening permit(s) is required for your site. Please contact Carol Merritt at 874-8300, ext. 8828. (Only excavators licensed by the City of Portland are eligible.)

Philip DiPierro, Development Review Coordinator, must be notified five (5) working days prior to date required for final site inspection. The Development Review Coordinator can be reached at 874-8632. Please make allowances for completion of site plan requirements determined to be incomplete or defective during the inspection. This is essential as all site plan requirements must be completed and approved by the Development Review Coordinator prior to issuance of a Certificate of Occupancy. Please schedule any property closing with these requirements in mind.

If there are any questions, please contact Shukria Wiar at (207) 756-8083 or by email at [shukriaw@portlandmaine.gov](mailto:shukriaw@portlandmaine.gov)

Sincerely,



David Silk, Chair  
Portland Planning Board

**Attachments:**

1. Memorandum, Capt. Keith Gautreau, 10.23.2009
2. Memorandum, Jeff Tarling, 09.14.2009
3. Memorandum, David Margolis-Pineo, Revised 10.15.2009
4. Memorandum, Tom Errico, 10.16.2009
5. Performance Guarantee Packet

**Electronic Distribution:**

Penny St. Louis Littell, Director of Planning and Urban Development  
Alexander Jaegerman, Planning Division Director  
Barbara Barhydt, Development Review Services Manager  
Shukria Wiar, Planner/Senior Planner  
Philip DiPierro, Development Review Coordinator  
Marge Schmuckal, Zoning Administrator  
Tammy Munson, Inspections Division Director  
Gayle Guertin, Inspections Division  
Lisa Danforth, Inspections Division  
Lannie Dobson, Inspections Division  
Michael Bobinsky, Public Services Director  
Kathi Earley, Public Services  
Bill Clark, Public Services  
David Margolis-Pineo, Deputy City Engineer  
Todd Merkle, Public Services  
Greg Vining, Public Services  
John Low, Public Services  
Jane Ward, Public Services  
Keith Gautreau, Fire  
Jeff Tarling, City Arborist  
Tom Errico, Wilbur Smith Consulting Engineers  
Dan Goyette, Woodard & Curran  
Assessor's Office  
Approval Letter File  
**Hard Copy:** Project File



*Strengthening a Remarkable City Building a Community for Life*

EXECUTIVE DEPARTMENT  
Patricia A. Finnigan, Acting City Manager

Att. C

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 1.8.1).

2. **Drainage.** A drainage plan will need to be submitted which accounts for the changes in grade due to street and sidewalk elevations. (Technical Manual, Section 5).

3. **Landscaping.** The site plan ordinance requires street trees for all development sites (Section 14-526 (b) (2) (e) (iii)). You will need to submit a landscaping plan which meets this design standard (Technical Manual Section 4.6.3).

4. **Fences.** The B-7 Design Standard E-11 requires fences or walls along public streets, trails, alleys, or public spaces to be of high quality, durable and weather resistant materials such as brick, stone, wood and high grade metals.

5. **Traffic Impact Analysis.** The applicant will be required to provide a traffic impact analysis that reflects the use of the outdoor space to determine if additional parking or traffic improvements are necessary to meet the ordinance.

We appreciate your patience as we considered and worked through the issues presented by your proposal. Due to its timing and the fact that it is located adjacent to the planned major street construction project, we want to ensure the projects are coordinated and neither you nor the City are in the position of wasting time and money by constructing infrastructure which would needlessly be replaced in the future.

Thank you for your commitment to Bayside, creating jobs, and expanding what is proving to be an exciting entertainment destination in Portland.

In order to complete the permit process please contact Barbara Barhydt at 874-8719

Sincerely,

  
Patricia A. Finnigan  
Acting City Manager

cc: Penny St. Louis, Director, Planning & Urban Development Dept.  
Barbara Barhydt, Development Review Manager



## Planning and Urban Development Department Planning Division



**Subject:** B7 Design Review – Bayside Bowl Addition

**Written by:** Caitlin Cameron, Urban Designer

**Date of Review:** Monday, April 13, 2015

On Monday, April 13, a design review according to the *City of Portland Design Manual* Standards was performed for the proposed redevelopment at 58 Alder Street. The review was performed by Caitlin Cameron, Urban Designer, Rick Knowland, Senior Planner, and Alex Jaegerman, Planning Division Director, all within the Planning Division of the Department of Planning & Urban Development. The project was reviewed against the B-7 *Mixed Use Urban District Zone Design Principles & Standards* (Appendix 4 of the Design Manual).

### Design Review Criteria:

The project must meet all B-7 *Design Principles & Standards*.

### Findings of the Design Review:

The proposed design **does not pass** all of the criteria of the *B7 Design Guidelines* – please refer to comments below regarding Standards not currently being met. The applicant may revise the design according to the review comments and resubmit.

### General Comments:

- Please provide drawings showing all of existing building.
- Which building entrances will be operable to the public (new and existing)?
- What is the proposed pedestrian circulation around the site?

### Principle A: Urban Design

**A-5: Pedestrian Environment** – *Development on public streets or public spaces shall . . . enhance the pedestrian environment through the use of elements at the first floor such as fully functioning entries oriented to the street; active windows and storefronts; awnings and weather protection; appropriately scaled streetlights; trees and landscaping; . . .*

- See comments below regarding the orientation of the primary building entrance and windows.

**A-7: Building Orientation** – *The primary facades and entrances of buildings shall be oriented to streets, major pedestrian routes, or open spaces in order enhance the pedestrian-oriented environment. The primary facades and entrances of buildings shall not be oriented toward parking lots.*

- The primary entrance should be revised to have a visible and accessible orientation to Alder Street. Staff suggests adding a double door to the vestibule facing Alder Street

and altering the canopy design to extend over this part of the entry. Lighting and Signage should also be provided on this East (facing Alder) face of the stair tower/vestibule.

#### **Principle B: Access and Circulation**

**B-6: Multi-modality** – *New development shall create a functional and safe environment that provides a continuous travel corridor for pedestrians and bicycles which serves the same major destinations as automobiles.*

- Please provide a direct pedestrian path from Kennebec Street to the primary building entrance.

**B-9: Streetscape Design** – *New development in the public realm shall utilize the City's streetscape standards for Bayside which include specifications for sidewalks, streetlights, street furniture, fencing and walls, landscaping and signage in order to create a unified image of the neighborhood.*

- Please provide a direct pedestrian path from Kennebec Street to the primary building entrance.

#### **Principle C: Parking, Loading and Service Areas**

**C-7: Bike Racks** – *Bike racks shall be provided in a convenient location, proximate to the entry or entries of the building(s), either immediately adjacent to or no further than the associated motor vehicle parking, and shall be visible from the street or provided with prominent directional signage visible from the street as detailed in the Technical and Design Standards and Guidelines Manual and in compliance with the City's Off-street bicycle parking standards*

- Bike racks appear to be on private property. If any bike racks are proposed in the public right-of-way, they must conform to the Technical Manual in placement as well as type specification (Dero).
- Make sure bike racks correspond to any new building entrance arrangement, including for staff.

**C-8: Service, Utility and Mechanical Infrastructure** – *Areas for outdoor storage and trash collection or compaction shall not be visible from public rights-of-way, or located within 20 feet of any public street, sidewalk, or open space.*

- A waiver may be required about the placement of the trash storage.
- More detail about the waste management is requested.
- Materials for screening trash storage should be of the same family as the rest of the building materials.

#### **Principle E: Architectural Design**

**E-6: Entrances** – *Buildings along public streets shall have the primary entrances oriented to the street. Primary entrances shall not be oriented to a parking lot or structure. . . . Commercial and mixed use buildings shall be permeable and accessible on all sides from the public way, unless the building program precludes such design.*

- The primary entrance should be revised to have a visible and accessible orientation to Alder Street. Staff suggests adding a double door to the vestibule facing Alder Street and altering the canopy design to extend over this part of the entry. Lighting and Signage should also be provided on this East (facing Alder) face of the stair tower/vestibule.

**E-7: Windows** – *Windows shall be located on all facades visible from public rights of way. . . . The first floor transparency (minimum visible transmittance (VT) of .7 or greater) along public streets and the trail shall be equal to at least 50% of the wall area between the height of 2 and 9 feet.*

- Consider adding more fenestration to the Dining/Lounge along Hannover Street area to increase the visibility of the active uses on the street.

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

- Please provide more information about the gauge of the metal siding.

**E-13: Transparency** – *Windows that have daylighting application on all levels of the façade shall use glass with a visible transmittance (VT) value of .7 or greater, which looks clear. . . . Opaque, heavily tinted or reflective glass shall not be used at the pedestrian level unless it can be demonstrated that the building program precludes the use of transparent glass.*

- Please provide more information about the transparency of the windows.

**E-16: Signage** – *Each building may have one sign per storefront tenant at the pedestrian level, one sign board at each entrance with a tenant roster, and a street number sign at entrances as necessary.*

- Add signage to the East-facing (Alder-facing) side of the primary building entry stair tower/vestibule to provide a strong presence and orientation to the street.



**Rick Knowland - Bayside Bowl - Final Traffic Comments**

---

**From:** Tom Errico <thomas.errico@tylin.com>  
**To:** Rick Knowland <RWK@portlandmaine.gov>  
**Date:** 1/20/2016 3:55 PM  
**Subject:** Bayside Bowl - Final Traffic Comments  
**CC:** David Margolis-Pineo <DMP@portlandmaine.gov>, "Earley, Katherine" <KAS@p...

---

Hi Rick – I have reviewed the December 2015 application materials for the project and offer the following final comments as it relates to comments I provided in June 2015.

- 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.

June 2015 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.

**Current Plan Status: The above comment remains valid.**

- 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.

June 2015 Status: It is my understanding that you are providing a condition that addresses this issue and therefore I have no further comment.

**Current Plan Status: It is my understanding the parking lot will be paved 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 Code439 for a Bowling Alley when only one site was sampled for estimating traffic.
  - I would expect overlap for use of the Squash Court time slots and therefore traffic and parking generation needs to account for this.
  - The study assumed an occupancy of two per vehicle.

- 15% will utilize transit.
- A 20% reduction in trip levels based upon assumptions that the site will not be fully utilized.

The traffic study concluded that taking into account the above assumptions, the project would generate 99 trips during the peak hour and therefore would not trigger the threshold of 100 trips needed to file a Traffic Movement Permit. In addition to above concerns, the project should also include the trips associated with the initial Bayside Bowl project. Based upon these factors it is my opinion that the project requires a Traffic Movement Permit. I would note that based upon the capacity analysis conducted by the applicant I do not expect the project to have significant traffic impacts in the area.

June 2015 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.

**Current Plan Status: The above comment remains valid.**

- 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.

June 2015 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).

**Current Plan Status: The applicant currently estimates a parking demand of 93 parking spaces for the site with 36 spaces provided on-site. It my understanding the Planning Department will be providing a condition of approval regarding off-site parking requirements.**

- 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.

June 2015 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.

**Current Plan Status: The plans propose a 24-foot aisle width and I find conditions to be acceptable.**

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

June 2015 Status: The plans have been revised and I have no further comment.

**Current Plan Status: The plans include the requested panel 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.

June 2015 Status: No added response necessary.

**Current Plan Status: This condition continues to remain valid.**

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

June 2015 Status: It is my understanding that you are providing the bicycle parking requirement and therefore I have no further comment.

**Current Plan Status: The project exceeds City standards for bicycle parking spaces and accordingly I find conditions to be acceptable.**

- 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.

June 2015 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.

**Current Plan 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 \$2,300 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 \$6,600 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.

June 2015 Status: 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.

**Current Plan Status:** The plan includes a bituminous sidewalk and therefore I find conditions to be acceptable. I would note that a detectible warning panel shall be included at Kennebec Street.

#### New Comments

- The plans note parking spaces with dimensions of 8'x18' that do not meet City standards for compact spaces. I support a waiver from City standards given that the size exceeds City standards.
- I have reviewed the TDM plan and find the program to be acceptable.
- The City is currently finalizing the Bayside Transportation Master Plan. That document seeks to improve transportation accessibility and connectivity with one of the recommendations consisting of a Lancaster Street that provides two-way flow between Franklin Street and Brattle Street. That study recognized the constraints of Lancaster Street between Preble Street and Hanover Street, where public access rights do not exist on the Bayside Bowl half of the former street. The Master Plan concept for Lancaster Street between Alder Street and Hanover Street is a "shared street" design that would allow for all transportation users (e.g. vehicles, delivery trucks, pedestrians, bicyclists) to coexist. The City is in the process of selling the property that will have rights to the southerly half of Lancaster Street in this area. The agreement included the following use rights:

*And a clarification of the portion of Lancaster Street abutting the property. This portion of Lancaster Street has been discontinued by the City, but the City maintains a public easement in that portion of Lancaster Street for all purposes, including, without limitation, utility maintenance and passage for pedestrians and motor vehicles.*

**It is suggested that the applicant consider providing a similar use agreement, so that the vision of the Master Plan can be realized.**

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)  
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## MEMORANDUM

Att. F



**TO:** Rick Knowland, Senior Planner  
**FROM:** David Senus, PE  
**DATE:** January 21, 2016  
**RE:** Bayside Bowl Amended Level III Site Plan Application

Woodard & Curran has reviewed the Amended Level III Site Plan application submittals for the proposed expansions to Bayside Bowl located at 58 Alder Street in Portland, Maine.

### Documents Reviewed by Woodard & Curran

- Amended Level III Site Plan Application from Mitchell & Associates dated December 18, 2015 on behalf of BoPo, LLC.
- Site Plans, Sheets 1 through 7 dated December 18, 2015, prepared by Mitchell & Associates on behalf of BoPo, LLC.

### Comments

- 1) Woodard & Curran had performed a review of the original Level III Site Plan Application for Bayside Bowl in 2015 and provided review comments via memorandums dated April 7 & 30 and May 29, 2015. The current amended application largely reflects the proposed site conditions reviewed as part of the original application. Previous review comments have been adequately addressed by the Applicant, and remaining recommendations from Woodard & Curran's previous reviews are as follows:
  - a) The Applicant was considering installing a roof runoff treatment system as part of the original application, and given that the treatment of roof runoff is not a requirement for their approval, had requested 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.
  - b) The Applicant had previously stated that they will file for a Notice of Intent to Comply with the Maine Construction General Permit through the MaineDEP and will submit a copy with the City. The Applicant had requested a condition of approval for providing a copy of the Notice of Intent application to the City.
- 2) 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 Standards: Plans, notes, and details have been provided to address erosion and sediment control requirements, inspection and maintenance requirements, and good housekeeping practices in general accordance with Appendix A, B, & C of MaineDEP Chapter 500.
  - b) General Standards: According to the Application Data Sheet, the project will result in no net change in impervious area. As such, the project is not required to include any specific stormwater management features for stormwater quality control. However, per the recently passed Amendment to Portland City Code Chapter 14. Land Use, Article III. Zoning. Sections 14-182, 14-295 and 14-296 Re: Commercial Kitchens and Small Gravel Lots, "Parking spaces within the 35 foot setback shall provide stormwater quality treatment if required by the City of Portland Stormwater Management Standards and the Maine DEP Chapter 500 Stormwater Management Standards. If not required, an alternative low impact development treatment system approved by the Planning Board shall be provided." The spaces proposed within the 35' setback are located in



an area that is currently gravel. Because the overall project will result in no new impervious area, treatment under the Maine DEP Chapter 500 Stormwater Management Standards is not required. We would consider the "Stone Infiltration Trench" as depicted in the detail on Sheet 6 to suffice as an acceptable low impact development treatment system, as this detail includes a loam and sand filter layer. As such we find the project to be in compliance with the General Standards and the City's B-7 zone requirements for water quality treatment.

- c) Flooding Standard: According to the Application Data Sheet, the project will result in no net change in impervious area. As such, the project is not required to include any specific stormwater management features to control the rate or quantity of stormwater runoff from the site. As such, the project has been determined to be compliant with the Flooding Standard.



**Rick Knowland - Wastewater Capacity Application Approval - 58 Alder St**

**From:** David Margolis-Pineo  
**To:** Justin Alfond; Sashie Misner  
**Date:** 1/19/2016 12:47 PM  
**Subject:** Wastewater Capacity Application Approval - 58 Alder St  
**CC:** Barbara Barhydt; Benjamin Pearson; Helen Donaldson; Jean Fraser; Jef...  
**Attachments:** David Margolis-Pineo.vcf

**January 19, 2016**

**RE: The Capacity to Handle Wastewater Flows from 58 Alder Street – BoPo L.L.C.**

Dear Sen. Alfond:

The Department of Public Works, which includes the Water Resource Division have reviewed and determined that the downstream sewers from 58 Alder Street has the capacity to convey the estimated 4,232 gallons per day (gpd), 972 existing and 3,260 gpd of proposed wastewater which will be generated from this facility. You are reminded that the sewer you are proposing to connect is combined and therefore a backflow preventer is required. This system surcharges frequently.

As you may be aware, any addition of wastewater flows in this drainage area will have an impact on CSO discharge volumes. So you know, the City is evaluating the possibility of extending a stormwater sewer to the intersection of Kennebec and Preble Streets in an attempt to remove your site drainage from the combined sewer system.

If the City can be of further assistance, please call 874-8850 or 400-6695.

Sincerely,

**CITY OF PORTLAND**

*David Margolis-Pineo*

David Margolis-Pineo  
Deputy City Engineer

**Anticipated Wastewater Flows from the Proposed 58 Alder Street:**

|                                                           |                  |
|-----------------------------------------------------------|------------------|
| Existing wastewater flows from site (from flow records) = | 972 gpd          |
| 133 new seats in food area @ 20 gpd per seat =            | 2,660 gpd        |
| Eight new bowling lanes @ 75 gpd per lane =               | 600 gpd          |
| <b>Total</b>                                              | <b>4,232 gpd</b> |

Jeffrey Levine, Director, Department of Planning and Urban Development, City of Portland  
 Barbara Barhydt, Development Review Services Mgr., Dep't. of Planning and Urban Development, City of Portland

## Rick Knowland - Bayside Bowl

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**From:** Jeff Tarling  
**To:** Rick Knowland  
**Date:** 1/21/2016 4:54 PM  
**Subject:** Bayside Bowl

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Hi Rick -

I have reviewed the proposed Bayside Bowl landscape plan and find the plan acceptable as shown.

The plant types and sizes match our recommended plant list and should improve the site.

Thanks

Jeff



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**MEMORANDUM**

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**To:** FILE

**From:** Richard Knowland

**Subject:** Application ID: 2015-049

**Date:** 1/22/2016

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**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

**Memorandum  
Planning and Urban Development Department  
Planning Division**



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

From: Richard Knowland, Senior Planner

Date: April 24, 2015

Re: Bayside Bowl Expansion; 58 Alder Street; BOPO, LLC

Project #: 2015-049

CBL: 034-H-001

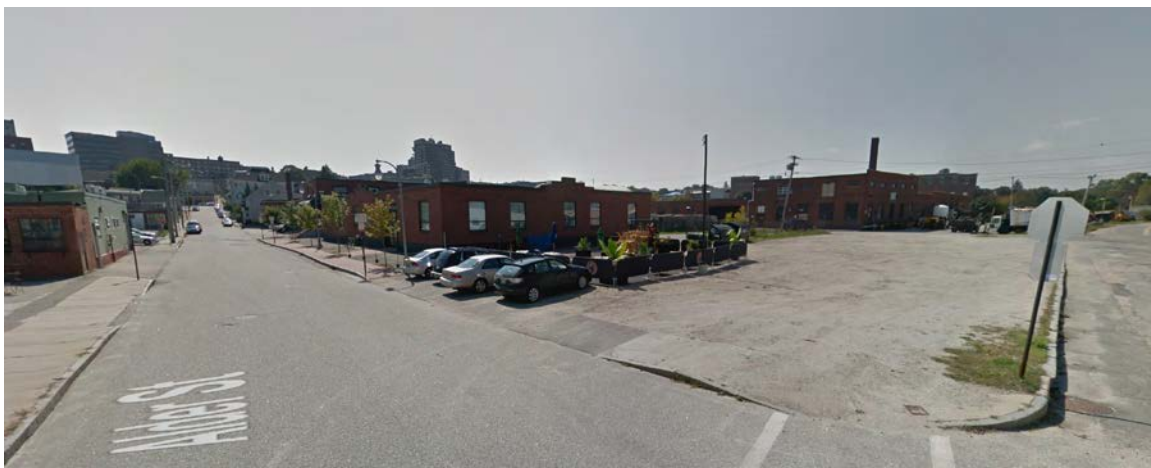
Meeting Date: April 28, 2015

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**I. INTRODUCTION**

A workshop has been scheduled to consider an application to expand the Bayside Bowl facility in the vicinity of 58 Alder Street. The site occupies the entire block defined by Alder-Hanover- Kennebec-Lancaster Streets. The applicant is BoPo, LLC. The development is subject to Site Plan Review including Traffic Movement Permit and B-7 Design Standards.

Initial site plan application and related material was submitted by applicant on March 23, 2015. Second submission regarding responses to staff comments was submitted on April 24, 2015



**View of site from corner of Alder St. and Kennebec St.**



**View of site from corner of Hanover St. and Lancaster St.**

Notice of this workshop includes notices sent to 90 area property owners as well as those on the Interested Parties List. A notice appeared in April 20, 2015 and April 21, 2015 editions of the Portland Press Herald.

## **II. PROJECT DATA**

**Zoning:** B-7

**Land Area:** 55,290 sf

**Proposed Use:** Bowling Alley/Squash Courts/Restaurant

**Existing Building Footprint:** 13,600 sf

**Proposed Building Footprint:** 29,823 sf

**Existing Building Floor Area:** 13,606 sf

**Proposed Building Floor Area:** 48,857 sf

**Building Height:** 45 ft

**Parking Spaces:** 53

**Onsite:** 36

**Offsite (leased):** 17

**Project Cost:** \$2.4 million

### **III. BACKGROUND**

On October 27, 2009, the Planning Board approved a site plan to establish the Bayside Bowl within the former Skillful Vending building at 58 Alder Street. The approval letter is shown as Attachment A. The proposal at that time included 12 bowling lanes, 60 seat restaurant space, 33 parking spaces (7 onsite and 26 shared offsite) as well as various site improvements.

Applicant acquired a 23,450 sf vacant lot in 2011 adjacent to Bayside Bowl which extended the applicant's landholdings to Kennebec Street. That same year applicant received administrative site plan approval for an outdoor seasonal patio for this parcel. With the prospect of the Somerset Street Extension looming in the future, certain improvements such as landscaping, sidewalks and drainage were deferred to the future. See Attachment B. The present 2015 submission proposes this area as a parking lot.

On March 17, 2015, the applicant completed a transaction with the City of Portland to purchase the "salt shed" parcel at 71 Hanover Street. This acquisition is intended to facilitate an expansion of the Bayside Bowl which abuts this property. With this property purchase the applicant now controls the entire Alder-Kennebec- Alder-Lancaster block.

Lancaster Street between Alder and Hanover was discontinued by the City Council on May 1, 1995 to facilitate Public Services operations in this area. Based on that action, the applicant owns to the middle of the street although a public easement was retained. The City owns the other half of the street which abuts the City's Traffic Division building. The Bayside Bowl expansion does not encroach within the right of way. By way of background, the City has recently been discussing whether the Traffic Division building should be considered for redevelopment proposals.

The Somerset Street Extension Study has a direct impact on the Bayside Bowl site. The study is comprised of two components. The first part focuses on the design and construction of extending Somerset Street from Elm to Hanover Street while the second part evaluates various alignments of extending Somerset Street (Kennebec Street) and the Bayside Trail to Forest Avenue.

The submitted Bayside Bowl site plan incorporates the projected street alignment on the plan which crosses their property near the corner of Kennebec and Hanover. The proposed parking lot has been designed outside the projected alignment footprint. Land acquisition and engineering plans for the Elm Street to Hanover Street section are expected to be completed later in the year with construction taking place in 2016.



#### **IV. DEVELOPMENT PROPOSAL**

Applicant proposes to construct a two story addition to the existing bowling alley. See site plan on following page of this memo. The expansion includes additional bowling alleys, a second floor area for squash courts and a rooftop bar. The addition increases the net floor area of the facility by 35,251 sf resulting in a total building floor area of 48,857 sf. The building addition is 45 feet high.

The project expands the number of bowling alleys from 12 to 20. Restaurant space will be increased from 60 seats to 210 seats. A partially covered 100 seat rooftop deck is proposed.

Squash courts will be run by Community Squash and includes 8 single squash courts, 1 doubles court, a small gym, class rooms and locker rooms. A 48 seat mezzanine will be provided to observe matches.

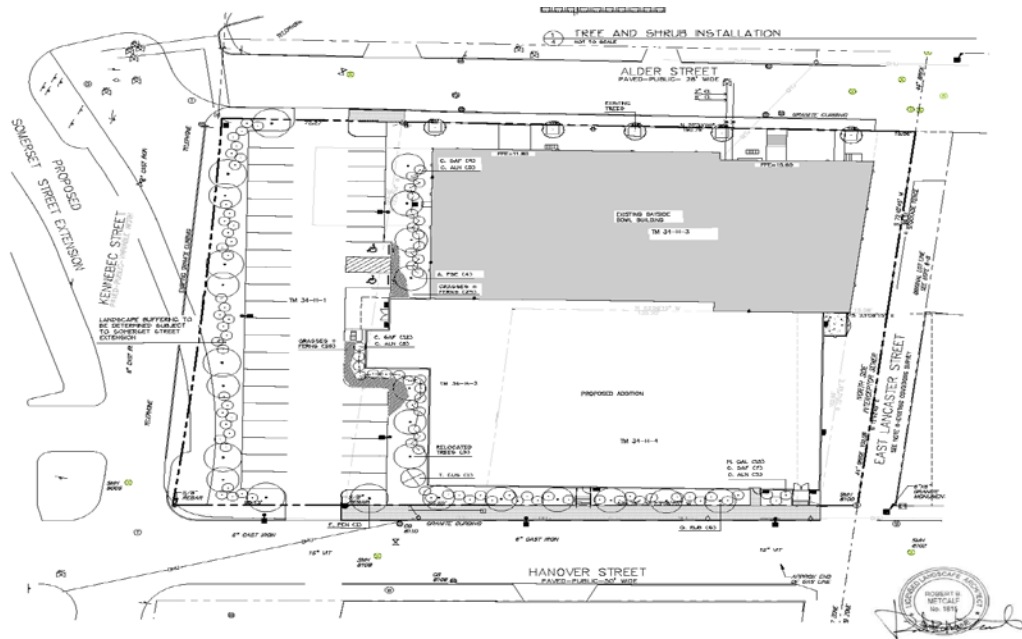
The existing public entrance on Alder Street remains and a second public entrance (facing Kennebec Street) will be incorporated into the addition.

The proposal fills in about two-thirds of the Lancaster-Hanover- Alder-Kennebec block except for the parking area along Kennebec Street.

Parking includes a temporary 36 space lot on-site (gravel surface) and 17 shared spaces off-site. The temporary parking lot would have formal review at a later date once the B-7 zoning parking lot issue for this site has been resolved and the alignment of Somerset Street extension has been finalized. See next section (Surface Parking Setback under B-7 Zoning). The 7 existing spaces on the Hanover Street side of the property are eliminated to accommodate the building addition footprint.

An 8 foot wide brick sidewalk is proposed along Hanover Street while the existing brick sidewalk along Alder Street is being extended about 22 feet but both sidewalks stop at the parking lot driveway in deference to the future alignment of Somerset Street which will likely be constructed in 2016. The proposed alignment is shown on the plan below. We would suggest that when the parking lot comes in for formal review in the future that the applicant be responsible for extending the sidewalk to meet the new sidewalk along Somerset Street.

Three Bayside street light fixtures are proposed along Hanover Street.



**Proposed Bayside Bowl Site Plan**

## V. STAFF REVIEW

### B-7 Zoning

The site is located in the B-7 zone. Significant zoning review issues are highlighted below.

Height...The project site is located in District B of the Bayside Height Overlay Zone which requires a minimum height of 3 floors and a maximum height of 105 feet. The Bayside Bowl addition is 45 feet high but has only two functional floors which is short of the minimum height of 3 floors. Sec. 14-298 (h)(5) provides for an exception to the minimum height requirement - "such restriction shall not apply to those portions of the building addition(s) that are closer to the street line than the building footprint existing as (March 9, 2005)". The proposed addition will be built closer to the street. Based on this exception the proposal does meet the minimum height requirement.

Surface Parking Setback...The B-7 zone requires new surface parking be located a minimum of 35 feet from the street [Sec. 14-295 (a)(25)]. The purpose of the language is to encourage buildings near the street line in creating an urban building edge along streets. The applicant's proposal features parking along the Kennebec Street side of the lot, most of which are within 35 feet of the existing Kennebec Street right-of-way. The proposed parking area is currently an unimproved lot. The 35 foot setback standard would not apply if the parking lot was grandfathered but staff has not seen any information substantiating a grandfathered parking use for this lot. The applicant is in the process of researching this issue.

Applicant is proposing the parking area shown on the site plan be considered a temporary parking lot until a zoning text amendment is implemented to address this issue. There are several reasons for this path. The projected alignment for Somerset Street extension has not been finalized. This project requires a “taking” of a portion of the Bayside Bowl property as well as another nearby property. The site plan on the prior page shows the projected alignment of Somerset Street extension. Once the taking has been finalized (which will be later in the year) we will have a better idea of the relationship of the roadway to the parking lot setback.

Mind full of the future Somerset Street extension project, the site plan approval letter for the outdoor patio allowed a 5 year window (to June 16, 2016) to complete site related improvements. See Attachment B. Note that sec. 14-522 of the Site Plan ordinance allows temporary parking lots for up to 1 year. Staff is therefore recommending the parking area be treated as a temporary parking lot with final review taking place by June 16, 2016.

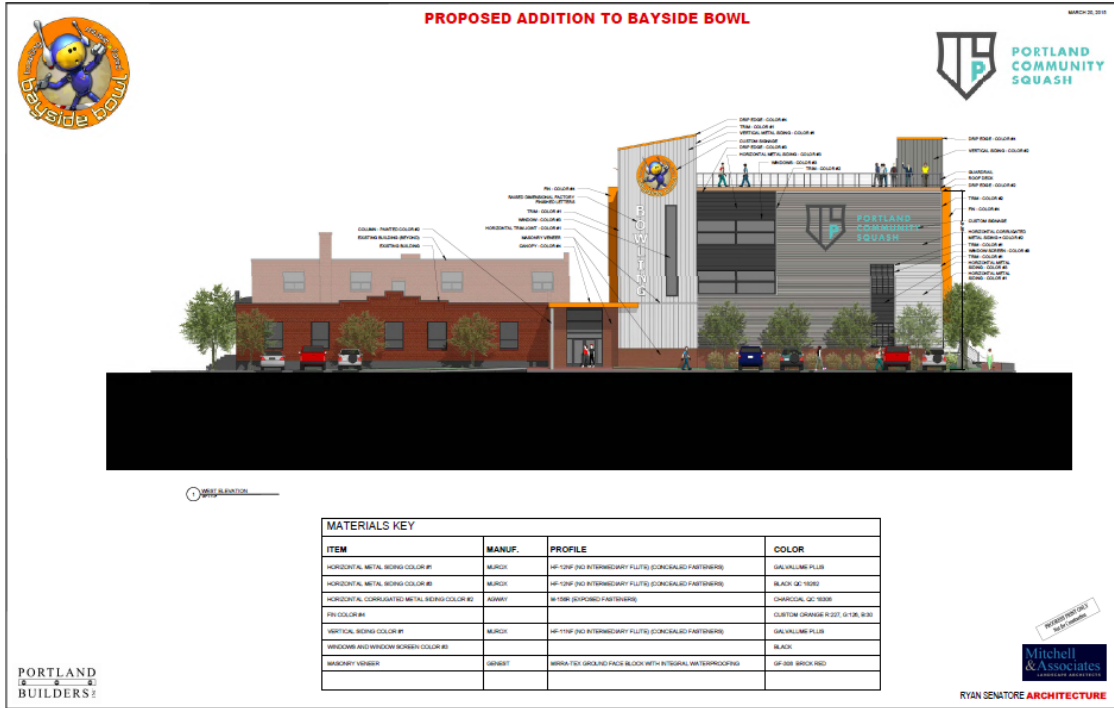
Over the next year staff will draft an amendment (narrow in scope) to address the parking setback issue unless the applicant is successful in documenting a grandfathered parking use. Bayside Bowl has a set of circumstances which make it unique to other properties in the B-7 which would be reflected in the amendment. In concept the amendment would allow some flexibility but require measures supporting the Bayside Vision such as a multi-story building, a minimum floor area ratio and on-site surface parking not exceeding the normal zoning requirement.

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

### **Building Elevations and B-7 Design Standards**

Building elevations have been submitted. See Attachment Plans. Kennebec Street and Hanover Street views are shown below. The proposed addition makes a major statement in overall building mass on the site. While the building has only functionally two floors (high ceiling height for squash courts), it reads as a much taller building with its 45 foot height. A prominent building entrance has been created facing Kennebec Street although the existing Alder Street entrance remains. The addition is clad in a variety of horizontal and vertical metal siding with a lower base of masonry veneer.

The building is surrounded by 4 streets so the building is viewed by the public from all 4 streets.



**Kennebec Street View**



**Hanover Street View**



Comments from Caitlin Cameron, Urban Designer, are shown below and as Attachment C.

Design Review Criteria:

The project must meet all *B-7 Design Principles & Standards*.

Findings of the Design Review:

The proposed design **does not pass** all of the criteria of the *B7 Design Guidelines* – please refer to comments below regarding Standards not currently being met. The applicant may revise the design according to the review comments and resubmit.

General Comments:

- Please provide drawings showing all of existing building.
- Which building entrances will be operable to the public (new and existing)?
- What is the proposed pedestrian circulation around the site?

Principle A: Urban Design

A-5: Pedestrian Environment – *Development on public streets or public spaces shall . . . enhance the pedestrian environment through the use of elements at the first floor such as fully functioning entries oriented to the street; active windows and storefronts; awnings and weather protection; appropriately scaled streetlights; trees and landscaping; . . .*

- See comments below regarding the orientation of the primary building entrance and windows.

A-7: Building Orientation – *The primary facades and entrances of buildings shall be oriented to streets, major pedestrian routes, or open spaces in order enhance the pedestrian-oriented environment. The primary facades and entrances of buildings shall not be oriented toward parking lots.*

- The primary entrance should be revised to have a visible and accessible orientation to Alder Street. Staff suggests adding a double door to the vestibule facing Alder Street and altering the canopy design to extend over this part of the entry. Lighting and Signage should also be provided on this East (facing Alder) face of the stair tower/vestibule.

Principle B: Access and Circulation

B-6: Multi-modality – *New development shall create a functional and safe environment that provides a continuous travel corridor for pedestrians and bicycles which serves the same major destinations as automobiles.*

- Please provide a direct pedestrian path from Kennebec Street to the primary building entrance.

B-9: Streetscape Design – *New development in the public realm shall utilize the City's streetscape standards for Bayside which include specifications for sidewalks, streetlights, street furniture, fencing and walls, landscaping and signage in order to create a unified image of the neighborhood.*

- Please provide a direct pedestrian path from Kennebec Street to the primary building entrance.

#### Principle C: Parking, Loading and Service Areas

C-7: Bike Racks – *Bike racks shall be provided in a convenient location, proximate to the entry or entries of the building(s), either immediately adjacent to or no further than the associated motor vehicle parking, and shall be visible from the street or provided with prominent directional signage visible from the street as detailed in the Technical and Design Standards and Guidelines Manual and in compliance with the City's Off-street bicycle parking standards*

- Bike racks appear to be on private property. If any bike racks are proposed in the public right-of-way, they must conform to the Technical Manual in placement as well as type specification (Dero).
- Make sure bike racks correspond to any new building entrance arrangement, including for staff.

C-8: Service, Utility and Mechanical Infrastructure – *Areas for outdoor storage and trash collection or compaction shall not be visible from public rights-of-way, or located within 20 feet of any public street, sidewalk, or open space.*

- A waiver may be required about the placement of the trash storage.
- More detail about the waste management is requested.
- Materials for screening trash storage should be of the same family as the rest of the building materials.

#### Principle E: Architectural Design

E-6: Entrances – *Buildings along public streets shall have the primary entrances oriented to the street. Primary entrances shall not be oriented to a parking lot or structure. . . . Commercial and mixed use buildings shall be permeable and accessible on all sides from the public way, unless the building program precludes such design.*

- The primary entrance should be revised to have a visible and accessible orientation to Alder Street. Staff suggests adding a double door to the vestibule facing Alder Street and altering the canopy design to extend over this part of the entry. Lighting and Signage should also be provided on this East (facing Alder) face of the stair tower/vestibule.

E-7: Windows – *Windows shall be located on all facades visible from public rights of way. . . . The first floor transparency (minimum visible transmittance (VT) of .7 or greater) along public streets and the trail shall be equal to at least 50% of the wall area between the height of 2 and 9 feet.*

- Consider adding more fenestration to the Dining/Lounge along Hannover Street area to increase the visibility of the active uses on the street.

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

- Please provide more information about the gauge of the metal siding.

E-13: Transparency – *Windows that have daylighting application on all levels of the façade shall use glass with a visible transmittance (VT) value of .7 or greater, which looks clear. . . . Opaque, heavily tinted or reflective glass shall not be used at the pedestrian level unless it can be demonstrated that the building program precludes the use of transparent glass.*

- Please provide more information about the transparency of the windows.

E-16: Signage – *Each building may have one sign per storefront tenant at the pedestrian level, one sign board at each entrance with a tenant roster, and a street number sign at entrances as necessary.*

- Add signage to the East-facing (Alder-facing) side of the primary building entry stair tower/vestibule to provide a strong presence and orientation to the street.

### **Circulation – Pedestrian**

An 8 foot wide brick sidewalk is proposed along Hanover Street while the existing brick sidewalk along Alder Street is being extended about 22 feet but both sidewalks stop at the parking lot driveway entrance rather than continuing along the lot frontage to Kennebec Street. This was probably done in deference to the future alignment of Somerset Street which will likely be constructed in 2016. We would suggest that when the parking lot comes in for formal review in the future that the applicant be responsible for extending the sidewalk to meet the new sidewalk along Somerset Street.

A brick sidewalk was installed along the frontage of the Alder Street building as part of the previous review.

A landscaped area is shown between the parking lot and the building addition (Kennebec side) but no walkway is shown on the plan. We are recommending that a sidewalk be installed within this area connecting to the public sidewalks on

Alder Street and Hanover Street. While a new sidewalk will be installed along Somerset Street as part of the City project, the applicant should install a walkway from the edge of the parking lot to the street roughly lining up with the building entrance.

### **Circulation – Vehicle**

As part of the submission applicant has submitted a traffic impact study (entitled Traffic Impact Study Expansion of Bayside Bowl) prepared by Gorrill Palmer. See Attachment 12.

### Parking

Application is proposing a total of 53 parking spaces, 36 temporary on-site spaces and 17 shared off-site spaces. Presumably the temporary spaces will be converted to permanent spaces in the future. There is no parking requirement in the B-7 zone so the Planning Board determines the appropriate number based upon the applicant's parking study and recommendation from the City Transportation Engineer.

Documentation of off-site parking leases should be submitted.

The submission states "the Bayside Bowl project is forecast to require a total of 91 parking spaces. The site will provide 37 parking spaces, with an additional 17 parking spaces provide off-site. We recommend that a parking study be performed once the site is fully occupied to confirm the need for additional spaces." Note staff counts 36 on-site spaces not 37 spaces. Other comments on the parking submission are shown below.

The parking lot has access on Alder Street and Hanover Street.

### Traffic

On-site circulation includes the parking lot with access on Alder Street and Hanover Street.

Tom Errico, Traffic Review Consultant, has reviewed plan and submitted material and his comments are shown below and Attachment D. Mr Errico believes the project qualifies for a Traffic Movement Permit since the submission underestimates the estimated trip generation for the project.

- The applicant has requested a waiver for providing a construction management plan at this time. It would be my suggestion that the applicant provide some general guiding principles as it relates to how construction will impact existing parking and traffic with the intent of providing a more detailed construction plan as a condition of approval.
- Based upon discussions with DPS staff it is my understanding that a portion of the proposed parking lot could be paved or implemented in its



final form without disturbance from the Somerset Street Extension project. Accordingly, the applicant should investigate construction of a portion of the parking lot in final form.

- I have reviewed the traffic study prepared by Gorrill-Palmer Consulting Engineers, Inc. and do not support the methods used in estimating trip generation. Approval of the assumptions will require supporting documentation. Specific concerns include:
  - o 30% reduction in restaurant trips associated with shared use.
  - o Use of ITE Land Use Code 439 for a Bowling Alley when only one site was sampled for estimating traffic.
  - o I would expect overlap for use of the Squash Court time slots and therefore traffic and parking generation needs to account for this.
  - o The study assumed an occupancy of two per vehicle.
  - o 15% will utilize transit.
  - o A 20% reduction in trip levels based upon assumptions that the site will not be fully utilized.

The traffic study concluded that taking into account the above assumptions, the project would generate 99 trips during the peak hour and therefore would not trigger the threshold of 100 trips needed to file a Traffic Movement Permit. In addition to above concerns, the project should also include the trips associated with the initial Bayside Bowl project. Based upon these factors it is my opinion that the project requires a Traffic Movement Permit. I would note that based upon the capacity analysis conducted by the applicant I do not expect the project to have significant traffic impacts in the area.

- Additional information is requested in quantifying the parking demand for the project. I would suggest the applicant survey existing users as part of understanding existing parking demand and use that information to predict future supply needs. If the applicant conducts such a survey, methods should be coordinated with City staff.
- The applicant has requested a waiver from City standards for parking lot aisle width based upon the need for added buffer space. I would prefer that the City standard (24 feet) be met, unless Jeff Tarling determines the added buffer width is critically important.

- A detectible warning panel shall be installed on the Hanover Street sidewalk ramp at Lancaster Street.
- It is suggested that on-street parking be provided on the east side of Hanover Street along the property frontage. This action will require changes to the City's Traffic Schedule and will need to be approved by the TS&E Committee and City Council. The applicant shall be responsible for provide materials in support of the TS&E and City Council packets.
- Upon determination of the final parking supply number, the corresponding bicycle parking spaces should be provided on-site per City Standards.
- Projects in the Bayside area have been required to make monetary contributions towards implementation of the Marginal Way Master Plan and the Somerset Street Extension Project. I will assess this requirement, in coordination with DPS and Planning staff, following approval of final trip generation and assignment information.

### **Engineering Related Comments**

Comments from David Senus, Development Review Consultant, are shown below and on Attachment E.

- In accordance with Section 5 of the City of Portland Technical Manual, a Level III development project is required to submit a stormwater management plan pursuant to the regulations of MaineDEP Chapter 500 Stormwater Management Rules, including conformance with the Basic, General, and Flooding Standards. We offer the following comments:
  - o Basic Standard: The Applicant will need to provide plans, notes, and details to address erosion and sediment control requirements, inspection and maintenance requirements, and good housekeeping practices in accordance with Appendix A, B, & C of MaineDEP Chapter 500.
  - o 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.

- o **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.
- The project will disturb more than one acre; the Applicant should note that a Maine Construction General Permit will be required from the MaineDEP and that copies of all permits should be forwarded to the City upon receipt.
- The Applicant has noted that ability to serve letters have been requested from the Portland Water District and the City of Portland; these letters should be forwarded upon receipt.
- The Applicant should provide the details on the concrete dumpster pad and pipe installation trench cross-section.
- Final plans must be stamped by a professional engineer (Section 14-527, sub-section (f) of the City of Portland Land Use Ordinance).
- The field inlet and catch basin details depict a flat frame and grate flush with the adjacent grade. We recommend that the Applicant consider installing domed grates (beehive grates) on field inlets and catch basins located in landscape / lawn areas.

### **Utilities**

All utilities such as water, power and sewer will be extended from the existing building to serve the addition. An ability to serve letter has been received from CMP but letters regarding water and sewer service should also be submitted.

### **Lighting**

Site lighting consists of new pole mounted fixtures (three) in the parking lot, wall mounted fixtures located at egress locations and wall pac fixtures along the former Lancaster Street side of the addition. The existing building has small wall wash fixtures located along the Alder Street and Kennebec Street façade.

The Beacon Viper (small) pole mounted fixture and the Beacon Traverse (wall mounted) appear to have a cut-off feature. Applicant should submit a photometric plan for the site along with height of the poles and mounting height of wall mounted fixtures.

Three Bayside street light fixtures are proposed along Hanover Street. The applicant previously installed street lights along Alder Street but a third light is needed north of the driveway.

## **Landscaping**

A review of the plan indicates that 7 trees will be planted along the Hanover Street side of the property while 8 trees (of which 3 are relocated) will be planted along the edge of the building (Kennebec Street side). A variety of understory plantings are proposed.

A dumpster is proposed along the Lancaster Street side of the addition. The dumpster will be screened by a fence but we are recommending that the enclosure comply with the B-7 design standard C-8 that requires “materials, colors and design of screening walls and fences shall conform to those used on the building”.

A note shows concept landscaping between the parking lot and Somerset Street but with no landscape species identified. The note states “landscape buffering to be determined subject to Somerset Street Extension”. A landscaping plan could be reviewed as part of the final site plan for the parking lot.

Comments from Jeff Tarling, City Arborist, will be available prior to the public hearing.

## **Fire**

A hydrant is located diagonally across the street at the corner of Kennebec Street and Preble Street.

Comments from Deputy Fire Chief Keith Gautreau are shown as Attachment F.

## **VI. WAIVERS**

Applicant is requesting a number of waivers that are more specifically described in Attachment 9. These waivers are summarized below. In addition, 5 “temporary waiver requests” are listed which relate to submission requirements that would be provided for the public hearing or at a later date.

Street Tree Requirement (Sec. 14-526 2.b. iii a and Technical Design Manual)...Submission indicates based on street frontage requirements 17 street trees are required. Twelve trees are proposed but due to pending Somerset Street project applicant requests a waiver and will provide the fee in lieu for the remaining 5.

Parking Lot and Parking Space (Technical Design Manual 1.14)...Applicant requests “a waiver to retain the existing gravel parking area until the final design of Somerset Street Extension has been determined” and that “improvements not be required until completion of Somerset Street Extension”. For the public hearing Staff will draft a condition of approval to address the timing of the parking lot completion.



Street Lighting (Technical Design Standards 10.4 Standards for Special Lighting District)...Request to waive street lighting fixtures along Kennebec Street frontage due to pending roadway improvements for Somerset Street Extension.

Travel Aisle Width...Request to reduce parking lot aisle width from 24 feet to 22 feet.

Landscape Buffer (Technical Design Standards 4.5.5 Parking Areas...Request to waive the landscape buffer requirements around the surface parking until the final design of Somerset Street Extension has been determined and street improvements have been completed.

**Next Steps:**

Schedule a Public Hearing

**ATTACHMENT LIST:**

**Staff Attachments**

- A. Bayside Bowl Planning Board Approval Letter (dated 10-27-09)
- B. Bayside Bowl Administrative Approval Letter (dated 6-11-11)
- C. Memo from Caitlin Cameron, Urban Designer (dated 4-13-15)
- D. Memo from Tom Errico, Traffic Review Consultant (dated 4-9-15)
- E. Memo from David Senus, Development Review Consultant (4-7-15)
- F. Memo from Keith Gautreau, Fire Prevention (4-3-15)

**Applicant Submission (March 23, 2015)**

- 1. Development Review Application and Checklist
- 2. Right, Title or Interest
- 3. Project Description and Project Data
- 4. Tax Map
- 5. Existing Soils and Condition
- 6. Public Utilities
- 7. Technical Capability, Financial Capability and Letter of Authorization
- 8. Compliance with Applicable Zoning
- 9. Waiver Request
- 10. Consistency with City's Master Plan and Conformity with Design Standards
- 11. Fire Department Check list and HVAC Emissions Requirements
- 12. Traffic and Parking Study
- 13. Stormwater Management Plan
- 14. Solid Waste Disposal and Snow Removal
- 15. Light Fixtures
- 16. Construction Management Plan – to be determined

17. Easements

**Applicant Submission (Response to Staff Comments, April 22, 2015)**

1. Cover Letter
2. Portland Water District Ability to Serve Letter (4-10-15)
3. Neighborhood Meeting Certification
4. Catalogue Cuts

**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

**Plans (April 22, 2015)**

- P1.1 Location Map
- P2.1 First Floor Plan
- P3.1 Second Floor Plan
- P4.1 Mezzanine Level Plan
- P5.1 Roof Plan
- P6.1 Birdseye View
- P7.1 West Elevation
- P8.1 South Elevation

P9.1 East Elevation  
P10.1 North Elevation  
P11.1 Layout and Utilities Plan  
P12.1 Erosion and Sedimentation Control Plan  
P13.1 Portland Water District Infrastructure Plan  
P14.1 Construction Management Plan  
P15.1 Renderings

## CITY OF PORTLAND, MAINE

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### PLANNING BOARD

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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 (Lowry, 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 conditions 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- Pineo memorandum dated 10.15.2009 and be submitted for review and approval before the issuance of a building permit[as modified in section B below];
4. That the site plan be revised per Tom Errico memorandum dated 10.16.2009 and be submitted for review and approval before 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 a mutually agreeable time for the pre-construction meeting.
8. If work will occur within the public right-of-way such as utilities, curb, sidewalk and driveway construction, a street opening permit(s) is required for your site. Please contact Carol Meitt 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](mailto:shukriaw@portlandmaine.gov)

Sincerely,

David Silk, Chair  
Portland Planning Board





# PORTLAND MAINE

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## EXECUTIVE DEPARTMENT

Patricia A. Finnigan, Acting City Manager

June 9, 2011

Senator Justin Alfond  
134 Sheridan Street  
Portland ME 04101

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

Dear Senator Alfond:

You have requested a permit to create a seasonal outdoor patio adjacent to Bayside Bowl located at 58 Alder Street. The proposed project is located in the B-7 zone and requires a Level 1, site alteration permit.

We have reviewed the plans prepared by David Matero of DayMatero Studio. You propose to pave approximately 2,757 sq ft on the site for use as an outdoor seating space and outdoor game area (such as horseshoes and cornhole toss). The total patio area will measure 4,140 sq ft. You also propose to place a metal interlocking fence around the perimeter which will be removed when the patio closes for the season.

### Background

The ordinance requires several site improvements in order to build the patio. As you know, the City plans to do extensive construction work adjacent to 58 Alder Street. That infrastructure project will involve extending Somerset Street, as well as the discontinuance and realignment of the section of Kennebec Street adjacent to Bayside Bowl. If the City required you to complete the site improvements as required by the ordinance, the Somerset/Kennebec Streets construction work would undoubtedly necessitate ripping out and redoing much of your site improvement work. In addition, the exact design and engineering requirements for your site improvements are not known at this time and will not be known until the final design and construction of the Somerset/Kennebec Street project is completed.

In recognition of the extensive planned road construction work which will be taking place adjacent to Bayside Bowl, we are taking a practical approach to your request which meets the objectives of the ordinance and will facilitate the coordination of the street improvement work with your business expansion plans including building the patio project.

### **A. Immediate Requirements**

In order to meet the objectives of the ordinance in the near term while the Somerset/Kennebec Street construction project is underway, you will be required to do the preliminary site improvements described below.

**1. Performance Bond.** In recognition of the impending Somerset Street improvements, and in order to coordinate improvements to public ways and sidewalks, you will need to post a performance bond. The bond will guarantee the costs of constructing the sidewalk improvements on Alder Street adjacent to the area of the proposed patio/outdoor seating area. The bond will cover the cost of installing a sidewalk and curbing which meets the City's technical specifications ( granite curb and brick sidewalk), based on plans and cost estimate you have provided. The sidewalk will need to be installed within 5 years or upon completion of the Somerset/Kennebec Street construction project.

**2. Fencing and Landscaping.** Given the seasonal nature of the project, the proposed removable fencing is permitted, just as one would use temporary barriers at a sidewalk café to provide separation between pedestrians and the patrons. If the applicant decides in the future to install permanent fencing, the City's technical specifications will apply.

Landscaping, including trees, will be required to be planted as part of the permanent site work. In the meantime, at a minimum, planters with flowers and/or plants are expected to be included as part of the project.

**3. Property survey and property pins.** A property survey is on file; property pins need to be set at all property corners.

### **C. Future Improvements**

Within 5 years of receiving the Level 1, site alteration permit, or upon completion of the Somerset/Kennebec Street construction project, you will be expected to make the permanent site improvements as required in the zone at that time. These include:

**1. Sidewalks.** Install the curb and sidewalk work along Alder Street which was guaranteed through the performance bond. In addition, based upon the actual location and construction of Somerset and Kennebec Streets, you will need to submit curb and sidewalk plans along the newly constructed Somerset Street, which meet the City's technical specifications (Technical Manual 1.8.1).

**2. Drainage.** A drainage plan will need to be submitted which accounts for the changes in grade due to street and sidewalk elevations. (Technical Manual, Section 5).

**3. Landscaping.** The site plan ordinance requires street trees for all development sites (Section 14-526 (b) (2) (e) (iii)). You will need to submit a landscaping plan which meets this design standard (Technical Manual Section 4.6.3).

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:** Monday, April 13, 2015

On Monday, April 13, a design review according to the *City of Portland Design Manual* Standards was performed for the proposed redevelopment at 58 Alder Street. The review was performed by Caitlin Cameron, Urban Designer, Rick Knowland, Senior Planner, and Alex Jaegerman, Planning Division Director, all within the Planning Division of the Department of Planning & Urban Development. The project was reviewed against the B-7 *Mixed Use Urban District Zone Design Principles & Standards* (Appendix 4 of the Design Manual).

### Design Review Criteria:

The project must meet all B-7 *Design Principles & Standards*.

### Findings of the Design Review:

The proposed design **does not pass** all of the criteria of the *B7 Design Guidelines* – please refer to comments below regarding Standards not currently being met. The applicant may revise the design according to the review comments and resubmit.

### General Comments:

- Please provide drawings showing all of existing building.
- Which building entrances will be operable to the public (new and existing)?
- What is the proposed pedestrian circulation around the site?

### Principle A: Urban Design

**A-5: Pedestrian Environment** – *Development on public streets or public spaces shall . . . enhance the pedestrian environment through the use of elements at the first floor such as fully functioning entries oriented to the street; active windows and storefronts; awnings and weather protection; appropriately scaled streetlights; trees and landscaping; . . .*

- See comments below regarding the orientation of the primary building entrance and windows.

**A-7: Building Orientation** – *The primary facades and entrances of buildings shall be oriented to streets, major pedestrian routes, or open spaces in order enhance the pedestrian-oriented environment. The primary facades and entrances of buildings shall not be oriented toward parking lots.*

- The primary entrance should be revised to have a visible and accessible orientation to Alder Street. Staff suggests adding a double door to the vestibule facing Alder Street

and altering the canopy design to extend over this part of the entry. Lighting and Signage should also be provided on this East (facing Alder) face of the stair tower/vestibule.

#### **Principle B: Access and Circulation**

**B-6: Multi-modality** – *New development shall create a functional and safe environment that provides a continuous travel corridor for pedestrians and bicycles which serves the same major destinations as automobiles.*

- **Please provide a direct pedestrian path from Kennebec Street to the primary building entrance.**

**B-9: Streetscape Design** – *New development in the public realm shall utilize the City's streetscape standards for Bayside which include specifications for sidewalks, streetlights, street furniture, fencing and walls, landscaping and signage in order to create a unified image of the neighborhood.*

- **Please provide a direct pedestrian path from Kennebec Street to the primary building entrance.**

#### **Principle C: Parking, Loading and Service Areas**

**C-7: Bike Racks** – *Bike racks shall be provided in a convenient location, proximate to the entry or entries of the building(s), either immediately adjacent to or no further than the associated motor vehicle parking, and shall be visible from the street or provided with prominent directional signage visible from the street as detailed in the Technical and Design Standards and Guidelines Manual and in compliance with the City's Off-street bicycle parking standards*

- **Bike racks appear to be on private property. If any bike racks are proposed in the public right-of-way, they must conform to the Technical Manual in placement as well as type specification (Dero).**
- **Make sure bike racks correspond to any new building entrance arrangement, including for staff.**

**C-8: Service, Utility and Mechanical Infrastructure** – *Areas for outdoor storage and trash collection or compaction shall not be visible from public rights-of-way, or located within 20 feet of any public street, sidewalk, or open space.*

- **A waiver may be required about the placement of the trash storage.**
- **More detail about the waste management is requested.**
- **Materials for screening trash storage should be of the same family as the rest of the building materials.**

#### **Principle E: Architectural Design**

**E-6: Entrances** – *Buildings along public streets shall have the primary entrances oriented to the street. Primary entrances shall not be oriented to a parking lot or structure. . . . Commercial and mixed use buildings shall be permeable and accessible on all sides from the public way, unless the building program precludes such design.*

- The primary entrance should be revised to have a visible and accessible orientation to Alder Street. Staff suggests adding a double door to the vestibule facing Alder Street and altering the canopy design to extend over this part of the entry. Lighting and Signage should also be provided on this East (facing Alder) face of the stair tower/vestibule.

**E-7: Windows** – *Windows shall be located on all facades visible from public rights of way. . . . The first floor transparency (minimum visible transmittance (VT) of .7 or greater) along public streets and the trail shall be equal to at least 50% of the wall area between the height of 2 and 9 feet.*

- Consider adding more fenestration to the Dining/Lounge along Hannover Street area to increase the visibility of the active uses on the street.

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

- Please provide more information about the gauge of the metal siding.

**E-13: Transparency** – *Windows that have daylighting application on all levels of the façade shall use glass with a visible transmittance (VT) value of .7 or greater, which looks clear. . . . Opaque, heavily tinted or reflective glass shall not be used at the pedestrian level unless it can be demonstrated that the building program precludes the use of transparent glass.*

- Please provide more information about the transparency of the windows.

**E-16: Signage** – *Each building may have one sign per storefront tenant at the pedestrian level, one sign board at each entrance with a tenant roster, and a street number sign at entrances as necessary.*

- Add signage to the East-facing (Alder-facing) side of the primary building entry stair tower/vestibule to provide a strong presence and orientation to the street.



## Rick Knowland - Bayside Bowl Expansion - Preliminary Traffic Comments

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**From:** Tom Errico <thomas.errico@tylin.com>  
**To:** RWK@portlandmaine.gov  
**Date:** 4/9/2015 2:39 PM  
**Subject:** Bayside Bowl Expansion - Preliminary Traffic Comments  
**CC:** JST@portlandmaine.gov; JBartlett@portlandmaine.gov; DMP@portlandmaine.gov...

---

Hi Rick – I have reviewed the application materials for the project and offer the following preliminary traffic comments.

- The applicant has requested a waiver for providing a construction management plan at this time. It would be my suggestion that the applicant provide some general guiding principles as it relates to how construction will impact existing parking and traffic with the intent of providing a more detailed construction plan as a condition of approval.
- Based upon discussions with DPS staff it is my understanding that a portion of the proposed parking lot could be paved or implemented in its final form without disturbance from the Somerset Street Extension project. Accordingly, the applicant should investigate construction of a portion of the parking lot in final form.
- I have reviewed the traffic study prepared by Gorrill-Palmer Consulting Engineers, Inc. and do not support the methods used in estimating trip generation. Approval of the assumptions will require supporting documentation. Specific concerns include:
  - 30% reduction in restaurant trips associated with shared use.
  - Use of ITE Land Use 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.

- Additional information is requested in quantifying the parking demand for the project. I would suggest the applicant survey existing users as part of understanding existing parking demand and use that information to predict future supply needs. If the applicant conducts such a survey, methods should be coordinated with City staff.
- The applicant has requested a waiver from City standards for parking lot aisle width based upon the need for added buffer space. I would prefer that the City standard (24 feet) be met, unless Jeff Tarling determines the added buffer width is critically important.



- A detectible warning panel shall be installed on the Hanover Street sidewalk ramp at Lancaster Street.
- It is suggested that on-street parking be provided on the east side of Hanover Street along the property frontage. This action will require changes to the City's Traffic Schedule and will need to be approved by the TS&E Committee and City Council. The applicant shall be responsible for provide materials in support of the TS&E and City Council packets.
- Upon determination of the final parking supply number, the corresponding bicycle parking spaces should be provided on-site per City Standards.
- Projects in the Bayside area have been required to make monetary contributions towards implementation of the Marginal Way Master Plan and the Somerset Street Extension Project. I will assess this requirement, in coordination with DPS and Planning staff, following approval of final trip generation and assignment information.

If you have any questions, please contact me.

Best regards,

Thomas A. Errico, PE  
Senior Associate  
Traffic Engineering Director

**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](mailto:thomas.errico@tylin.com)

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## MEMORANDUM

**TO:** Rick Knowland, Planner  
**FROM:** David Senus, P.E.  
**DATE:** April 7, 2015  
**RE:** Bayside Bowl, Level III Site Plan Application

Woodard & Curran has reviewed the Level III Site Plan Application for the proposed expansion of the Bayside Bowl facility located at 58 Alder Street in Portland, Maine. The project involves a three level addition with a 16,217 square-foot building footprint.

### Documents Reviewed by Woodard & Curran

- Level III Site Plan Application and attachments, dated March 23, 2015, prepared by Mitchell & Associates, on behalf of BoPo, LLC.
- Existing Conditions Plan, dated March 20, 2015, prepared by Sebago Technics.
- Engineering Plans, Sheets 1-6, dated March 23, 2015, prepared by Mitchell & Associates, on behalf of BoPo, LLC.

### Comments

- 1) In accordance with Section 5 of the City of Portland Technical Manual, a Level III development project is required to submit a stormwater management plan pursuant to the regulations of MaineDEP Chapter 500 Stormwater Management Rules, including conformance with the Basic, General, and Flooding Standards. We offer the following comments:
  - a) Basic Standard: The Applicant will need to provide plans, notes, and details to address erosion and sediment control requirements, inspection and maintenance requirements, and good housekeeping practices in accordance with Appendix A, B, & C of MaineDEP Chapter 500.
  - b) General Standard: The project will result in a net decrease in impervious area. As such, the project is not required to include any specific stormwater management features for stormwater quality control. The Applicant has proposed a grassed, underdrained stone filtration swale to provide some level of water quality treatment for runoff from the site. This approach to stormwater management on the site is acceptable to the City; however, we encourage the Applicant to review the City's Stormwater Service Charge Credit Manual (available online) to evaluate whether they would consider incorporating treatment measures which may qualify for a future Stormwater Service Charge credit.
  - c) Flooding Standard: The project will result in a net decrease in impervious area. As such, the project is not required to include any specific stormwater management features to control the rate of stormwater runoff from the site.
- 2) The project will disturb more than one acre; the Applicant should note that a Maine Construction General Permit will be required from the MaineDEP and that copies of all permits should be forwarded to the City upon receipt.
- 3) The Applicant has noted that ability to serve letters have been requested from the Portland Water District and the City of Portland; these letters should be forwarded upon receipt.
- 4) The Applicant should provide the following details:
  - a) Concrete Dumpster Pad; and
  - b) Pipe Installation Trench Cross-Section
- 5) Final plans must be stamped by a professional engineer (Section 14-527, sub-section (f) of the City of Portland Land Use Ordinance).
- 6) The field inlet and catch basin details depict a flat frame and grate flush with the adjacent grade. We recommend that the Applicant consider installing domed grates (beehive grates) on field inlets and catch basins located in landscape / lawn areas.



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**MEMORANDUM**

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**To:** FILE  
**From:** Richard Knowland  
**Subject:** Application ID: 2015-049  
**Date:** 4/3/2015

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**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.

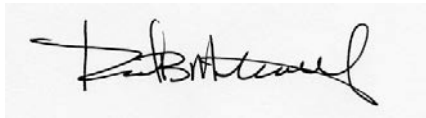
### **Submission**

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:

|                                                                                                                                                                                                         |                                                                                                                                         |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------|
| <b>Applicant – must be owner, Lessee or Buyer</b><br><br>Name: Justin Alfond<br><br>Business Name, if applicable:<br><br>Address: 58 Alder Street<br><br>City/State : Portland, ME      Zip Code: 04101 | <b>Applicant Contact Information</b><br><br>Work #<br><br>Home#<br><br>Cell #                              Fax#<br><br>e-mail:          |
| <b>Owner – (if different from Applicant)</b><br><br>Name: BoPo, L.L.C.<br><br>Address: 58 Alder Street<br><br>City/State : Portland, ME      Zip Code: 04101                                            | <b>Owner Contact Information</b><br><br>Work #<br><br>Home#<br><br>Cell #                              Fax#<br><br>e-mail:              |
| <b>Agent/ Representative</b><br><br>Name: Mitchell & Associates, Bob Metcalf<br><br>Address: 70 Center Street<br><br>City/State : Portland , ME      Zip Code: 04101                                    | <b>Agent/Representative Contact information</b><br><br>Work # 207.774.4427<br><br>Cell #<br><br>e-mail: rmetcalf@mitchellassociates.biz |
| <b>Billing Information</b><br><br>Name: Justin Alfond<br><br>Address: 58 Alder Street<br><br>City/State : Portland, ME      Zip Code: 04101                                                             | <b>Billing Information</b><br><br>Work # 207.232.4187<br><br>Cell #                              Fax#<br><br>e-mail: jalfond@gmail.com  |



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

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Level III Development (check applicable reviews)</b><br>___ Less than 50,000 sq. ft. (\$500.00)<br><u> X </u> 50,000 - 100,000 sq. ft. (\$1,000)<br>___ 100,000 – 200,000 sq. ft. (\$2,000)<br>___ 200,000 – 300,000 sq. ft. (\$3,000)<br>___ over \$300,00 sq. ft. (\$5,000)<br>___ Parking lots over 11 spaces (\$1,000)<br>___ After-the-fact Review (\$1,000.00 plus applicable application fee)<br><br><b>Plan Amendments (check applicable reviews)</b><br>___ Planning Staff Review (\$250)<br>___ Planning Board Review (\$500)<br><br>The City invoices separately for the following: <ul style="list-style-type: none"> <li>• Notices (\$.75 each)</li> <li>• Legal Ad (% of total Ad)</li> <li>• Planning Review (\$40.00 hour)</li> <li>• Legal Review (\$75.00 hour)</li> </ul> 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. | <b>Other Reviews (check applicable reviews)</b><br><br>___ Traffic Movement (\$1,000)<br>___ Stormwater Quality (\$250)<br>___ Subdivisions (\$500 + \$25/lot)<br># of Lots ___ x \$25/lot = _____<br>___ Site Location (\$3,000, except for residential projects which shall be \$200/lot)<br># of Lots ___ x \$200/lot = _____<br>___ Other _____<br>___ Change of Use<br>___ Flood Plain<br>___ Shoreland<br>___ Design Review<br>___ Housing Replacement<br>___ 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:

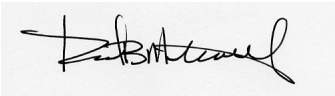
1. One (1) full size site plans that must be folded.
2. One (1) copy of all written materials or as follows, unless otherwise noted:
  - a. Application form that is completed and signed.
  - b. Cover letter stating the nature of the project.
  - c. All Written Submittals (Sec. 14-525 2. (c)), including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

|                                                                                                                                                                                                                          |                                             |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------|
| <b>Total Area of Site</b>                                                                                                                                                                                                | 55,290 sq. ft.                              |
| <b>Proposed Total Disturbed Area of the Site</b>                                                                                                                                                                         | 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. |                                             |
|                                                                                                                                                                                                                          |                                             |
| <b>Impervious Surface Area</b>                                                                                                                                                                                           |                                             |
| Impervious Area (Total Existing)                                                                                                                                                                                         | 55,290 sq. ft.                              |
| Impervious Area (Total Proposed)                                                                                                                                                                                         | 55,290 sq. ft.                              |
|                                                                                                                                                                                                                          |                                             |
| <b>Building Ground Floor Area and Total Floor Area</b>                                                                                                                                                                   |                                             |
| 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.                              |
|                                                                                                                                                                                                                          |                                             |
| <b>Zoning</b>                                                                                                                                                                                                            |                                             |
| Existing                                                                                                                                                                                                                 | B-7                                         |
| Proposed, if applicable                                                                                                                                                                                                  | NA                                          |
|                                                                                                                                                                                                                          |                                             |
| <b>Land Use</b>                                                                                                                                                                                                          |                                             |
| Existing                                                                                                                                                                                                                 | Bowling Alley & City of Portland salt sheds |
| Proposed                                                                                                                                                                                                                 | Bowling Alley/Squash Courts                 |
|                                                                                                                                                                                                                          |                                             |
| <b>Residential, If applicable</b>                                                                                                                                                                                        |                                             |
| # of Residential Units (Total Existing)                                                                                                                                                                                  | NA                                          |
| # of Residential Units (Total Proposed)                                                                                                                                                                                  |                                             |
| # of Lots (Total Proposed)                                                                                                                                                                                               |                                             |
| # of Affordable Housing Units (Total Proposed)                                                                                                                                                                           |                                             |
|                                                                                                                                                                                                                          |                                             |
| <b>Proposed Bedroom Mix</b>                                                                                                                                                                                              |                                             |
| # of Efficiency Units (Total Proposed)                                                                                                                                                                                   |                                             |
| # of One-Bedroom Units (Total Proposed)                                                                                                                                                                                  |                                             |
| # of Two-Bedroom Units (Total Proposed)                                                                                                                                                                                  |                                             |
| # of Three-Bedroom Units (Total Proposed)                                                                                                                                                                                |                                             |
|                                                                                                                                                                                                                          |                                             |
| <b>Parking Spaces</b>                                                                                                                                                                                                    |                                             |
| # of Parking Spaces (Total Existing)                                                                                                                                                                                     | 41                                          |
| # of Parking Spaces (Total Proposed)                                                                                                                                                                                     | 34                                          |
| # of Handicapped Spaces (Total Proposed)                                                                                                                                                                                 | 2                                           |
|                                                                                                                                                                                                                          |                                             |
| <b>Bicycle Parking Spaces</b>                                                                                                                                                                                            |                                             |
| # of Bicycle Spaces (Total Existing)                                                                                                                                                                                     | 14                                          |
| # of Bicycle Spaces (Total Proposed)                                                                                                                                                                                     | 21                                          |
|                                                                                                                                                                                                                          |                                             |
| <b>Estimated Cost of Project</b>                                                                                                                                                                                         | 2.4 million                                 |

| <b>PRELIMINARY PLAN (Optional) - Level III Site Plan</b> |                   |             |                                                                                                                                                                                                                                            |
|----------------------------------------------------------|-------------------|-------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Applicant Checklist                                      | Planner Checklist | # of Copies | <b>GENERAL WRITTEN SUBMISSIONS CHECKLIST</b>                                                                                                                                                                                               |
|                                                          |                   | 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 | <b>SITE PLAN SUBMISSIONS CHECKLIST</b>                                                                                                                                                                                                     |
|                                                          |                   | 1           | Boundary Survey meeting the requirements of Section 13 of the City of Portland's Technical Manual                                                                                                                                          |
|                                                          |                   | 1           | <b>Preliminary Site Plan including the following: (information provided may be preliminary in nature during preliminary plan phase)</b>                                                                                                    |
|                                                          |                   |             | 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<br>(* 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 | <b>SITE PLAN SUBMISSIONS CHECKLIST</b><br>(* 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           | <b>Final Site Plans including the following:</b>                                                                                                                              |
|                     |                   |             | 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 30<sup>th</sup> 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

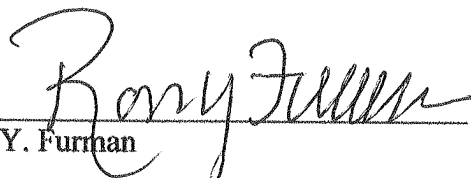
**000-8967**

**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

6-1-11  
Cumberland County  
Ross Y. Furman

## PURCHASE AND SALE AGREEMENT

THIS AGREEMENT for the purchase and sale of real estate made this 17<sup>th</sup> 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**.

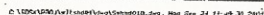
Said lot or parcel of land being 15,455 square feet, more or less, and includes the northerly portion of said Lancaster Street as discontinued.

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.







## 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.<br>Justin Alfond; Manager<br>58 Alder Street<br>Portland, Maine 04101 |
| Existing Zone        | B7 –Urban Commercial Zone/<br>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 &<br>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](mailto: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](http://www.unitil.com)





3/2/2015

**Sashie Misner**

Mitchell & Associates

70 Center Street

Portland, ME 04101

Sent via email to: [smisher@mithcellassociate.biz](mailto: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](http://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](http://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**

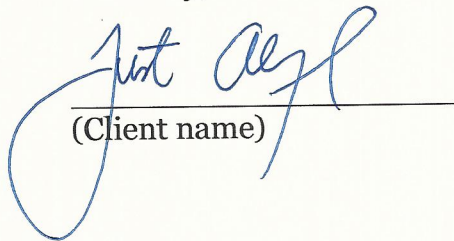
March 20, 2015

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.  
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Results.

TRAFFIC IMPACT STUDY  
EXPANSION OF  
BAYSIDE BOWL

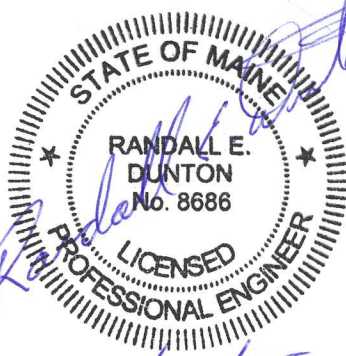
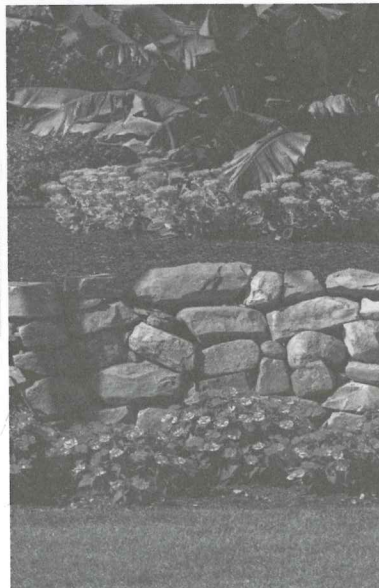
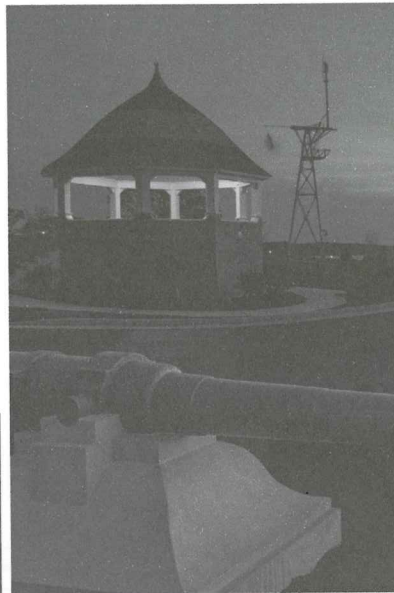
Portland, Maine

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 30<sup>th</sup> 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, 7<sup>th</sup> 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.

| <b>Development component</b>                 | <b>Estimated Peak Hour Trips Entering</b> |
|----------------------------------------------|-------------------------------------------|
| 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)       |
| <b>Total patrons entering during PM peak</b> | <b>131</b>                                |

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:

| <b>Level of Service Criteria for Unsignalized Intersections</b> |                                        |
|-----------------------------------------------------------------|----------------------------------------|
| <b>Level of Service</b>                                         | <b>Control Delay per Vehicle (sec)</b> |
| 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**

| <b>Approach</b>           | <b>Level of Service</b> |                |
|---------------------------|-------------------------|----------------|
|                           | <b>PM Pre</b>           | <b>PM Post</b> |
| <b>Hanover / Kennebec</b> |                         |                |
| Kennebec - EB             | A                       | A              |
| Kennebec - WB             | A                       | A              |
| Hanover - NB              | A                       | A              |
| Hanover - SB              | A                       | A              |
| <b>Preble / Kennebec</b>  |                         |                |
| 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:

| <b>Maine DOT Standards for Sight Distance</b> |                       |
|-----------------------------------------------|-----------------------|
| <b>Posted Speed (mph)</b>                     | <b>Sight Distance</b> |
| 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**

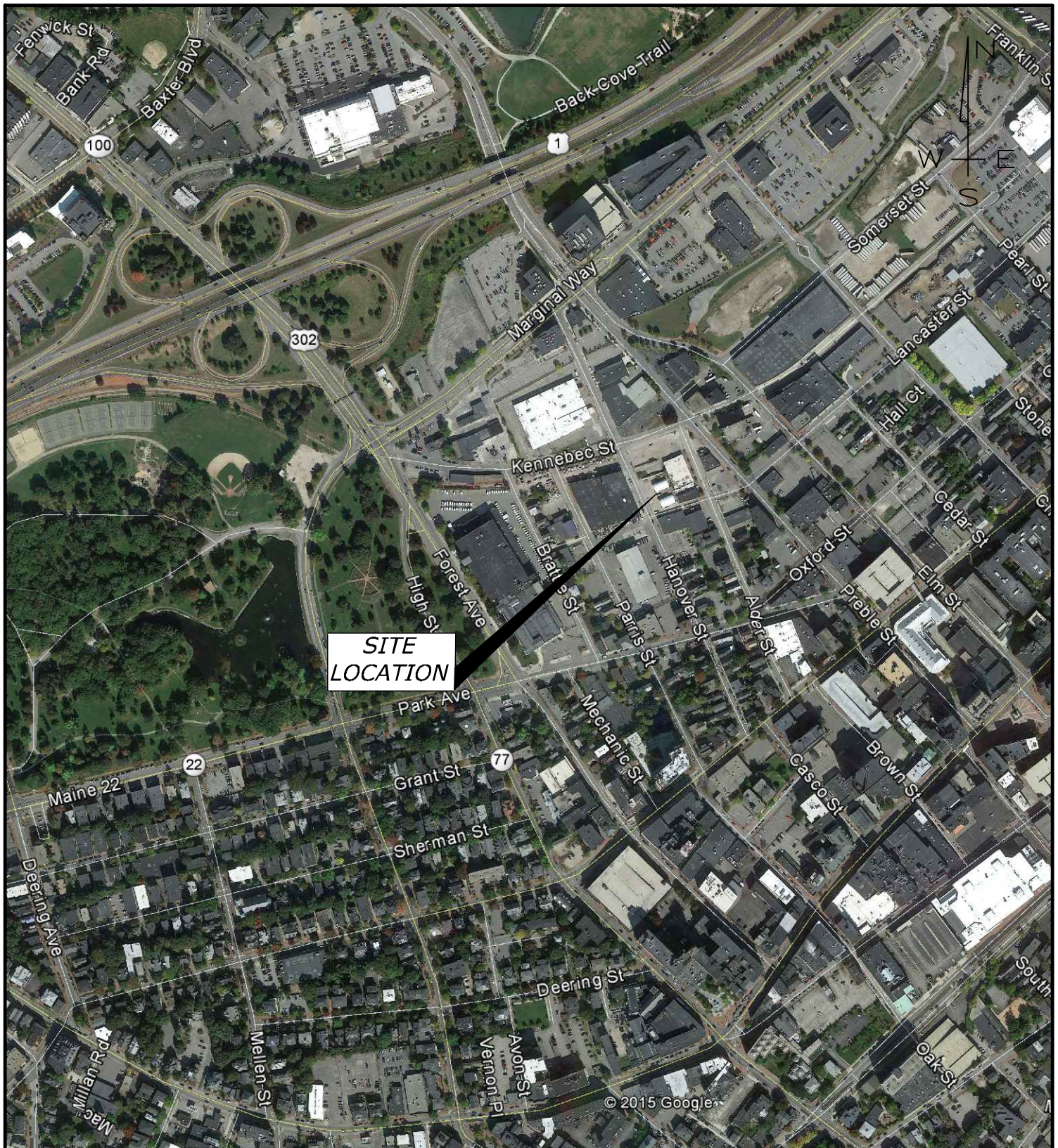
## **Turning Movement Diagrams**



# Location Map

Figure No.

1



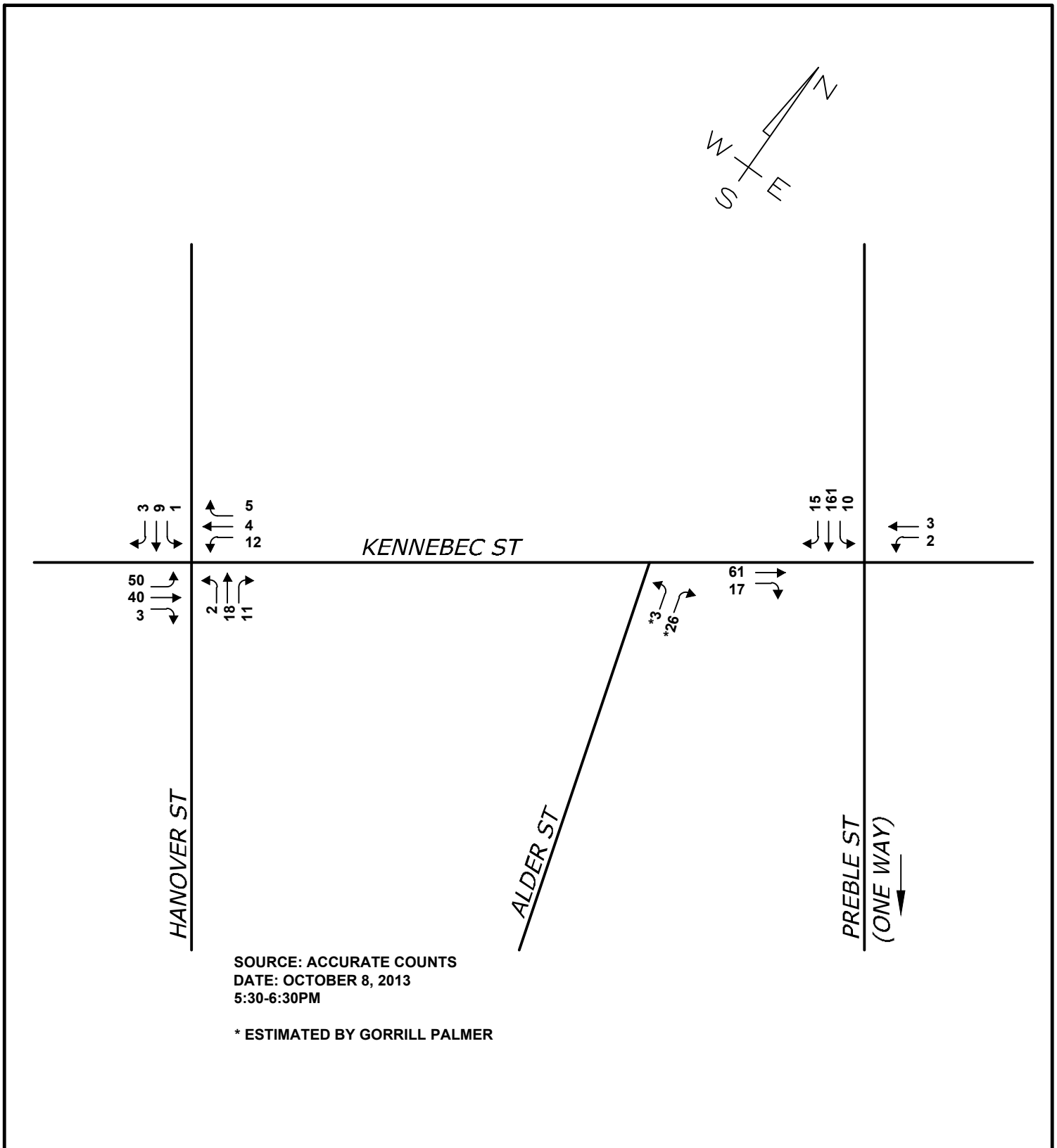
## BAYSIDE BOWL PORTLAND, MAINE

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

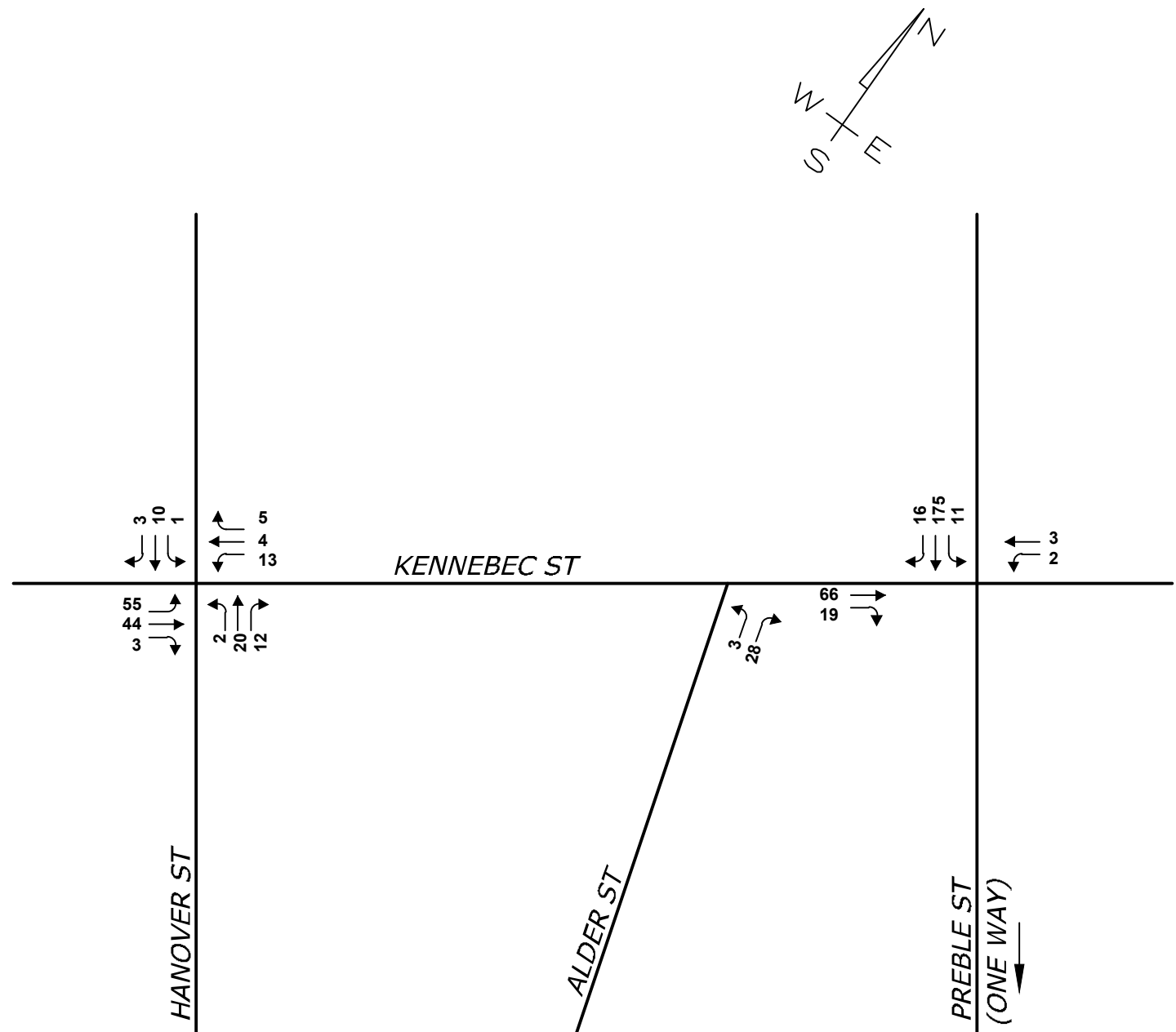


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## BAYSIDE BOWL PORTLAND, MAINE



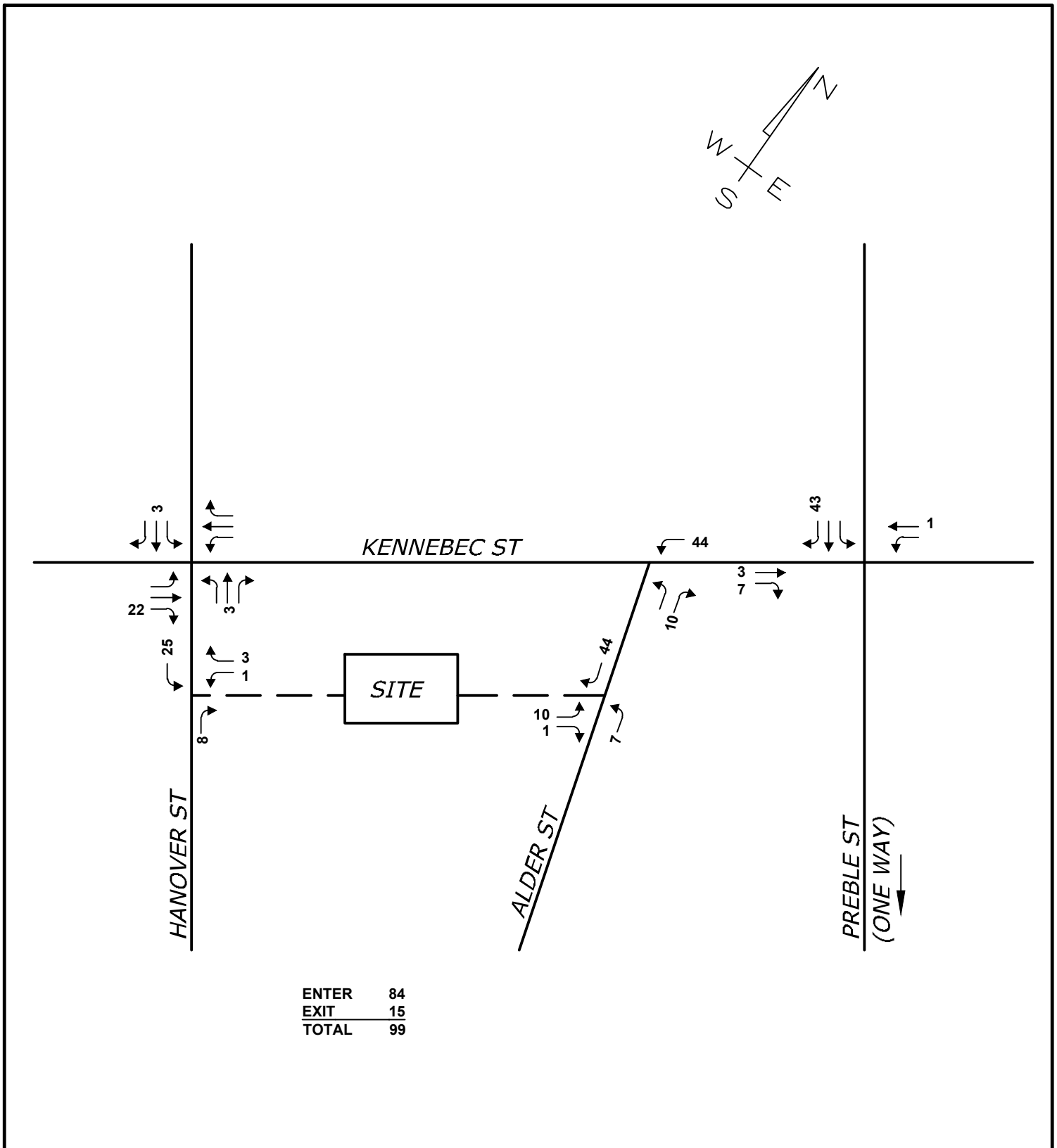
ADJUSTMENT FACTORS:  
MAINE DOT GP I  $\frac{0.92}{0.88} = 1.045$

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

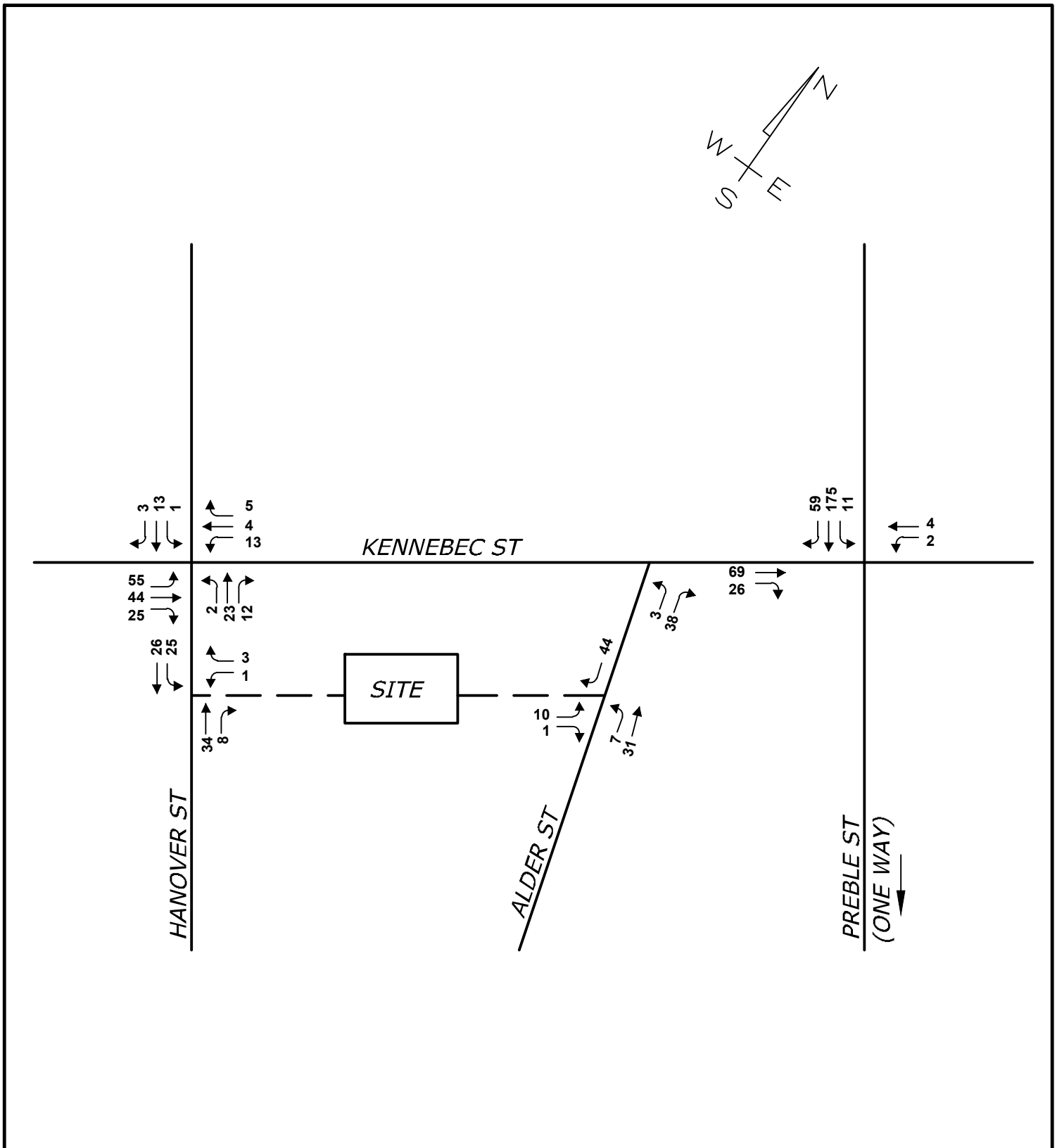
$= 1.01^4 = 1.04$   
TOTAL ADJUSTMENT = 1.09

## BAYSIDE BOWL PORTLAND, MAINE





## BAYSIDE BOWL PORTLAND, MAINE



## BAYSIDE BOWL PORTLAND, MAINE

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 |



### 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 &amp; 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 &amp; 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 &amp; 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 &amp; 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<br>End Node: 19008 | Start Offset: 0<br>End Offset: 0 | <input type="checkbox"/> Exclude First Node<br><input type="checkbox"/> Exclude Last Node                       |
| Route: 0560345 | Start Node: 19008<br>End Node: 19045 | Start Offset: 0<br>End Offset: 0 | <input checked="" type="checkbox"/> Exclude First Node<br><input type="checkbox"/> Exclude Last Node            |
| Route: 0560593 | Start Node: 19045<br>End Node: 19021 | Start Offset: 0<br>End Offset: 0 | <input checked="" type="checkbox"/> Exclude First Node<br><input type="checkbox"/> Exclude Last Node            |
| Route: 0560008 | Start Node: 69141<br>End Node: 19021 | Start Offset: 0<br>End Offset: 0 | <input checked="" type="checkbox"/> Exclude First Node<br><input checked="" type="checkbox"/> Exclude Last Node |
| Route: 0560597 | Start Node: 19010<br>End Node: 19016 | Start Offset: 0<br>End Offset: 0 | <input checked="" type="checkbox"/> Exclude First Node<br><input type="checkbox"/> Exclude Last Node            |
| Route: 0560426 | Start Node: 19017<br>End Node: 19018 | Start Offset: 0<br>End Offset: 0 | <input checked="" type="checkbox"/> Exclude First Node<br><input checked="" type="checkbox"/> Exclude Last Node |
| Route: 0560426 | Start Node: 19016<br>End Node: 19017 | Start Offset: 0<br>End Offset: 0 | <input checked="" type="checkbox"/> Exclude First Node<br><input checked="" type="checkbox"/> Exclude Last Node |

## Crash Summary I

| Nodes             |                |                                         |     |               |   |          |           |   |    |                |                  |            |               |      |
|-------------------|----------------|-----------------------------------------|-----|---------------|---|----------|-----------|---|----|----------------|------------------|------------|---------------|------|
| Node              | Route - MP     | Node Description                        | U/R | Total Crashes | K | Injury A | Crashes B | C | PD | Percent Injury | Annual M Ent-Veh | Crash Rate | Critical Rate | CRF  |
| 19010             | 0560414 - 0.26 | Int of KENNEBEC ST PREBLE ST            | 2   | 6             | 0 | 0        | 0         | 0 | 6  | 0.0            | 1.885            | 1.06       | 0.46          | 2.32 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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<br>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<br>Begin - End | Route - MP     | Total<br>Crashes | K | Injury Crashes |   |   |    | Crash Report | Crash Date | Crash<br>Mile Point | Injury<br>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

|             | AM |   |   |   |   |   |   |   |   |   |    | Hour of Day |    |   |   |   |   |   |   |   |   |   | PM |    |    |     |  |  |  |  |  |  |  |  |  |
|-------------|----|---|---|---|---|---|---|---|---|---|----|-------------|----|---|---|---|---|---|---|---|---|---|----|----|----|-----|--|--|--|--|--|--|--|--|--|
| Day Of Week | 12 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11          | 12 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | Un | Tot |  |  |  |  |  |  |  |  |  |
| SUNDAY      | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0           | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0   |  |  |  |  |  |  |  |  |  |
| MONDAY      | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0           | 0  | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 3   |  |  |  |  |  |  |  |  |  |
| TUESDAY     | 0  | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1  | 1           | 0  | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0  | 0  | 0  | 7   |  |  |  |  |  |  |  |  |  |
| WEDNESDAY   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0  | 0           | 0  | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 2   |  |  |  |  |  |  |  |  |  |
| THURSDAY    | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0           | 0  | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 1   |  |  |  |  |  |  |  |  |  |
| FRIDAY      | 0  | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0  | 0           | 0  | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1  | 0  | 0  | 5   |  |  |  |  |  |  |  |  |  |
| SATURDAY    | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0  | 1           | 0  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 3   |  |  |  |  |  |  |  |  |  |
| Totals      | 0  | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 1 | 1 | 1  | 2           | 0  | 2 | 1 | 3 | 0 | 2 | 0 | 2 | 0 | 0 | 1  | 0  | 0  | 21  |  |  |  |  |  |  |  |  |  |

## Vehicle Counts by Type

| Unit Type                                     | Total | Unit Type    | Total |
|-----------------------------------------------|-------|--------------|-------|
| 1-Passenger Car                               | 23    | 23-Bicyclist | 1     |
| 2-(Sport) Utility Vehicle                     | 3     | 24-Witness   | 6     |
| 3-Passenger Van                               | 0     | 25-Other     | 3     |
| 4-Cargo Van (10K lbs or Less)                 | 0     | Total        | 46    |
| 5-Pickup                                      | 7     |              |       |
| 6-Motor Home                                  | 0     |              |       |
| 7-School Bus                                  | 0     |              |       |
| 8-Transit Bus                                 | 0     |              |       |
| 9-Motor Coach                                 | 0     |              |       |
| 10-Other Bus                                  | 0     |              |       |
| 11-Motorcycle                                 | 1     |              |       |
| 12-Moped                                      | 1     |              |       |
| 13-Low Speed Vehicle                          | 0     |              |       |
| 14-Autocycle                                  | 0     |              |       |
| 15-Experimental                               | 0     |              |       |
| 16-Other Light Trucks (10,000 lbs or Less)    | 0     |              |       |
| 17-Medium/Heavy Trucks (More than 10,000 lbs) | 0     |              |       |
| 18-ATV - (4 wheel)                            | 0     |              |       |
| 20-ATV - (2 wheel)                            | 0     |              |       |
| 21-Snowmobile                                 | 0     |              |       |
| 22-Pedestrian                                 | 1     |              |       |

## Crash Summary II - Characteristics

## Crashes by Driver Action at Time of Crash

| Driver Action at Time of Crash                                                                   | Dr 1      | Dr 2      | Dr 3     | Dr 4     | Dr 5     | Other    | Total     |
|--------------------------------------------------------------------------------------------------|-----------|-----------|----------|----------|----------|----------|-----------|
| No Contributing Action                                                                           | 6         | 3         | 0        | 0        | 0        | 0        | 9         |
| Ran Off Roadway                                                                                  | 0         | 0         | 0        | 0        | 0        | 0        | 0         |
| Failed to Yield Right-of-Way                                                                     | 3         | 4         | 0        | 0        | 0        | 0        | 7         |
| Ran Red Light                                                                                    | 0         | 0         | 0        | 0        | 0        | 0        | 0         |
| Ran Stop Sign                                                                                    | 1         | 0         | 0        | 0        | 0        | 0        | 1         |
| Disregarded Other Traffic Sign                                                                   | 0         | 0         | 0        | 0        | 0        | 0        | 0         |
| Disregarded Other Road Markings                                                                  | 0         | 0         | 0        | 0        | 0        | 0        | 0         |
| Exceeded Posted Speed Limit                                                                      | 0         | 0         | 0        | 0        | 0        | 0        | 0         |
| Drove Too Fast For Conditions                                                                    | 0         | 1         | 0        | 0        | 0        | 0        | 1         |
| Improper Turn                                                                                    | 0         | 1         | 0        | 0        | 0        | 0        | 1         |
| Improper Backing                                                                                 | 0         | 1         | 0        | 0        | 0        | 0        | 1         |
| Improper Passing                                                                                 | 0         | 0         | 0        | 0        | 0        | 0        | 0         |
| Wrong Way                                                                                        | 0         | 0         | 0        | 0        | 0        | 0        | 0         |
| Followed Too Closely                                                                             | 0         | 0         | 0        | 0        | 0        | 0        | 0         |
| Failed to Keep in Proper Lane                                                                    | 0         | 0         | 0        | 0        | 0        | 0        | 0         |
| Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner            | 0         | 0         | 0        | 0        | 0        | 0        | 0         |
| Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway | 0         | 0         | 0        | 0        | 0        | 0        | 0         |
| Over-Correcting/Over-Steering                                                                    | 0         | 0         | 0        | 0        | 0        | 0        | 0         |
| Other Contributing Action                                                                        | 2         | 0         | 0        | 0        | 0        | 0        | 2         |
| Unknown                                                                                          | 2         | 3         | 0        | 0        | 0        | 0        | 5         |
| <b>Total</b>                                                                                     | <b>14</b> | <b>13</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>27</b> |

## 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         |
| <b>Total</b>                                     | <b>18</b> | <b>14</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>2</b> | <b>34</b> |

## 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         |
| <b>Total</b> | <b>38</b> | <b>1</b> | <b>0</b>   | <b>1</b>   | <b>0</b> | <b>40</b> |

## 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<br>Light                | Dry | Ice/Frost | Mud, Dirt,<br>Gravel | Oil | Other | Sand | Slush | Snow | Unknown | Water<br>(Standing,<br>Moving) | Wet | Total |
|---------------------------------|-----|-----------|----------------------|-----|-------|------|-------|------|---------|--------------------------------|-----|-------|
| <b>Blowing Sand, Soil, Dirt</b> |     |           |                      |     |       |      |       |      |         |                                |     |       |
| 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     |
| <b>Blowing Snow</b>             |     |           |                      |     |       |      |       |      |         |                                |     |       |
| 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     |
| <b>Clear</b>                    |     |           |                      |     |       |      |       |      |         |                                |     |       |
| 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     |
| <b>Cloudy</b>                   |     |           |                      |     |       |      |       |      |         |                                |     |       |
| 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

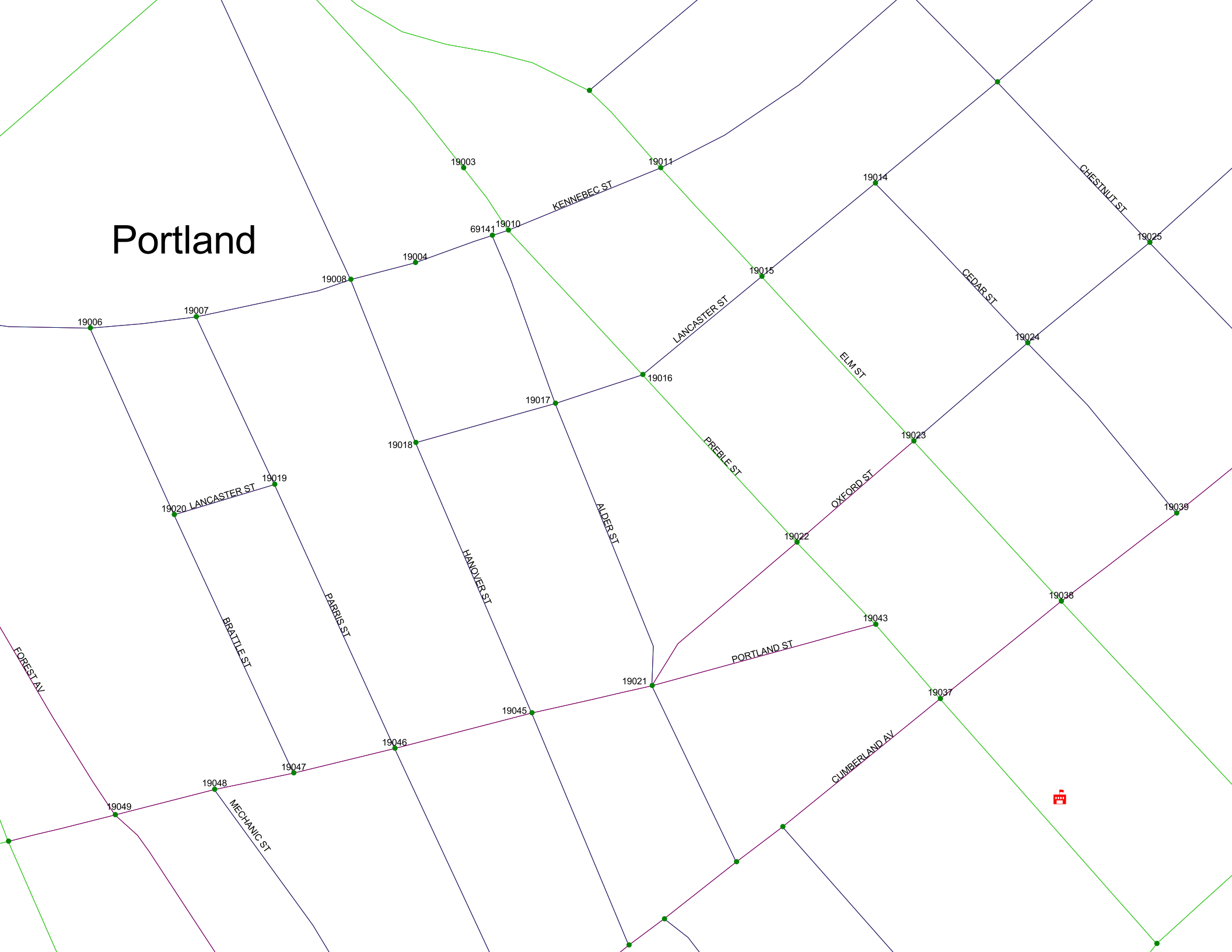
| Weather<br>Light         | Dry | Ice/Frost | Mud, Dirt,<br>Gravel | Oil | Other | Sand | Slush | Snow | Unknown | Water<br>(Standing,<br>Moving) | Wet | Total |
|--------------------------|-----|-----------|----------------------|-----|-------|------|-------|------|---------|--------------------------------|-----|-------|
| <b>Fog, Smog, Smoke</b>  |     |           |                      |     |       |      |       |      |         |                                |     |       |
| 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     |
| <b>Other</b>             |     |           |                      |     |       |      |       |      |         |                                |     |       |
| 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     |
| <b>Rain</b>              |     |           |                      |     |       |      |       |      |         |                                |     |       |
| 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     |
| <b>Severe Crosswinds</b> |     |           |                      |     |       |      |       |      |         |                                |     |       |
| 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<br>Light                              | Dry       | Ice/Frost | Mud, Dirt,<br>Gravel | Oil      | Other    | Sand     | Slush    | Snow     | Unknown  | Water<br>(Standing,<br>Moving) | Wet      | Total     |
|-----------------------------------------------|-----------|-----------|----------------------|----------|----------|----------|----------|----------|----------|--------------------------------|----------|-----------|
| <b>Sleet, Hail (Freezing Rain or Drizzle)</b> |           |           |                      |          |          |          |          |          |          |                                |          |           |
| 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         |
| <b>Snow</b>                                   |           |           |                      |          |          |          |          |          |          |                                |          |           |
| 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         |
| <b>TOTAL</b>                                  | <b>18</b> | <b>0</b>  | <b>0</b>             | <b>0</b> | <b>1</b> | <b>0</b> | <b>0</b> | <b>2</b> | <b>0</b> | <b>0</b>                       | <b>0</b> | <b>21</b> |

# 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<br>cubic feet per second (CFS) |                                      |            |             |
|--------------------------|------------------------------------------------------------------|--------------------------------------|------------|-------------|
|                          | Analysis Point A<br>CB in Alder St                               | Analysis Point B<br>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<br>cubic feet per second (CFS) |                                      |             |
|--------------------------|-------------------------------------------------------------------|--------------------------------------|-------------|
|                          | Analysis Point A<br>CB in Alder St                                | Analysis Point B<br>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<br>acre feet (AF) volume of water 1' deep over one acre |                                      |            |             |
|--------------------------|----------------------------------------------------------------------------------------|--------------------------------------|------------|-------------|
|                          | Analysis Point A<br>CB in Alder St                                                     | Analysis Point B<br>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<br>acre feet (AF) volume of water 1' deep over one acre |                                      |           |
|--------------------------|-----------------------------------------------------------------------------------------|--------------------------------------|-----------|
|                          | Analysis Point A<br>CB in Alder St                                                      | Analysis Point B<br>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.

|                                   |                                               |                                   |  |
|-----------------------------------|-----------------------------------------------|-----------------------------------|--|
| <b>Project Name:</b>              | <b>Bayside Bowl</b>                           | <b>Inspection Date:</b>           |  |
| <b>Parcel Map, Block and Lot:</b> | <b>34-H-001, 34-H-002, 34-H-004, 34-H-005</b> | <b>Current Weather:</b>           |  |
| <b>BMP Owner:</b>                 | <b>Bo, Po, LLC</b>                            | <b>Date / Amount Last Precip:</b> |  |
| <b>Owner Mailing Address:</b>     | <b>58 Alder Street<br/>Portland, Maine</b>    | <b>3PI Company:</b>               |  |
| <b>Owner Phone #:</b>             | <b>207-232-4187</b>                           | <b>3PI Mailing Address:</b>       |  |
| <b>Owner Email:</b>               |                                               | <b>Inspector Name:</b>            |  |
|                                   |                                               | <b>Inspector Phone #:</b>         |  |
|                                   |                                               | <b>Inspector Email:</b>           |  |
|                                   |                                               |                                   |  |

### 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*

|                                                                                                          |                                                                                      |
|----------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|
| <b>Owner: BoPo, LLC</b>                                                                                  | <b>Operator:</b>                                                                     |
| <b>Location &amp; Parcel Id:</b>                                                                         | <b>Inspector:</b>                                                                    |
|                                                                                                          | <b>Date:</b>                                                                         |
| <b>General Information</b>                                                                               | <b>Observations</b>                                                                  |
| Inspection duration (hours)                                                                              |                                                                                      |
| Days since last precipitation                                                                            |                                                                                      |
| Quantity of last precipitation (in)                                                                      |                                                                                      |
| Type of inspection                                                                                       |                                                                                      |
| Storm event                                                                                              |                                                                                      |
| Current weather                                                                                          |                                                                                      |
| Photos taken                                                                                             | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA |
| Nearby natural resources                                                                                 | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA |
| Copy of ESC plan                                                                                         | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA |
| MEDEP Permit # (if applicable)                                                                           |                                                                                      |
| <b>General info notes</b>                                                                                |                                                                                      |
|                                                                                                          |                                                                                      |
| <b>Vegetated Areas</b>                                                                                   | <b>Observations</b>                                                                  |
| Condition of slopes and embankment is good                                                               | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA |
| No bare areas (< 90% covered) with sparse growth                                                         | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA |
| Armored areas have no rill erosion or the flow diverted to onsite areas can withstand concentrated flows | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA |
| <b>Vegetated area notes</b>                                                                              |                                                                                      |
|                                                                                                          |                                                                                      |
| <b>Stormdrain outlets</b>                                                                                | <b>Observations</b>                                                                  |
| Accumulated sediments and debris at the outlet and within the conduit have been removed.                 | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA |
| Erosion damage at the outlet have been repaired                                                          | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA |
| <b>Outlet notes</b>                                                                                      |                                                                                      |
|                                                                                                          |                                                                                      |

|                                                                                                                                                                                                                                                      |                                                                                      |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|
| <b>Stormdrain Structures (Require inspection TWICE per year)</b>                                                                                                                                                                                     | <b>Observations</b>                                                                  |
| Accumulated sediments from inflow channels, pipes and sumps between basins have been removed and legally disposed of.                                                                                                                                | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA |
| Floating debris and floating oils have been removed.                                                                                                                                                                                                 | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA |
| Debris and Sediment Removed From Harco Stormsack                                                                                                                                                                                                     | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA |
| <b>Stormdrain Structure system notes</b>                                                                                                                                                                                                             |                                                                                      |
| 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*

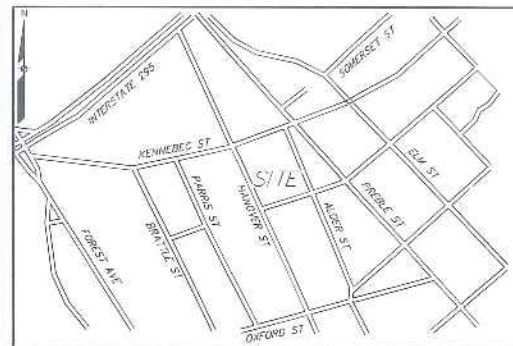
| Other Comments                                               | Observations                                                                         |
|--------------------------------------------------------------|--------------------------------------------------------------------------------------|
| Corrective action needed                                     | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA |
| <i>If corrective action is needed, please explain detail</i> |                                                                                      |
| Verbal notification provided to responsible party            | <input type="checkbox"/> Yes <input type="checkbox"/> No                             |
| Verbal notification contact                                  |                                                                                      |
| Follow up required                                           | <input type="checkbox"/> Yes <input type="checkbox"/> 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

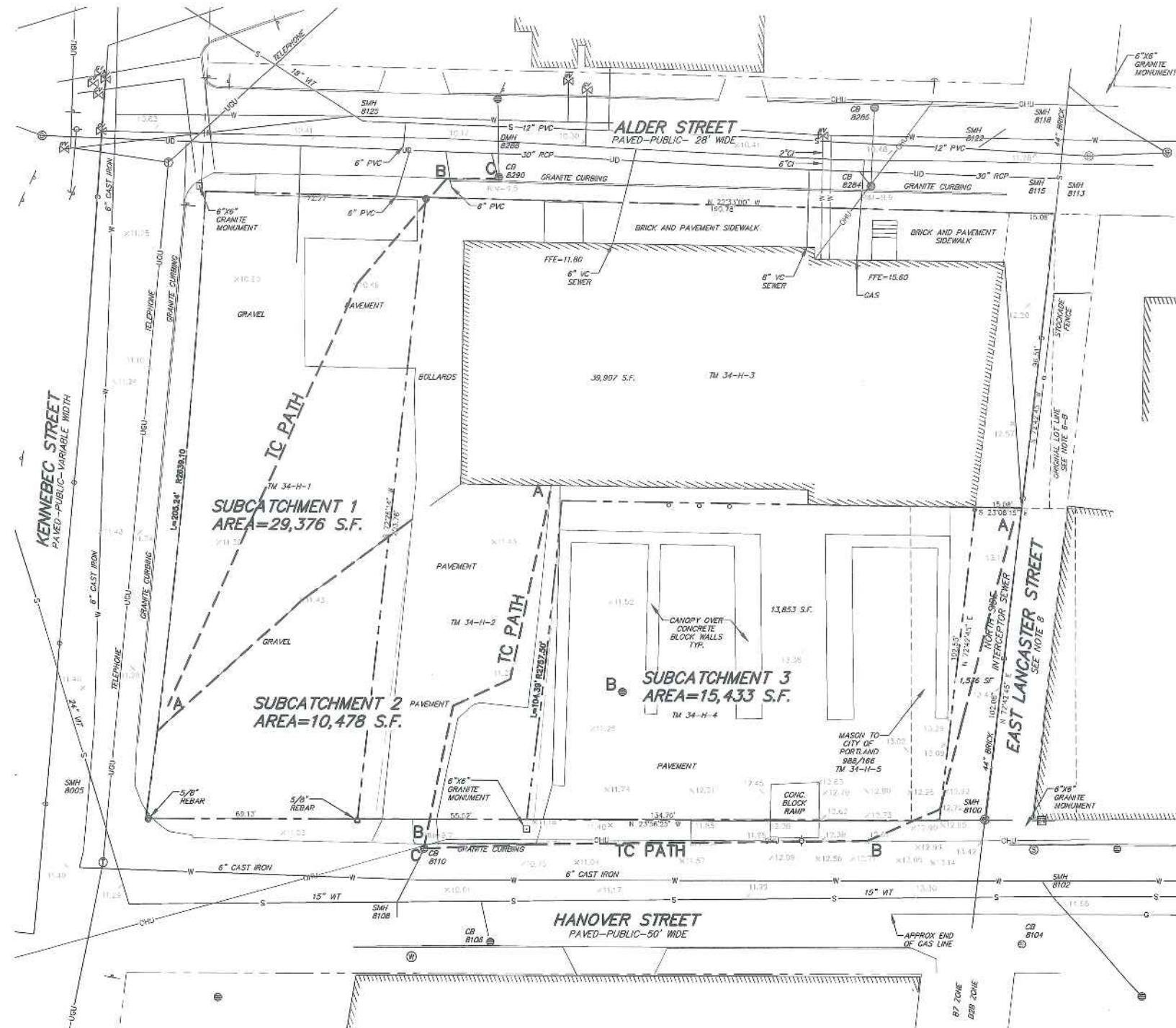
Prepared By:  
**MITCHELL & ASSOCIATES**  
Landscape Architects  
The Staples School  
70 Center Street  
Portland, Maine 04101  
Tel: (207) 774-4487

## 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            | —X—     |
| SIGN             | —S—     |
| DECIDUOUS TREE   | —D—     |
| CONTOUR          | —2—     |
| SPOT ELEVATION   | + 72.00 |



Date:  
**MARCH 20, 2015**

Issued For:  
**SITE PLAN SUBMISSION**

Revisions:

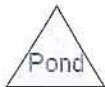
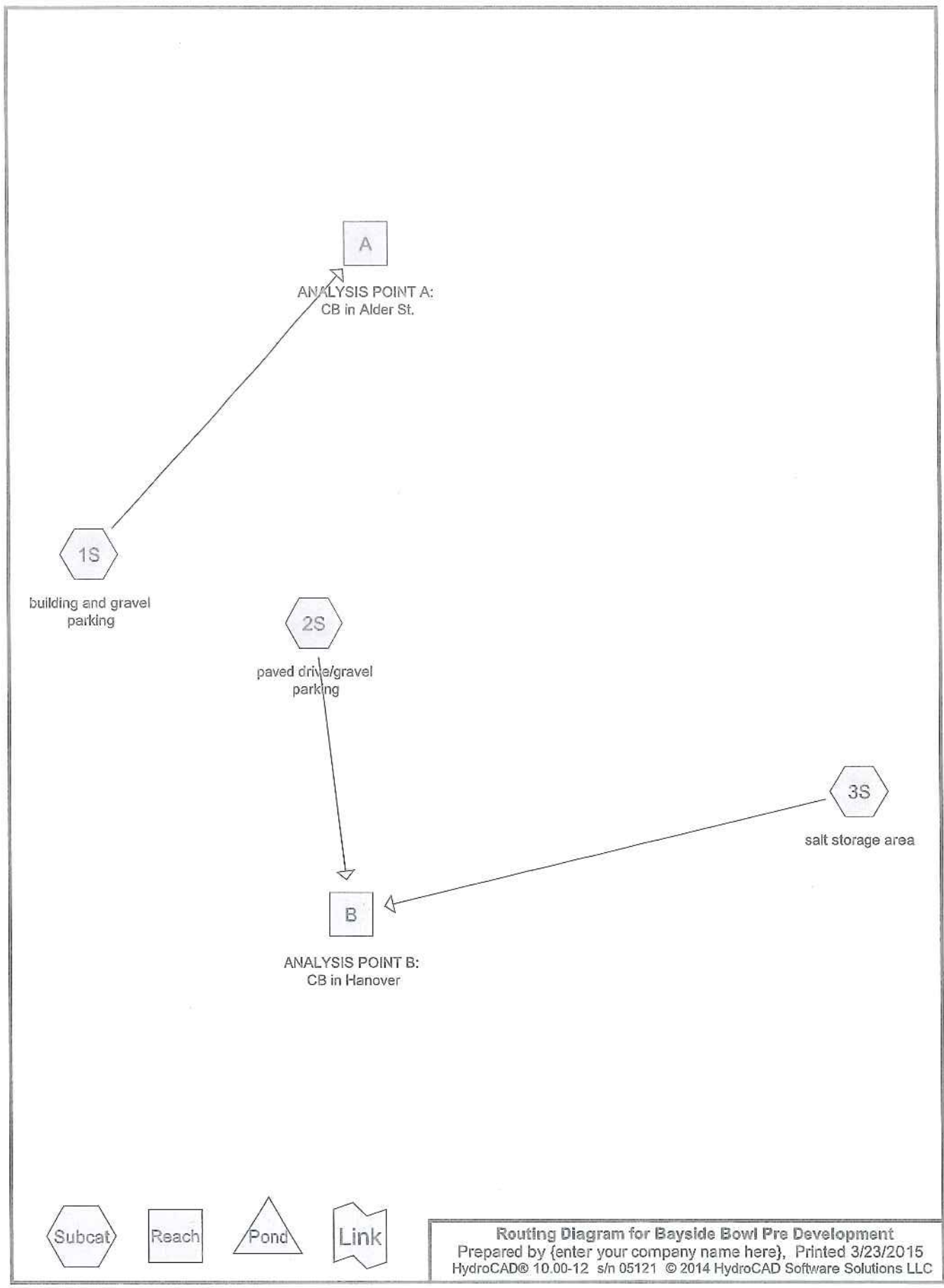
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Mitchell & Associates is prohibited.

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<br>(acres) | CN        | Description<br>(subcatchment-numbers) |
|-----------------|-----------|---------------------------------------|
| 0.312           | 96        | Gravel surface, HSG B (1S, 2S)        |
| 0.958           | 98        | Paved parking & roofs (1S, 2S, 3S)    |
| <b>1.269</b>    | <b>98</b> | <b>TOTAL AREA</b>                     |

## 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<br>(acres) | Soil<br>Group | Subcatchment<br>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

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Page 4

### Ground Covers (all nodes)

| HSG-A<br>(acres) | HSG-B<br>(acres) | HSG-C<br>(acres) | HSG-D<br>(acres) | Other<br>(acres) | Total<br>(acres) | Ground<br>Cover       | Subcatchment<br>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              |
| <b>0.000</b>     | <b>0.312</b>     | <b>0.000</b>     | <b>0.000</b>     | <b>0.958</b>     | <b>1.269</b>     | <b>TOTAL AREA</b>     |                         |

**Bayside Bowl Pre Development**

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

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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"

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Page 6

**Summary for Subcatchment 1S: building and gravel parking**

Runoff = 0.55 cfs @ 12.09 hrs, Volume= 0.037 af, Depth&gt; 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              |                | <b>Sheet Flow, A-B gravel</b><br>Smooth surfaces n= 0.011 P2= 3.00" |
| 0.1      | 20            | 0.0375                                   | 3.93              |                | <b>Shallow Concentrated Flow, B-C gutter</b><br>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&gt; 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              |                | <b>Sheet Flow, A-B pavement</b><br>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&gt; 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"

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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<br>Smooth surfaces n= 0.011 P2= 3.00"       |
| 0.8      | 145           | 0.0200                                   | 2.87              |                | Shallow Concentrated Flow, B-C gutter<br>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"

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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 gravel**Runoff Area=29,376 sf 70.73% Impervious Runoff Depth>2.53"  
Flow Length=200' Tc=6.0 min CN=97 Runoff=1.93 cfs 0.142 af**Subcatchment2S: paved drive/gravel**Runoff Area=10,478 sf 52.52% Impervious Runoff Depth>2.53"  
Flow Length=130' Slope=0.0130 '/' Tc=6.0 min CN=97 Runoff=0.69 cfs 0.051 af**Subcatchment3S: salt storage area**Runoff Area=15,433 sf 100.00% Impervious Runoff Depth>2.64"  
Flow Length=267' Tc=6.0 min CN=98 Runoff=1.03 cfs 0.078 af**Reach A: ANALYSISPOINT A: CB in Alder St.**Inflow=1.93 cfs 0.142 af  
Outflow=1.93 cfs 0.142 af**Reach B: ANALYSISPOINT B: CB in Hanover**Inflow=1.72 cfs 0.128 af  
Outflow=1.72 cfs 0.128 af**Total Runoff Area = 1.269 ac Runoff Volume = 0.270 af Average Runoff Depth = 2.56"**  
**24.55% Pervious = 0.312 ac 75.45% Impervious = 0.958 ac**



**Bayside Bowl Pre Development**

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

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Page 9

**Summary for Subcatchment 1S: building and gravel parking**

Runoff = 1.93 cfs @ 12.08 hrs, Volume= 0.142 af, Depth&gt; 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&gt; 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&gt; 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"

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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              |                | <b>Sheet Flow, A-B</b><br>Smooth surfaces n= 0.011 P2= 3.00"       |
| 0.8      | 145           | 0.0200                                   | 2.87              |                | <b>Shallow Concentrated Flow, B-C gutter</b><br>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"

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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"

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Page 12

**Summary for Subcatchment 1S: building and gravel parking**

Runoff = 3.07 cfs @ 12.08 hrs, Volume= 0.233 af, Depth&gt; 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              |                | <b>Sheet Flow, A-B gravel</b>                |
|          |               |                                          |                   |                | Smooth surfaces n= 0.011 P2= 3.00"           |
| 0.1      | 20            | 0.0375                                   | 3.93              |                | <b>Shallow Concentrated Flow, B-C gutter</b> |
|          |               |                                          |                   |                | 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&gt; 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              |                | <b>Sheet Flow, A-B pavement</b>    |
|          |               |                                          |                   |                | 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&gt; 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"

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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<br>Smooth surfaces n= 0.011 P2= 3.00"       |
| 0.8      | 145           | 0.0200                                   | 2.87              |                | Shallow Concentrated Flow, B-C gutter<br>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"

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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 gravel**Runoff Area=29,376 sf 70.73% Impervious Runoff Depth>4.90"  
Flow Length=200' Tc=6.0 min CN=97 Runoff=3.61 cfs 0.275 af**Subcatchment2S: paved drive/gravel**Runoff Area=10,478 sf 52.52% Impervious Runoff Depth>4.90"  
Flow Length=130' Slope=0.0130 ' / Tc=6.0 min CN=97 Runoff=1.29 cfs 0.098 af**Subcatchment3S: salt storage area**Runoff Area=15,433 sf 100.00% Impervious Runoff Depth>5.00"  
Flow Length=267' Tc=6.0 min CN=98 Runoff=1.91 cfs 0.148 af**Reach A: ANALYSISPOINT A: CB in Alder St.**Inflow=3.61 cfs 0.275 af  
Outflow=3.61 cfs 0.275 af**Reach B: ANALYSISPOINT B: CB in Hanover**Inflow=3.20 cfs 0.246 af  
Outflow=3.20 cfs 0.246 af**Total Runoff Area = 1.269 ac Runoff Volume = 0.521 af Average Runoff Depth = 4.93"**  
**24.55% Pervious = 0.312 ac 75.45% Impervious = 0.958 ac**



**Bayside Bowl Pre Development**

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

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Page 15

**Summary for Subcatchment 1S: building and gravel parking**

Runoff = 3.61 cfs @ 12.08 hrs, Volume= 0.275 af, Depth&gt; 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&gt; 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&gt; 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"

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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              |                | <b>Sheet Flow, A-B</b><br>Smooth surfaces n= 0.011 P2= 3.00"       |
| 0.8      | 145           | 0.0200                                   | 2.87              |                | <b>Shallow Concentrated Flow, B-C gutter</b><br>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"

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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"

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Page 18

**Summary for Subcatchment 1S: building and gravel parking**

Runoff = 4.41 cfs @ 12.08 hrs, Volume= 0.339 af, Depth&gt; 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              |                | <b>Sheet Flow, A-B gravel</b>                |
|          |               |                                          |                   |                | Smooth surfaces n= 0.011 P2= 3.00"           |
| 0.1      | 20            | 0.0375                                   | 3.93              |                | <b>Shallow Concentrated Flow, B-C gutter</b> |
|          |               |                                          |                   |                | 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&gt; 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              |                | <b>Sheet Flow, A-B pavement</b>    |
|          |               |                                          |                   |                | 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&gt; 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"

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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<br>Smooth surfaces n= 0.011 P2= 3.00"       |
| 0.8      | 145           | 0.0200                                   | 2.87              |                | Shallow Concentrated Flow, B-C gutter<br>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 DRAINS OUTLET IN THE DIRECTION OF THE EXISTING BUILDING PER THE ARCHITECTURAL ELEVATIONS PROVIDED IN PROPOSAL.



*Stephen J. Bradstreet*

**RANSOM**  
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and Scientists

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

Prepared By:  
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**BAYSIDE BOWL**  
58 Alder Street  
Portland, Maine

Date: **MARCH 24, 2015**

Issued For:  
**SITE PLAN SUBMISSION**

Revisions:

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Title:  
**POST DEVELOPMENT  
STORMWATER PLAN**

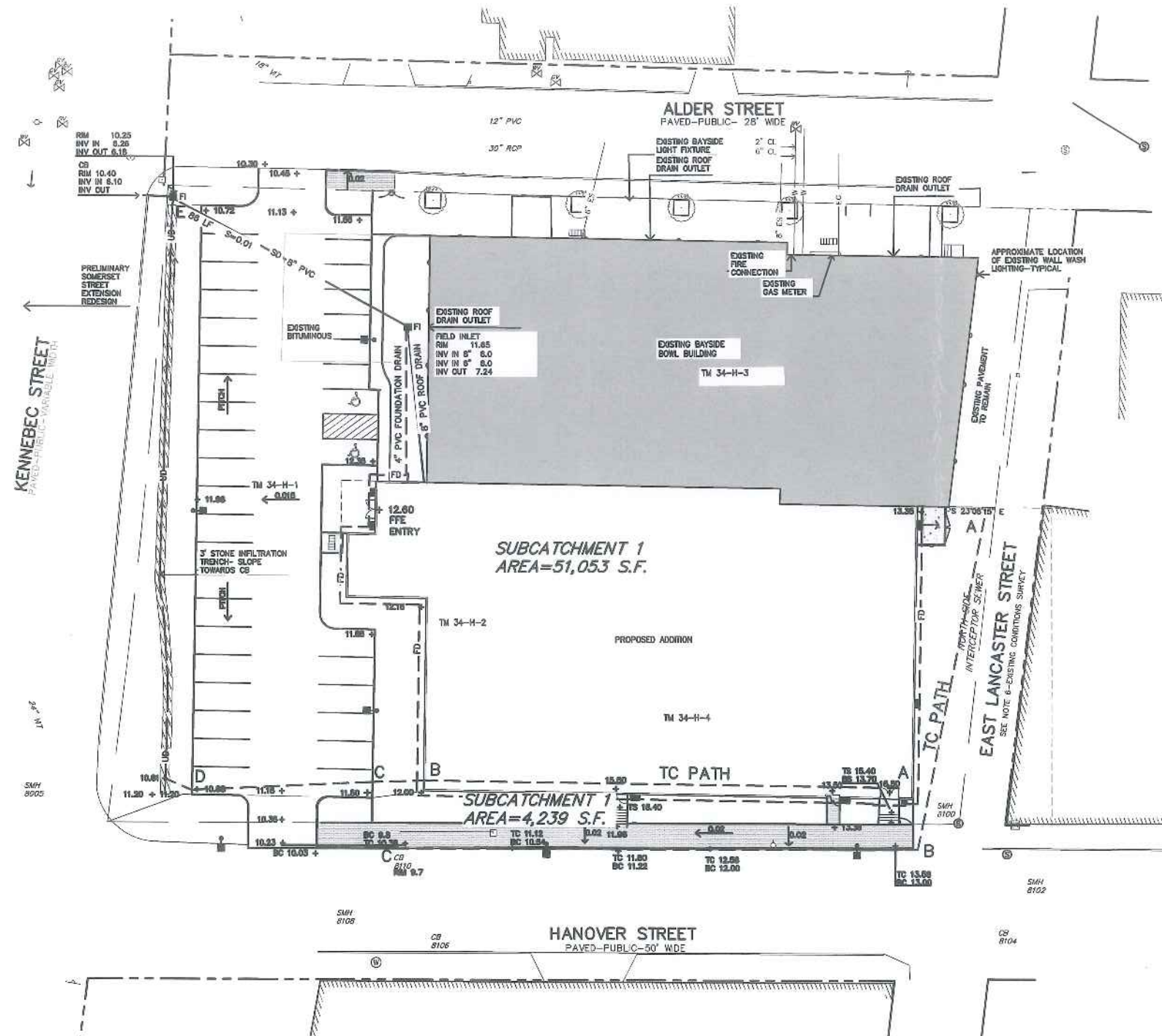
Scale: 1"=50'

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  
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## Bayside Bowl POST Development

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Page 2

### Area Listing (all nodes)

| Area<br>(acres) | CN        | Description<br>(subcatchment-numbers)  |
|-----------------|-----------|----------------------------------------|
| 0.177           | 61        | >75% Grass cover, Good, HSG B (1S, 2S) |
| 1.093           | 98        | Paved parking & roofs (1S, 2S)         |
| <b>1.269</b>    | <b>93</b> | <b>TOTAL AREA</b>                      |

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Page 3

### Soil Listing (all nodes)

| Area<br>(acres) | Soil<br>Group | Subcatchment<br>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           |               | <b>TOTAL AREA</b>       |

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Page 4

### Ground Covers (all nodes)

| HSG-A<br>(acres) | HSG-B<br>(acres) | HSG-C<br>(acres) | HSG-D<br>(acres) | Other<br>(acres) | Total<br>(acres) | Ground<br>Cover        | Subcatchment<br>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                  |
| <b>0.000</b>     | <b>0.177</b>     | <b>0.000</b>     | <b>0.000</b>     | <b>1.093</b>     | <b>1.269</b>     | <b>TOTAL AREA</b>      |                         |

**Bayside Bowl POST Development**

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

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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 parking**Runoff Area=51,053 sf 90.04% Impervious Runoff Depth>0.47"  
Flow Length=424' Tc=7.1 min CN=94 Runoff=0.66 cfs 0.046 af**Subcatchment2S: Hanover Street**Runoff Area=4,239 sf 38.41% Impervious Runoff Depth>0.02"  
Flow Length=275' Tc=6.0 min CN=75 Runoff=0.00 cfs 0.000 af**Reach A: ANALYSISPOINT A: CB at 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"

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Page 6

**Summary for Subcatchment 1S: building and parking**

Runoff = 0.66 cfs @ 12.10 hrs, Volume= 0.046 af, Depth&gt; 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              |                | <b>Sheet Flow, A-B roof</b><br>Smooth surfaces n= 0.011 P2= 3.00"                    |
| 0.1      | 16            | 0.0310        | 2.83              |                | <b>Shallow Concentrated Flow, B-C planted bed to parking</b><br>Unpaved Kv= 16.1 fps |
| 0.5      | 60            | 0.0100        | 2.03              |                | <b>Shallow Concentrated Flow, C-D Parking to swale</b><br>Paved Kv= 20.3 fps         |
| 3.4      | 195           | 0.0040        | 0.95              |                | <b>Shallow Concentrated Flow, D-E swale</b><br>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&gt; 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              |                | <b>Sheet Flow, A-B pavement</b><br>Smooth surfaces n= 0.011 P2= 3.00" |
| 1.0      | 167           | 0.0200                                   | 2.87              |                | <b>Shallow Concentrated Flow, B-C gutter</b><br>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"

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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"

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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 parking**

Runoff Area=51,053 sf 90.04% Impervious Runoff Depth&gt;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&gt;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"

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Page 9

**Summary for Subcatchment 1S: building and parking**

Runoff = 2.99 cfs @ 12.10 hrs, Volume= 0.217 af, Depth&gt; 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&gt; 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"

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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"

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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 parking**      Runoff Area=51,053 sf   90.04% Impervious   Runoff Depth>3.81"  
Flow Length=424'   Tc=7.1 min   CN=94   Runoff=4.96 cfs   0.372 af

**Subcatchment2S: Hanover Street**      Runoff Area=4,239 sf   38.41% Impervious   Runoff Depth>2.04"  
Flow Length=275'   Tc=6.0 min   CN=75   Runoff=0.25 cfs   0.017 af

**Reach A: ANALYSISPOINT A: CB at Kennebecand Alder**      Inflow=4.96 cfs   0.372 af  
Outflow=4.96 cfs   0.372 af

**Reach B: ANALYSISPOINT B: CB in Hanover**      Inflow=0.25 cfs   0.017 af  
Outflow=0.25 cfs   0.017 af

**Total Runoff Area = 1.269 ac   Runoff Volume = 0.388 af   Average Runoff Depth = 3.67"**  
**13.92% Pervious = 0.177 ac   86.08% Impervious = 1.093 ac**

**Bayside Bowl POST Development**

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

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Page 12

**Summary for Subcatchment 1S: building and parking**

Runoff = 4.96 cfs @ 12.10 hrs, Volume= 0.372 af, Depth&gt; 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              |                | <b>Sheet Flow, A-B roof</b><br>Smooth surfaces n= 0.011 P2= 3.00"                    |
| 0.1      | 16            | 0.0310        | 2.83              |                | <b>Shallow Concentrated Flow, B-C planted bed to parking</b><br>Unpaved Kv= 16.1 fps |
| 0.5      | 60            | 0.0100        | 2.03              |                | <b>Shallow Concentrated Flow, C-D Parking to swale</b><br>Paved Kv= 20.3 fps         |
| 3.4      | 195           | 0.0040        | 0.95              |                | <b>Shallow Concentrated Flow, D-E swale</b><br>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&gt; 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              |                | <b>Sheet Flow, A-B pavement</b><br>Smooth surfaces n= 0.011 P2= 3.00" |
| 1.0      | 167           | 0.0200                                   | 2.87              |                | <b>Shallow Concentrated Flow, B-C gutter</b><br>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"

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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"

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Page 15

**Summary for Subcatchment 1S: building and parking**

Runoff = 5.87 cfs @ 12.10 hrs, Volume= 0.445 af, Depth&gt; 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&gt; 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"

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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"

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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"

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Page 18

**Summary for Subcatchment 1S: building and parking**

Runoff = 7.24 cfs @ 12.10 hrs, Volume= 0.556 af, Depth&gt; 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              |                | <b>Sheet Flow, A-B roof</b><br>Smooth surfaces n= 0.011 P2= 3.00"                    |
| 0.1      | 16            | 0.0310        | 2.83              |                | <b>Shallow Concentrated Flow, B-C planted bed to parking</b><br>Unpaved Kv= 16.1 fps |
| 0.5      | 60            | 0.0100        | 2.03              |                | <b>Shallow Concentrated Flow, C-D Parking to swale</b><br>Paved Kv= 20.3 fps         |
| 3.4      | 195           | 0.0040        | 0.95              |                | <b>Shallow Concentrated Flow, D-E swale</b><br>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&gt; 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              |                | <b>Sheet Flow, A-B pavement</b><br>Smooth surfaces n= 0.011 P2= 3.00" |
| 1.0      | 167           | 0.0200                                   | 2.87              |                | <b>Shallow Concentrated Flow, B-C gutter</b><br>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

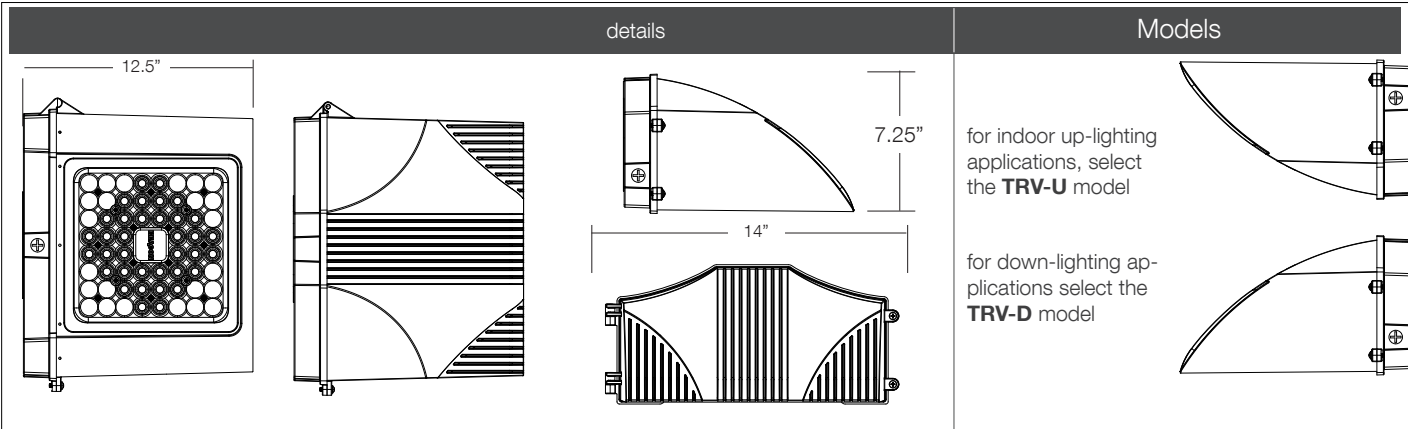
Type:

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                   |
|-----------------------------------------------------|--------------------------------|------------------------|-------------------------|-----------------------------------|---------------------------------------------------------------------------------------|-------------------------|
| <b>TRV-D</b> Traverse down-light                    | <b>24NB-27</b>                 | <b>5K</b> 5000K        | <b>T2</b> type II       | <b>UNV</b> 120-277V               | <b>PEC</b> button photocell<br>(specify voltage)                                      | <b>BB</b> black         |
| <b>TRV-U</b> Traverse up-light<br>(indoor use only) | <b>24NB-55</b>                 | <b>4K</b> 4000K        | <b>T3</b> type III      | <b>347V</b>                       |                                                                                       | <b>BZ</b> bronze        |
|                                                     | <b>36NB-80</b>                 | <b>3K</b> 3000K        | <b>T4</b> type IV       | <b>480V</b>                       | <b>MOB</b> motion sensor 33% or 50% dimming<br>(not available on 48NB-110 & 60NB-136) | <b>BW</b> white         |
|                                                     | <b>48NB-110</b>                |                        | <b>T5R</b> rectangular  | <b>12VDC</b><br>(consult factory) | <b>2PF</b> dual power feed <sup>1,2</sup>                                             | <b>BG</b> green         |
|                                                     | <b>60NB-136</b><br>(see chart) | 5k 5000K<br>(standard) | <b>flood optics</b>     |                                   | <b>BPC</b> cold weather battery pack <sup>3</sup>                                     | <b>BY</b> gray          |
|                                                     |                                |                        | <b>2x2</b> narrow spot  |                                   | <b>OCS</b> occupancy sensor ( on/off ONLY)                                            | <b>MB</b> met. bronze   |
|                                                     |                                |                        | <b>5x5</b> medium flood |                                   | <b>standard electrical options</b>                                                    | <b>MT</b> met. titanium |
|                                                     |                                |                        |                         |                                   | lifeShield™ thermal protection                                                        | ___ RAL                 |
|                                                     |                                |                        |                         |                                   | 20K - surge protection <sup>4</sup>                                                   | ___ other               |
|                                                     |                                |                        |                         |                                   | dimming drivers                                                                       |                         |

<sup>1</sup> not available on **24NB-27**

<sup>2</sup> not available @ **347V/480V** input

<sup>3</sup> **36NB-80** only

<sup>4</sup> not available @ **347V** input

| Engine | Wattage | Delivered Lumens<br>(varies by optic) | Delivered LPW | TM21 Calculated % Lumen Maint.<br>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](http://www.beaconproducts.com) complete details and exclusions.



**BEACON**  
design . performance . technology

**Ordering**  
rev 03.21.2013

Type:

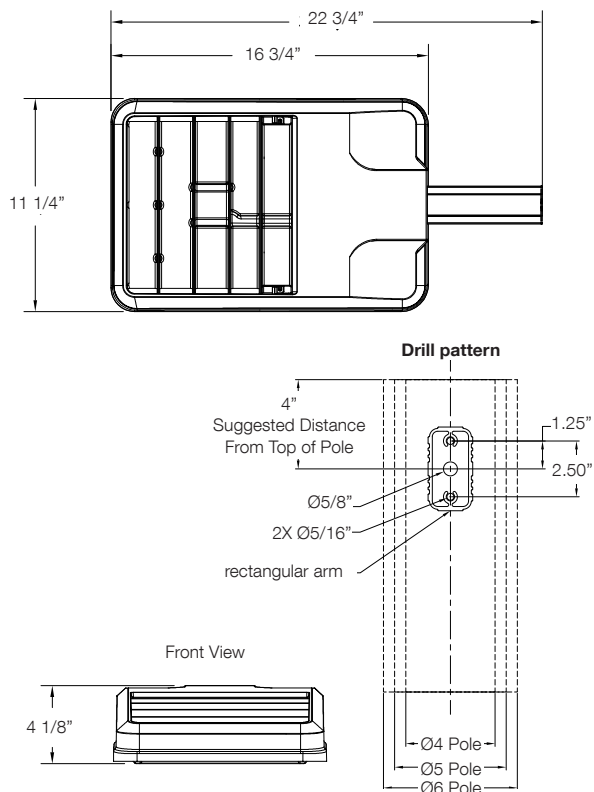
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Job Name:

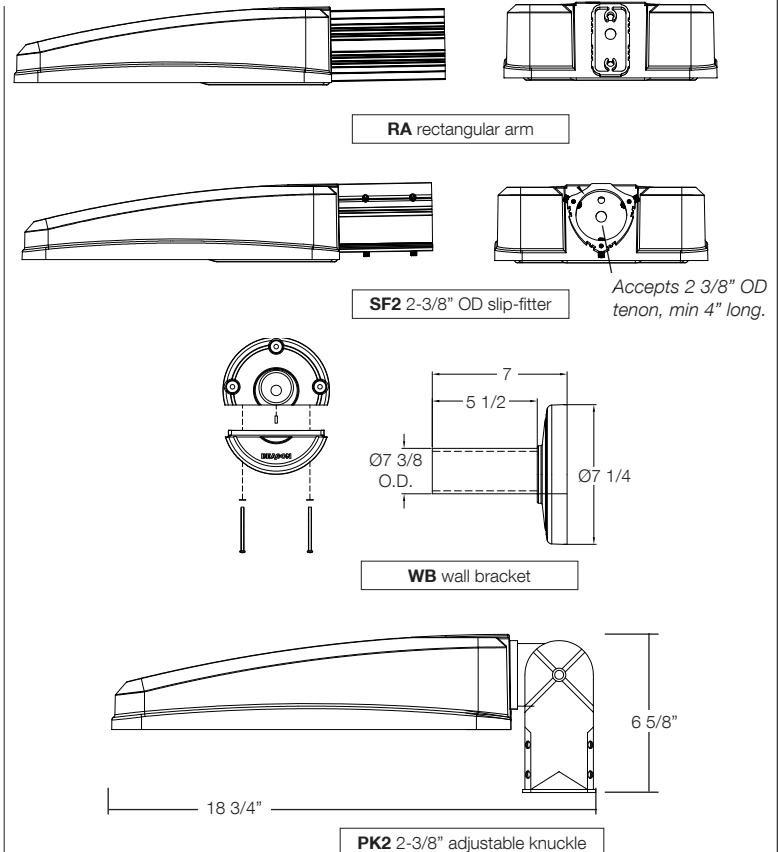
Notes:

## VIPER (SMALL)

### details



**weight:** 15lbs **epa:** 0.67 ft<sup>2</sup>



### 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                   |
|-------------|----------------|---------------------|------------------------|--------------------|------------------------------------------------------|--------------------------------------|-------------------------|
| <b>VP-S</b> | <b>22NB-50</b> | <b>5K 5000K</b>     | <b>T2</b> type II      | <b>UNV</b> 120-277 | <b>PCRU</b> photocell (specify voltage) <sup>1</sup> | <b>RA</b> rectangular arm            | <b>BB</b> black         |
| (small)     | <b>22NB-70</b> | <b>4K 4000K</b>     | <b>T3</b> type III     | <b>347</b>         | <b>PCR3</b> photocell receptacle <sup>2</sup>        | <b>SF2</b> 2-3/8" OD slip-fitter     | <b>BZ</b> bronze        |
|             | <b>30NB-70</b> | <b>3K 3000K</b>     | <b>T4</b> type IV      | <b>480</b>         | <b>PCR4</b> photocell receptacle <sup>3</sup>        | <b>PK2</b> 2-3/8" adjustable knuckle | <b>BW</b> white         |
|             | <b>30NB-90</b> |                     | <b>T5R</b> rectangular | <b>12VDC</b>       | <b>TL</b> twistlock photocontrol                     | <b>WB</b> wall bracket               | <b>BG</b> green         |
|             |                | 5k 5000K (standard) | <b>T5QM</b> sq medium  | (consult factory)  | <b>SC</b> shorting cap                               |                                      | <b>BY</b> gray          |
|             |                |                     | <b>T5W</b> round wide  |                    | <b>NP</b> no photocontrol                            |                                      | <b>MB</b> met. bronze   |
|             |                |                     |                        |                    | <b>2PF</b> dual power feed <sup>4,5</sup>            |                                      | <b>MT</b> met. titanium |
|             |                |                     |                        |                    | <b>std. electrical options</b>                       |                                      | <b>__ RAL</b>           |
|             |                |                     |                        |                    | lifeshield™ thermal protection                       |                                      | <b>__ OTHER</b>         |
|             |                |                     |                        |                    | 20k-surge protection <sup>6</sup>                    |                                      |                         |
|             |                |                     |                        |                    | dimming drivers                                      |                                      |                         |

<sup>1</sup> 120-277 only

<sup>2</sup> 347V only

<sup>3</sup> 480V only

<sup>4</sup> not available on **30NB-90**

<sup>5</sup> not available @ **347V/480V** input

<sup>6</sup> 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](http://www.beaconproducts.com) complete details and exclusions.

## Power/Lumens &amp; Distributions

| Engine | Wattage | Delivered Lumens<br>(varies by optic) | Delivered LPW | TM21 Calculated % Lumen Maint.<br>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)<br>Lumen Output<br>Multipliers | CRI<br>(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."

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.

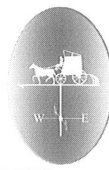
Sincerely,  
Mitchell & Associates



Robert B. Metcalf, Principal  
Maine Licensed Landscape Architect

Enclosure

cc: Justin Alfond  
Dale Akeley  
Josh Cushman  
Dave O'Connell  
Ryan Senetore



Att. 2

## Portland Water District

FROM SEBAGO LAKE TO CASCO BAY

April 10, 2015

Mitchell & Associates  
The Staples School  
70 Center Street  
Portland, ME 04101

Attn: Sashie Misner  
Re: Bayside Bowl Expansion; 58 Alder Street, Portland  
Ability to Serve with PWD Water

Dear Ms. Misner:

The Portland Water District has received your request for an Ability to Serve determination for the noted site submitted on February 26, 2015. Based on the information provided, we can confirm that the District will be able to serve the proposed project as further described in this letter.

### Conditions of Service

The existing services at this site may be used by the proposed development as long as the project team determines that they will provide adequate flow and pressure for the proposed use. If any of the existing services will no longer be used as a result of the development then they must be retired per PWD standards. This includes shutting the corporation valve and cutting the pipe from the water main (for the 2-inch services) or shutting down the main cutting out the tee (for the 6-inch service).

### Existing Site Service

According to District records, the project site does currently have existing water service. A 2-inch diameter cast iron domestic service line and a 6-inch diameter cast iron fire service line, located as shown on the attached water service cards, provide water service to this site. Please refer to the "Conditions of Service" section of this letter for requirements related to the use of these services.

### Water System Characteristics

According to District records, there is a 6-inch diameter cast iron water main on the east side of Alder Street and a 6-inch diameter cast iron water main on the east side of Hanover Street as well as public fire hydrant located 170-feet from the site.



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

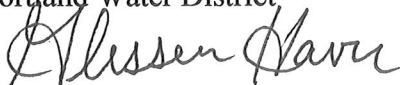
The data noted above indicates there should be adequate pressure and volume of water to serve the domestic water needs of your proposed project. Based on the high water pressure in this area, we recommend that you consider the installation of pressure reducing devices that comply with state plumbing 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



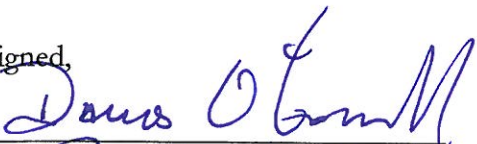
Glissen Havu, E.I.  
Design Engineer

## 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

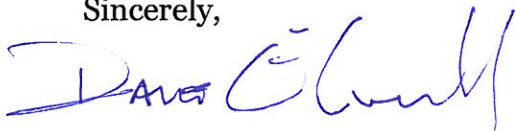
Meeting Date: Thursday, April 16<sup>th</sup>

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 4<sup>th</sup> Floor, 389 Congress Street Portland, ME 04101 or by email: to [bab@portlandmaine.gov](mailto: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 Atford       | 143 Vaughan St. | jatford@gmail.com              |
| Chris Danse         | 21 Cedar St     | Portland, ME                   |
| Laura Cannon        | 18 Parris St.   | laura@lauracannon.com          |
| Jack Woods          | 71 Concord St.  | jaek@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:                    | <b>Z</b>   | York Predator Single Packaged R-410A Air Conditioner                                                                                 |
| Product Identifier:                  | <b>J</b>   | 12.0 EER / 12.2 IEER                                                                                                                 |
| Nominal Cooling Capacity:            | <b>120</b> | 10 Ton<br>Two Stage Cooling                                                                                                          |
| Heat Type and Nominal Heat Capacity: | <b>N15</b> | 144 MBH Output Aluminized Steel, Two Stage Gas Heat                                                                                  |
| Airflow:                             | <b>V</b>   | 3 HP High Static Belt Drive Blower<br>Single Enthalpy Low Leak Slab Economizer<br>w/Barometric Relief and Hoods (Bottom Return Only) |
| Voltage:                             | <b>4</b>   | 460-3-60                                                                                                                             |
| Installation Options:                | <b>K</b>   | HACR Circuit Breaker/Disconnect<br>Return Air Smoke Detector (Bottom return only)<br>Non Powered Convenience Outlet                  |
| Additional Options:                  | <b>ZZ</b>  | 4" Pleated Filters (MERV 13)<br>Microchannel Condenser Coil<br>Phase Monitor<br>Composite Drain Pan                                  |
| Product Generation:                  | <b>5</b>   |                                                                                                                                      |

**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)**

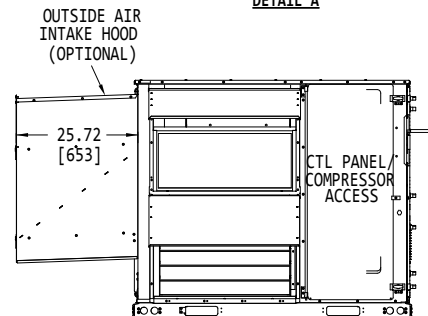
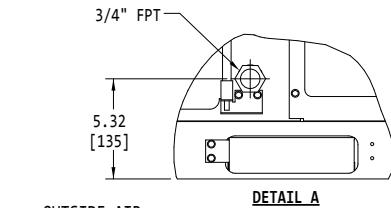
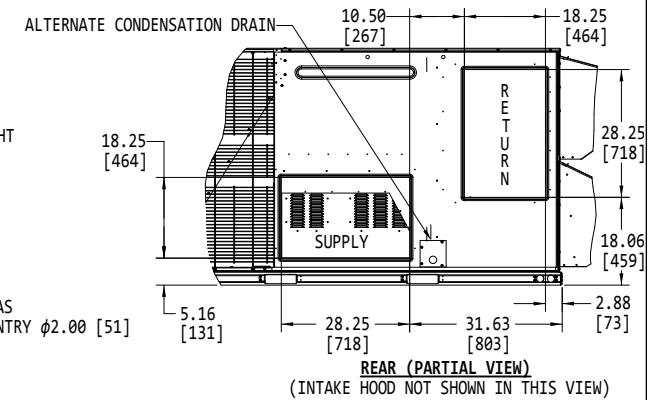
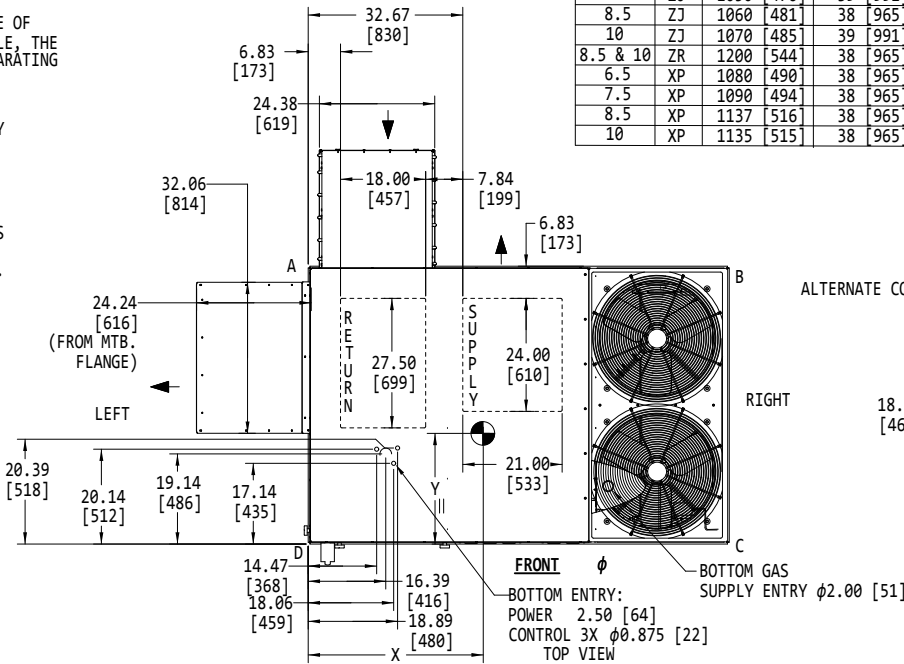
### Consolidated Drawing

#### NOTES:

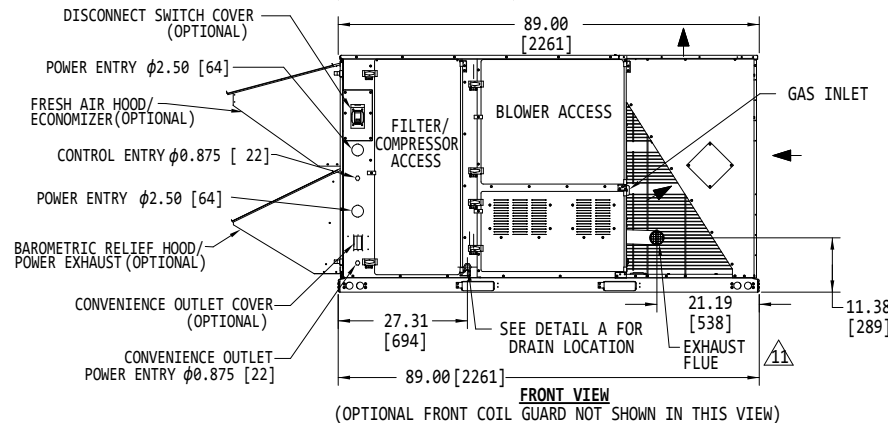
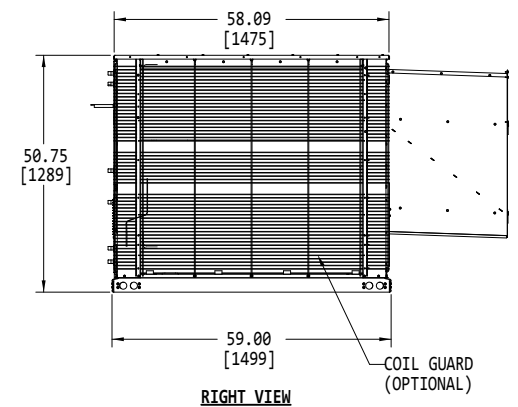
- FOR OUTDOOR USE ONLY.
- WEIGHTS SHOWN ARE FOR COOLING ONLY UNITS.
- MIN. CLEARANCES TO BE:  
RIGHT SIDE: 12 [305]  
LEFT SIDE: 36 [915]  
FRONT: 36 [915]  
REAR: 36 [915]  
TOP: 72 [1830]  
BOTTOM: 0 [0]
- TO REMOVE THE SLIDE-OUT DRAIN PAN, A REAR CLEARANCE OF 60 in (1525 mm) IS REQUIRED. IF SPACE 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<br>WEIGHT (LBS)<br>(BASE UNIT) | CENTER OF GRAVITY<br>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] |  |   |  |   |  |



LEFT VIEW


FRONT VIEW  
(OPTIONAL FRONT COIL GUARD NOT SHOWN IN THIS VIEW)


RIGHT VIEW

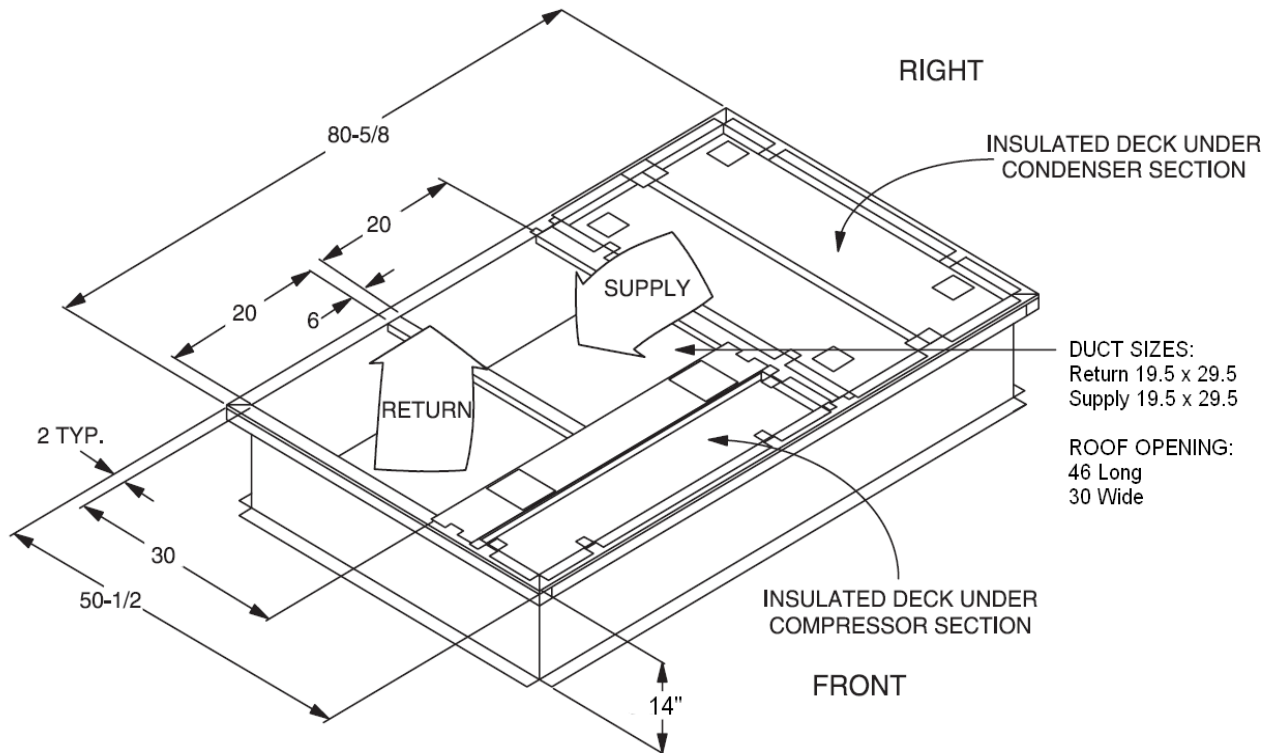
Project Name:

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

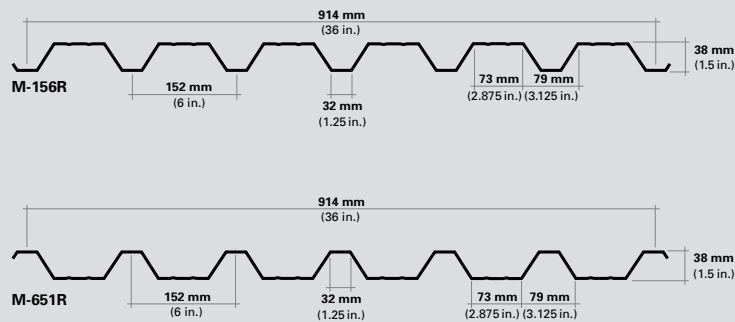
Cover width: 914 mm (36 in.)

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

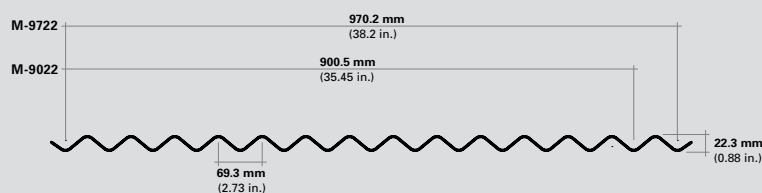
Cover width: 900.5 mm (35.45 in.) and 970.2 mm (38.2 in.)

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                       |
|                                   | Thickness = 1/4" = 6mm                        | #2 -----                         | 115.2                    |
| GAP                               | <div></div> 100% Air, 1/2" = 12mm <div></div> |                                  |                          |
| LITE                              | Optifloat™ Clear                              | #3 Energy Advantage™ Low-E Glass | Go                       |
|                                   | Thickness = 1/4" = 6mm                        | #4 -----                         | 112.8                    |
| Total Unit = 0.944 in / 23.978 mm |                                               | Slope = 90°                      |                          |
| Indoors                           |                                               |                                  |                          |

### Important Notes

Calculations and terms in this report are based on NFRC 2010. The performance values shown above represent **NOMINAL VALUES** for the center of glass with no spacer system or framing. Slight variations may occur due to manufacturing tolerances, point of manufacture, and type of instrumentation used to measure the optical properties.

For configurations which include ceramic frit coating, the actual values may vary significantly based upon the thickness and composition of the frit. For configurations with diffuse optical properties the solar transmission is per ASTM 1084-86. For configurations with coatings laminated facing the PVB, there may be a noticeable color change. Guardian recommends that a full size mock-up be approved.

Please note that the **THERMAL STRESS GUIDELINE** is only a rough reference to the thermal safety of a glazing. Other factors such as the size of glass areas, shapes and patterns, glass thickness, glass damaged during shipping, handling or installation, orientation of the building, exterior shading, overhangs/fins that reduce wind speed, and areas with high daily temperature fluctuations can all increase the probability of thermal breakage. The results shown are not for any specific glazing installation and do not constitute a warranty against glass breakage.

### Explanation of Terms

**% Transmittance Visible** is the percentage of visible light at normal incidence (90° to surface) directly transmitted through the glass. Visible Light is defined as radiant energy in the wavelength range of 380 nm to 780 nm with Ill. D65 and CIE 2° observer

**% Ultraviolet (UV) Transmittance** is the percentage of ultraviolet light at normal incidence (90° to surface) directly transmitted through the glass. Ultraviolet Light is defined as radiant energy from the sun having a wavelength range of 300 nm to 380 nm at ASTM air mass of 1.5

**% Solar Energy Direct Transmittance** is the percentage of solar energy at normal incidence (90° to surface) directly transmitted through the glass. Solar Energy is the radiant energy from the sun having a wavelength range of 300 nm to 2500 nm at ASTM air mass of 1.5.

**% Reflectance Visible Outdoors** is the percentage of visible light at normal incidence directly reflected from the glass back outdoors

**% Reflectance Visible Indoors** is the percentage of visible light at normal incidence directly reflected from the glass back indoors

**% Solar Energy Reflected Outdoors** is the percentage of solar energy at normal incidence directly reflected from the glass back 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.ft<sup>2</sup>.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.ft<sup>2</sup>.  $RHG = [(Summer\ U-Value)(89.6^{\circ}F - 75.2^{\circ}F) + (Shading\ Coefficient)(200\ Btu/hr-ft^2)]$

**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.  $SHGC = (Direct\ Solar\ Trans) + \{[(Indirect\ Solar\ Heat\ Gain) - (Summer\ U-Value)(89.6^{\circ}F - 75.2^{\circ}F)] / (248.209\ Btu/hr-ft^2)\}$

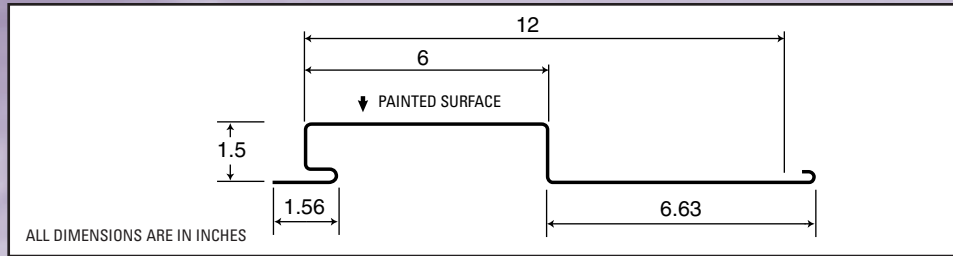
**Light-to-Solar Gain (LSG)** is the ratio of visible light gain to solar gain.  $LSG = (Visible\ Transmittance) / (SHGC)$

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<br>(in.) | Weight<br>G90<br>(psf) | Yield<br>Stress<br>(ksi) | Section Modulus                |                               | Deflection<br>Moment of Inertia<br>Mid Span (in <sup>4</sup> ) | Specified Web Crippling Data (lb) |            |                 |                 |
|-------------------------------|------------------------|--------------------------|--------------------------------|-------------------------------|----------------------------------------------------------------|-----------------------------------|------------|-----------------|-----------------|
|                               |                        |                          | Mid Span<br>(in <sup>3</sup> ) | Support<br>(in <sup>3</sup> ) |                                                                | End<br>Pe1                        | End<br>Pe2 | Interior<br>Pi1 | Interior<br>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

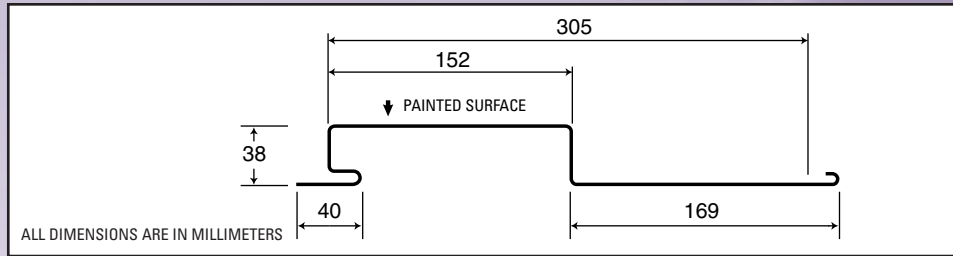
| Span<br>(ft.) |   | 1-Span<br>Base Steel Thickness (in.) |       |       |  | 2-Span<br>Base Steel Thickness (in.) |       |       |  | 3-Span<br>Base Steel Thickness (in.) |       |       |  |
|---------------|---|--------------------------------------|-------|-------|--|--------------------------------------|-------|-------|--|--------------------------------------|-------|-------|--|
|               |   | 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.



**Notes:**

1. Steel conforms to ASTM A653M.
2. Section properties are in accordance with CSA-S136-07.
3. Values in row "S" are based on strength.
4. Values in row "D" are based on a deflection limit of 1/180 of the span.
5. Web crippling not included in strength values. See example calculation in notes to designer.
6. Oil canning may be present due to thickness and coverage. Oil canning is not a valid reason for rejection of this product.
7. Contact the sales department for stocked colours and gauges.
8. The load table contained on this data sheet was prepared by Dr. R.M. Schuster P.Eng. Professor Emeritus of Structural Engineering, University of Waterloo, Ontario, Canada.

**Section Properties**

(Per Metre of Width)

| Base Steel Thickness<br>(mm) | Mass Z275<br>(kg/m <sup>2</sup> ) | Yield Stress<br>(MPa) | Section Modulus<br>Mid Span (x 10 <sup>3</sup> mm <sup>3</sup> ) | Section Modulus<br>Support (x 10 <sup>3</sup> mm <sup>3</sup> ) | Deflection<br>Moment of Inertia<br>Mid Span (x 10 <sup>6</sup> mm <sup>4</sup> ) | Specified End<br>Pe1 | Web Crippling Data (kN)<br>End Pe2 | Interior<br>Pi1 | Interior<br>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            |
|                              |                                   |                       |                                                                  |                                                                 |                                                                                  |                      |                                    |                 |                 |
|                              |                                   |                       |                                                                  |                                                                 |                                                                                  |                      |                                    |                 |                 |

**Load Table**

Live Load Factor = 1.4; Importance Factor = 0.75; Importance Category = 1.0

Maximum Specified Uniformly Distributed Loads in kPa

| Span<br>(mm) |   | 1-Span<br>Base Steel Thickness (mm) |       |      |  | 2-Span<br>Base Steel Thickness (mm) |       |      |  | 3-Span<br>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

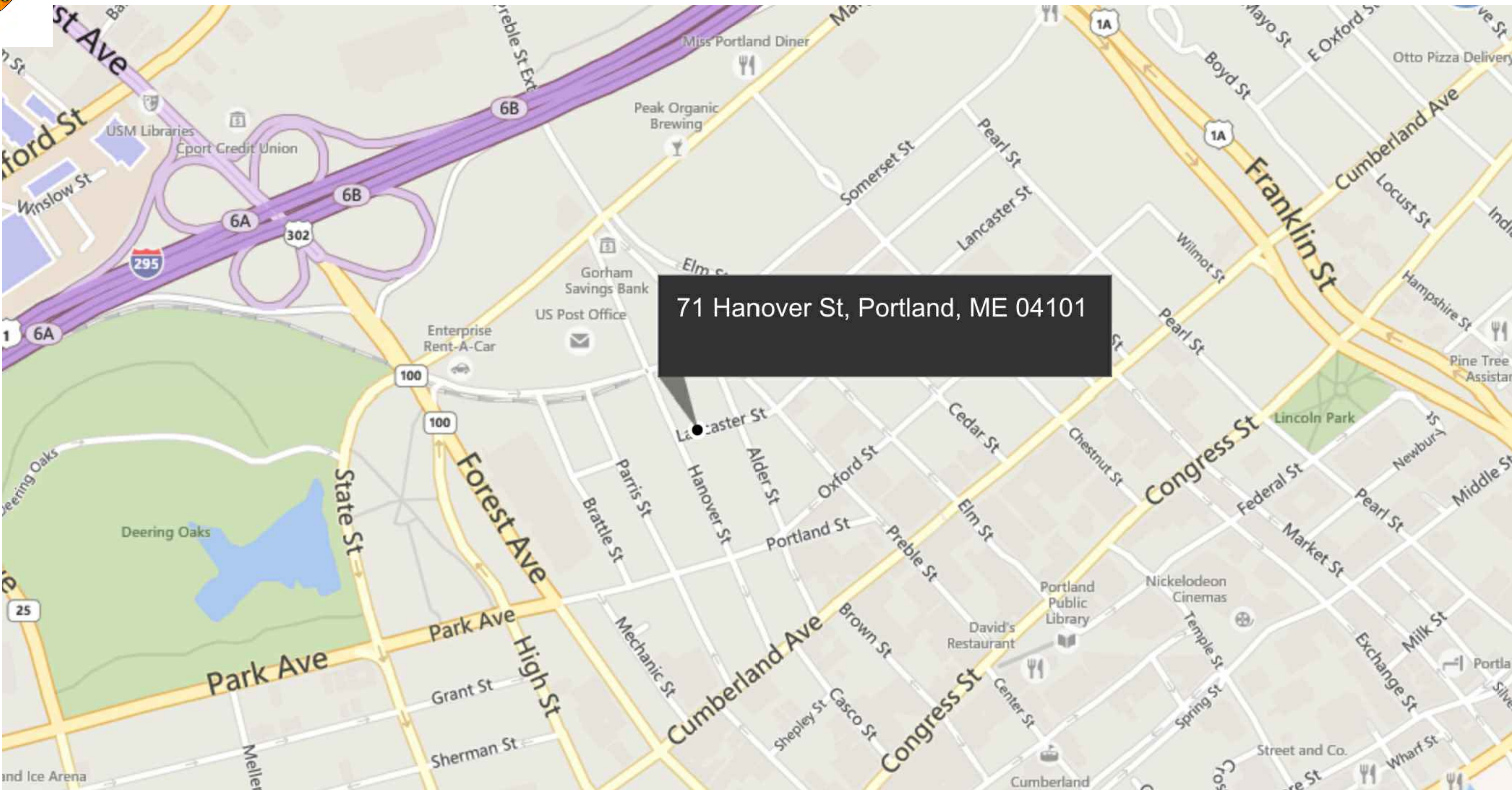




PROPOSED ADDITION TO BAYSIDE BOWL



PORTLAND  
COMMUNITY  
SQUASH



1 SITE LOCATION MAP  
NOT TO SCALE

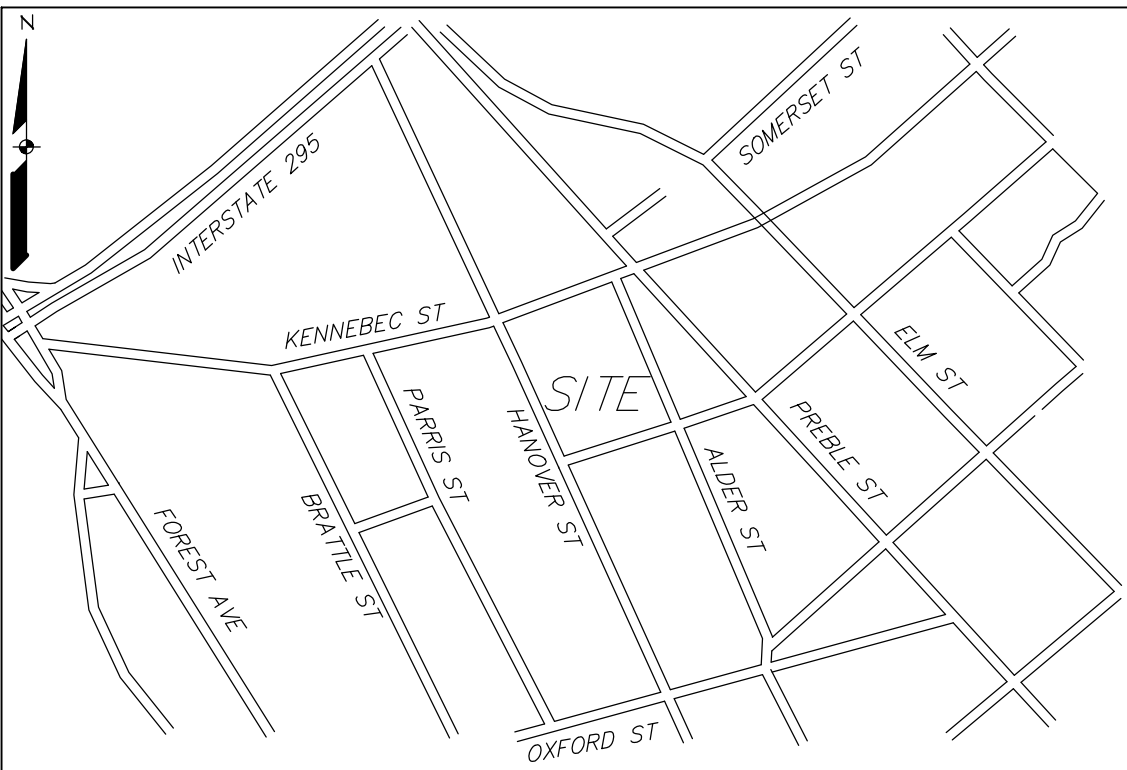


GENERAL NOTES

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 A55E550R5 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

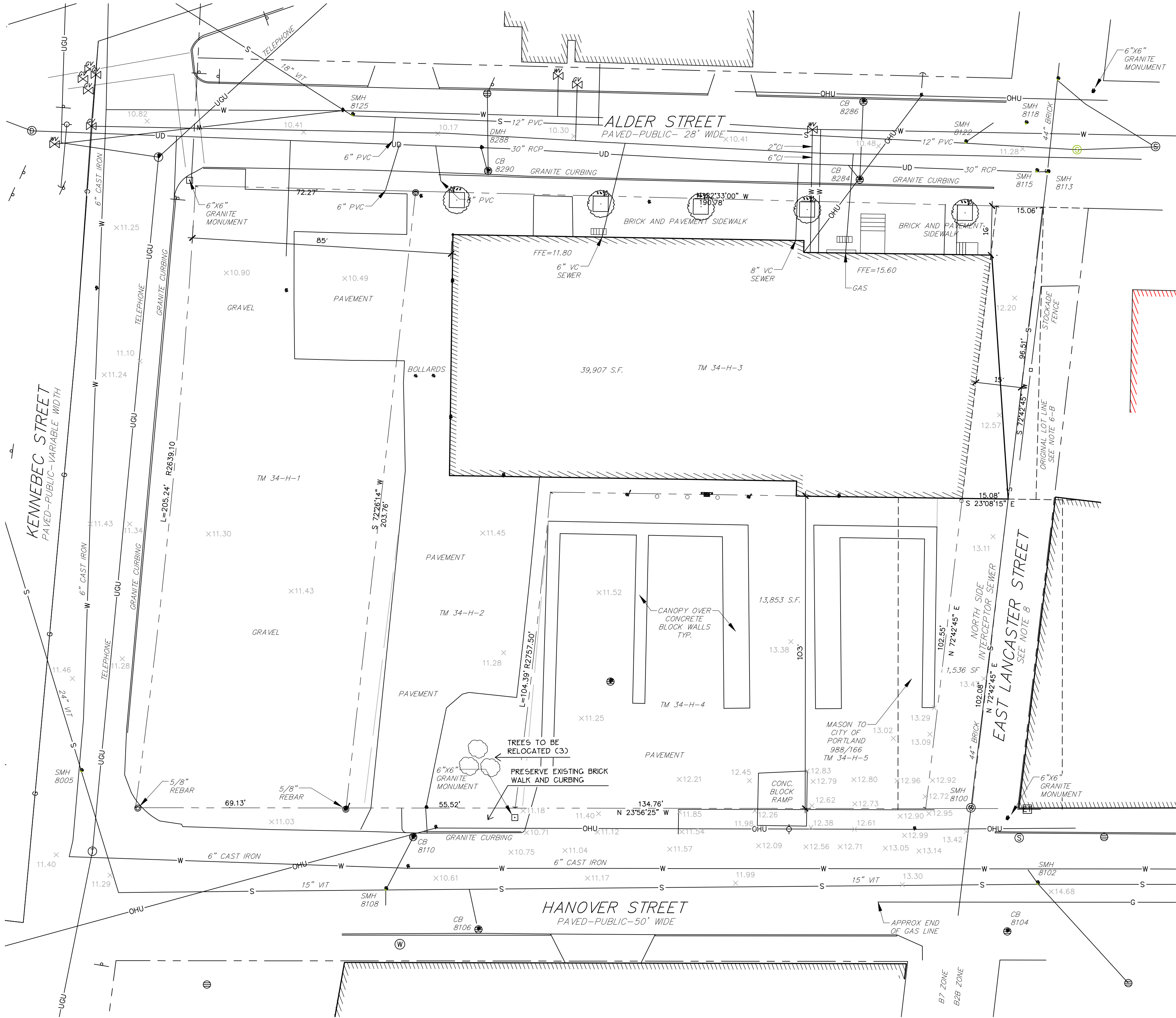
Prepared By:  
MITCHELL & ASSOCIATES  
Landscape Architects  
The Staples School  
70 Center Street  
Portland, Maine 04101  
Tel: (207) 774-4427

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

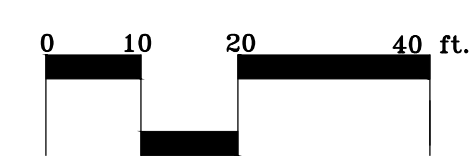
Issued For:  
SITE PLAN SUBMISSION

Revisions:

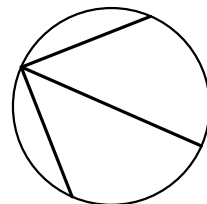
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expressed written consent of  
Mitchell & Associates is prohibited.

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:

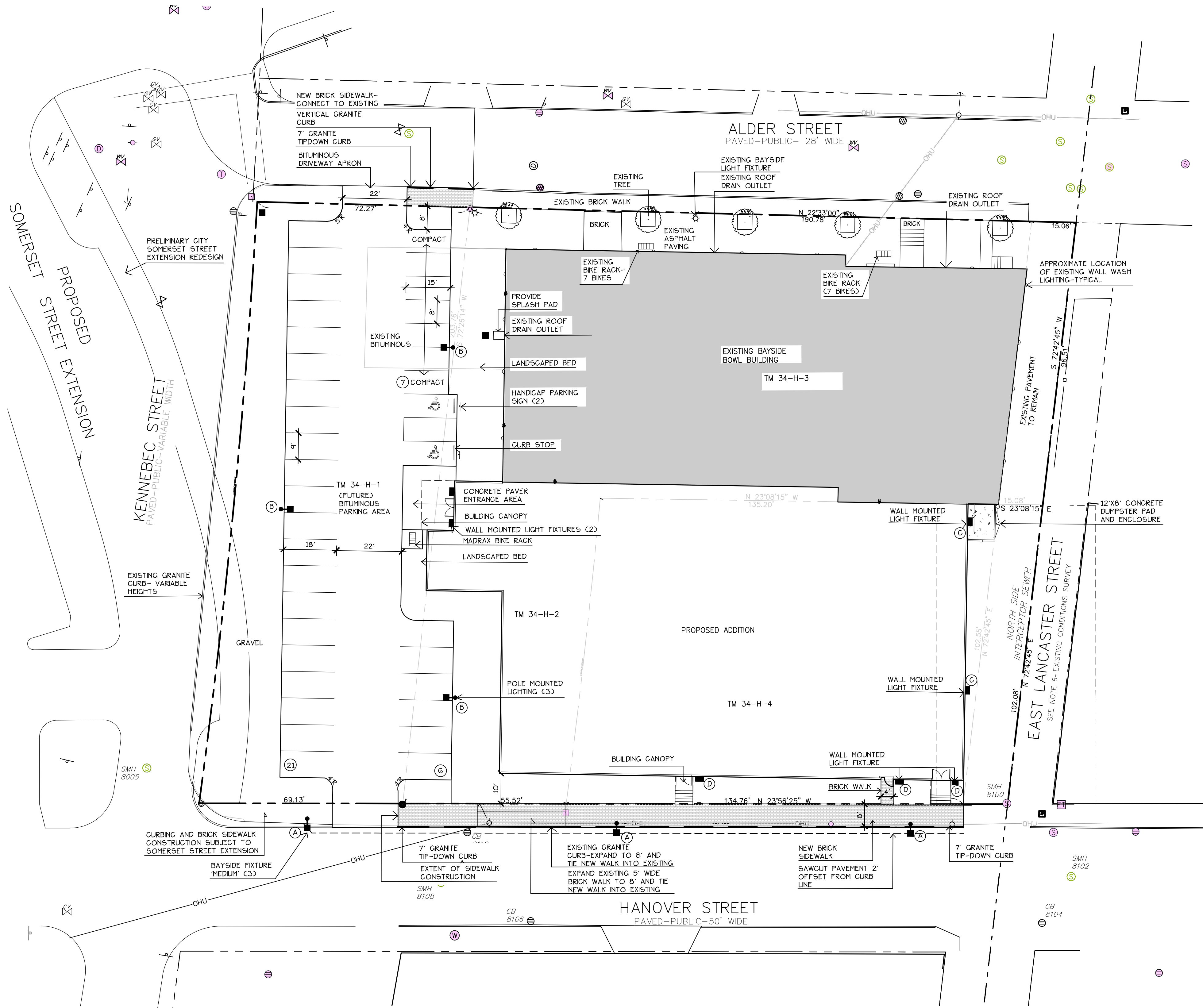
14 SPACES

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                  |



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: **Plan 3**

Applicant:  
BoPo,L.L.C.  
58 Alder Street  
Portland, Maine  
Justin Alfond, Manager

Prepared By:  
MITCHELL & ASSOCIATES  
Landscape Architects  
The Staples School  
70 Center Street  
Portland, Maine 04101  
Tel: (207) 774-4427

BAYSIDE BOWL

Portland, Maine

58 Alder Street

Date:  
MARCH 23, 2015

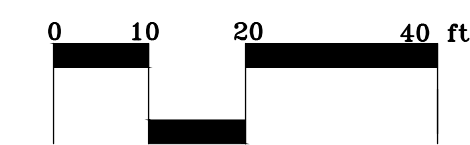
Issued For:  
SITE PLAN SUBMISSION

Revisions:

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Title:  
LAYOUT AND LIGHTING  
PLAN

Scale: 1"=20'



Sheet No.:

2





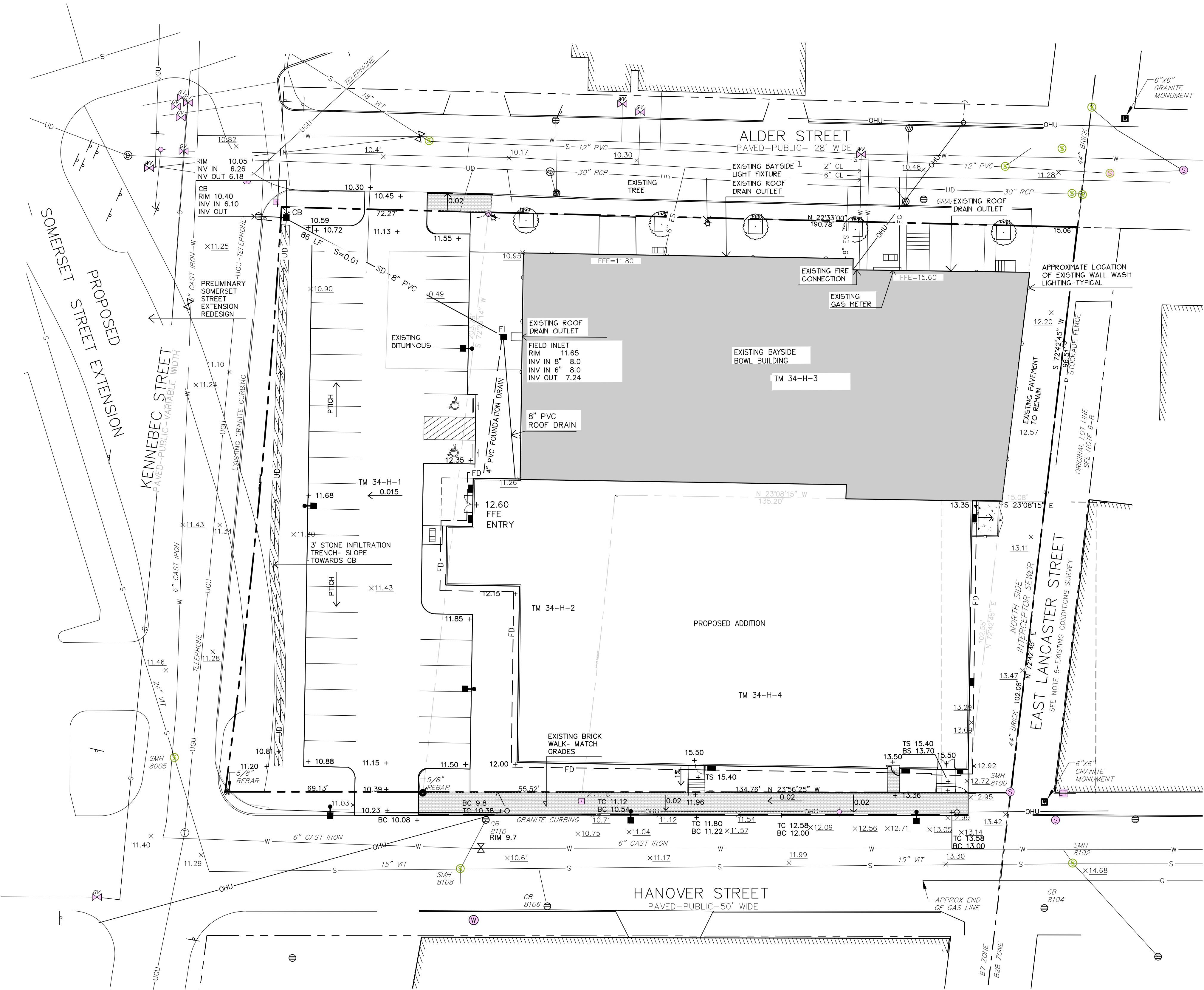
GRADING AND DRAINAGE NOTES:

- 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.
- BENCHMARK:

STRUCTURES

LEGEND

|                                                                                                                         | EXISTING | PROPOSED |
|-------------------------------------------------------------------------------------------------------------------------|----------|----------|
| SMH 8108 RIM=10.6<br>8" VIT INV IN=5.7<br>12" VIT INV IN=4.5<br>12" VIT INV OUT=4.4<br>SHELF=4.8                        |          |          |
| CB 8110 RIM=9.7<br>8" VIT INV OUT=5.7<br>SUMP=4.0                                                                       |          |          |
| SMH 8102 RIM=14.3<br>15" CMP INV IN=6.9<br>18" VIT INV IN=8.6<br>15" VIT INV IN=6.2<br>15" VIT INV OUT=6.1<br>SHELF=6.9 |          |          |
| SMH 8115 RIM=11.1<br>44" BRICK INV IN=4.0<br>44" BRICK INV IN=3.9<br>TOP WEIR=5.9<br>30" RCP INV OUT=3.2                |          |          |
| CB 8284 RIM=9.9<br>12" PVC INV IN=6.2<br>12" PVC INV OUT=5.0<br>SUMP=1.6                                                |          |          |
| CB 8290 RIM=9.5<br>8" PVC INV IN=5.4<br>12" PVC INV OUT=4.3<br>SUMP=1.7                                                 |          |          |
| DMH 8288 RIM=9.8<br>30" RCP INV IN=1.7<br>12" PVC INV IN=3.8<br>30" RCP INV OUT=1.6<br>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                                                                                                         |          |          |
| 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                                                                                                         |          |          |





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:

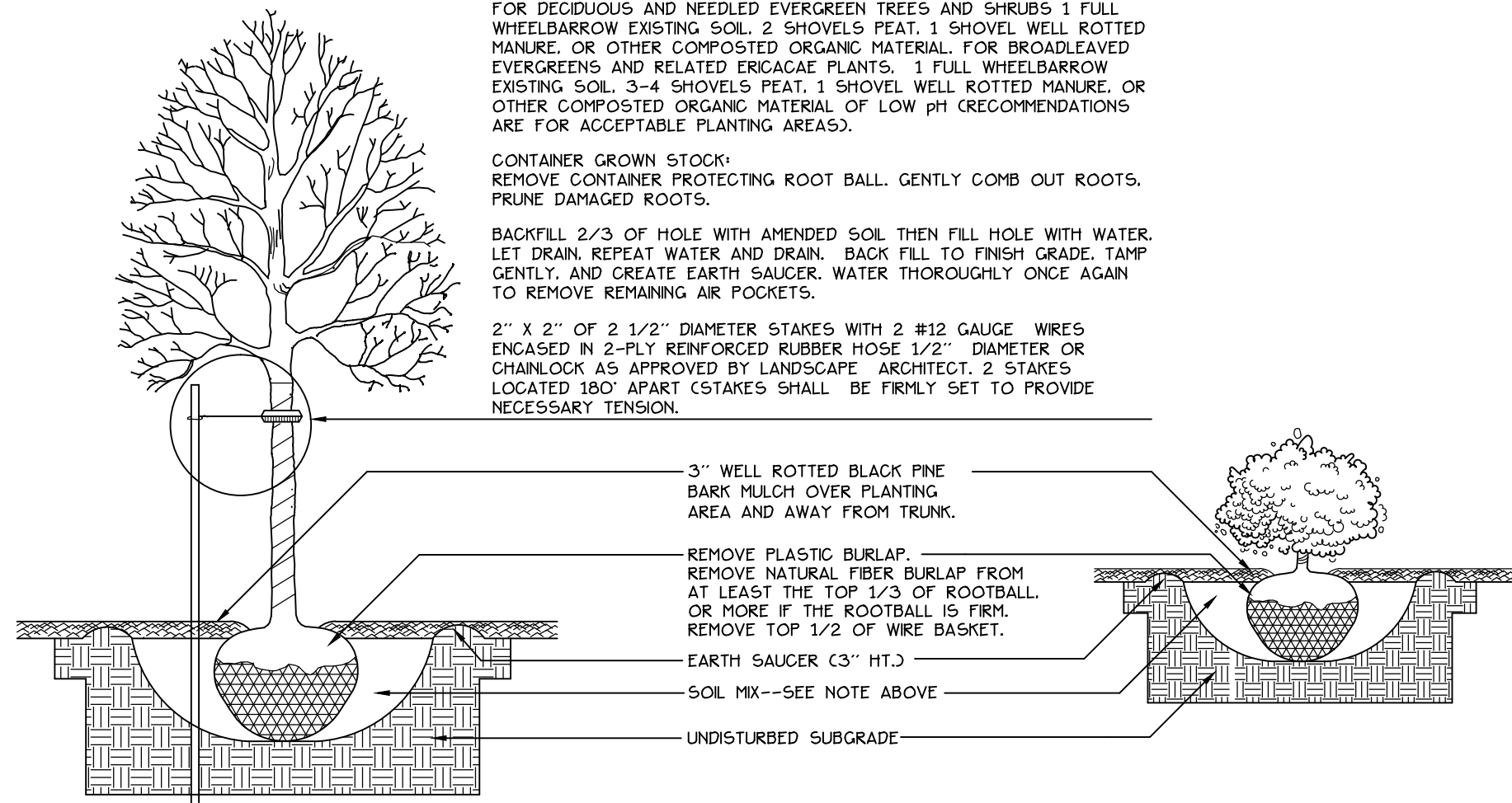
DIG HOLE AT LEAST 2 TIMES THE WIDTH OF ROOT BALL AND AS DEEP AS THE ROOT BALL (NO DEEPER). SET ROOT BALL CENTERED, WITH TOP AT GROUND LEVEL OR SLIGHTLY HIGHER. CORRECT HOLE DEPTH AS NEEDED.

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 ERICACEAE 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).

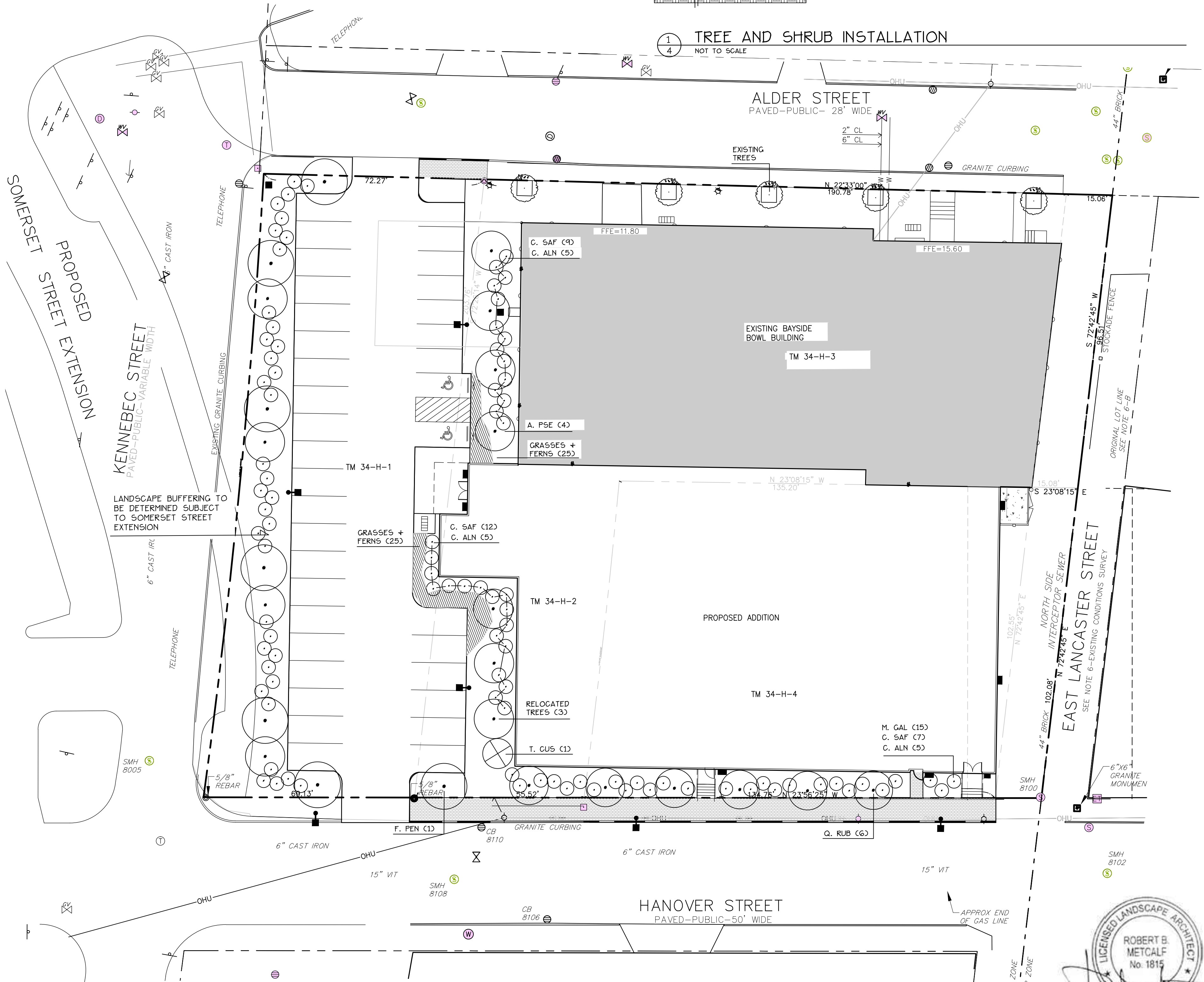
CONTAINER GROWN STOCK: REMOVE CONTAINER PROTECTING ROOT BALL. GENTLY COMB OUT ROOTS. PRUNE DAMAGED ROOTS.

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).



TREE AND SHRUB INSTALLATION  
NOT TO SCALE



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

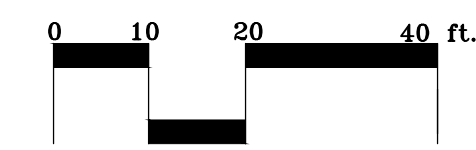
Revisions:

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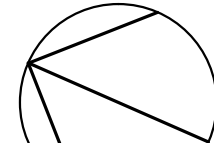
Title:

PLANTING PLAN

Scale: 1"=20'



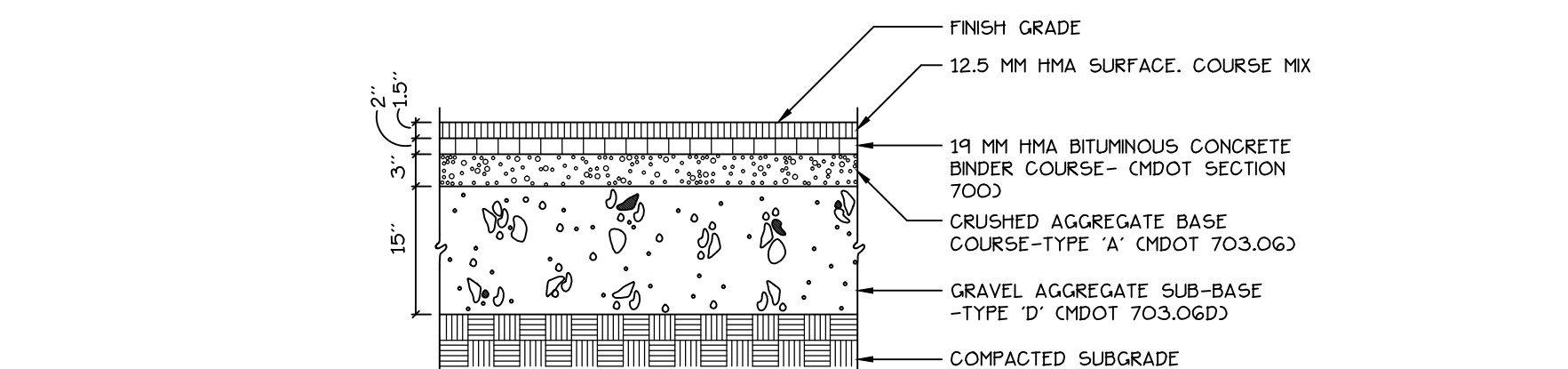
North:



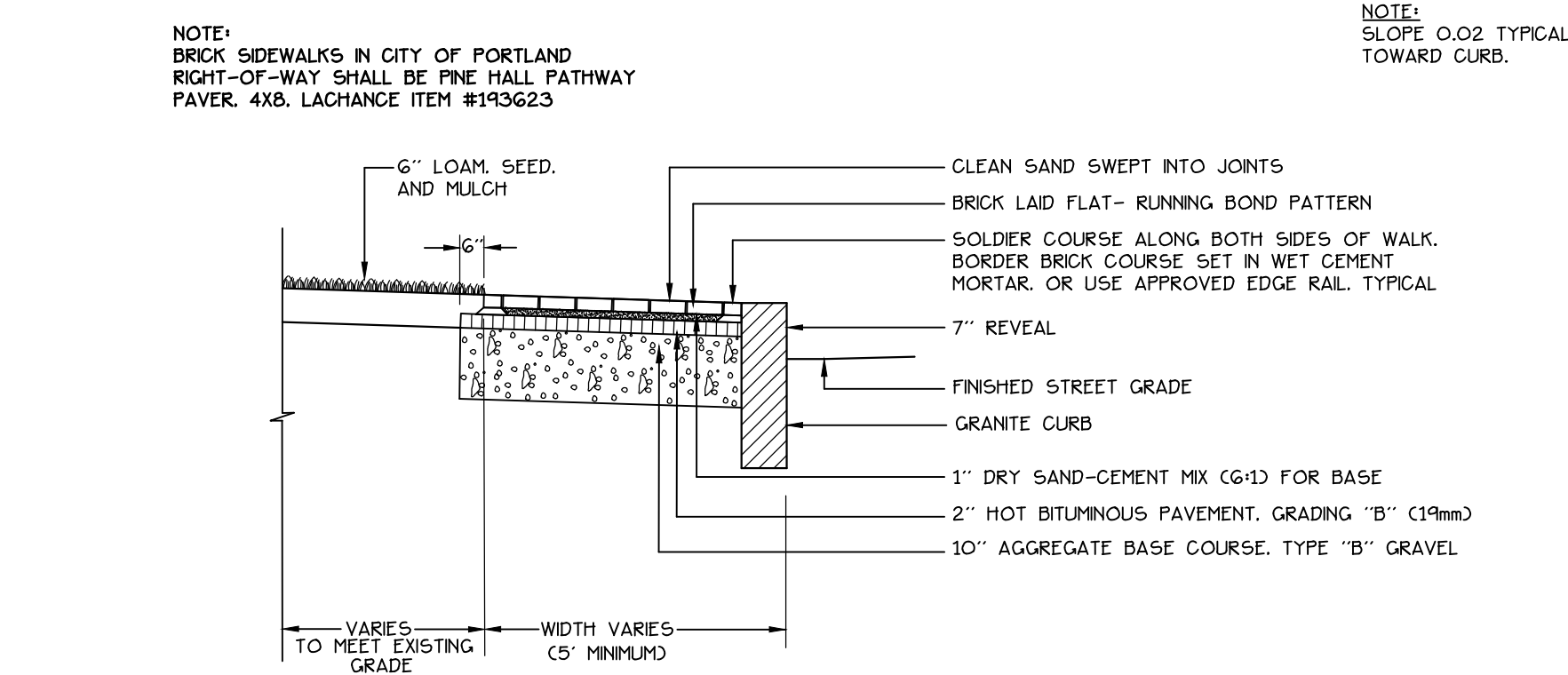
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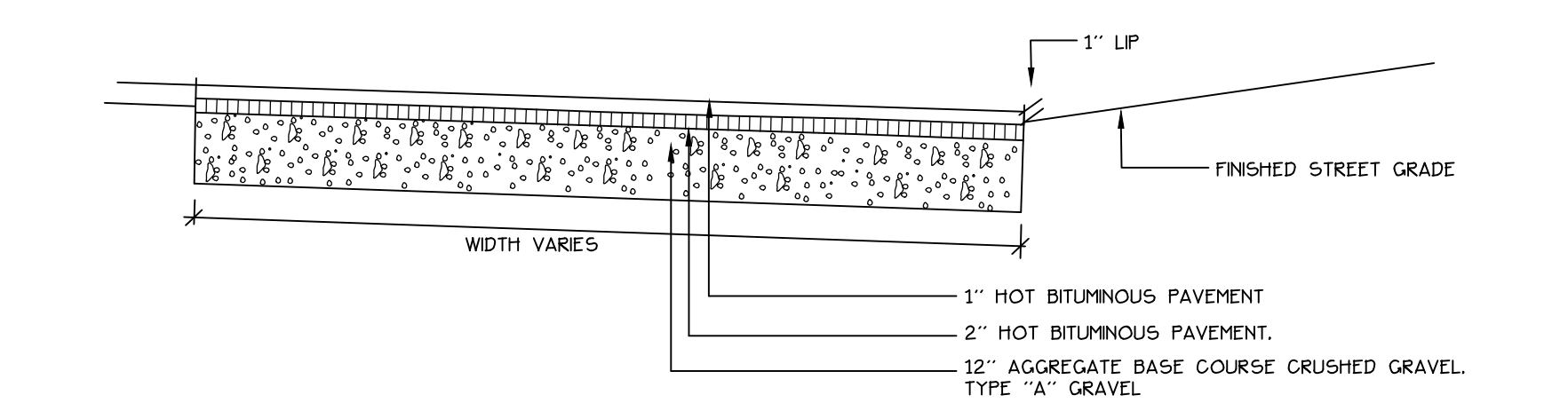




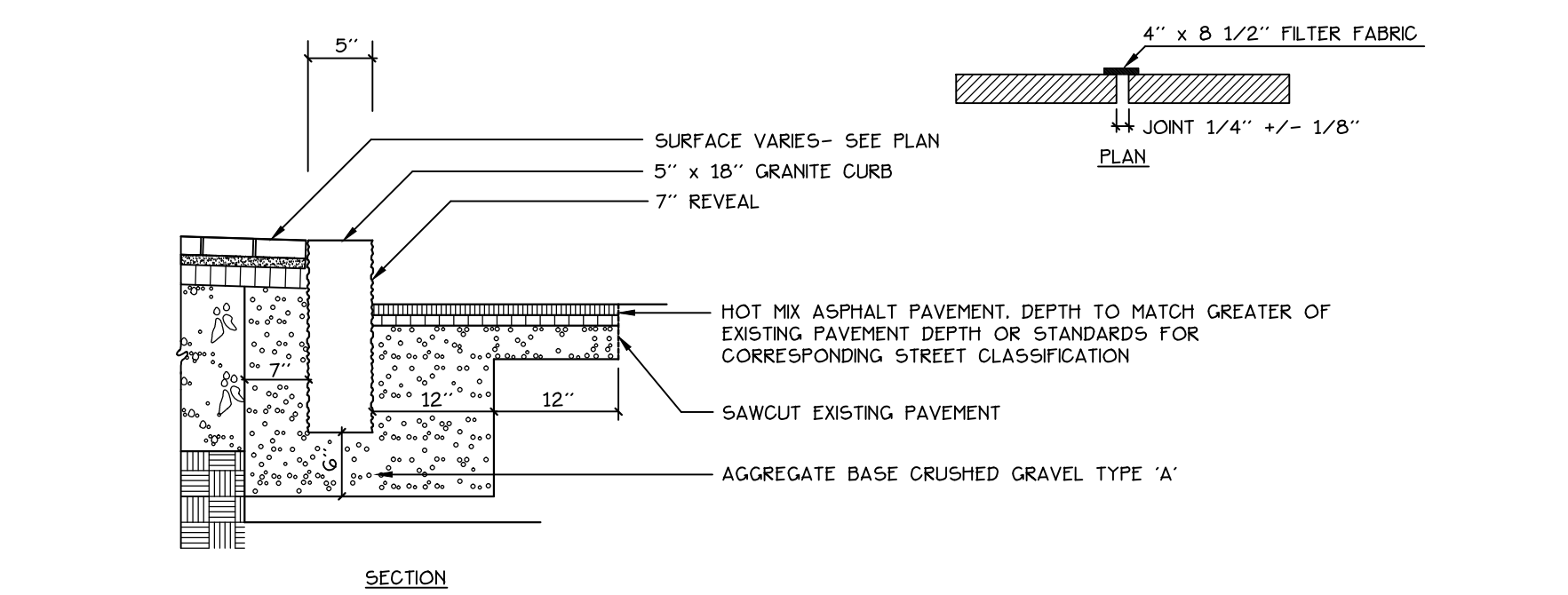
1 BITUMINOUS PAVEMENT- PARKING LOT  
5 NOT TO SCALE



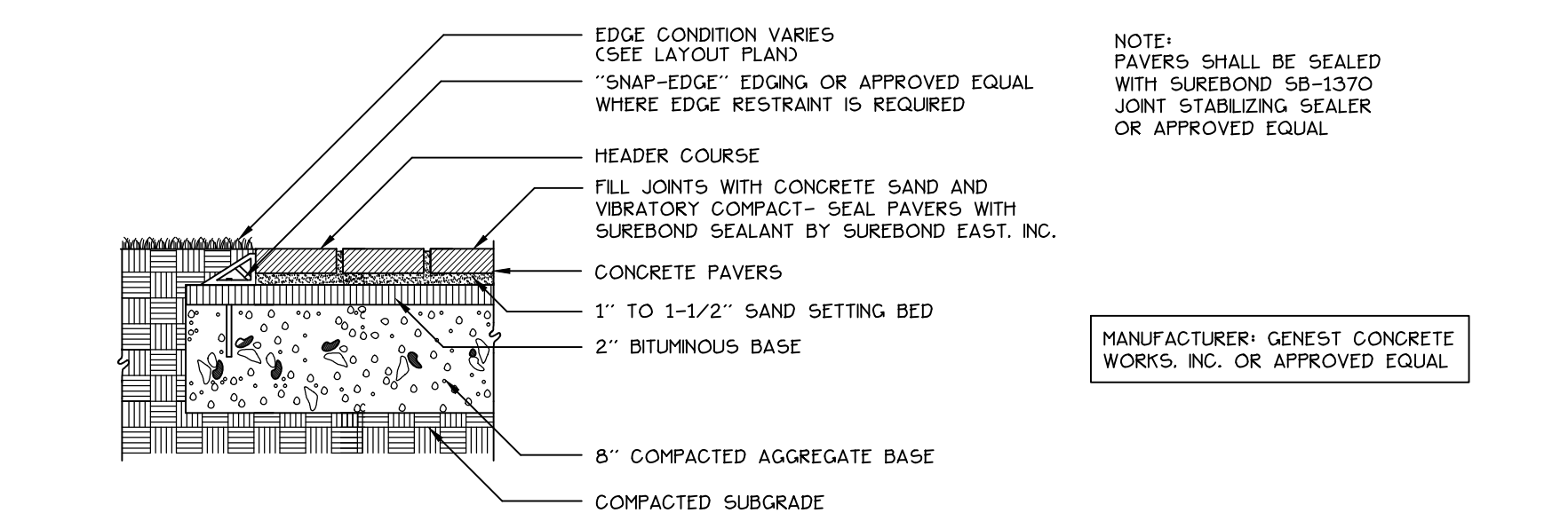
2 BRICK SIDEWALK WITH BITUMINOUS BASE AND GRANITE CURB  
5 NOT TO SCALE



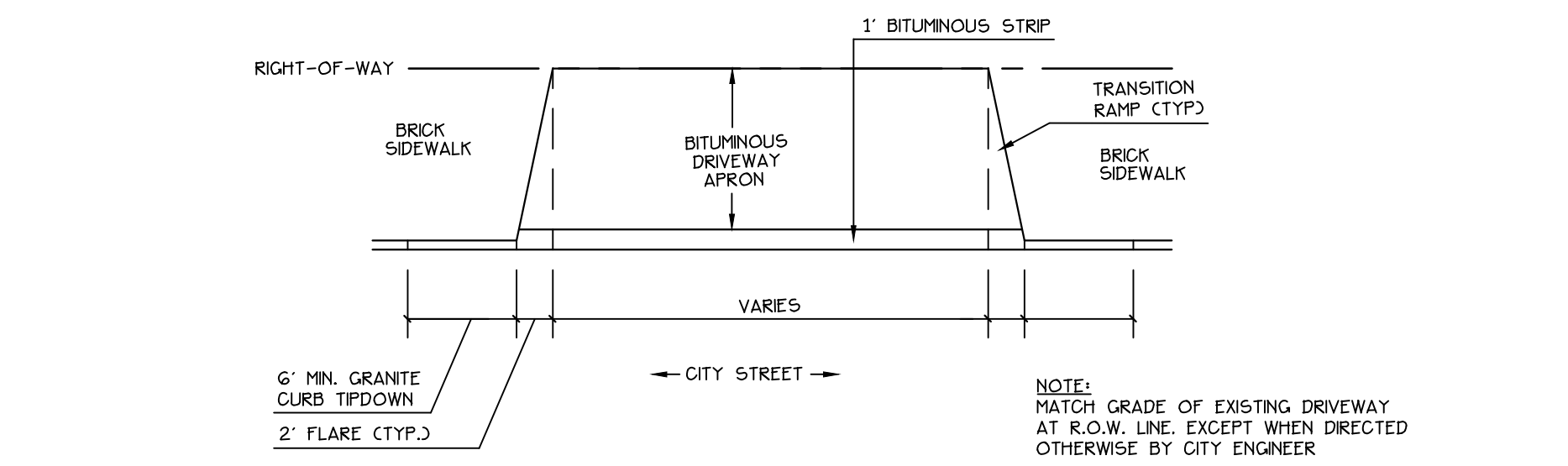
3 BITUMINOUS DRIVEWAY APRON  
5 NOT TO SCALE



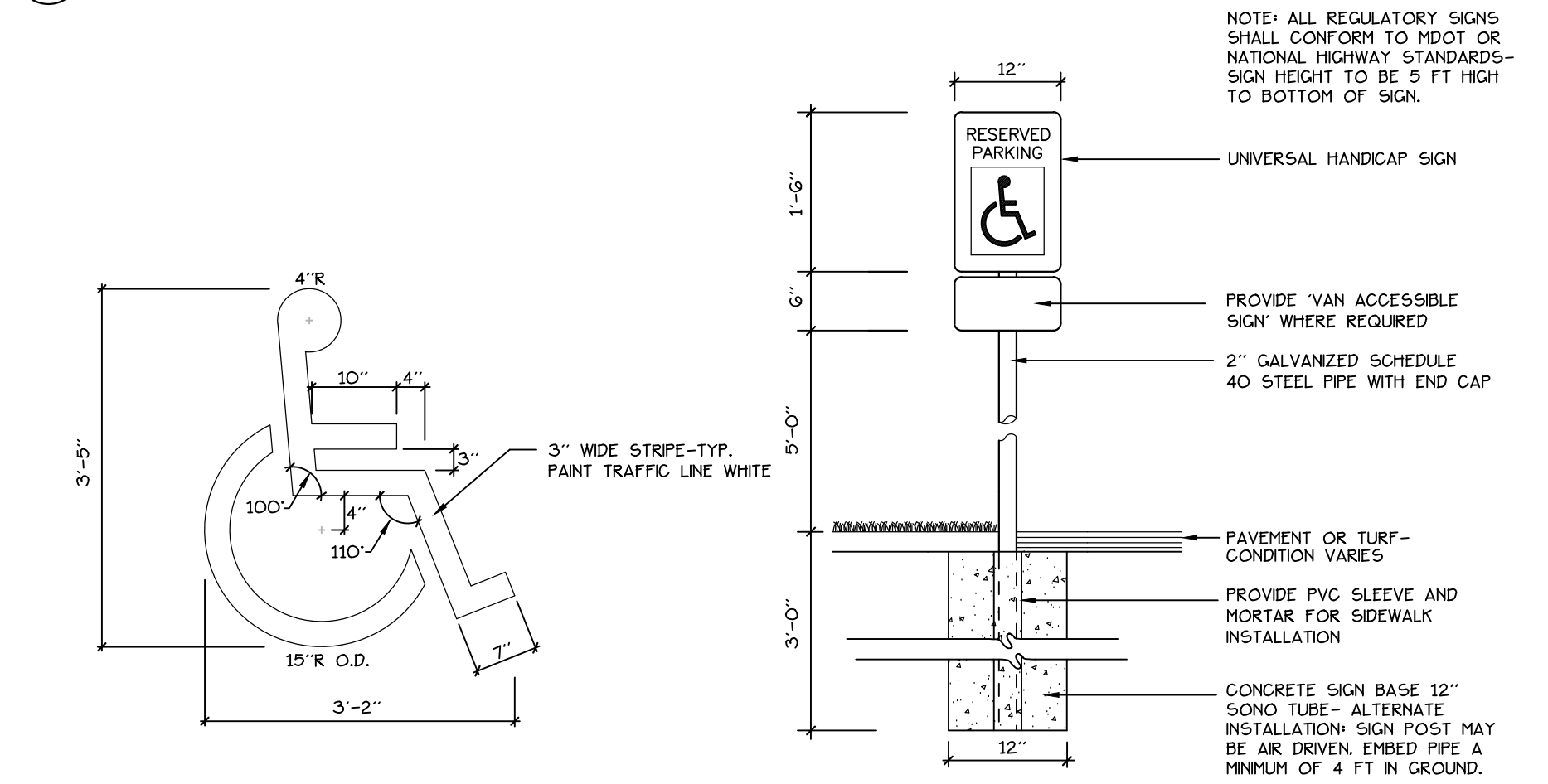
4 VERTICAL GRANITE CURB  
5 NOT TO SCALE



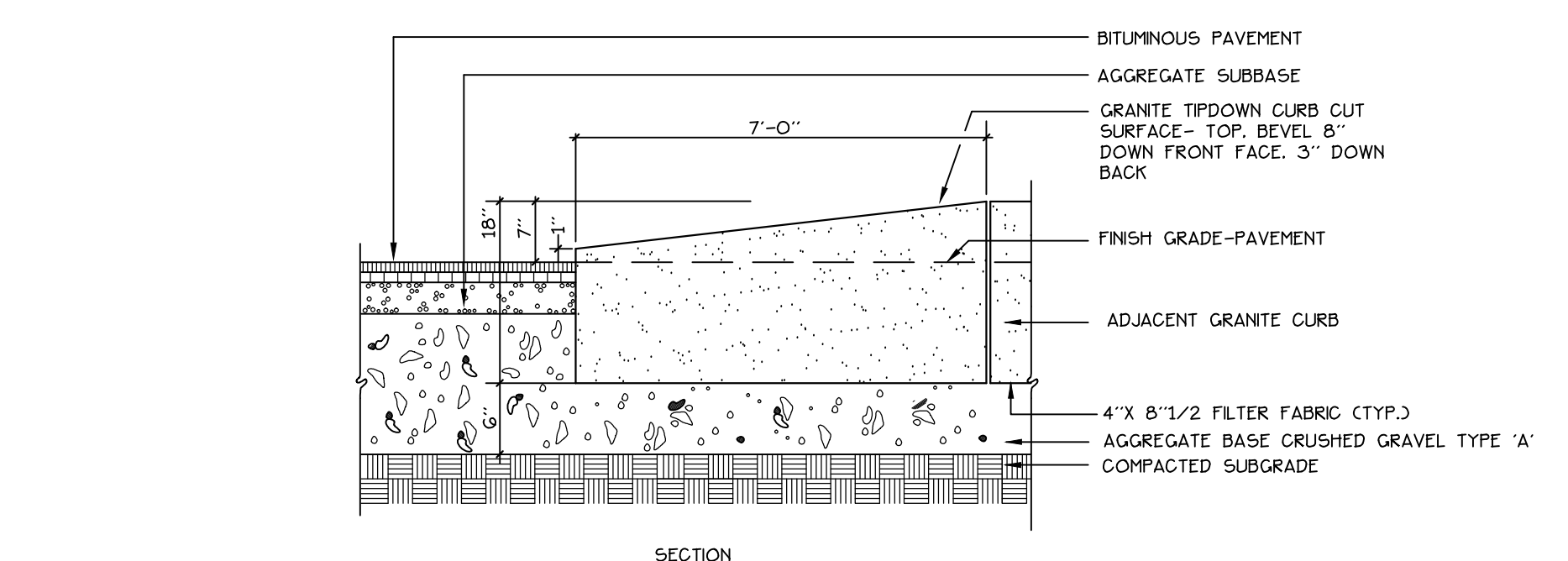
5 CONCRETE PAVERS  
5 NOT TO SCALE



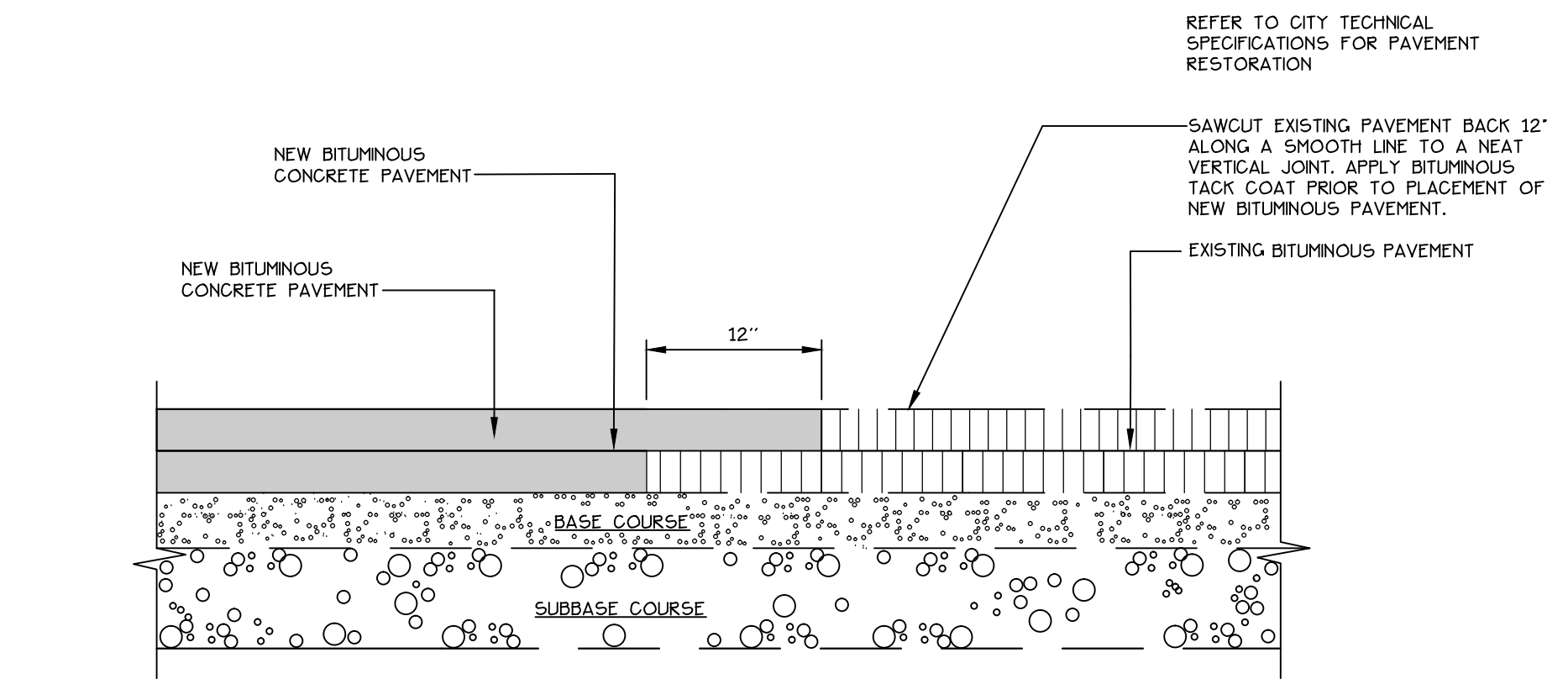
10 DRIVEWAY APRON LAYOUT  
5 NOT TO SCALE



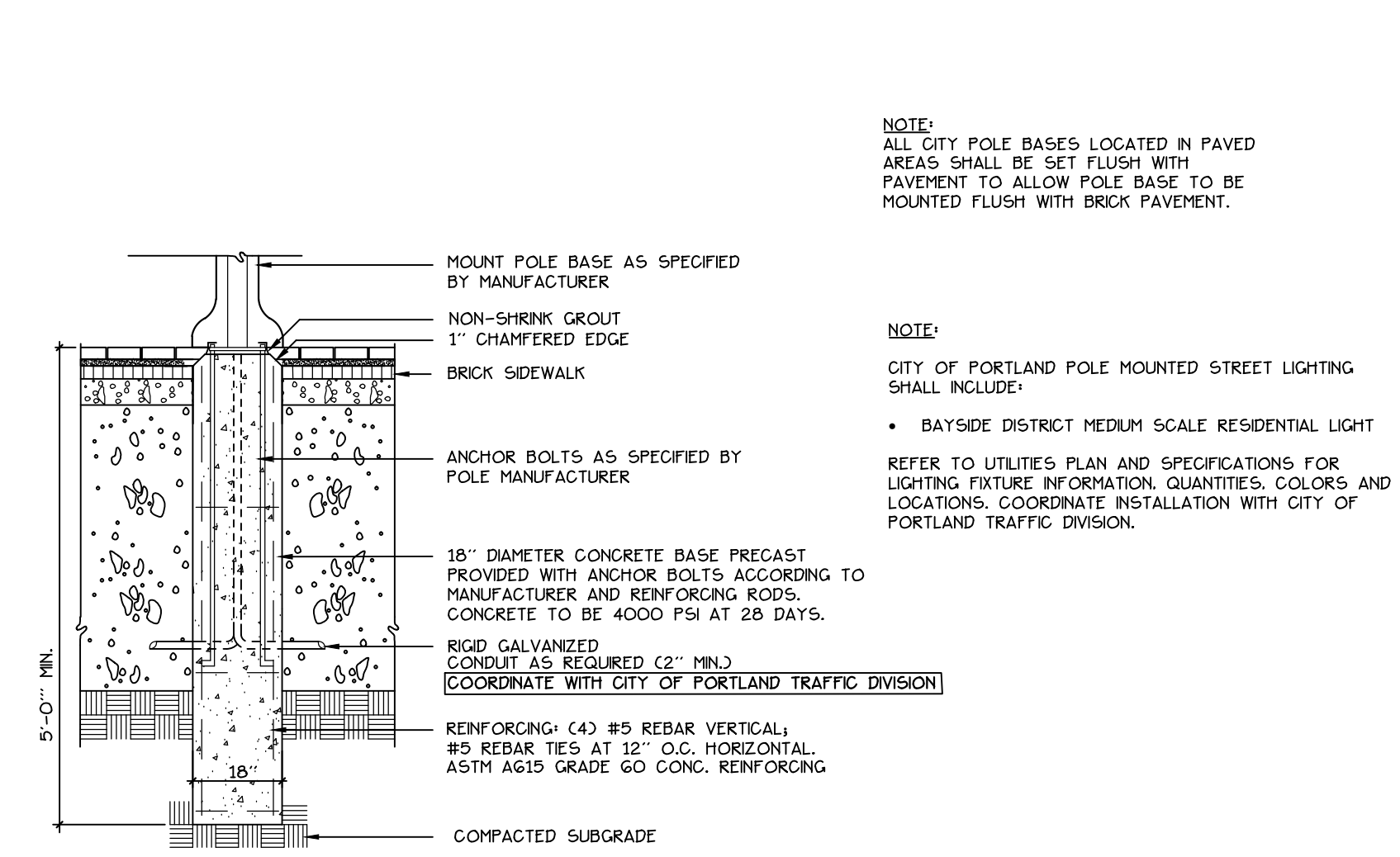
7 ACCESSIBLE SPACE MARKINGS + SIGNAGE  
5 NOT TO SCALE



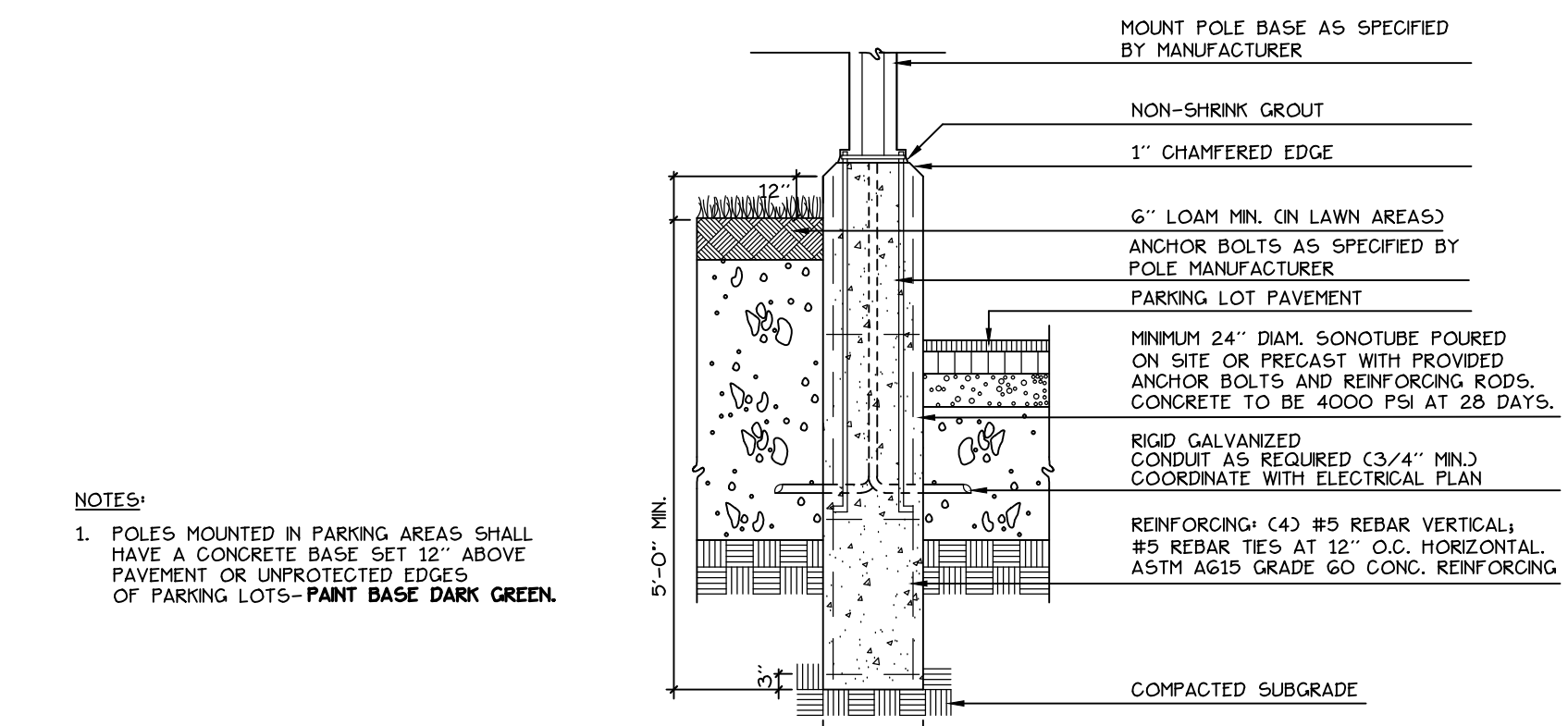
8 GRANITE TIP-DOWN CURB  
5 NOT TO SCALE



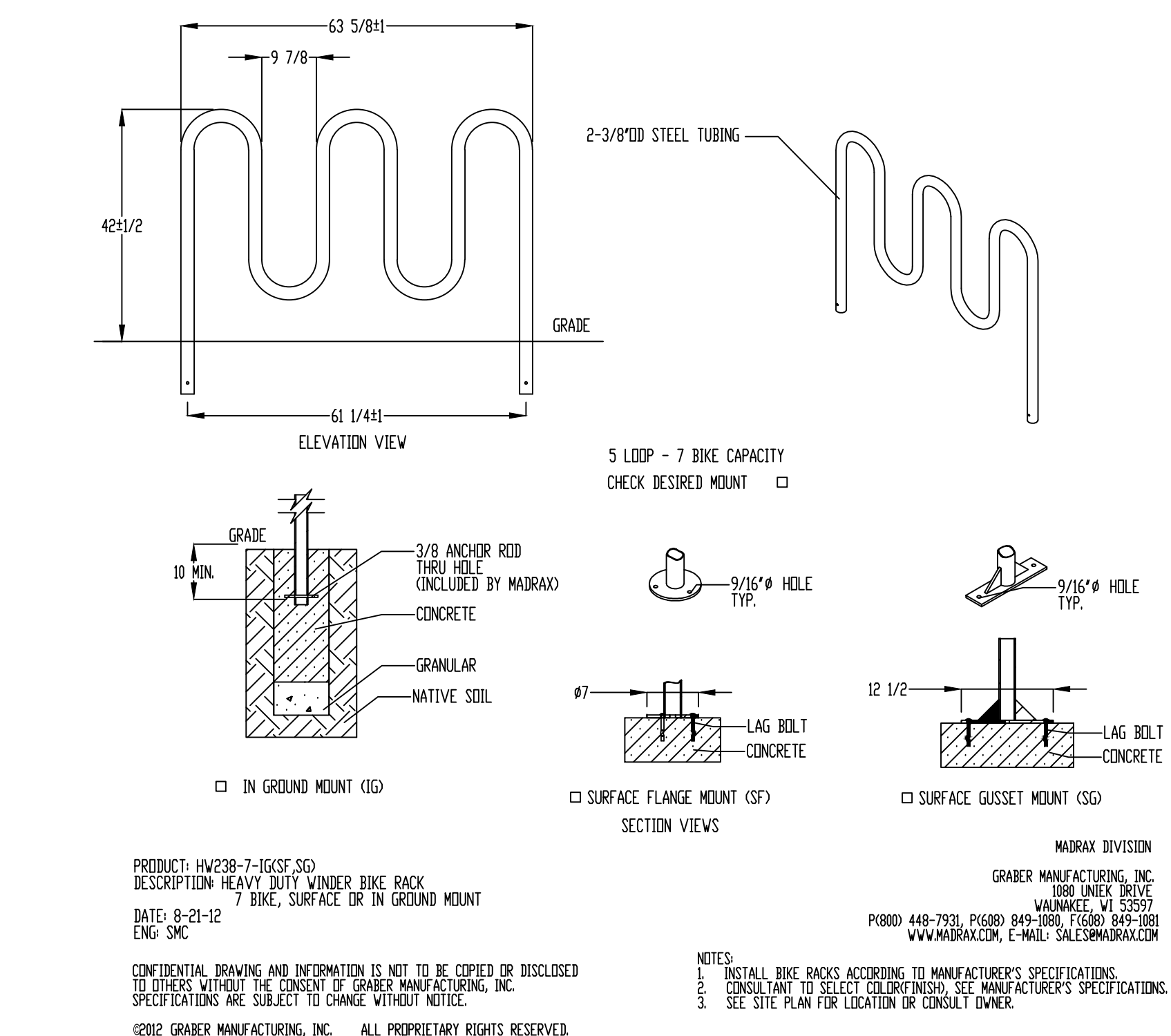
9 PAVEMENT SAWCUT DETAIL  
5 NOT TO SCALE



11 BAYSIDE FIXTURE LIGHT POLE BASE  
5 NOT TO SCALE



12 LIGHT POLE BASE  
5 NOT TO SCALE



13 BIKE RACK  
5 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:

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Mitchell & Associates is prohibited.

Title:  
SITE DETAILS

Scale: 1"=20'

0 10 20 40 ft.

North:  
Sheet No.:  
5







**58 Alder Street**

|                                                                                                 |                        |
|-------------------------------------------------------------------------------------------------|------------------------|
| North:<br> | Sheet No.:<br><b>6</b> |
|-------------------------------------------------------------------------------------------------|------------------------|

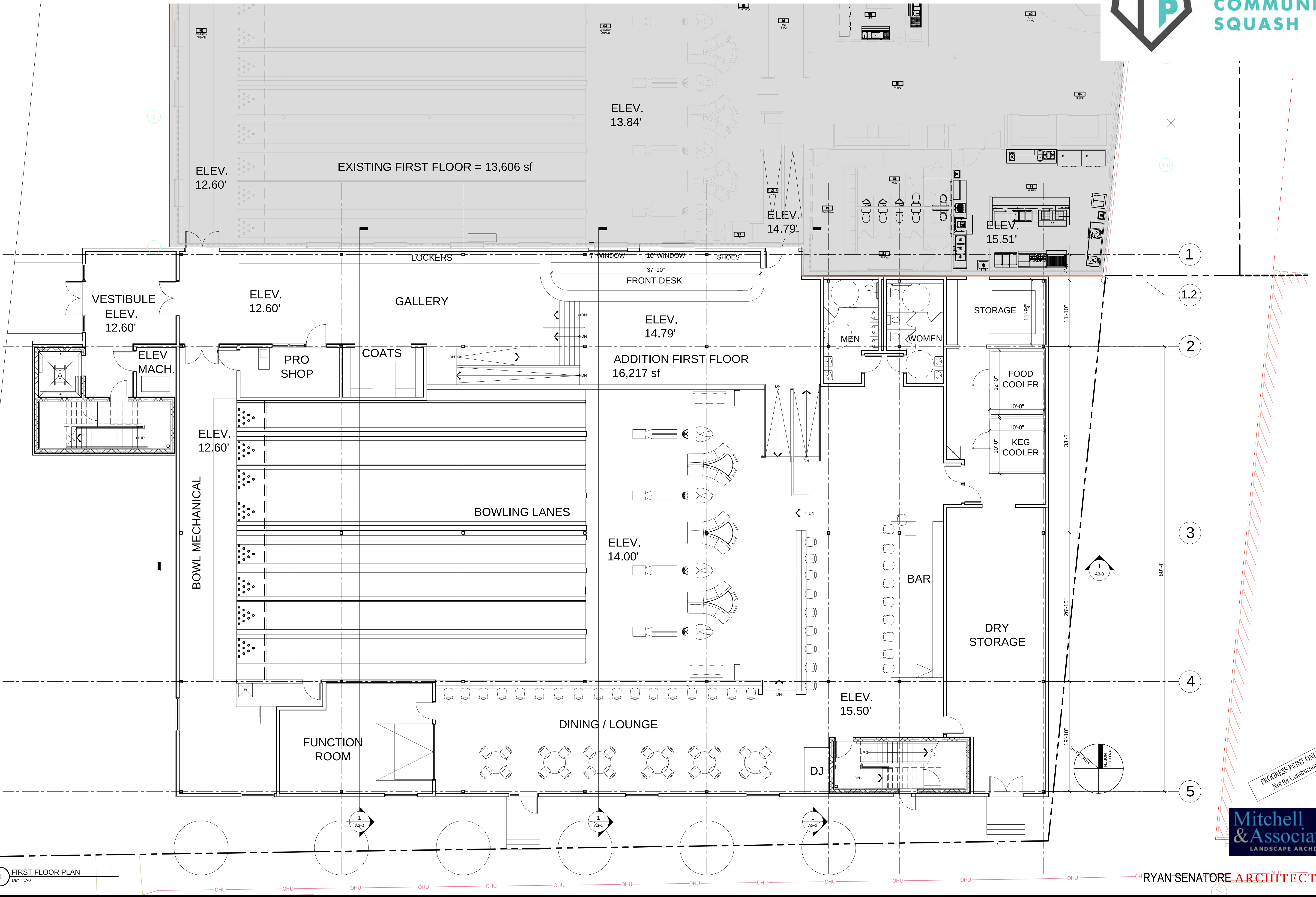




PROPOSED ADDITION TO BAYSIDE BOWL



PORTLAND  
COMMUNITY  
SQUASH



PORTLAND  
BUILDERS

PROGRESS PRINT ONLY  
Not for Construction

Mitchell  
& Associates  
LANDSCAPE ARCHITECTS

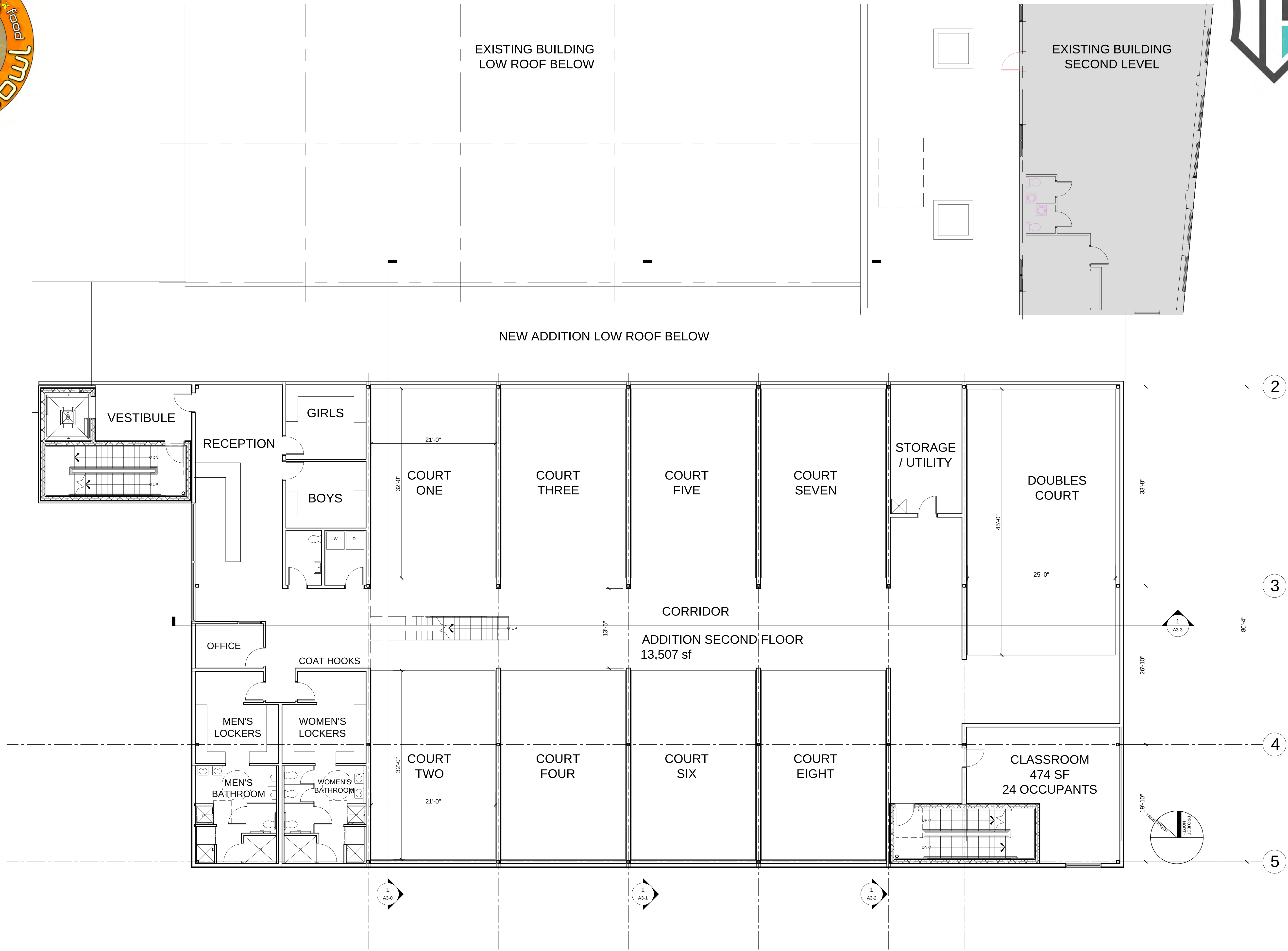
RYAN SENATORE ARCHITECTURE



PROPOSED ADDITION TO BAYSIDE BOWL



PORTLAND  
COMMUNITY  
SQUASH

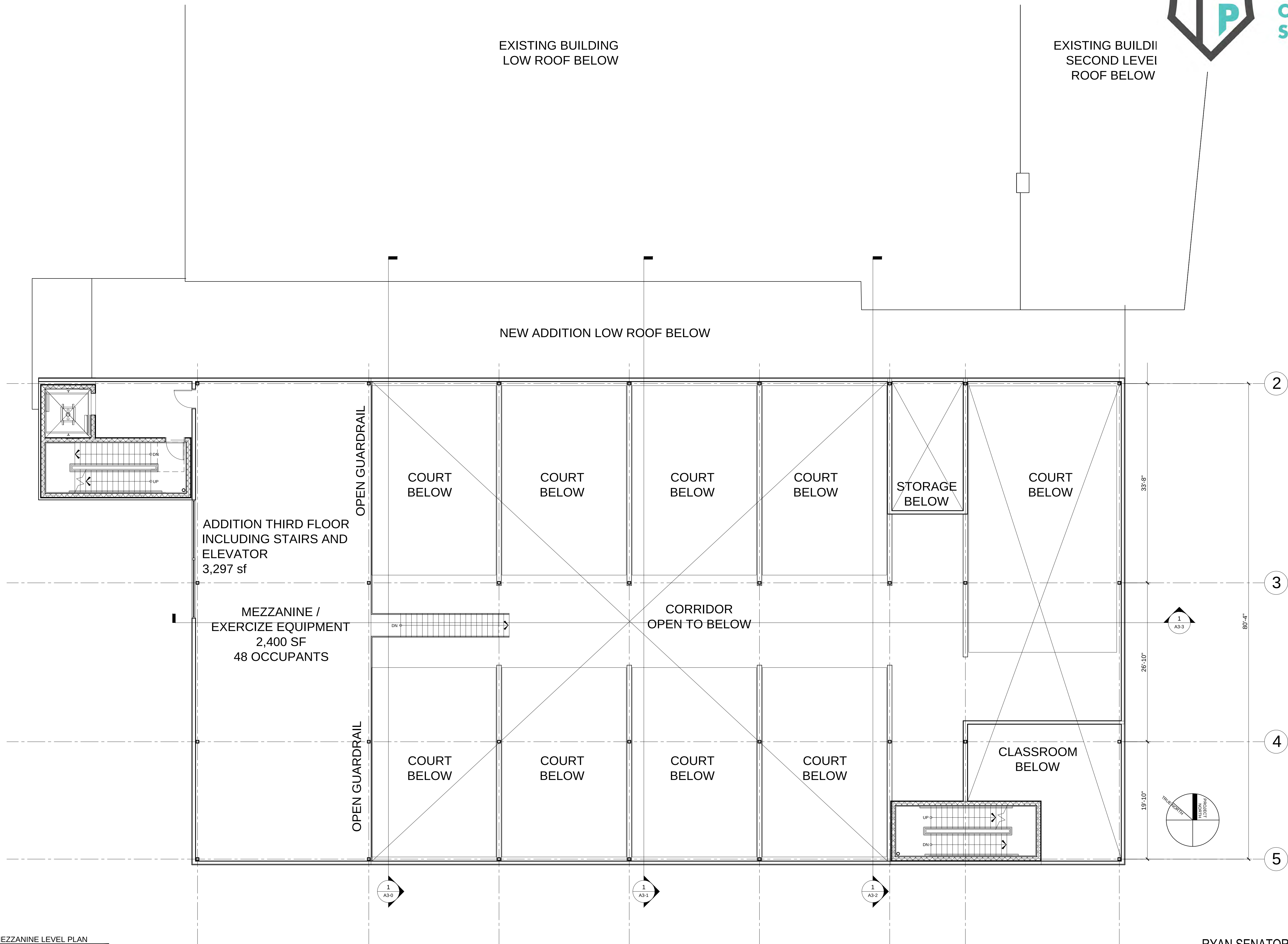




PROPOSED ADDITION TO BAYSIDE BOWL



PORTLAND  
COMMUNITY  
SQUASH

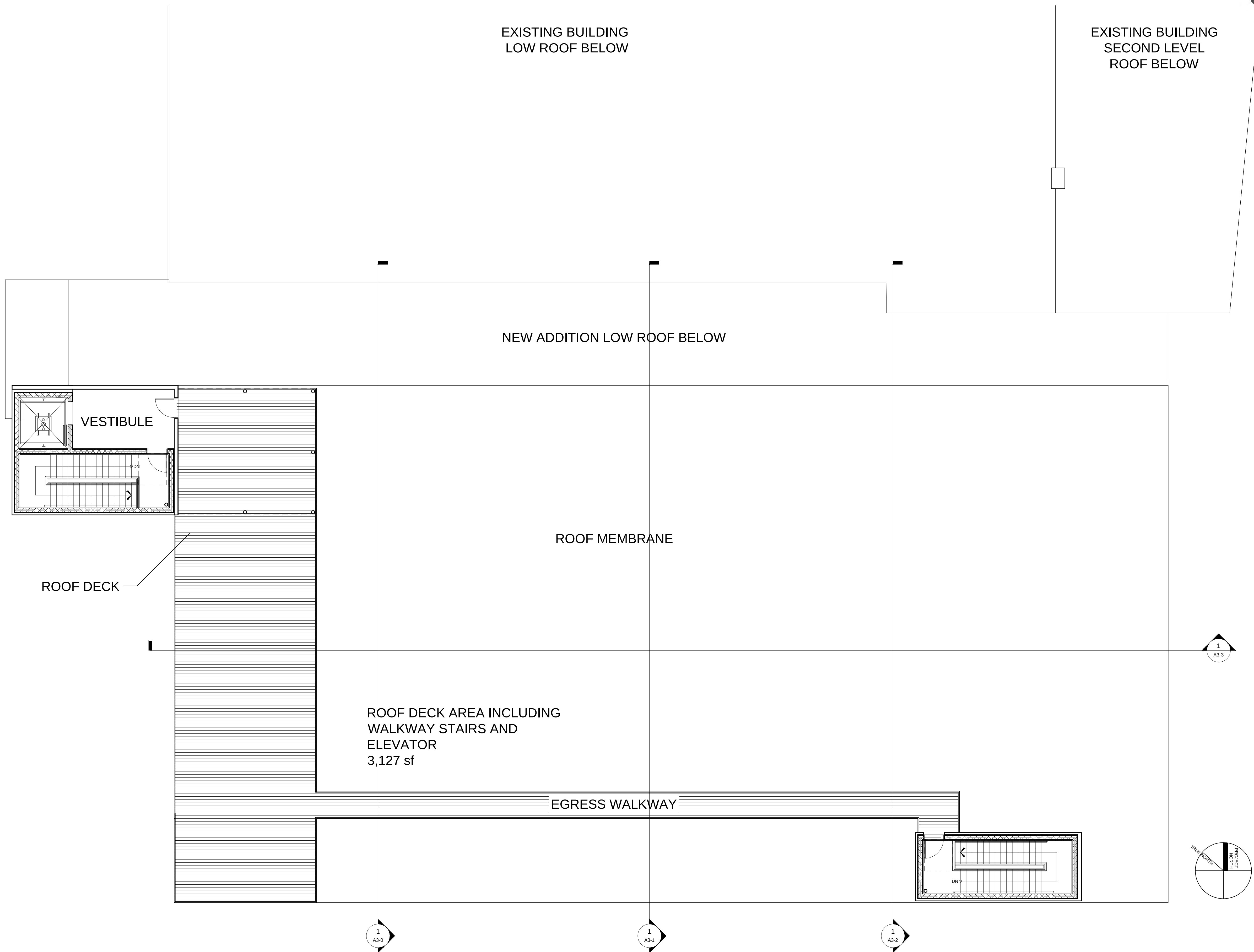




PROPOSED ADDITION TO BAYSIDE BOWL



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                 |
|                                             |        |                                                         |                                  |

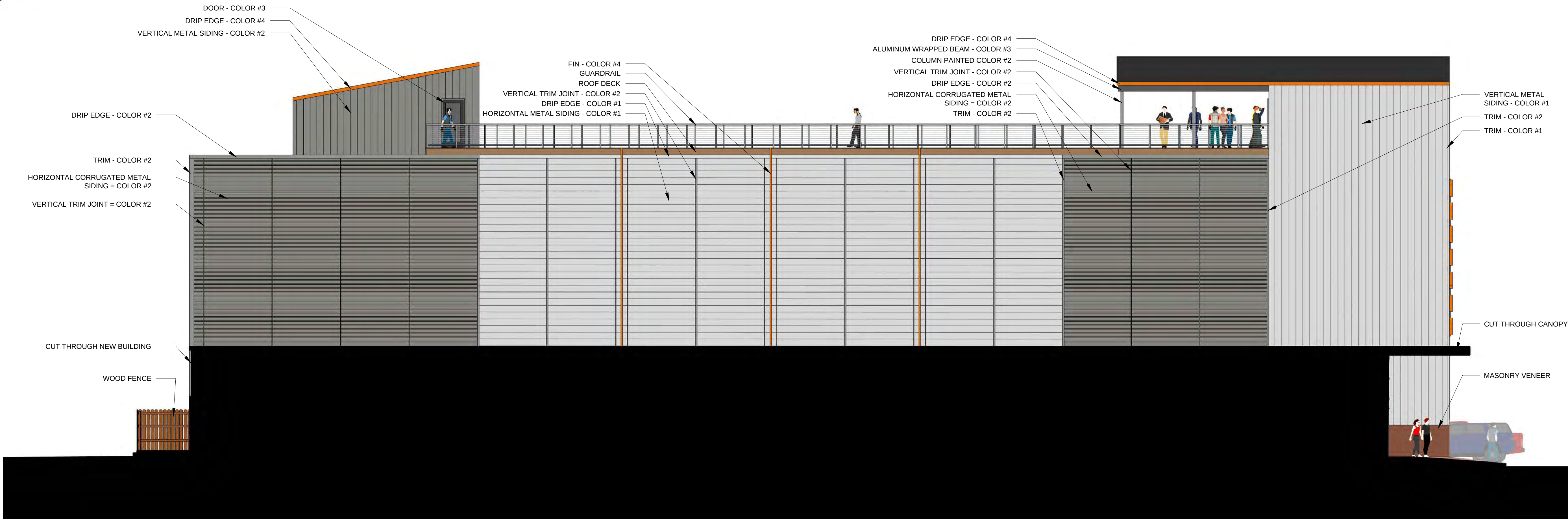




PROPOSED ADDITION TO BAYSIDE BOWL



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                 |
|                                             |        |                                                         |                                  |

















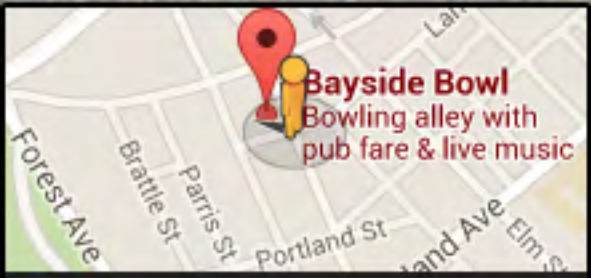




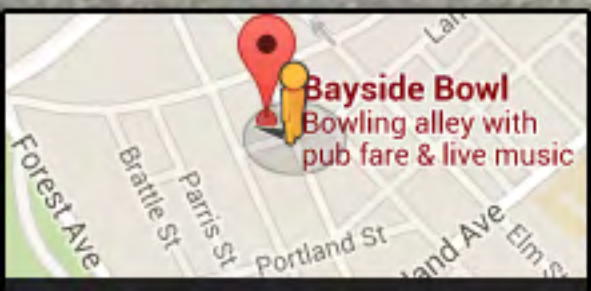










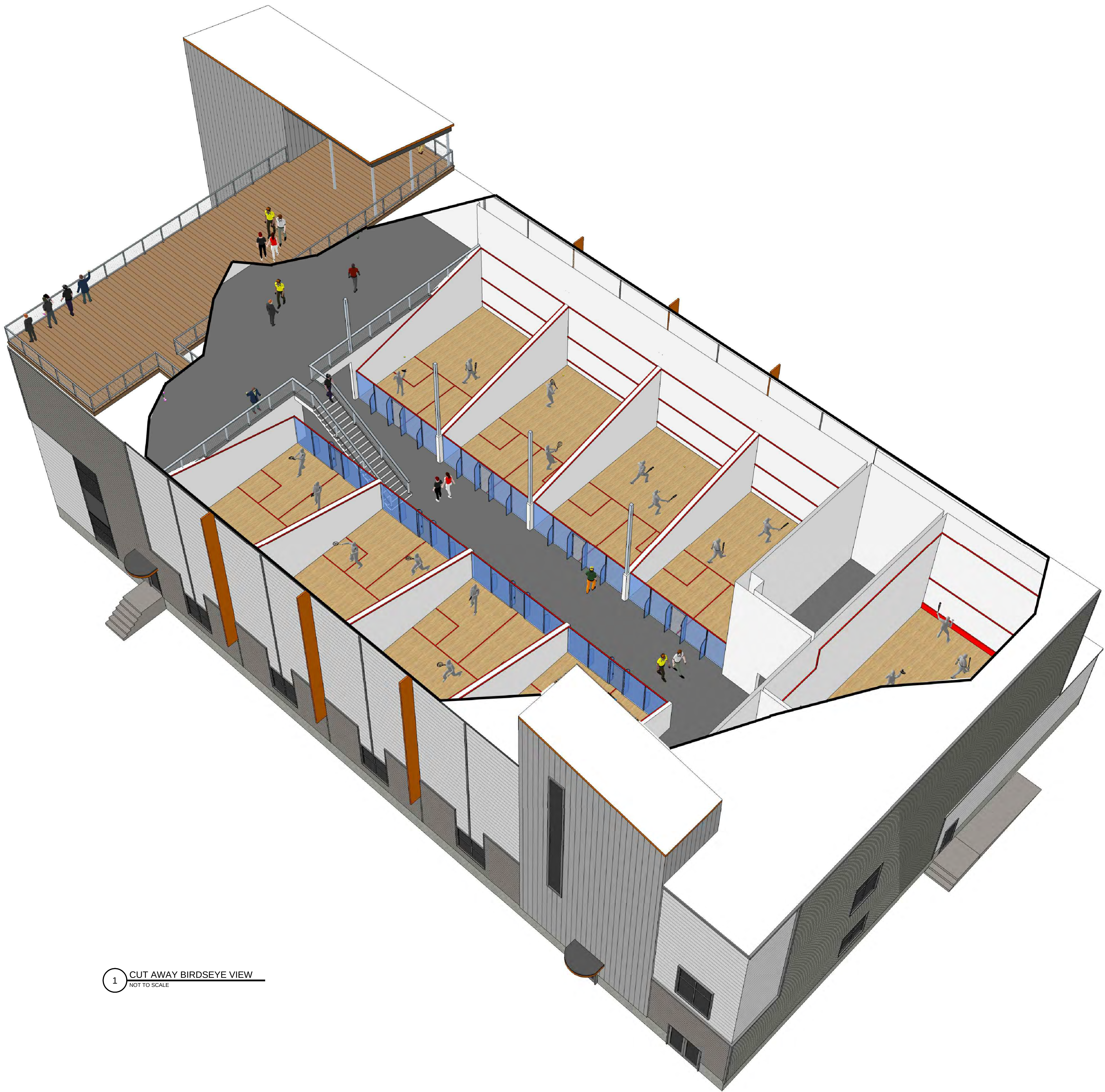




PROPOSED ADDITION TO BAYSIDE BOWL

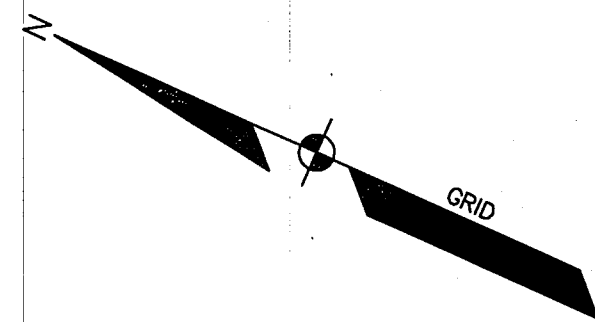


PORTLAND  
COMMUNITY  
SQUASH



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

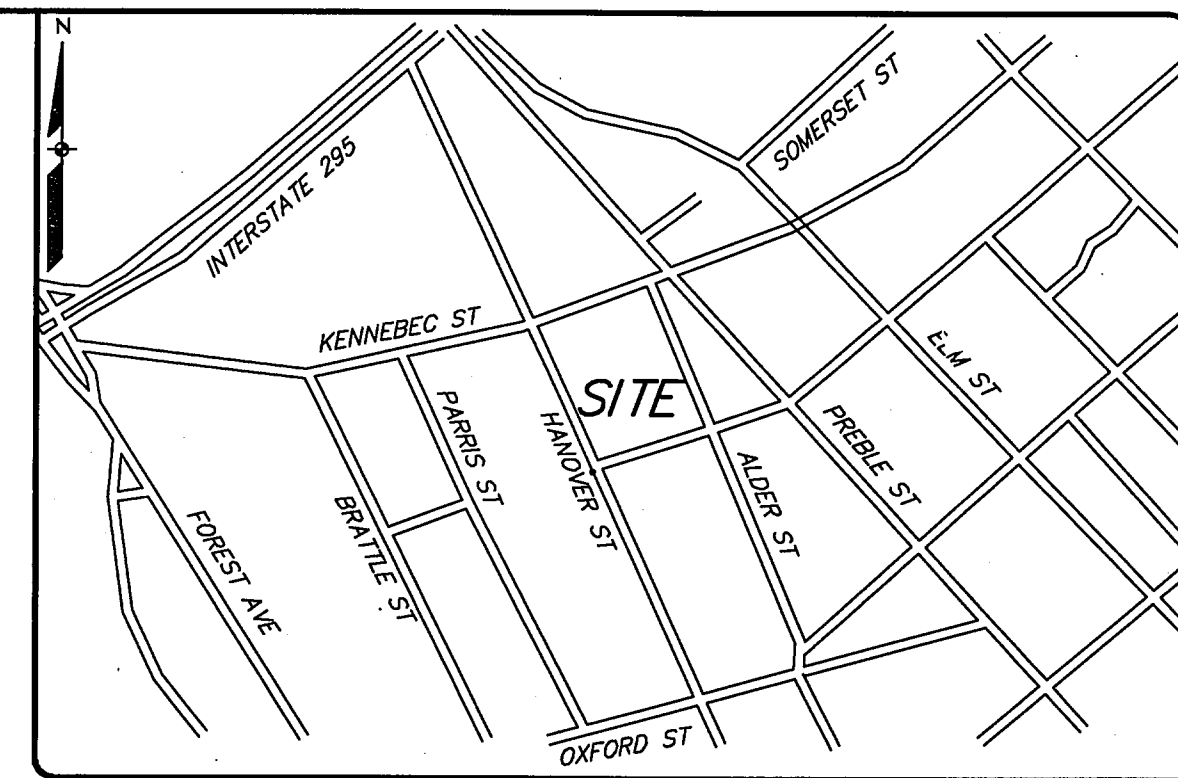
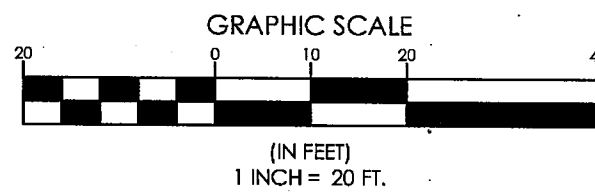
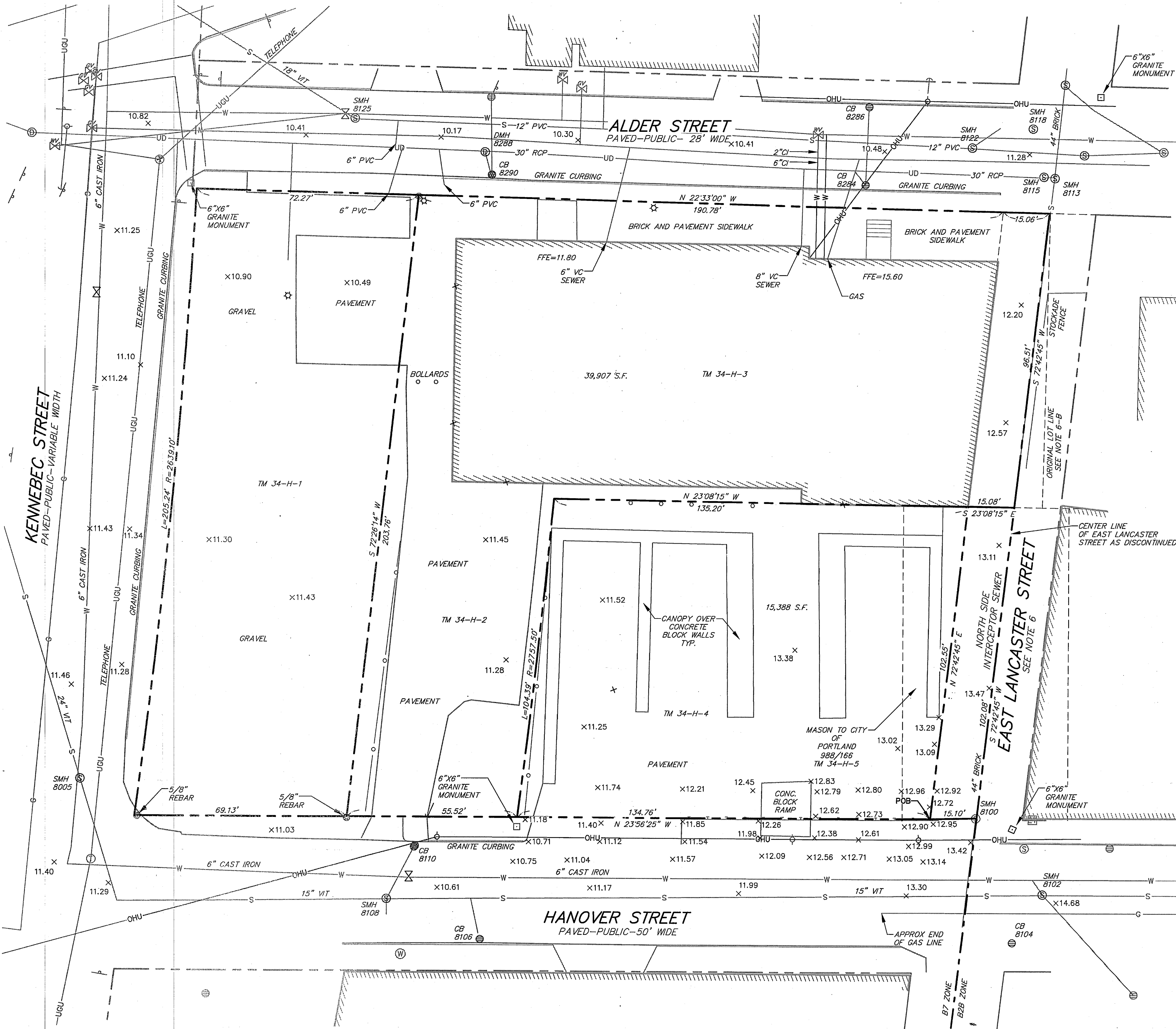
SMH 8122 RIM=10.8

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  |
| ⊞   | TRANSFORMER PAD      |
| ⊞   | TELEPHONE MANHOLE    |
| ⊞   | LIGHT POLE           |
| ⊞   | UTILITY POLE         |
| ⊞   | GUY WIRE             |
| POB | 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."

7. 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. |

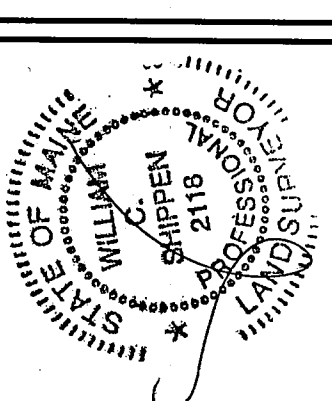
NEWLY CONSTRUCTED BUILDINGS SHALL HAVE THE REQUIRED MINIMUM OF FLOORS AS PROVIDED BY THE BAYSIDE HEIGHT OVERLAY MAP WITHIN FIFTY (50) FEET OF ANY STREET FRONTAGE. SUCH FLOORS SHALL BE OCCUPIABLE OR HABITABLE AND ABOVE THE AVERAGE GRADE OF THE ADJUTING STREET.

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



| DESIGNED | CHECKED |
|----------|---------|
| DJP-WCS  | WCS     |
| D        | WCS     |
| C        | WCS     |
| B        | WCS     |
| A        | WCS     |
| REV      | DATE    |
| 1        | 2/15/11 |
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| 98       | 2/15/11 |
| 99       | 2/15/11 |
| 100      | 2/15/11 |

**SEBAGO**  
TECHNICALS  
75 John Roberts Rd.  
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

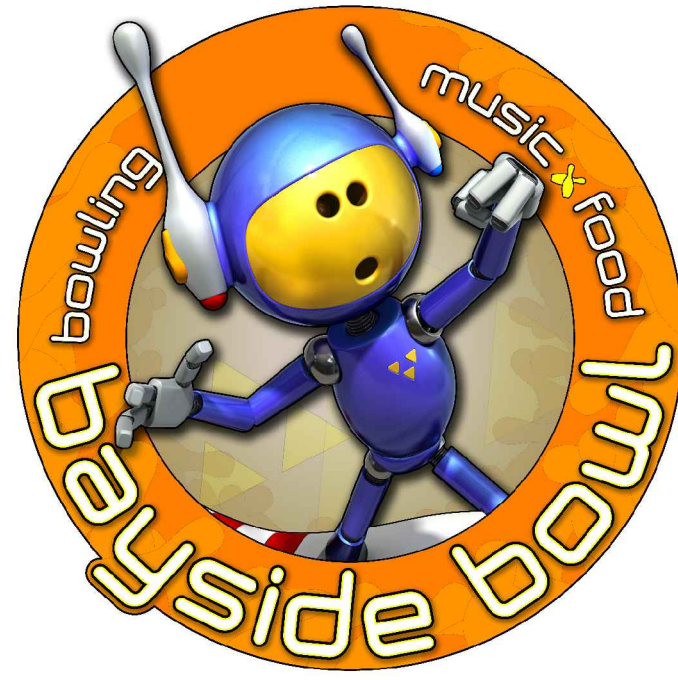
| PROJECT NO. | SCALE    |
|-------------|----------|
| 15012       | 1" = 20' |

SHEET 1 OF 1

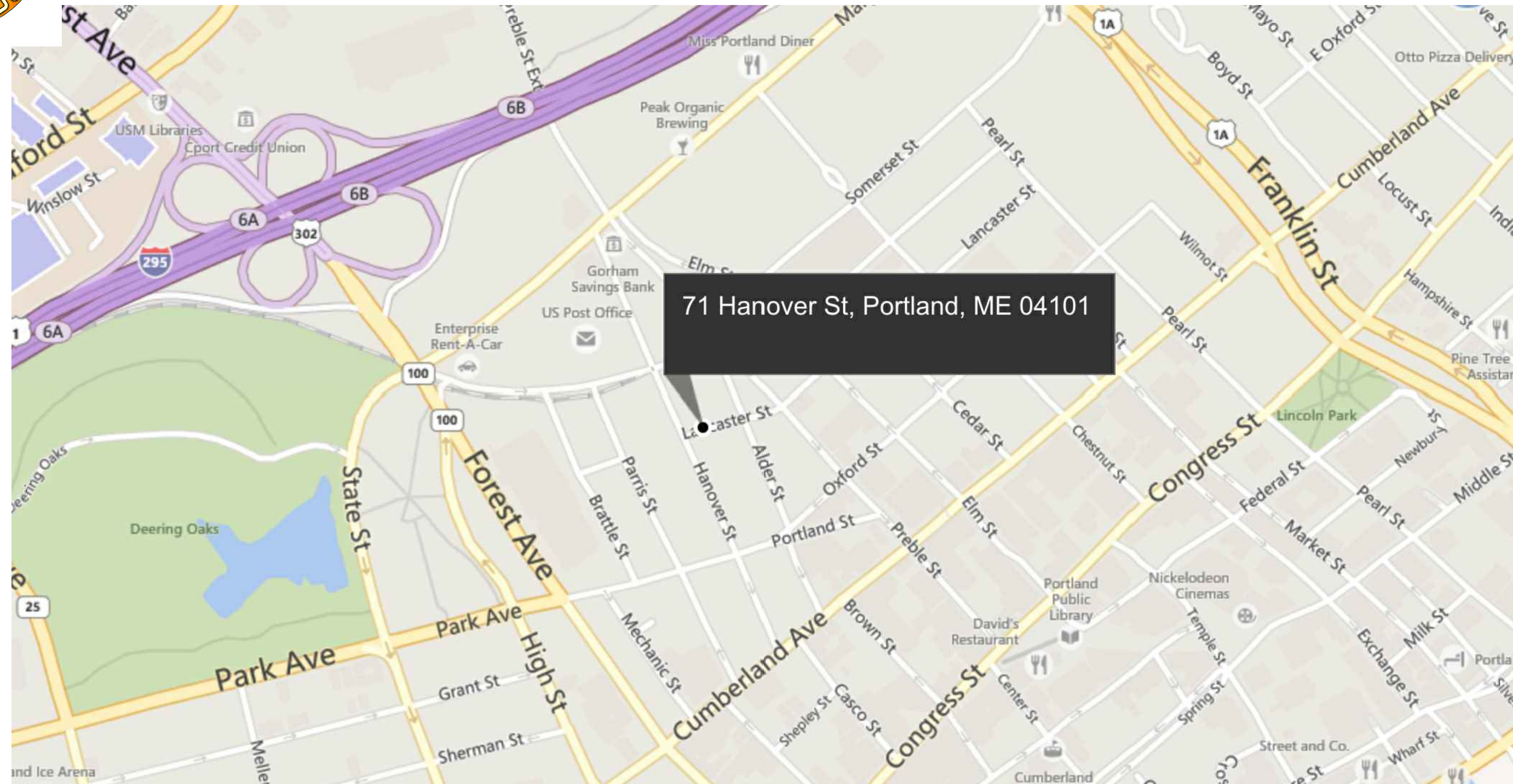
15012EC-0661 TAB.C



# PROPOSED ADDITION TO BAYSIDE BOWL



PORTLAND  
COMMUNITY  
SQUASH



1 SITE LOCATION MAP  
NOT TO SCALE



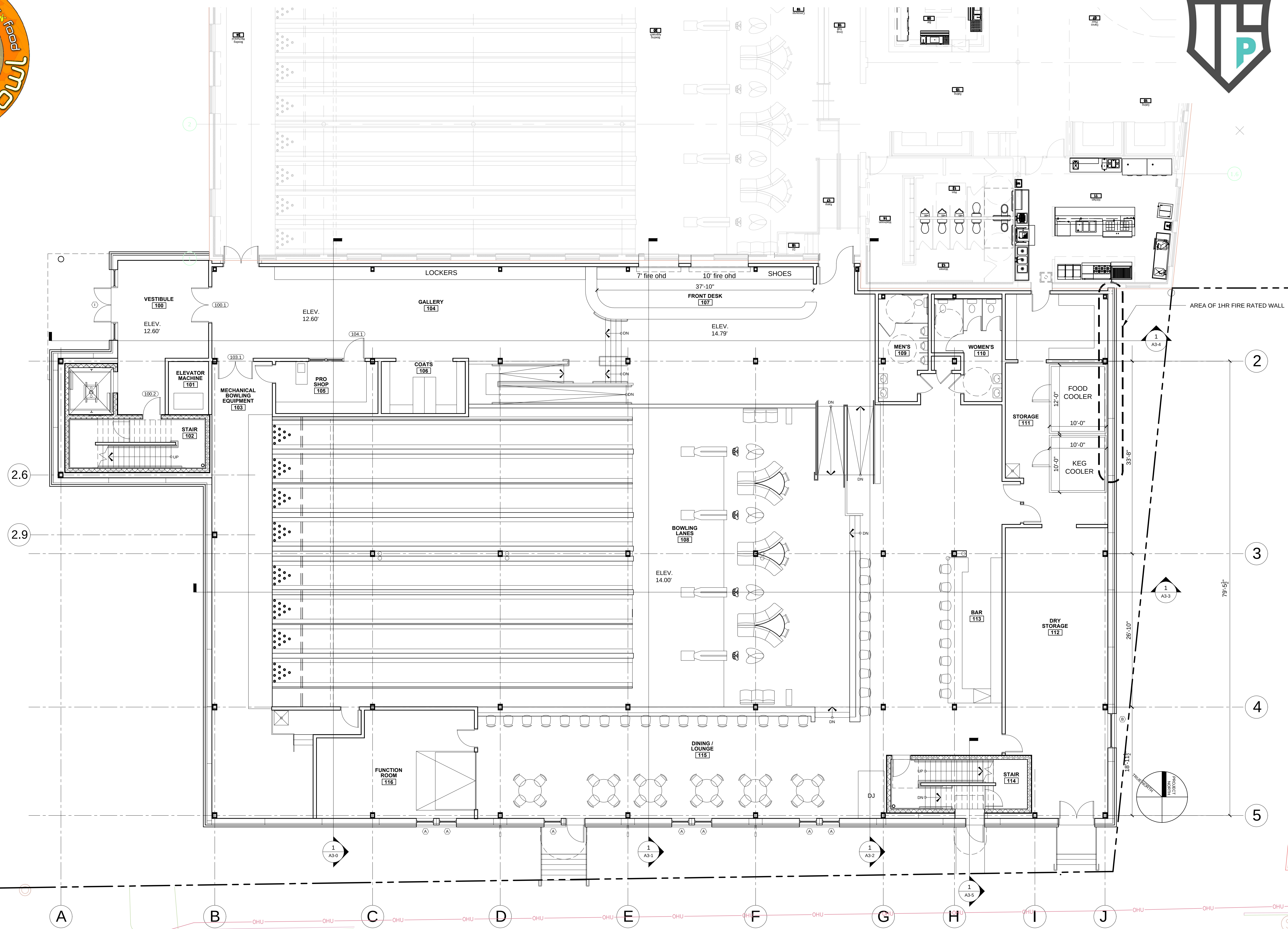


PROPOSED ADDITION TO BAYSIDE BOWL

APRIL 20, 2015



PORTLAND  
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SQUASH



PORTLAND  
BUILDERS

1 FIRST FLOOR PLAN  
1/8" = 1'-0"

PROGRESS PRINT ONLY  
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Mitchell  
& Associates  
LANDSCAPE ARCHITECTS

RYAN SENATORE ARCHITECTURE





**PORTLAND  
COMMUNITY  
SQUASH**



PORTLAND  
BUILDERS INC.

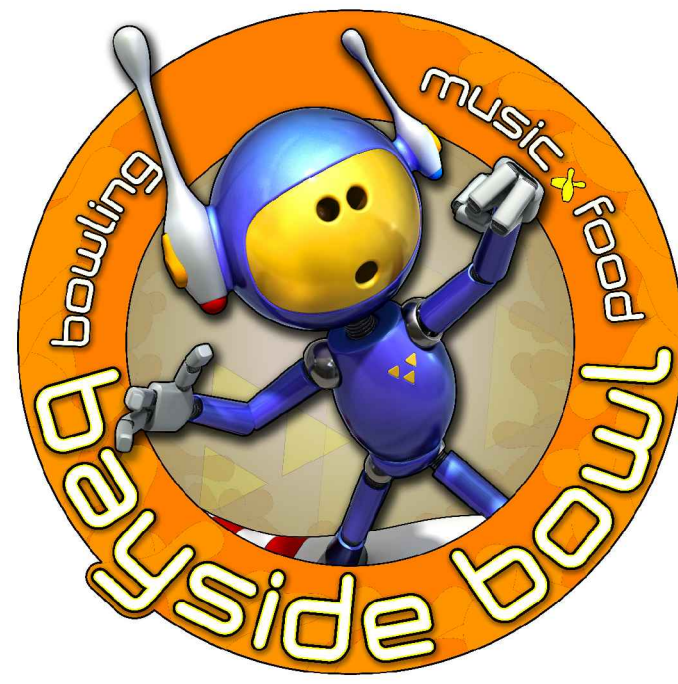
1 SECOND FLOOR PLAN  
1/8" = 1'-0"

**Mitchell  
& Associates**  
LANDSCAPE ARCHITECTS

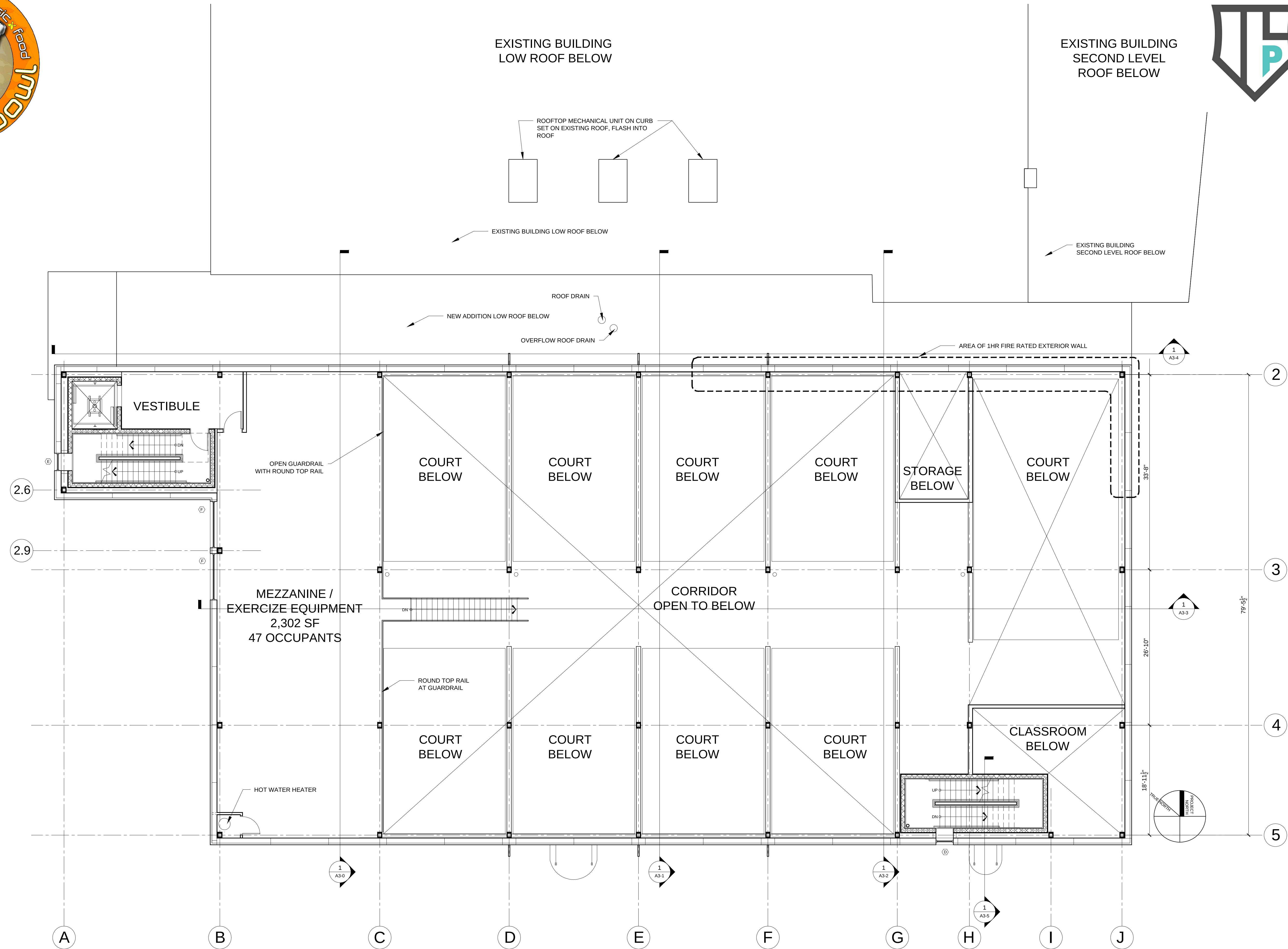
RYAN SENATORE ARCHITECTURE



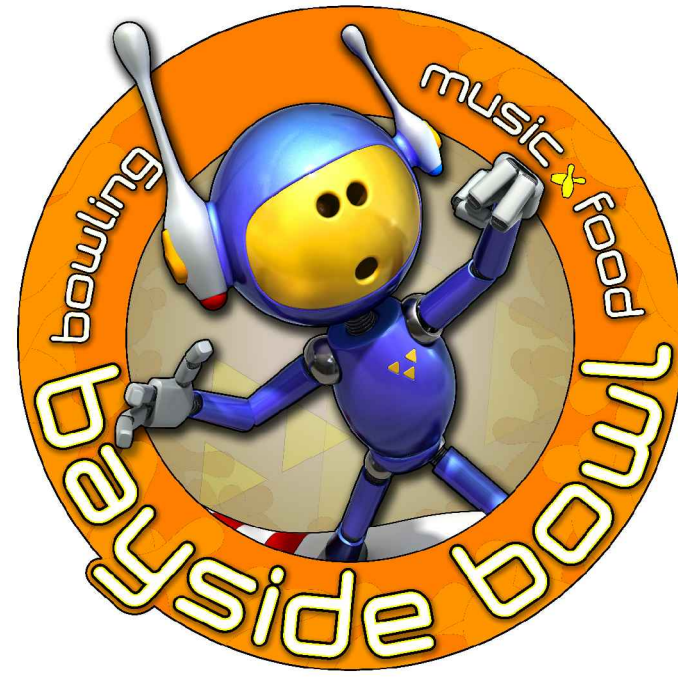
# PROPOSED ADDITION TO BAYSIDE BOWL



PORTLAND  
COMMUNITY  
SQUASH





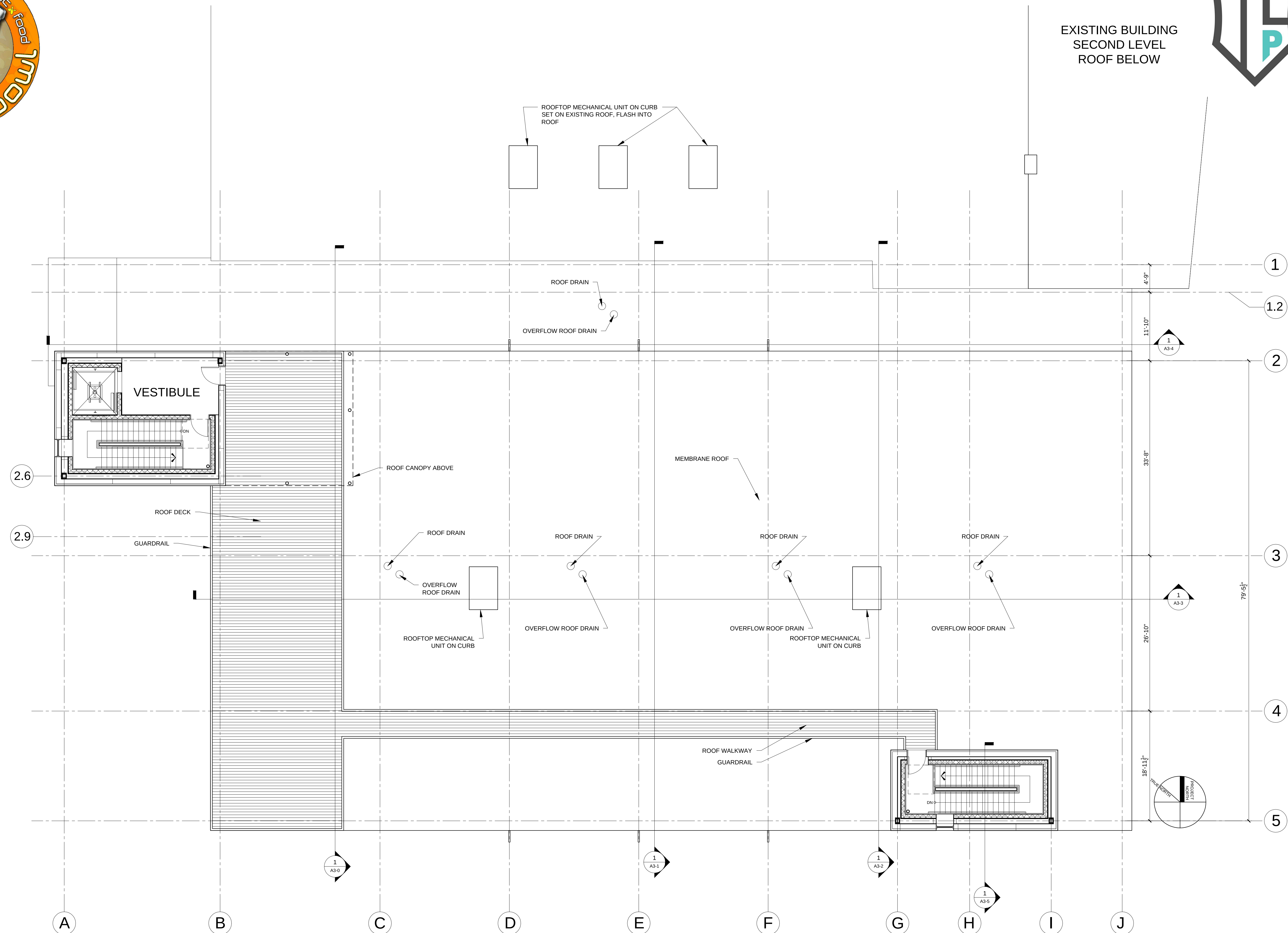


# PROPOSED ADDITION TO BAYSIDE BOWL

APRIL 20, 2015



PORTLAND  
COMMUNITY  
SQUASH



PORTLAND  
BUILDERS

1 ROOF PLAN  
1/8" = 1'-0"

PROGRESS PRINT ONLY  
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& Associates  
LANDSCAPE ARCHITECTS

RYAN SENATORE ARCHITECTURE



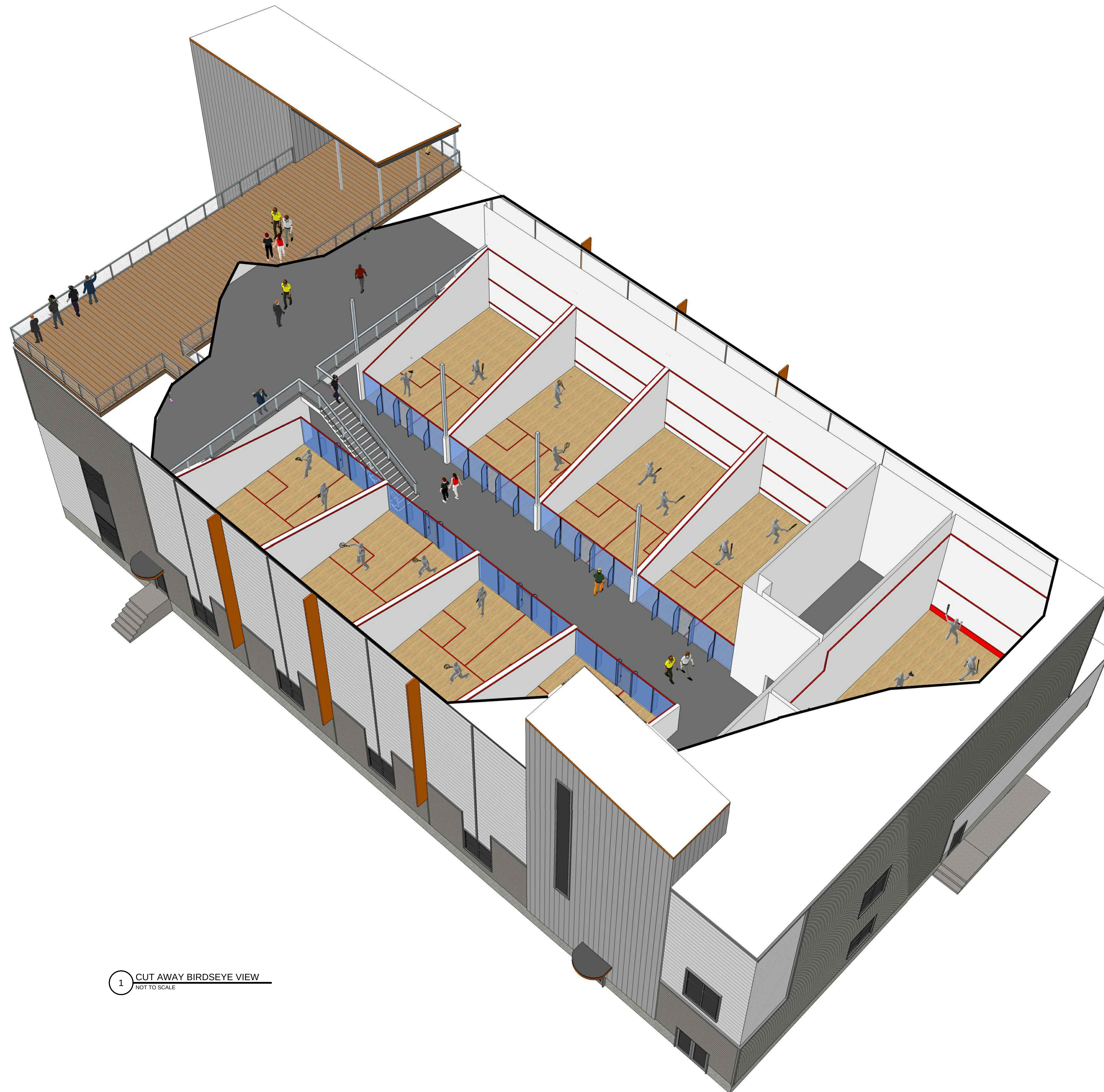


## PROPOSED ADDITION TO BAYSIDE BOWL

APRIL 20, 2015



PORTLAND  
COMMUNITY  
SQUASH



1 CUT AWAY BIRDSEYE VIEW  
NOT TO SCALE

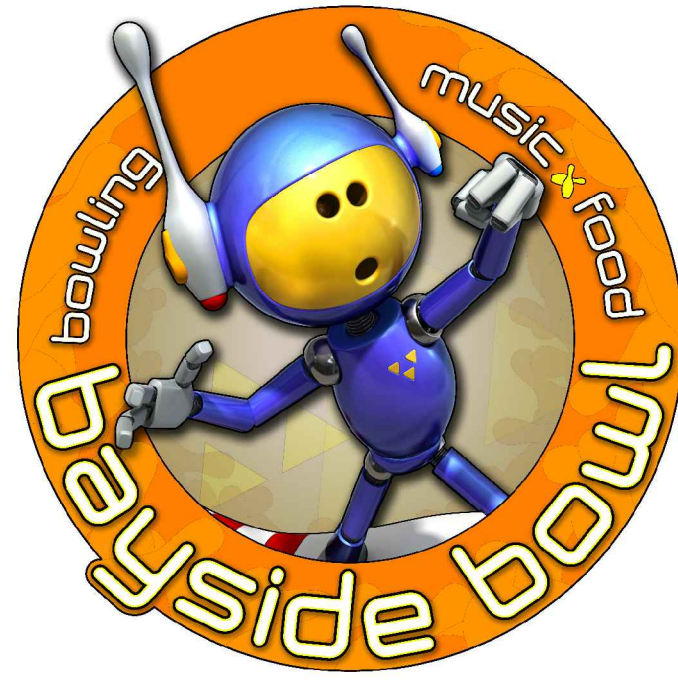
PORTLAND  
BUILDERS

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& 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                 |
|                                             |        |                                                              |                                  |



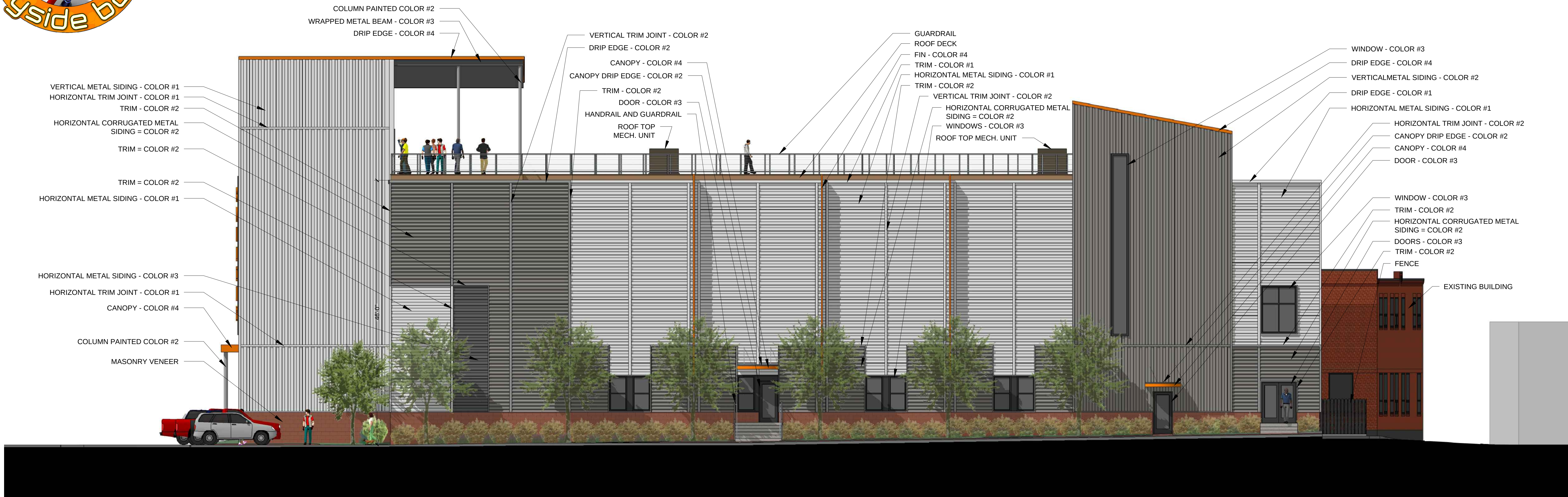


PROPOSED ADDITION TO BAYSIDE BOWL

APRIL 20, 2015



PORTLAND  
COMMUNITY  
SQUASH



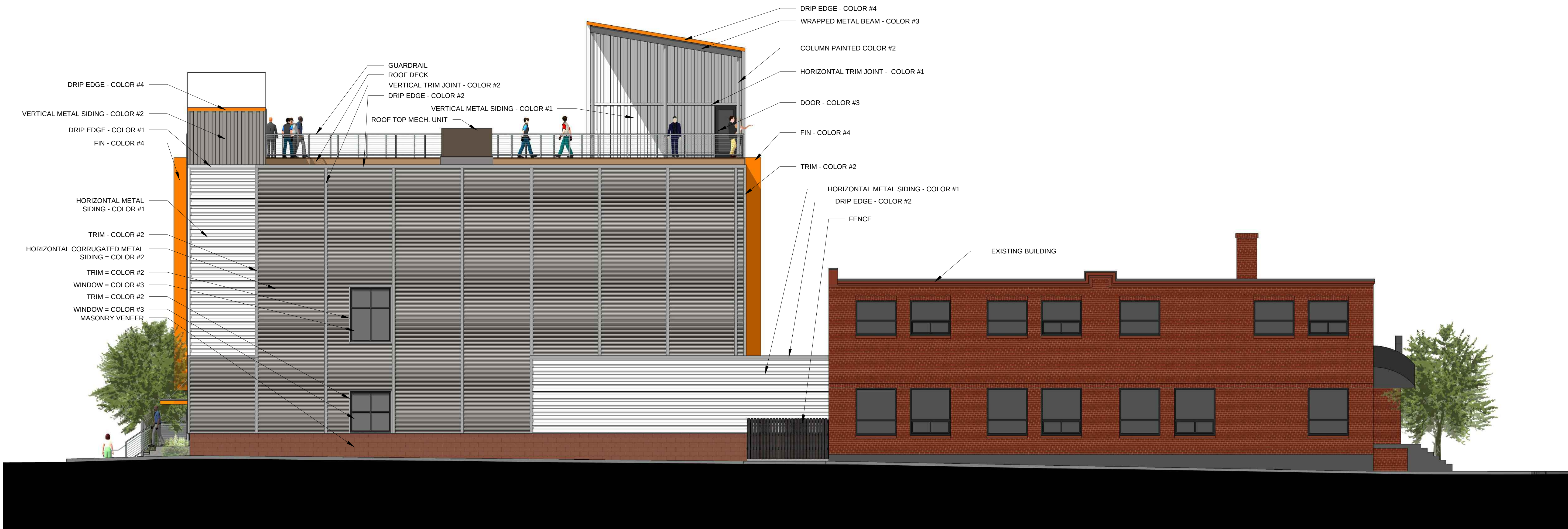
1 SOUTH ELEVATION  
1/8" = 1'-0"

| MATERIALS KEY                               |        |                                                              |                                  |
|---------------------------------------------|--------|--------------------------------------------------------------|----------------------------------|
| ITEM                                        | MANUF. | PROFILE                                                      | COLOR                            |
| HORIZONTAL METAL SIDING COLOR #1            | MUROX  | HF-6, 20 GUAGE (NO INTERMEDIARY FLUTE) (CONCEALED FASTENERS) | SILVER METALLIC QC 7500          |
| HORIZONTAL METAL SIDING COLOR #3            | MUROX  | HF-6, 20 GUAGE (NO INTERMEDIARY FLUTE) (CONCEALED FASTENERS) | BLACK QC 8262                    |
| HORIZONTAL CORRUGATED METAL SIDING COLOR #2 | AGWAY  | M-156R, 26 GUAGE (EXPOSED FASTENERS)                         | CHARCOAL QC 8306                 |
| FIN COLOR #4                                |        |                                                              | CUSTOM ORANGE R:227, G:126, B:30 |
| VERTICAL SIDING COLOR #1                    | MUROX  | HF-6, 20 GUAGE (NO INTERMEDIARY FLUTE) (CONCEALED FASTENERS) | SILVER METALLIC QC 7500          |
| WINDOWS AND WINDOW SCREEN COLOR #3          |        |                                                              | BLACK                            |
| MASONRY VENEER                              | GENEST | MIRRA-TEX GROUND FACE BLOCK WITH INTEGRAL WATERPROOFING      | GF-308 BRICK RED                 |
|                                             |        |                                                              |                                  |



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                 |
|                                             |        |                                                              |                                  |



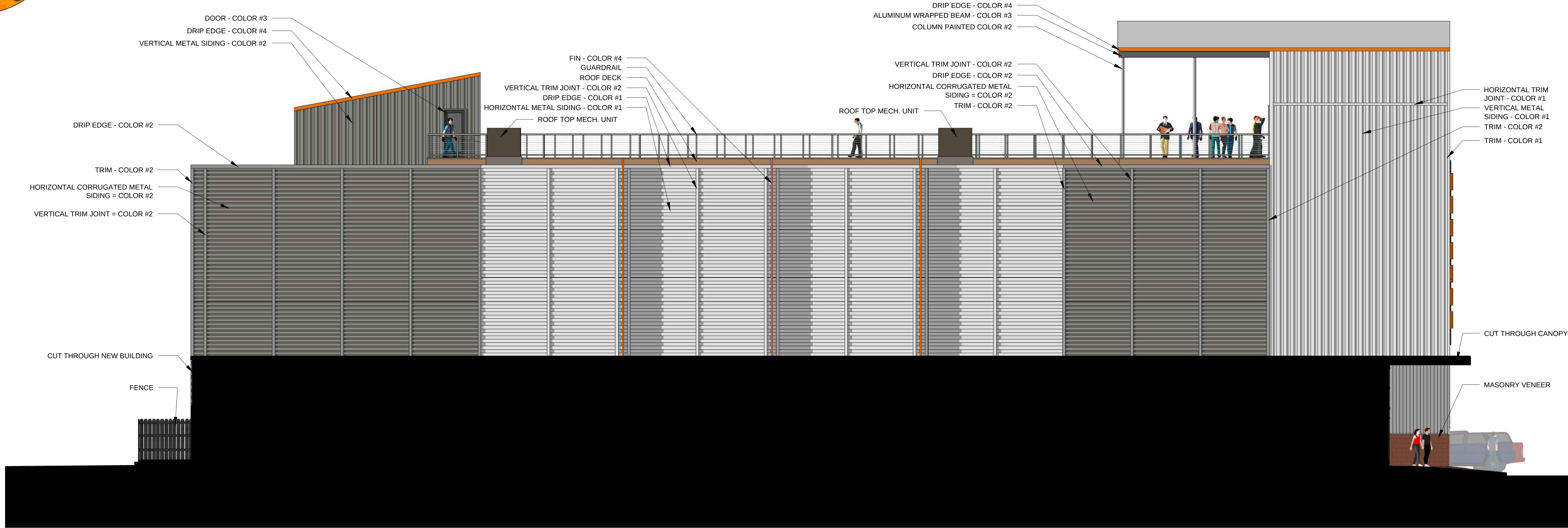


PROPOSED ADDITION TO BAYSIDE BOWL

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  
  
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:

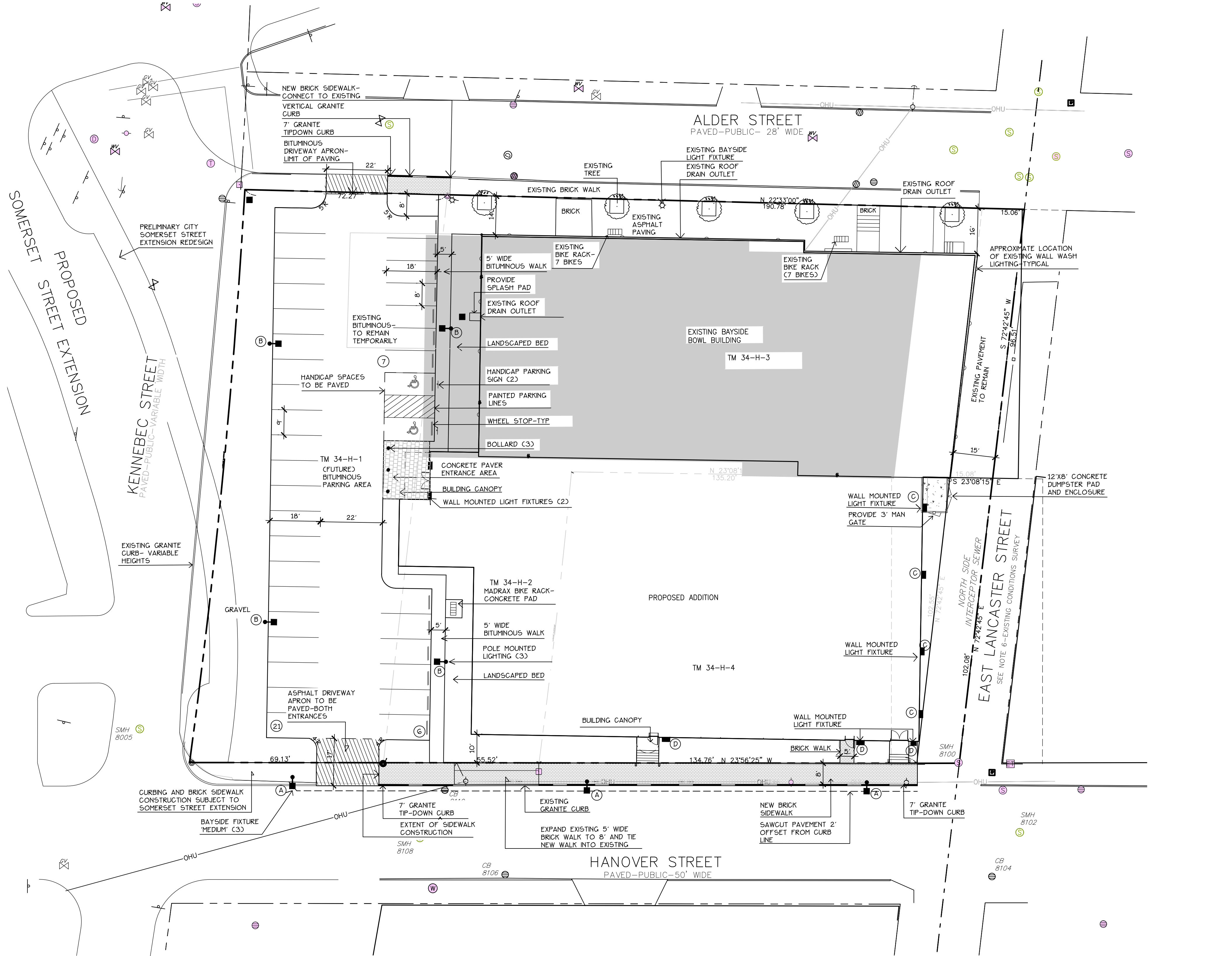
|                                | REQUIRED           | PROPOSED                 |
|--------------------------------|--------------------|--------------------------|
| MINIMUM LOT SIZE:              | NONE               | 55,290 SF                |
| MINIMUM FRONTAGE:              | NONE               | 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                  |
| 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:

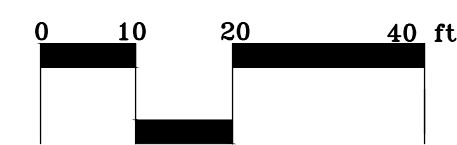
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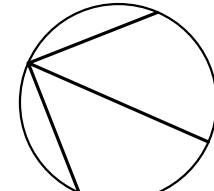
Title:

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.

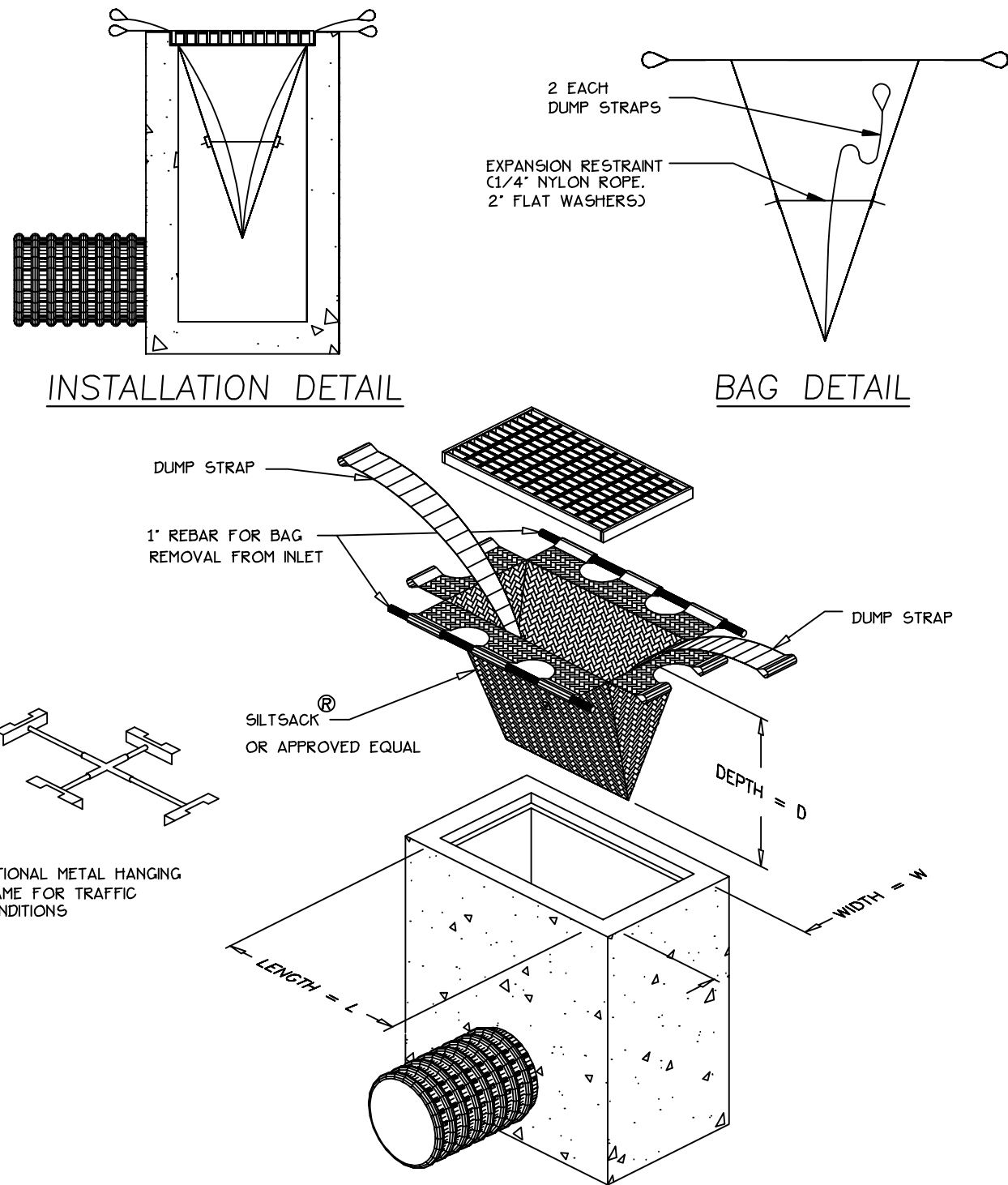
E. CONSTRUCTION SEQUENCE

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.

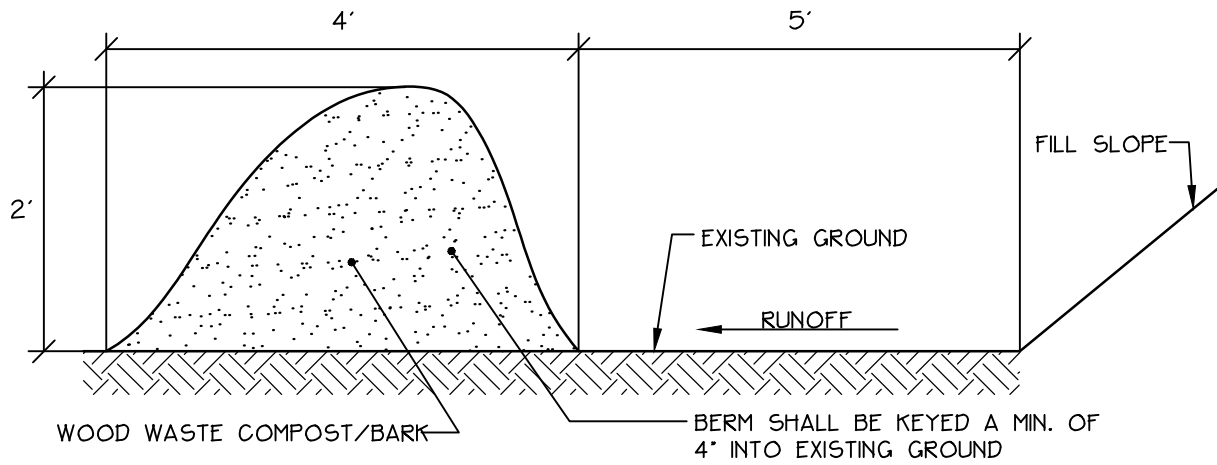
F. SITE INSPECTION + MAINTENANCE

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.

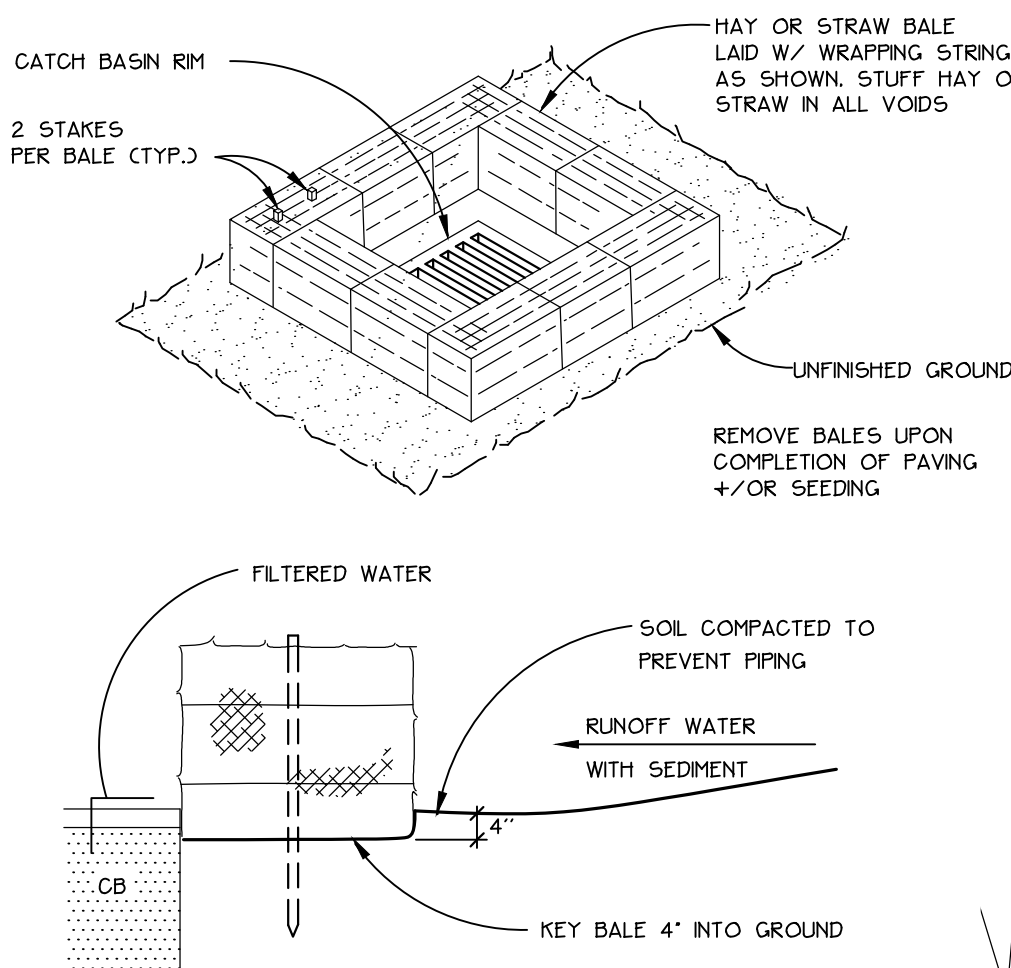


EROSION CONTROL MIX

NOT TO SCALE

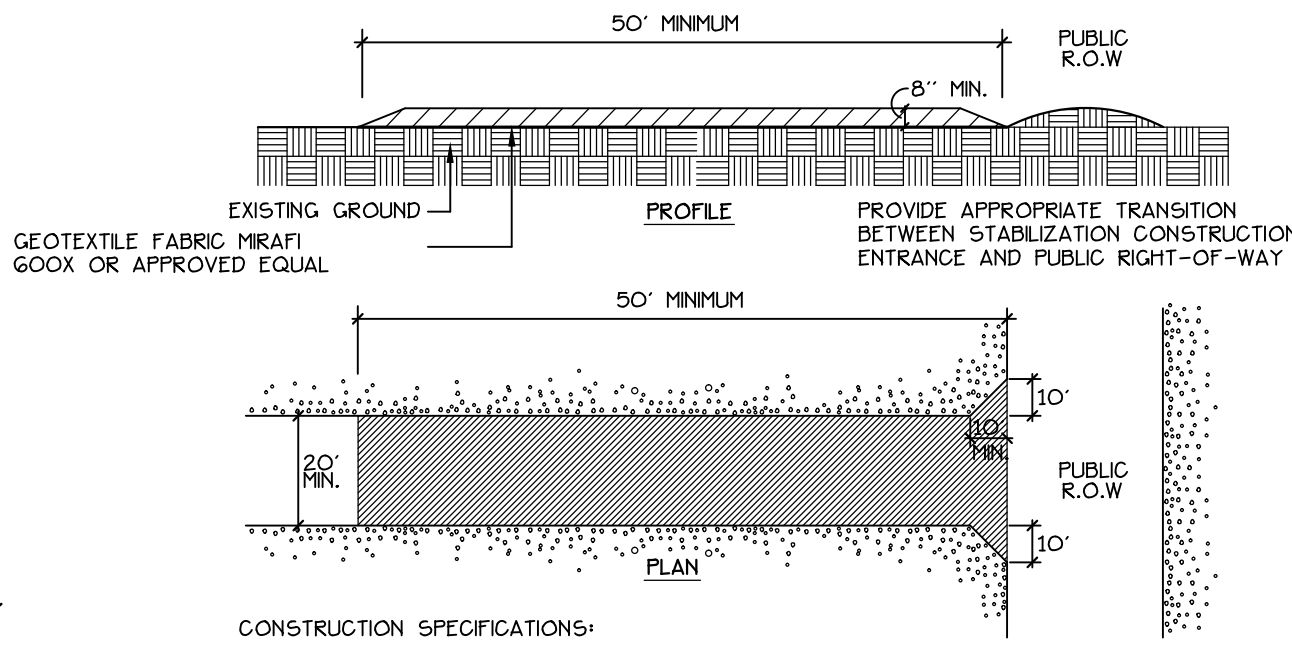
INLET SEDIMENT CONTROL DEVICE

NOT TO SCALE



STRAW BALE DROP INLET SEDIMENT FILTER

NOT TO SCALE

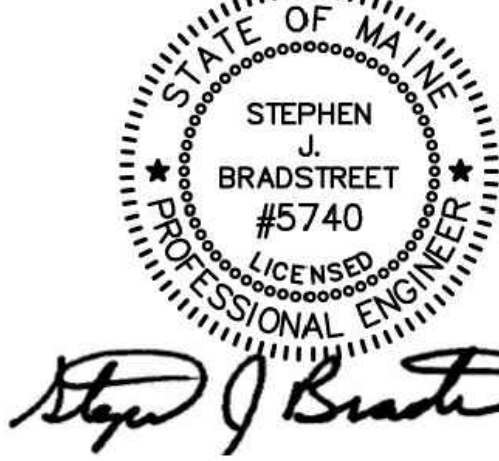
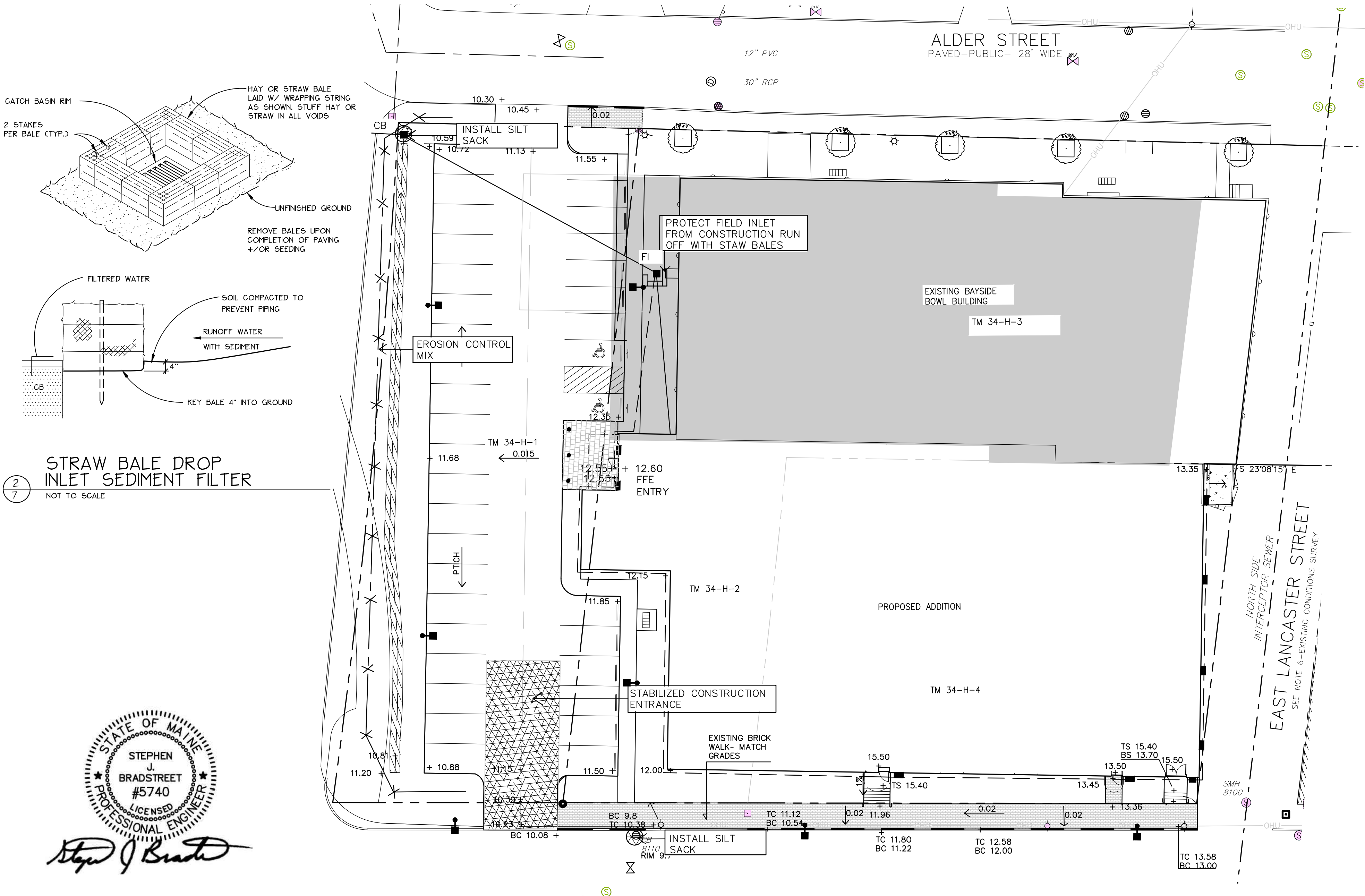


CONSTRUCTION SPECIFICATIONS:

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.

STABILIZED CONSTRUCTION ENTRANCE

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:

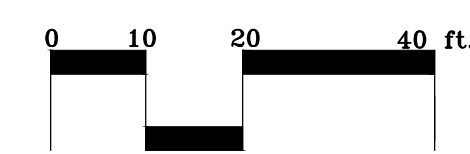
4-23-15

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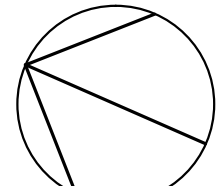
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EROSION AND SEDIMENTATION CONTROL PLAN

Scale: 1"=20'



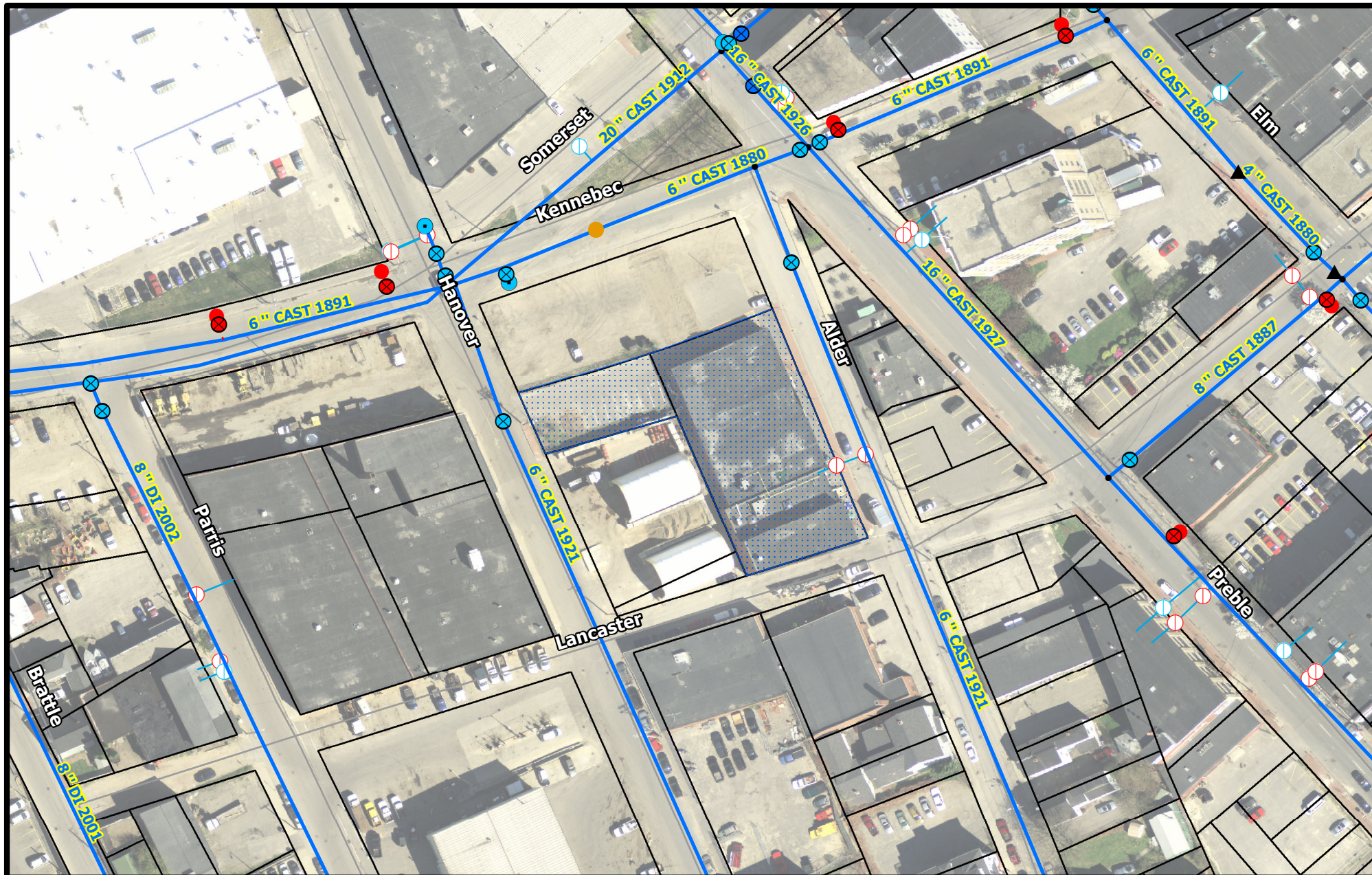
North:



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

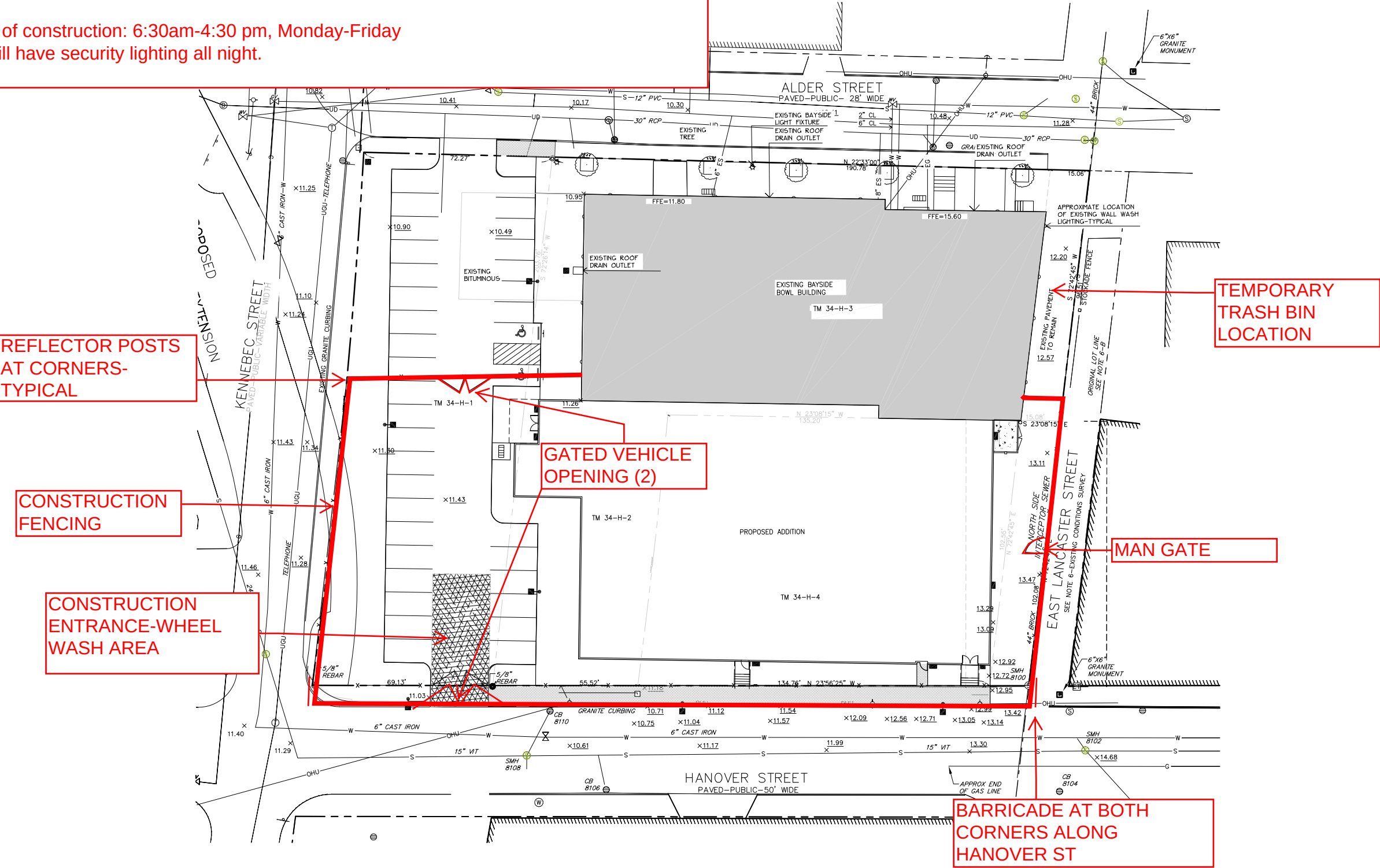
Prepared For: Mitchell Associates

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

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**Title:**  
CONSTRUCTION MANAGEMENT PLAN

**Scale:** 1"=20'

0 10 20 40 ft.

**North:**

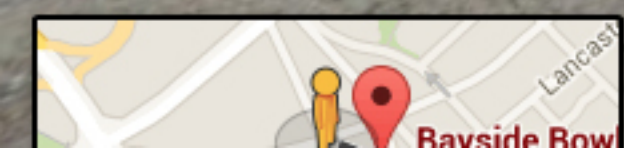
**Sheet No.:**  
**A**





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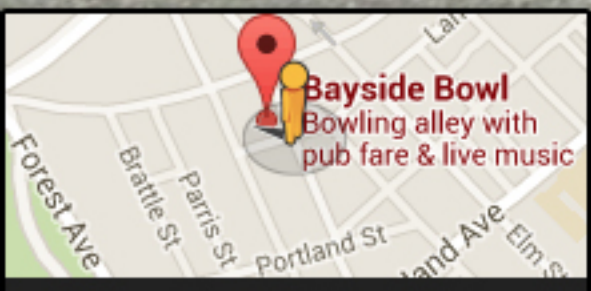




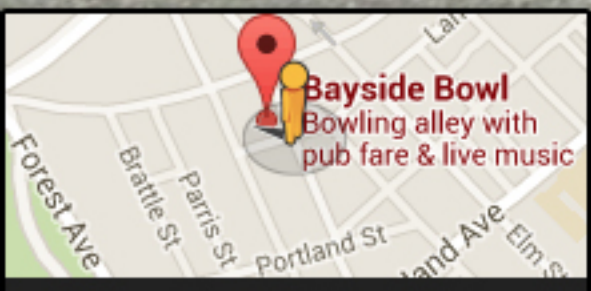














# Bayside Bowl



## Amended Site Plan Application

December 18, 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



## 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  | Letter of Authorization                                                  |
| EXHIBIT | 5  | Compliance with Applicable Zoning                                        |
| EXHIBIT | 6  | Consistency with City's Master Plan and Conformity with Design Standards |
| EXHIBIT | 7  | Fire Department Checklist                                                |
| EXHIBIT | 8  | Traffic and Parking Study                                                |
| EXHIBIT | 9  | Transportation Demand Management Plan                                    |
| EXHIBIT | 10 | Financial Capablity                                                      |

**PROJECT NAME:** Bayside Bowl

**PROPOSED DEVELOPMENT ADDRESS:**

71 Hanover Street

**PROJECT DESCRIPTION:**

Amend the previously approved site plan for Bayside Bowl. The revised program includes 16,000 sq. ft. expansion to Bayside Bowl to add 8 additional first floor bowling lanes, second floor mezzanine, and associated service facilities. The squash courts have been removed from the program.

**CHART/BLOCK/LOT:** 34/H/ 1-5

**PRELIMINARY PLAN** \_\_\_\_\_ (date)  
**FINAL PLAN** \_\_\_\_\_ (date)

**CONTACT INFORMATION:**

|                                                                                                                                                                                                        |                                                                                                                                         |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------|
| <b>Applicant – must be owner, Lessee or Buyer</b><br><br>Name: Justin Alfond<br><br>Business Name, if applicable:<br><br>Address: 58 Alder Street<br><br>City/State: Portland, ME      Zip Code: 04101 | <b>Applicant Contact Information</b><br><br>Work #<br><br>Home#<br><br>Cell #                      Fax#<br><br>e-mail:                  |
| <b>Owner – (if different from Applicant)</b><br><br>Name: BoPo, L.L.C.<br><br>Address: 58 Alder Street<br><br>City/State: Portland, ME      Zip Code: 04101                                            | <b>Owner Contact Information</b><br><br>Work #<br><br>Home#<br><br>Cell #                      Fax#<br><br>e-mail:                      |
| <b>Agent/ Representative</b><br><br>Name: Mitchell & Associates, Bob Metcalf<br><br>Address: 70 Center Street<br><br>City/State: Portland, ME      Zip Code: 04101                                     | <b>Agent/Representative Contact information</b><br><br>Work # 207.774.4427<br><br>Cell #<br><br>e-mail: rmetcalf@mitchellassociates.biz |
| <b>Billing Information</b><br><br>Name: Justin Alfond<br><br>Address: 58 Alder Street<br><br>City/State: Portland, ME      Zip Code: 04101                                                             | <b>Billing Information</b><br><br>Work # 207.232.4187<br><br>Cell #                      Fax#<br><br>e-mail: jalfond@gmail.com          |



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

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Level III Development (check applicable reviews)</b><br><input type="checkbox"/> Less than 50,000 sq. ft. (\$500.00)<br><input type="checkbox"/> 50,000 - 100,000 sq. ft. (\$1,000)<br><input type="checkbox"/> 100,000 - 200,000 sq. ft. (\$2,000)<br><input type="checkbox"/> 200,000 - 300,000 sq. ft. (\$3,000)<br><input type="checkbox"/> over 300,00 sq. ft. (\$5,000)<br><input type="checkbox"/> Parking lots over 11 spaces (\$1,000)<br><input type="checkbox"/> After-the-fact Review (\$1,000.00 plus applicable application fee)<br><br><b>Plan Amendments (check applicable reviews)</b><br><input type="checkbox"/> Planning Staff Review (\$250)<br><input checked="" type="checkbox"/> Planning Board Review (\$500)<br><br>The City invoices separately for the following: <ul style="list-style-type: none"> <li>• Notices (\$.75 each)</li> <li>• Legal Ad (% of total Ad)</li> <li>• Planning Review (\$40.00 hour)</li> <li>• Legal Review (\$75.00 hour)</li> </ul> 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. | <b>Other Reviews (check applicable reviews)</b><br><input type="checkbox"/> Traffic Movement (\$1,000)<br><input type="checkbox"/> Stormwater Quality (\$250)<br><input type="checkbox"/> Subdivisions (\$500 + \$25/lot)<br># of Lots <input type="text"/> x \$25/lot = <input type="text"/><br><input type="checkbox"/> Site Location (\$3,000, except for residential projects which shall be \$200/lot)<br># of Lots <input type="text"/> x \$200/lot = <input type="text"/><br><input type="checkbox"/> Other <input type="text"/><br><input type="checkbox"/> Change of Use<br><input type="checkbox"/> Flood Plain<br><input type="checkbox"/> Shoreland<br><input type="checkbox"/> Design Review<br><input type="checkbox"/> Housing Replacement<br><input type="checkbox"/> 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.

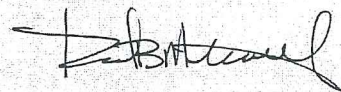
Please refer to the application checklist (attached) for a detailed list of submission requirements.

### 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:

December 16, 2015



## PROJECT DATA

The following information is required where applicable, in order to complete the application.

|                                                                                                                                                                                                                          |                                             |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------|
| <b>Total Area of Site</b>                                                                                                                                                                                                | 55,290 sq. ft.                              |
| <b>Proposed Total Disturbed Area of the Site</b>                                                                                                                                                                         | 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. |                                             |
|                                                                                                                                                                                                                          |                                             |
| <b>Impervious Surface Area</b>                                                                                                                                                                                           |                                             |
| Impervious Area (Total Existing)                                                                                                                                                                                         | 55,290 sq. ft.                              |
| Impervious Area (Total Proposed)                                                                                                                                                                                         | 55,290 sq. ft.                              |
|                                                                                                                                                                                                                          |                                             |
| <b>Building Ground Floor Area and Total Floor Area</b>                                                                                                                                                                   |                                             |
| Building Footprint (Total Existing)                                                                                                                                                                                      | 13,718 sq. ft.                              |
| Building Footprint (Total Proposed)                                                                                                                                                                                      | 30,148.5 sq. ft.                            |
| Building Floor Area (Total Existing)                                                                                                                                                                                     | 13,718 sq. ft.                              |
| Building Floor Area (Total Proposed)                                                                                                                                                                                     | 33,550 sq. ft.                              |
|                                                                                                                                                                                                                          |                                             |
| <b>Zoning</b>                                                                                                                                                                                                            |                                             |
| Existing                                                                                                                                                                                                                 | B-7                                         |
| Proposed, if applicable                                                                                                                                                                                                  | NA                                          |
|                                                                                                                                                                                                                          |                                             |
| <b>Land Use</b>                                                                                                                                                                                                          |                                             |
| Existing                                                                                                                                                                                                                 | Bowling Alley & City of Portland salt sheds |
| Proposed                                                                                                                                                                                                                 | Bowling Alley                               |
|                                                                                                                                                                                                                          |                                             |
| <b>Residential, If applicable</b>                                                                                                                                                                                        |                                             |
| # of Residential Units (Total Existing)                                                                                                                                                                                  | NA                                          |
| # of Residential Units (Total Proposed)                                                                                                                                                                                  |                                             |
| # of Lots (Total Proposed)                                                                                                                                                                                               |                                             |
| # of Affordable Housing Units (Total Proposed)                                                                                                                                                                           |                                             |
|                                                                                                                                                                                                                          |                                             |
| <b>Proposed Bedroom Mix</b>                                                                                                                                                                                              |                                             |
| # of Efficiency Units (Total Proposed)                                                                                                                                                                                   |                                             |
| # of One-Bedroom Units (Total Proposed)                                                                                                                                                                                  |                                             |
| # of Two-Bedroom Units (Total Proposed)                                                                                                                                                                                  |                                             |
| # of Three-Bedroom Units (Total Proposed)                                                                                                                                                                                |                                             |
|                                                                                                                                                                                                                          |                                             |
| <b>Parking Spaces</b>                                                                                                                                                                                                    |                                             |
| # of Parking Spaces (Total Existing)                                                                                                                                                                                     | 41                                          |
| # of Parking Spaces (Total Proposed)                                                                                                                                                                                     | 36 (on-site)    57 (off-site)               |
| # of Handicapped Spaces (Total Proposed)                                                                                                                                                                                 | 2                                           |
|                                                                                                                                                                                                                          |                                             |
| <b>Bicycle Parking Spaces</b>                                                                                                                                                                                            |                                             |
| # of Bicycle Spaces (Total Existing)                                                                                                                                                                                     | 14                                          |
| # of Bicycle Spaces (Total Proposed)                                                                                                                                                                                     | 21                                          |
|                                                                                                                                                                                                                          |                                             |
| <b>Estimated Cost of Project</b>                                                                                                                                                                                         | \$2,480,000                                 |

### 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                                                                                                                                                                                                            |
| X                   |                   | 1           | Boundary Survey meeting the requirements of Section 13 of the City of Portland's Technical Manual                                                                                                                                          |
|                     |                   | 1           | <b>Preliminary Site Plan including the following: (information provided may be preliminary in nature during preliminary plan phase)</b>                                                                                                    |
|                     |                   |             | 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<br>(* If applicant chooses to submit a Preliminary Plan, then the * items were submitted for that phase and only updates are required) |
| X                                |                   | 1           | * Completed Application form                                                                                                                                                 |
| X                                |                   | 1           | * Application fees                                                                                                                                                           |
| X                                |                   | 1           | * Written description of project                                                                                                                                             |
| X                                |                   | 1           | * Evidence of right, title and interest                                                                                                                                      |
| NA                               |                   | 1           | * Evidence of state and/or federal permits                                                                                                                                   |
| X                                |                   | 1           | * Written assessment of proposed project's specific compliance with applicable Zoning requirements                                                                           |
| NA                               |                   | 1           | * Summary of existing and/or proposed easements, covenants, public or private rights-of-way, or other burdens on the site                                                    |
| X                                |                   | 1           | * Evidence of financial and technical capacity                                                                                                                               |
| X                                |                   | 1           | Construction Management Plan                                                                                                                                                 |
| X                                |                   | 1           | A traffic study and other applicable transportation plans in accordance with Section 1 of the technical Manual, where applicable.                                            |
| NA                               |                   | 1           | Written summary of significant natural features located on the site (Section 14-526 (b) (a))                                                                                 |
| XP                               |                   | 1           | Stormwater management plan and stormwater calculations                                                                                                                       |
| X                                |                   | 1           | Written summary of project's consistency with related city master plans                                                                                                      |
| XP                               |                   | 1           | Evidence of utility capacity to serve                                                                                                                                        |
| XP                               |                   | 1           | Written summary of solid waste generation and proposed management of solid waste                                                                                             |
| X                                |                   | 1           | A code summary referencing NFPA 1 and all Fire Department technical standards                                                                                                |
| XP                               |                   | 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.                                    |

XP- Submitted with previous site plan application

\* - Request as condition of approval to submit prior to issuance of building permit

| Applicant Checklist | Planner Checklist | # of Copies | <b>SITE PLAN SUBMISSIONS CHECKLIST</b><br>(* If applicant chooses to submit a Preliminary Plan, then the * items were submitted for that phase and only updates are required) |
|---------------------|-------------------|-------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| X                   |                   | 1           | * Boundary Survey meeting the requirements of Section 13 of the City of Portland's Technical Manual                                                                           |
| X                   |                   | 1           | <b>Final Site Plans including the following:</b>                                                                                                                              |
| X                   |                   |             | Existing and proposed structures, as applicable, and distance from property line (including location of proposed piers, docks or wharves if in Shoreland Zone);               |
| X                   |                   |             | Existing and proposed structures on parcels abutting site;                                                                                                                    |
| X                   |                   |             | All streets and intersections adjacent to the site and any proposed geometric modifications to those streets or intersections;                                                |
| X                   |                   |             | Location, dimensions and materials of all existing and proposed driveways, vehicle and pedestrian access ways, and bicycle access ways, with corresponding curb lines;        |
| X                   |                   |             | Engineered construction specifications and cross-sectional drawings for all proposed driveways, paved areas, sidewalks;                                                       |
| X                   |                   |             | Location and dimensions of all proposed loading areas including turning templates for applicable design delivery vehicles;                                                    |
| NA                  |                   |             | Existing and proposed public transit infrastructure with applicable dimensions and engineering specifications;                                                                |
| X                   |                   |             | Location of existing and proposed vehicle and bicycle parking spaces with applicable dimensional and engineering information;                                                 |
| X                   |                   |             | Location of all snow storage areas and/or a snow removal plan;                                                                                                                |
| X                   |                   |             | A traffic control plan as detailed in Section 1 of the Technical Manual;                                                                                                      |
| NA                  |                   |             | Proposed buffers and preservation measures for significant natural features, where applicable, as defined in Section 14-526(b)(1);                                            |
| NA                  |                   |             | Location and proposed alteration to any watercourse;                                                                                                                          |
| NA                  |                   |             | A delineation of wetlands boundaries prepared by a qualified professional as detailed in Section 8 of the Technical Manual;                                                   |
| NA                  |                   |             | Proposed buffers and preservation measures for wetlands;                                                                                                                      |
| XP                  |                   |             | Existing soil conditions and location of test pits and test borings;                                                                                                          |
| X                   |                   |             | Existing vegetation to be preserved, proposed site landscaping, screening and proposed street trees, as applicable;                                                           |
| X                   |                   |             | A stormwater management and drainage plan, in accordance with Section 5 of the Technical Manual;                                                                              |
| X                   |                   |             | Grading plan;                                                                                                                                                                 |
| NA                  |                   |             | Ground water protection measures;                                                                                                                                             |
| X                   |                   |             | Existing and proposed sewer mains and connections;                                                                                                                            |

- Continued on next page -

XP- Submitted with previous site plan application

\* - Request as condition of approval to submit prior to issuance of building permit



|    |  |                                                                                                                                                                                                                                |
|----|--|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| X  |  | Location of all existing and proposed fire hydrants and a life safety plan in accordance with Section 3 of the Technical Manual;                                                                                               |
| X  |  | Location, sizing, and directional flows of all existing and proposed utilities within the project site and on all abutting streets;                                                                                            |
| X  |  | Location and dimensions of off-premises public or publicly accessible infrastructure immediately adjacent to the site;                                                                                                         |
| X  |  | Location and size of all on site solid waste receptacles, including on site storage containers for recyclable materials for any commercial or industrial property;                                                             |
| X  |  | Plans showing the location, ground floor area, floor plans and grade elevations for all buildings;                                                                                                                             |
| NA |  | A shadow analysis as described in Section 11 of the Technical Manual, if applicable;                                                                                                                                           |
| NA |  | 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; |
| X  |  | Location and dimensions of all existing and proposed HVAC and mechanical equipment and all proposed screening, where applicable;                                                                                               |
| XP |  | 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;                                                                                                                        |
| NA |  | Location, dimensions and ownership of easements, public or private rights of way, both existing and proposed.                                                                                                                  |

XP- Submitted with previous site plan application

\* - Request as condition of approval to submit prior to issuance of building permit

## 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 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 34 foot height addition will be located along Hanover Street. The building along Alder Street has 190 linear feet of road frontage with an average 13.5 foot setback from the property line. Along Hanover Street, the building will be 34 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 improved as a paved parking lot with 36 spaces for the facility. Bayside Bowl utilizes shared parking with adjacent businesses whose hours of operation do not coincide with Bayside Bowl's 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 34 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 a mezzanine and dining area on

the second level. 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 34' 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 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**

One building mounted sign is proposed on the West Elevation for Bayside Bowl. The sign is dimensional 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





**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



**FIRE DEPARTMENT CHECKLIST**

1. Name, address, telephone number of applicant

Justin Alfond, Manager  
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: 13,718 SF (one floor)  
Addition  
First Floor: 16,430.50 SF  
Second Floor: 3,401.50 SF  
Total: 33,550 SF

5. Elevation of all structures

Building Height is 34 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 80" x 24" stretcher and two personnel

The elevator will be a 2,500lb. elevator and fit a stretcher.

11. Some structures may require Fire flows using annex H of NFPA 1

## Letter of Authorization



**BOPO LLC**  
58 Alder Street  
Portland, Maine 04102

**Letter of Authorization**

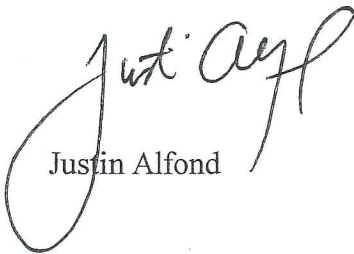
December 17, 2015

Chair Elizabeth Boepple and City Planner Rick Knowland  
389 Congress Street  
Portland, Maine 04101

Dear Chair Boepple and City Planner Knowland,

Please be advised that the letter authorizes Mitchell & Associates to act as agents on behalf of BOPO LLC in submission 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,

A handwritten signature in black ink, appearing to read "Justin Alfond". The signature is stylized with a large, looping initial "J" and a cursive "Alfond".

Justin Alfond

## PROJECT DESCRIPTION

Bayside Bowl (BoPo; LLC) initially planned to incorporate Portland Community Squash, as a partner in their building expansion. Despite the removal of Portland Community Squash from the program, the proposed building will maintain a significant presence in the Bayside neighborhood.

Changes from the approved site plan include the removal of one building story resulting in a building height reduction from 45 feet to 34 feet. The building addition is now a two-story structure with roof access. An egress door and stairs has been added next to the enclosed dumpster on Lancaster Street. The modified building program maintains the first floor expansion (16,435.50 SF) including the addition of eight (8) ten pin bowling lanes, dining and lounge area, function room, bar and stage, and related house facilities. The second level (3,401.50 SF) has a mezzanine overlooking the bowling lanes. The mezzanine has elevator access and two egress stairs. The roof deck has been revised slightly to have a system of walkways to serve a new elevator location.

The building exterior design has been modified minimally from the original approved design. The previous building used prefabricated wall panels which required multiple siding seams. The siding can now be field applied reducing the number of vertical seams and allowing for a cleaner façade.

Parking for the facility is currently within a gravel lot along Kennebec Street and a small paved lot on Hanover Street. A new paved parking lot for 36 vehicles will replace the existing parking areas and 57 leased parking spaces located off-site shall accommodate additional patrons.

The design for the parking lot and the stormwater management infrastructure remains as originally reviewed with exception that the travel aisle was reduced to 24 feet per-condition of approval. In addition, as a condition of approval, the parking lot required review and approval upon adoption of the zoning text amendment granting use of existing gravel lots that met zoning provisions permitting gravel lots to be paved.



## PROJECT DATA

|                      |                                                                                   |
|----------------------|-----------------------------------------------------------------------------------|
| Owner - Applicant    | BoPo L.L.C.<br>Justin Alfond, Manager<br>58 Alder Street<br>Portland, Maine 04101 |
| Existing Zone        | B7 –Urban Commercial Zone/<br>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 &<br>City sand and salt sheds                           |
| Proposed Land Use    | Bowling alley addition                                                            |
| 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                                                  |

**RIGHT, TITLE OR INTEREST**

- Warranty Deed for 58 Alder Street
- Quitclaim deed 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 30<sup>th</sup> day of June, 2011.

MAINE REAL ESTATE TAX PAID

*Don Roles*  
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

**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

re: 10/10/11 to 10/10/11  
10/10/11 to 10/10/11  
10/10/11 to 10/10/11



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.

[Signature]  
Witness

[Signature]  
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,

[Signature]  
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 Northwesterly corner of said Grantee land marking the Easterly line of Hanover Street;

Thence, Northerly by the Easterly line of said Hanover Street making an included angle of  $96^{\circ}-23'$  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. Lovley

6-27-2011 10:00 AM W.A. 1000  
10-10-2011 10:00 AM W.A. 1000  
10-10-2011 10:00 AM W.A. 1000



### QUITCLAIM DEED

KNOW ALL PERSONS BY THESE PRESENTS, that the **CITY OF PORTLAND**, a body politic and corporate in the County of Cumberland, State of Maine, in consideration of one dollar (\$1.00) and other valuable consideration paid by **BOPO, LLC**, a Maine limited liability company with a mailing address of 58 Alder Street, Portland, Maine, 04101, the receipt whereof is hereby acknowledged, does hereby remise, release, bargain, sell and convey and forever quitclaim, without covenant, to the said **BOPO, LLC**, its successors and assigns, a certain lot or parcel of land described in Schedule A, attached hereto and incorporated herein by reference.

Grantee covenants and agrees by acceptance of this Deed that the property herein conveyed is subject to the covenants and restrictions and Grantor's option to repurchase the property set forth in Schedule B attached hereto and hereby made a part hereof.

IN WITNESS WHEREOF, the said City of Portland has hereunto caused this instrument to be signed by Brendan O'Connell, its duly authorized Director of Finance, this 22<sup>nd</sup> day of May, 2015.

CITY OF PORTLAND

  
Witness

By:   
Brendan O'Connell  
Director of Finance

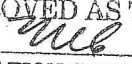
STATE OF MAINE  
CUMBERLAND, ss.

May 22, 2015

Personally appeared the above-named Brendan O'Connell, the Director of Finance of the City of Portland, and acknowledged the foregoing instrument to be his free act and deed in said capacity and the free act and deed of the City of Portland.

Before me,

  
Notary Public/Attorney at Law Bar No. 9842

APPROVED AS TO FORM:  
  
CORPORATION COUNSEL'S OFFICE

M. E. Kaplan / Goldman  
Printed Name

MAINE REAL ESTATE TAX PAID

**SCHEDULE 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.



## SCHEDULE B

### **Covenants, Restrictions, Option to Repurchase**

1. The purpose of these covenants, restrictions, and option to repurchase is to ensure that the Grantee develops the property described in Schedule A attached hereto (the "Premises") in accordance with the City of Portland's January 9, 2015 "Request for Proposals For the Sale and Reuse of Property Located at 71 Hanover Street, RFP #5215" (the "RFP") and Grantee's January 29, 2015 "Proposal For 71 Hanover Street, City of Portland RFP #5215" (the "Proposal"), which are both on file with the City of Portland Department of Finance and incorporated herein by reference.
2. The covenants, restrictions and option to repurchase set forth herein are intended to be and shall be considered covenants that run with the real estate described in Schedule A attached hereto and shall bind all subsequent owners of the real estate described in Schedule A attached hereto.
3. Except as set forth herein, the covenants, restrictions, and option to repurchase set forth herein shall survive a sale, transfer, foreclosure or transfer of title in lieu of foreclosure, or other disposition of the Premises.
4. Upon completion of the development as set forth in the Proposal and the RFP, or upon the failure of Grantee to exercise its option to repurchase on or before May 31, 2017, the Grantee, upon request of the Grantor or any subsequent owner of the Premises, shall execute an affidavit in recordable form, indicating that the option to repurchase has terminated and is of no further effect.
5. The covenants, restrictions, and option to repurchase set forth herein are enforceable by Grantor as a contract and shall inure to the benefit of and be enforceable by City, its successors, transferees and assigns.
6. Environmental Indemnification. Grantee covenants and agrees to indemnify, defend, and hold Grantor 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 Grantor 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. This duty to indemnify, defend, and hold Grantor harmless shall run with the land herein conveyed and be binding upon Grantee's successors, assigns, and transferees.

7. Payment In Lieu Of Property Taxes. Grantee agrees 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 Grantor 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. Grantee 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. This covenant shall run with the land herein conveyed and be binding upon Grantee's successors, assigns, and transferees.

8. Grantor's Option to Repurchase. If development of the Premises in substantially the form set forth in the Proposal and the RFP, including the securing of a certificate of occupancy, is not complete by November 30, 2016, Grantor shall have the right, but not the obligation, to repurchase the Premises as set forth in this section.

- a. In order to exercise this Option to repurchase, Grantor must notify Grantee of its intent to do so on or before May 31, 2017 (the "Notice"). Grantee agrees that if it receives such Notice, it will reconvey to Grantor the Premises within 60 days of the date of the Notice for the sum of Three Hundred Forty Thousand Eighteen Dollars (\$340,018.00), that being the Purchase Price paid by Grantee to Grantor.
- b. In the event Grantor provides the Notice of its intent to exercise the option, the Notice is to be accompanied by a payment to Grantee or its successors or assigns of Earnest Money in the amount of One Thousand Dollars (\$1,000.00). Grantor shall indicate in said Notice the date, time and place for closing, which shall be held not less than thirty (30) nor more than sixty (60) days after the giving of such Notice.
- c. If Grantor, its successors or assigns, exercises this Option to purchase the Premises, then in consideration of the terms, covenants and conditions contained herein, the parties mutually agree as follows:
  - i. Upon the giving of the Notice together with the Earnest Money, Grantee shall thereby be bound to sell and City shall thereby be bound to purchase the Premises upon the terms and conditions set forth herein. Grantee or its successors, transferees or assigns shall convey the Premises by a good and sufficient warranty deed granting marketable title thereto, free and clear of all encumbrances and defects in title except for utility and public easements of record servicing the Premises. The closing shall be held at the date, time and place set forth in said Notice, or at such reasonable date thereafter as may be required to clear any encumbrance and defects in title, and Grantee or its successors, transferees or assigns shall then and there deliver the deed to Grantor, its successors or assigns, upon tender of the balance of the Purchase Price by certified check, cashier's check, or cash. The balance to be tendered to Grantee or its successors or assigns shall be the Purchase Price, less the



Earnest Money and any other option consideration actually received by Grantee.

- ii. If counsel for Grantor, or its successors or assigns, shall be of the opinion, given in good faith, that the title to said Premises is defective or is otherwise not free and clear of all encumbrances or that the title is not marketable, then Grantor, its successors or assigns, shall have the right, provided it or they shall have exercised this Option, to extend the time for conveyance of the Premises, during which time Grantee or its successors, transferees or assigns shall make a reasonable effort to remove such defects at its own expense, to the satisfaction of counsel of Grantor, its successors or assigns. If record title proves defective and Grantee or its successors or assigns shall fail to remove such defect within a reasonable time after notice from Grantor of the nature of the defect, Grantor may, at its election, (a) cure any such defect and deduct the cost thereof from the Purchase Price at closing, or (b) elect to close notwithstanding any such defect, or (c) terminate this Option by written notice to Grantee or its successors or assigns, whereupon all Earnest Money and Option Consideration paid by City to Grantee or its successors or assigns shall immediately be returned to City and thereafter the parties shall be relieved of all obligations and this Option shall terminate.
  - iii. If all obligations of this agreement have been performed, excepting that City does not complete the purchase, Grantee or its successors or assigns shall retain the Earnest Money as full liquidated damages, and without recourse to any other remedies, and whereupon this Option shall terminate.
  - iv. Grantee or its successors, transferees or assigns, hereby agrees that the description in the warranty deed to be delivered at closing shall, at the option of Grantor, utilize a description determined by Grantor's survey of the Premises.
  - v. Full possession of the Premises, free of all encumbrances except as aforesaid, is to be delivered to Grantor at closing, with the Premises to be in the reasonably functional condition, reasonable wear and tear excepted.
  - vi. Real estate taxes shall be prorated as of the time of the passing of title. Real estate transfer taxes, if any, arising in connection with the conveyance of the Premises shall be paid by Grantor and/or Grantee or its successors or assigns in accordance with the custom of the locality where the Premises are situated.
- d. In the event that Grantor fails to give the Notice on or before May 31, 2017, or if the development of the Premises is substantially in the form set forth in the Proposal and the RFP including the securing of a certificate of occupancy prior to Grantor's provision of such notice, Grantor's right and option to repurchase the Premises shall terminate, and upon such termination, Grantor shall execute and record an affidavit indicating that the option to repurchase has terminated.
- e. The parties hereto hereby agree that this right and option to purchase, and the City's rights in the Premises thereby created, are immediately fully vested and are hereby deemed to be fully vested in any event, not contingent, and shall, by

agreement, not be subject to the Rule Against Perpetuities, or any statutory enactment thereof, or similar law.

- f. Except as set forth herein, this option to repurchase shall run with the land herein conveyed and be binding upon Grantee's successors, assigns, and transferees.

9. The covenants, restrictions, and option to repurchase herein may be amended or modified in whole or in part only by written agreement of Grantee and Grantor.

10. The validity of any clause, part or provision of the covenants, restrictions, and option to repurchase herein shall not affect the validity of the remaining portions of thereof.

Received  
Recorded Register of Deeds  
Jun 17, 2015 10:32:45A  
Cumberland County  
Nancy A. Lane





PO Box 1237, 15 Shaker Road  
Gray, Maine 04039  
207.657.6910

**Transportation Demand Management (TDM) Plan  
Bayside Bowl Expansion  
City of Portland, Maine  
December 16, 2015**

Bayside Bowl provides this Transportation Demand Management (TDM) Plan in support of the City's transportation and environmental sustainability goals by encouraging and promoting bicycling, walking, and use of transit. The existing site and proposed expansion project is located within the block defined by Alder, Kennebec, Hanover, and Lancaster Street in the downtown. The site currently consists of a 12 lane bowling facility and a 60 seat restaurant. The proposed project includes the following:

- An additional 8 bowling lanes
- A 171 occupant mezzanine (Not expected to be fully occupied)
- 25 seat function room
- An up to 150 seat expansion of the restaurant (for a total of up to 210 seats)
- A 136 occupant roof bar

The existing and proposed uses blend well into the neighborhood from a transportation demand management standpoint, in that the typical peak hours of the facility are later in the evening and have minor impacts to the typical weekday AM and PM peak hours of the adjacent roadway network. Following is a description of the elements of the TDM Plan.

**TDM Coordinator**

Bayside Bowl has an on-site manager who will coordinate the TDM plan. The TDM coordinator will be responsible for posting changes and updates to the Metro schedule and local UHaulCarShare information in the lobby or on the service desk, providing maps of alternate parking locations, monitoring the bike rack use, as well as other information relevant to promoting and encouraging the greater use of bicycling, walking, and bus-based transit.

**Employee and Customer Survey**

Having the on-site manager designated as the TDM Coordinator, allows for constant interaction with the customers using the facility. This constant interaction will allow a quicker response to issues that arise. In addition, this facility lends itself to a repeat clientele which can allow an even greater knowledge and understanding of the customer's needs. In addition to on-going discussions, Bayside Bowl will survey the customers once a year for the first two years and then again when the five year renewal for parking spaces is due. This survey will include how they arrived at the site and if by vehicle, where did they park. The results of this survey, along with feedback from on-going relationships with the clients, will be included in the summary report provided to the City.



### *Parking Goals*

The forecast parking demand for the facility after expansion is approximately 93 spaces. On-site parking spaces for this facility will be 36 spaces, with 17 parking spaces provided by Apothecary by Design after 5:30 PM, the remaining 40 parking spaces provided via other satellite lots in the immediate area. As stated previously, the peak time for this type of facility is generally after the PM peak hour of adjacent street traffic and as such, many of the parking lots in the immediate area are either vacant or underutilized. This underutilization complements this type of facility and provides an environment for shared parking arrangements. Although this arrangement is expected to operate well, it is anticipated that Bayside Bowl will have to rent each parking space within the satellite lots. As such, there is a monetary incentive for Bayside Bowl to encourage other forms of transportation other than using a vehicle, such that it can reduce the number of satellite parking spaces needed.

### *Customize Parking and Trip Reduction Strategies*

As stated previously, this type of facility experiences a significant number of repeat customers. Since the TDM Coordinator will be on-site frequently, and becomes familiar with the customers, strategizing to better accommodate their customers and reducing the number of satellite parking spaces required, is a top priority.

### *Education*

Bayside Bowl plans to provide informational flyers at the front desk which includes; promotion of the on-site bicycle racks, METRO stop schedules and stop locations within the area, maps identifying satellite parking spaces available, contact information for local taxi services, and available information for local UHaulCarShare type accommodations in the area. Given that the facility does experience a significant number of repeat clients, a bulletin board will also be provided where carpooling opportunities will be posted. In addition to providing this information on-site, it will also be available on their web site.

### *Monitoring*

As stated previously, the on-site manager being the TDM Coordinator will allow for monitoring the needs of the customers on an on-going basis and adjust accordingly to meet the goals and targets of the TDM plan. In addition, Bayside Bowl will provide an annual summary to the City for the first two years and then again after five years when their parking lease renewal is due.





### *Project Specific Standards*

#### *Bicycle Parking*

Bayside Bowl will provide on-site bike racks for 20 bicycles. The TDM coordinator will monitor the use of the bicycle racks to determine if additional racks are needed.

#### *Encourage Use of Local Transit Options*

The project is closely situated to METRO Route 8, the Peninsula Loop, as well as being approximately 500 feet from Oxford Street where Routes 2, 4, and 5 run. The bus schedules will be provided at the front desk.

#### *UHaulCarShare*

Portland is one of 38 municipalities served by UHaulCarShare in the United States. In Portland, the service provides a total of four cars, one of which is 26 Elm Street adjacent to the library, and the other at 645 Congress Street. These vehicles are available on an hourly or daily basis. Bayside Bowl will make customers aware of this service.

#### *Sidewalk Facilities*

One of the many benefits of being located in the downtown area, is that sidewalks surround the proposed project encouraging walking to and from the site. Customers can access the building via two different doors located off two different streets.

Prepared by:

A handwritten signature in cursive script that reads 'Randy Dunton'.

Randy Dunton, PE, PTOE  
Senior Engineer



PO Box 1237, 15 Shaker Road  
Gray, Maine 04039  
207.657.6910

**Parking Demand  
Bayside Bowl Expansion  
City of Portland, Maine  
December 16, 2015**

The following is the updated forecast parking demand of the Bayside Bowl expansion in Portland, Maine. 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
- A 171 occupant mezzanine (Not expected to be fully occupied)
- 25 seat function room
- An up to 150 seat expansion of the restaurant (for a total of up to 210 seats)
- A 136 occupant roof bar

The parking demand is forecast to be dependent on the trip generation during the PM peak hour, so trip generation has been included in this parking analysis.

**Trip Generation**

Trip generation is typically calculated based on information provided in the Institute of Transportation Engineers' publication *Trip Generation*. However; the proposed facility is extremely unique and therefore any data for a similar type of facility is either limited or non-existent. To determine a trip generation for the existing and proposed uses, the manager of the facility provided information on the operations of the facility. The following are descriptions, assumptions, and the trip generation for the proposed facility.

**Existing Facility:**

The site currently consists of a 12 lane bowling facility and a 60 seat restaurant. To help determine the patterns of trip generation for the facility, the manager of the existing facility has provided the following information. The questions to be answered were approved by Mr. Errico, City peer reviewer, prior to requesting responses of the applicant:

- Bowling League Seasons: Jan 1 – April 30 & Sept 1-Nov 30
- Teams: Approx 16 teams/night during the League season, Sun-Thur
- Lanes Dedicated for League: 8 Lanes, 6-10:30 PM
- Lanes Dedicated for General Public: 4 Lanes during league times, plus all 12 on Fri/Sat and Non-League Times
- Rest. / Bar Hours: Summer 4PM-12AM; Fall/Winter 4PM-12AM M-Thur. 12PM-12AM
- Restaurant / Bar: Approximately 90% of the Restaurant/Bar business is from persons already on-site for other activities
- Special Events: As booked, Company Parties Dec/Jan
- Private Parties: Average 6/year
- Busiest Time of Year: December (Second Busiest: Jan-March)
- Busiest Time of Day: 6-9 PM on Weekdays, 7-10 PM on Weekends





- Busiest Nights: Fri. & Sat. nights

#### Existing Peak Hour Trip Generation:

Based on the information provided by the manager of the existing facility, the trip generation for the peak hour of the existing facility is as follows:

#### Assumptions / Trip Generation:

- Trip Generation assumes all the lanes are at capacity
- Trip Generation assumes the restaurant is at capacity
- 8 League lanes - 16 League teams at 4 persons/team with each person arriving independently = 64 trip ends
- 4 General Purpose lanes with 4 persons / lane and 2 person / vehicle occupancy = 8 ends
- 10 % of the restaurant is from persons solely there for the restaurant and the vehicle occupancy would be (2 persons per vehicle) = 3 trip ends
- 15 % of the trip ends arrived in a mode other than vehicle (bus, walked, bicycle)
- All the persons showed up within an hour and are there longer than an hour

Based on these assumptions, the trip generation during a peak hour of adjacent street traffic would occur during the peak of the league season and results in 75 total trip ends with 11 of those non-vehicular. A trip end is defined as a trip into or out of the site; thus a round trip is equal to two trip ends.

#### Proposed Facility:

The proposed Bayside Bowl expansion includes the following:

- An additional 8 bowling lanes
- A 171 occupant mezzanine (Not expected to be fully occupied)
- 25 seat function room
- An up to 150 seat expansion of the restaurant (for a total of up to 210 seats)
- A 136 occupant roof bar

#### Bayside Bowl Facility:

The following is a summary of the assumptions for the proposed Bayside Bowl Expansion and resulting trip generation.

#### Assumptions / Trip Generation:

- 8 General Purpose lanes with 4 persons / lane (2 persons/veh) = 16 trip ends
- Additional 150 seats for the restaurant where 10 % of the restaurant is from persons solely there for the restaurant and the average vehicle occupancy would be 2 persons per vehicle = 8 trip ends
- Assume 136 seat roof bar. 10 % of the roof bar are solely there for the bar (2 persons/veh) = 7 trip ends (please note that summer time is the slowest season for the uses and full occupancy for the roof bar is extremely unlikely)



- Mezzanine is being used by persons already on-site and persons there to observe are already on-site or came with the person they are observing
- Function Room is 100 % full = 12 trip ends (2 persons/veh)
- 15 % of the persons arrived in a mode other than vehicle (bus, walked, bicycle)

Based on these assumptions, the trip generation during a peak hour of adjacent street traffic would result in 43 total trip ends with 6 of those non-vehicular. A trip end is defined as a trip into or out of the site; thus a round trip is equal to two trip ends.

#### Trip Generation for Combined; Existing Bayside Bowl and Proposed Bayside Bowl:

The following Table summarizes the forecast trip generation for the facility once it is fully functional and operating. It should be noted that these are not all new trips to the adjacent roadway system since the existing facility is included.

| Development component                   | Forecast Peak Hour Trip Ends |
|-----------------------------------------|------------------------------|
| Existing Bayside Bowl                   | 75                           |
| Proposed Bayside Bowl Expansion         | 43                           |
| 15% Total Reduction for Bus, Walk, Bike | (18)                         |
| <b>Total Vehicle Trip Ends</b>          | <b>100</b>                   |

It should be emphasized what the above trip generation represents and what it assumes is all occurring at the same time.

- All 20 of the bowling lanes are fully occupied, both league and general public
- All 210 seats of the restaurant are occupied
- The function room is 100% full
- The roof bar is 100% full
- Every trip end listed above arrived and departed in the same hour

It is our opinion that the above trip generation is conservative, and exceeds what would be expected on a regular occurrence.

#### Parking Forecast

##### Vehicular Parking

The site is currently proposed to provide 36 on-site vehicle parking spaces. The PM peak hour trip generation is forecast to be 100 trip ends (85 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 93 parking spaces. Since the site will accommodate 36 parking spaces, the remaining need for off-site parking spaces is 57 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 40 parking spaces. The following table summarizes the forecast parking demand:





### Parking Demand Summary

|                                      |            |
|--------------------------------------|------------|
| <b>Forecast Demand</b>               |            |
| Entering Trip Ends                   | 85         |
| Exiting Trip Ends                    | 15         |
| <b>Parking Demand</b>                | <b>93*</b> |
|                                      |            |
| <b>Parking Supply</b>                |            |
| On-Site                              | 36         |
| Apothecary by Design (after 5:30 PM) | 17         |
| <b>Total Supply</b>                  | <b>53</b>  |
|                                      |            |
| <b>Off-Site Parking Demand</b>       | <b>40</b>  |

\*This includes 50% of the exiting traffic.

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.

#### Bicycle Parking

The City of Portland requires non-residential structures to provide two bicycle parking spaces for every ten vehicle parking spaces for the first 100 required vehicle parking spaces. This facility is forecast to require 20 bicycle parking spaces.

Prepared by:

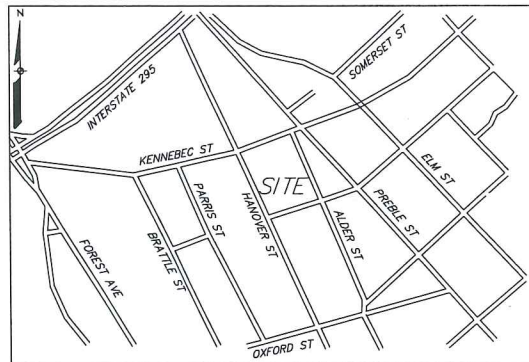
Randy Dunton, PE, PTOE  
Senior Engineer

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 28747 PAGE 222  
TAX MAP 34, BLOCK H, LOTS 2 AND 3  
BOPO LLC, RECORDED JUNE 30, 2011  
C.C.R.D. BOOK 28747 PAGE 224  
TAX MAP 34, BLOCK H, LOT 1
4. THE SURVEYED PARCELS ARE SHOWN AS LOTS 1, 2, 3, 4 AND 5, BLOCK H, ON THE CITY OF PORTLAND'S ASSESSORS MAP 34.
5. BEARINGS ARE GRID NORTH PER PLAN REFERENCE XX. ELEVATIONS ARE CITY OF PORTLAND DATUM BASED ON TOP OF GRANITE MONUMENT ELEVATION 11.55 AS SHOWN ON PLAN REFERENCE XX.
6. THE PARCEL IS LOCATED, BY SCALING METHODS, WITHIN ZONE C (AREAS OF MINIMAL FLOODING) AS SHOWN ON THE FLOOD INSURANCE RATE MAP FOR THE CITY OF PORTLAND, MAINE COMMUNITY PANEL NO. 230051-0013-B WITH AN EFFECTIVE DATE OF JULY 17, 1986. THE FLOOD ELEVATION FOR THE A2 ZONE WHICH ENCOMPASSES BACK COVE HAS AN ELEVATION OF 10 NGVD 1929.
7. UTILITIES SHOWN ARE BASED ON THE REFERENCED PLANS AND A FIELD SURVEY OF VISIBLE STRUCTURES PERFORMED IN FEBRUARY 2015. DURING THE FIELD SURVEY THERE WAS SNOW IN EXCESS OF THREE FEET DEEP AND ASSOCIATED ICE THAT MADE VERIFICATION DIFFICULT. A SITE VISIT TO VERIFY UTILITIES IS RECOMMENDED ONCE SNOW COVER IS GONE.
8. THE FOLLOWING NOTES APPEAR IN THE "SURVEY REPORT FOR HANOVER STREET SALT SHED SITE" DATED JANUARY 7, 2002 BY WILLIAM G. SCOTT, P.L.S., CITY 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."

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 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+60.0 JUNE 30, 1916 SHEET V1-C/2
8. CITY OF PORTLAND CITY PROPERTY REVALUATION SHEET G.



LOCATION MAP N.T.S.

Plan 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:  
DECEMBER 18, 2015

Issued For:  
AMENDED  
SITE PLAN SUBMISSION

Revisions:

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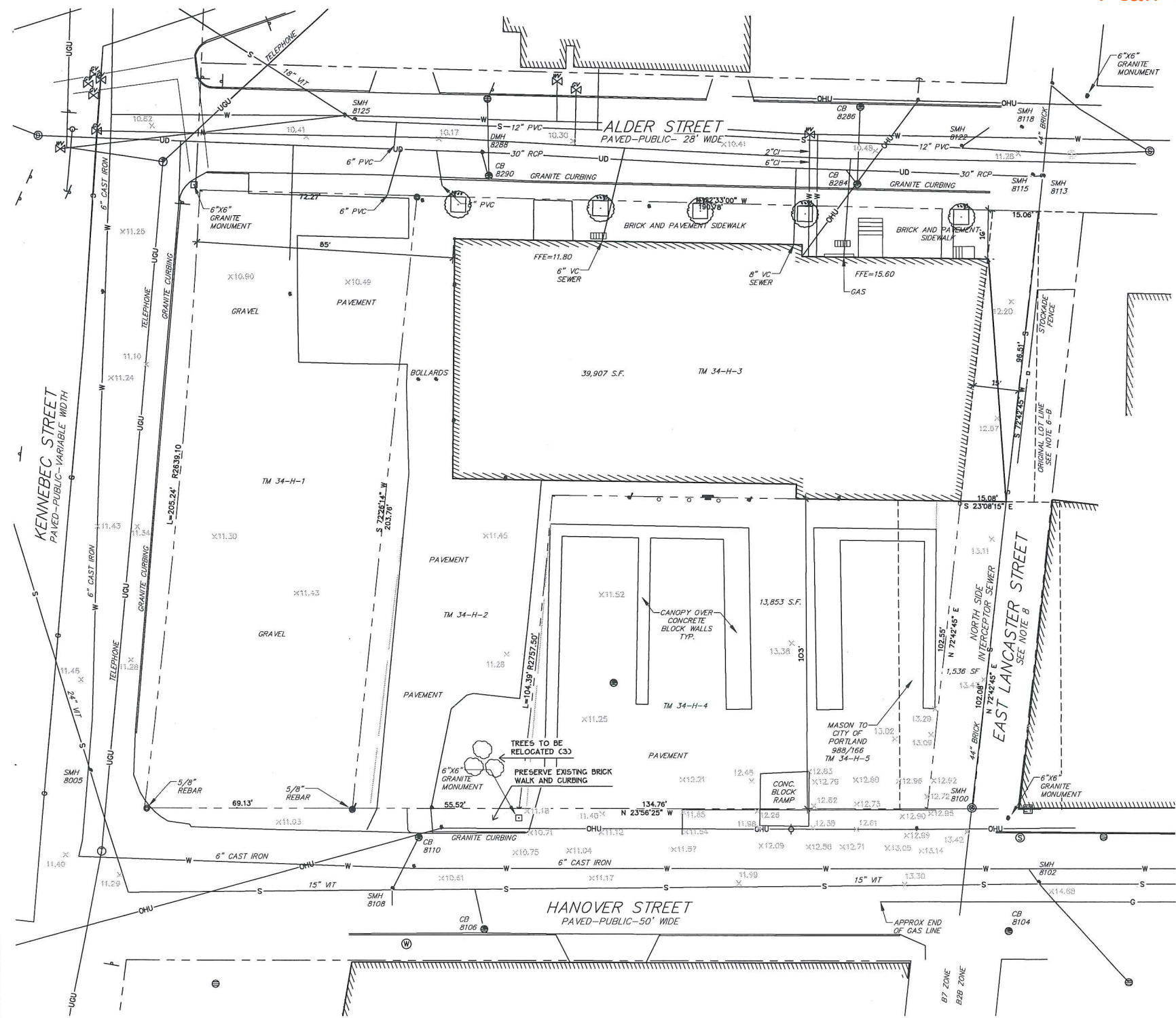
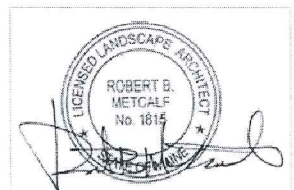
Title:  
EXISTING CONDITIONS  
PLAN

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

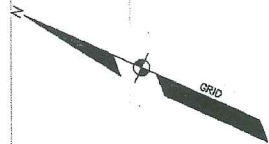
North:  
Sheet No:  
1

LEGEND

|                  | EXISTING |
|------------------|----------|
| PROPERTY LINE    | ---      |
| GRANITE MONUMENT | □        |
| IRON PIPE/ROD    | ○        |
| CATCHBASIN       | ⊕        |
| MANHOLE          | ⊙        |
| HYDRANT          | ⊕        |
| UTILITY POLE     | ⊕        |
| GATE VALVE       | WV       |
| SANITARY SEWER   | S        |
| STORM DRAIN      | SD       |
| WATER            | W        |
| TELEPHONE        | T        |
| GAS              | G        |
| OVERHEAD WIRES   | OHW      |
| CMP CABLE LINES  | C        |
| CURB             | —        |
| FENCE            | X-X      |
| SIGN             | +        |
| DECIDUOUS TREE   | (C)      |
| CONTOUR          | -72-     |
| SPOT ELEVATION   | +72.00   |





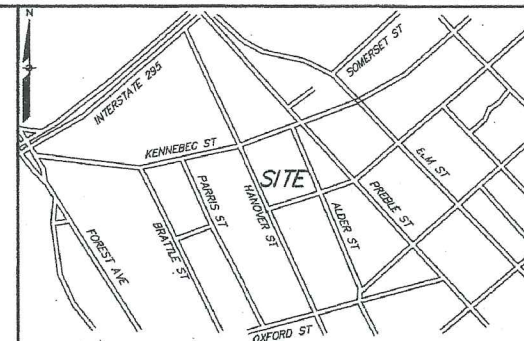
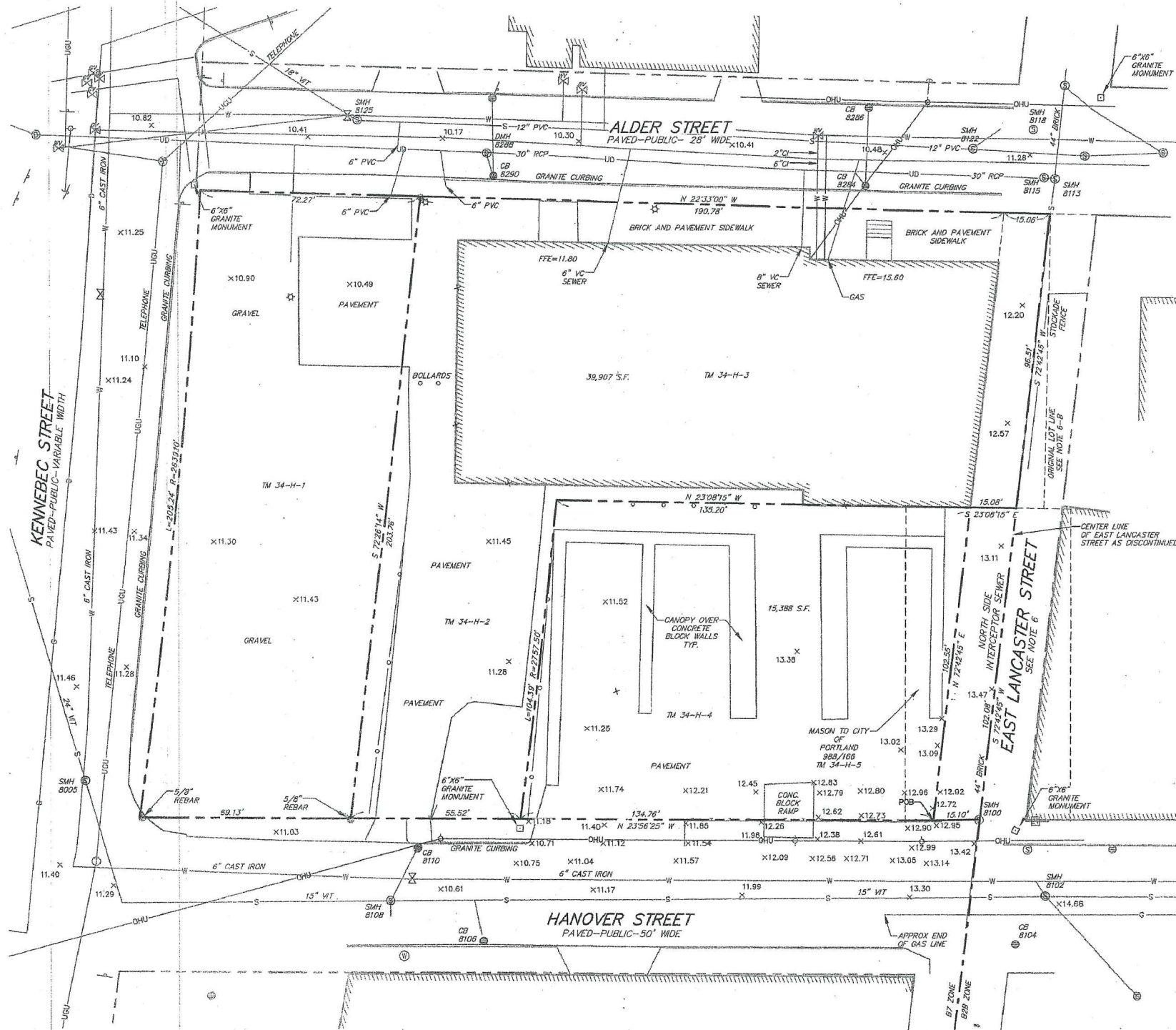


## STRUCTURES

SMH 8108 RIM=10.6  
6" VIT INV IN=5.7  
12" VIT INV OUT=4.4  
SHELF=4.3  
CB 8110 RIM=9.7  
6" VIT INV IN=5.7  
SUMP=4.0  
SMH 8102 RIM=14.3  
15" CMP INV IN=6.9  
18" VIT INV IN=6.6  
15" VIT INV IN=6.2  
15" VIT INV OUT=6.1  
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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=3.5  
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  
○ UNDERGROUND UTILITY  
○ TRANSFORMER PAD  
○ TELEPHONE MANHOLE  
○ LIGHT POLE  
○ UTILITY POLE  
○ GUY WIRE  
○ POB POINT OF BEGINNING



LOCATION MAP

Plan 2

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 28787 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 28787 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 448 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, 1996. THE FLOOD ELEVATION FOR THE A2 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.  
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.
- WATER SERVICES SHOWN ARE BASED ON THE CARDS PROVIDED BY THE PORTLAND WATER DISTRICT AND ARE TO BE CONSIDERED APPROXIMATE.

## ZONING:

DIVISION 10. B-28 COMMUNITY BUSINESS ZONE  
DIMENSIONAL REQUIREMENTS:  
MINIMUM LOT SIZE 23 FEET  
MINIMUM STREET FRONTAGE NONE  
FRONT YARD SETBACK NONE  
REAR YARD SETBACK MINIMUM 10 FEET  
SIDE YARD SETBACK MINIMUM NONE REQUIRED  
SIDE YARD ON SIDE STREET SETBACK MINIMUM NONE  
HEIGHT MAXIMUM 45 FEET  
MAXIMUM IMPERVIOUS SURFACE RATIO 80%  
DIVISION 17. B-7 MIXED DEVELOPMENT DISTRICT ZONE  
MINIMUM LOT SIZE NONE  
MINIMUM FRONTAGE NONE  
FRONT SETBACK NONE REQUIRED  
SIDE SETBACK NONE REQUIRED  
REAR SETBACK NONE REQUIRED  
MAXIMUM BUILDING LOT COVERAGE ONE-HUNDRED PERCENT(100%)  
MAXIMUM RESIDENTIAL DENSITY NONE  
MAXIMUM BUILDING HEIGHT AS DETAILED ON THE BAYSIDE HEIGHT OVERLAY MAP ON FILE IN THE PLANNING AND DEVELOPMENT DEPARTMENT OFFICE.  
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+80.0 JUNE 30, 1916 SHEET V1-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.

| DESIGNED                                     | CHECKED |
|----------------------------------------------|---------|
| DJP-WCS                                      | WCS     |
| ADD CITY LOT PER PURCHASE AND SALE AGREEMENT |         |
| ADD ADDITIONAL UTILITY CONNECTIONS           |         |
| 3-18-15 STRUCTURE GRADES                     |         |
| 3-12-15 PRELIMINARY TO MITCHELL ASSOCIATES   |         |
| 3-6-15 PRELIMINARY TO MITCHELL ASSOCIATES    |         |
| 2-25-15 PRELIMINARY TO MITCHELL ASSOCIATES   |         |
| RECH BY DATE STATUS                          |         |
| WCS 3-18-15                                  |         |

**SEBAGO**  
TECHNICAL SERVICES  
WWW.SEAGOTECHNICAL.COM  
75 John Roberts Rd., Suite 1A  
South Portland, ME 04106  
Tel: 207-200-2100 Fax: 207-750-9556

EXISTING CONDITIONS PLAN  
OF:  
BAYSIDE BOWL  
58 ALDER ST.  
PORTLAND, ME 04101  
FOR:  
PROJECT RESOURCES, INC.,  
P.O. BOX 661  
YARMOUTH, ME 04095-0661

PROJECT NO. 15012 SCALE 1" = 20'

SHEET 1 OF 1

15012EC.dwg TAB:EC



GENERAL NOTES

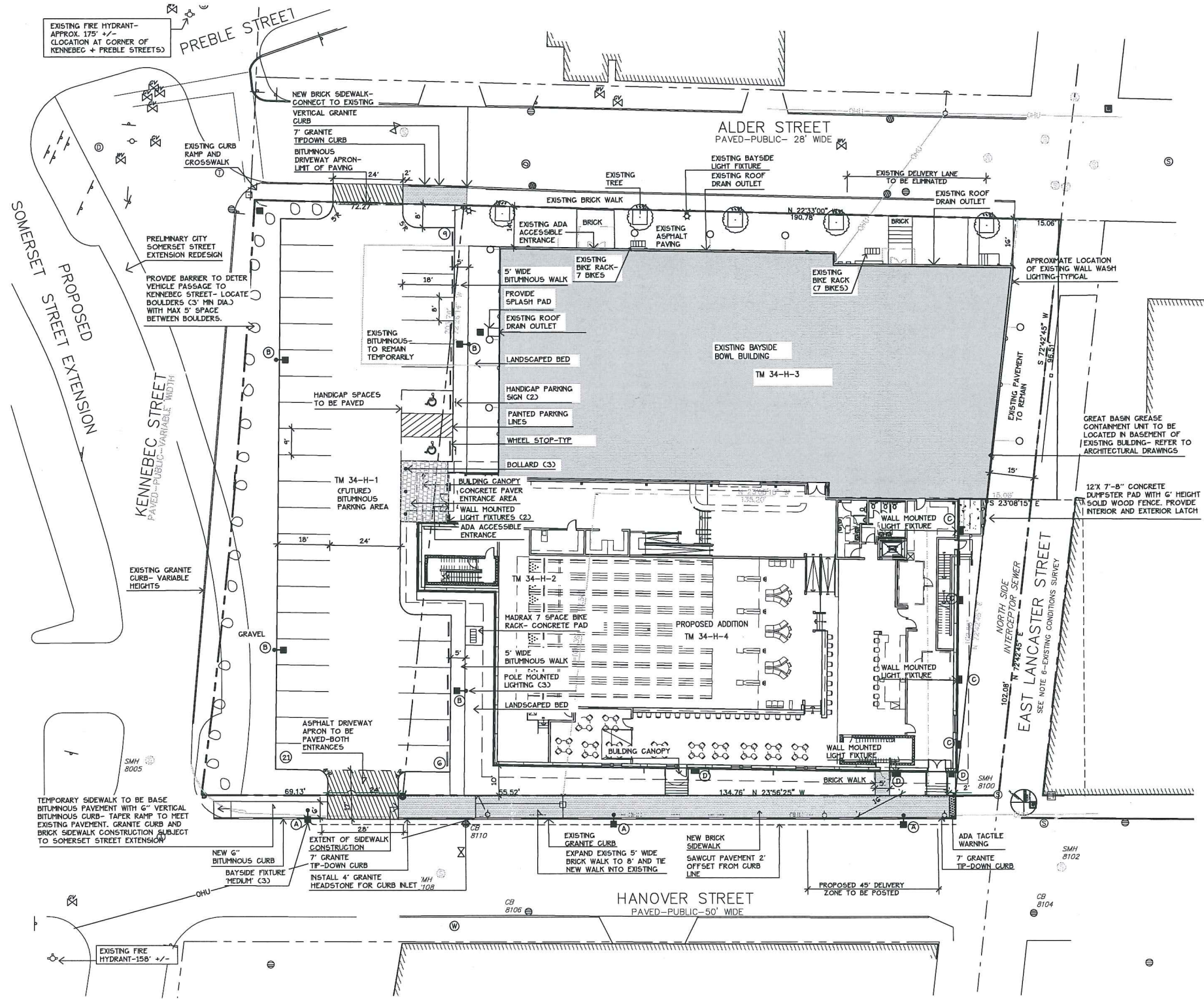
1. SITE AREA: 55,290 SF OR 1.27 ACRES
2. APPLICANT: BOPO, L.L.C.  
58 ALDER STREET  
PORTLAND, MAINE 04101
3. RECORD OWNERS: BOPO LLC, RECORDED JUNE 30, 2011 BOPO LLC, RECORDED JUNE 17, 2015  
C.C.R.D. BOOK 28747 PAGE 222 C.C.R.D. BOOK 32354 PAGE 176  
TAX MAP 34, BLOCK H, LOTS 2 AND 3 TAX MAP 34, BLOCK H, LOT 4 + LOT 5  
  
BOPO LLC, RECORDED JUNE 30, 2011  
C.C.R.D. BOOK 28747 PAGE 224  
TAX MAP 34, BLOCK H, LOT 1
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. 230051-0015-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.
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• A. LANCASTER STREET EAST HAD BEEN DISCONTINUED AS A CITY STREET ON MAY 5, 1945. 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 1945 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           | 34 FEET / STAIR TOWER 54 FEET |
| MINIMUM BUILDING HEIGHT:                       | 3 FLOORS (45 FEET) | 34 FEET                       |
| CEILING HEIGHT DISTRICT B, BAYSIDE OVERLAY MAP |                    |                               |
11. OFF STREET PARKING REQUIREMENTS:  
REQUIRED: 93 SPACES  
EXISTING: 41 SPACES (GRAVEL LOT)  
PROPOSED ON-SITE: 36 SPACES  
PROPOSED OFF-SITE: 57 SPACES
12. BICYCLE PARKING:  
REQUIRED: 20 SPACES  
EXISTING: 14 SPACES  
PROPOSED: 21 SPACES
13. ALL WORK WITHIN THE ROAD RIGHT-OF-WAY AND ALL UTILITIES CONNECTING TO INFRASTRUCTURE WITHIN THE ROAD SHALL MEET CITY OF PORTLAND TECHNICAL MANUAL STANDARDS.

LEGEND

|                  | EXISTING | PROPOSED |
|------------------|----------|----------|
| PROPERTY LINE    |          |          |
| GRANITE MONUMENT |          |          |
| IRON PIN         |          |          |
| CATCHBASIN       |          |          |
| MANHOLE          |          |          |
| HYDRANT          |          |          |
| UTILITY POLE     |          |          |
| WATER VALVE      |          |          |
| 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  |          |          |

LIGHTING SCHEDULE

| KEY | QTY | MANUFACTURER | CATALOG NUMBER                        | DESCRIPTION                                    | LAMP                |
|-----|-----|--------------|---------------------------------------|------------------------------------------------|---------------------|
| (A) | 3   | HOLOPHANE    | ESL 110 4K AS X                       | BAYSIDE DISTRICT FIXTURE 'MEDIUM' LED TEARDROP | 110 W 100 LED ARRAY |
| (B) | 4   | BEACON       | VP-5-30NB-90-5K-T4-UNV-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                  |



Plan 3

Prepared For:

Applicant:

BoPo, L.L.C.  
58 Alder Street  
Portland, Maine  
Justin Alford, 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:

DECEMBER 18, 2015

Issued For:

AMENDED  
SITE PLAN SUBMISSION

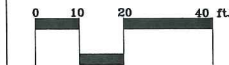
Revisions:

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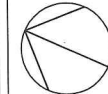
Title:

LAYOUT AND LIGHTING  
PLAN

Scale: 1"=20'



North:



Sheet No:

2



*Stephen J. Bradstreet*



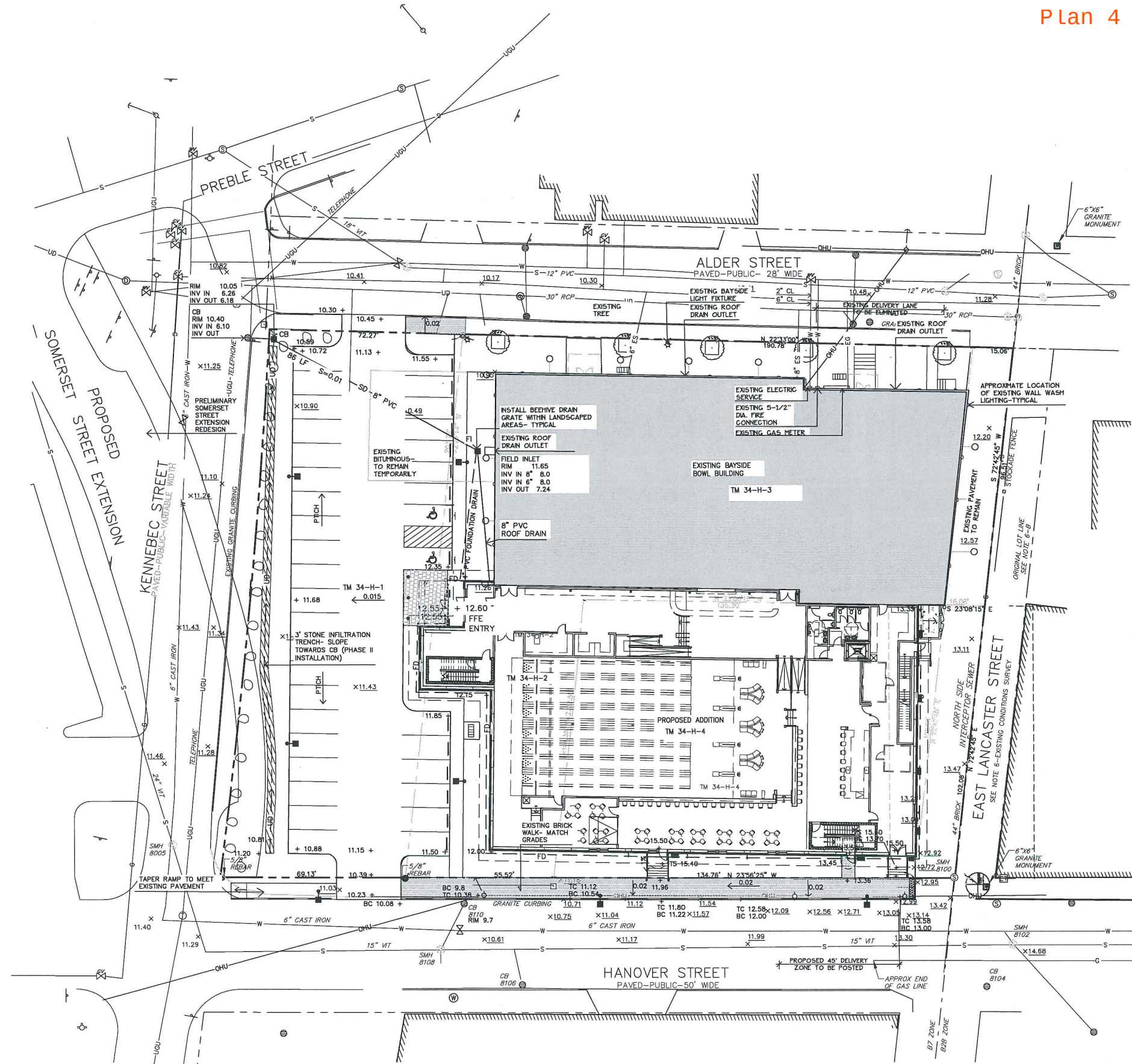
# GRADING AND DRAINAGE NOTES:

- 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

### LEGEND

|                                                                                                                         | EXISTING | PROPOSED |
|-------------------------------------------------------------------------------------------------------------------------|----------|----------|
| SMH 8108 RIM=10.6<br>8" VIT INV IN=5.7<br>12" VIT INV IN=4.5<br>12" VIT INV OUT=4.4<br>SHELF=4.8                        |          |          |
| CB 8110 RIM=9.7<br>8" VIT INV OUT=5.7<br>SUMP=4.0                                                                       |          |          |
| SMH 8102 RIM=14.3<br>15" CMP INV IN=6.9<br>18" VIT INV IN=8.6<br>15" VIT INV IN=6.2<br>15" VIT INV OUT=6.1<br>SHELF=6.9 |          |          |
| SMH 8115 RIM=11.1<br>44" BRICK INV IN=4.0<br>44" BRICK INV IN=3.9<br>TOP WEIR=5.9<br>30" RCP INV OUT=3.2                |          |          |
| CB 8284 RIM=9.9<br>12" PVC INV IN=6.2<br>12" PVC INV OUT=5.0<br>SUMP=1.6                                                |          |          |
| CB 8290 RIM=9.5<br>8" PVC INV IN=5.4<br>12" PVC INV OUT=4.3<br>SUMP=1.7                                                 |          |          |
| DMH 8288 RIM=9.8<br>30" RCP INV IN=1.7<br>12" PVC INV IN=3.8<br>30" RCP INV OUT=1.6<br>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                                                                                                         |          |          |
| 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                                                                                                         |          |          |



Plan 4

Prepared For:

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Justin Alfond, Manager

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Portland, Maine

58 Alder Street

Date:

DECEMBER 18, 2015

Issued For:

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SITE PLAN SUBMISSION

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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 FITS, 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 FIT PREPARATION, PRUNING, STAKING OR CUYING, 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 FITS 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.

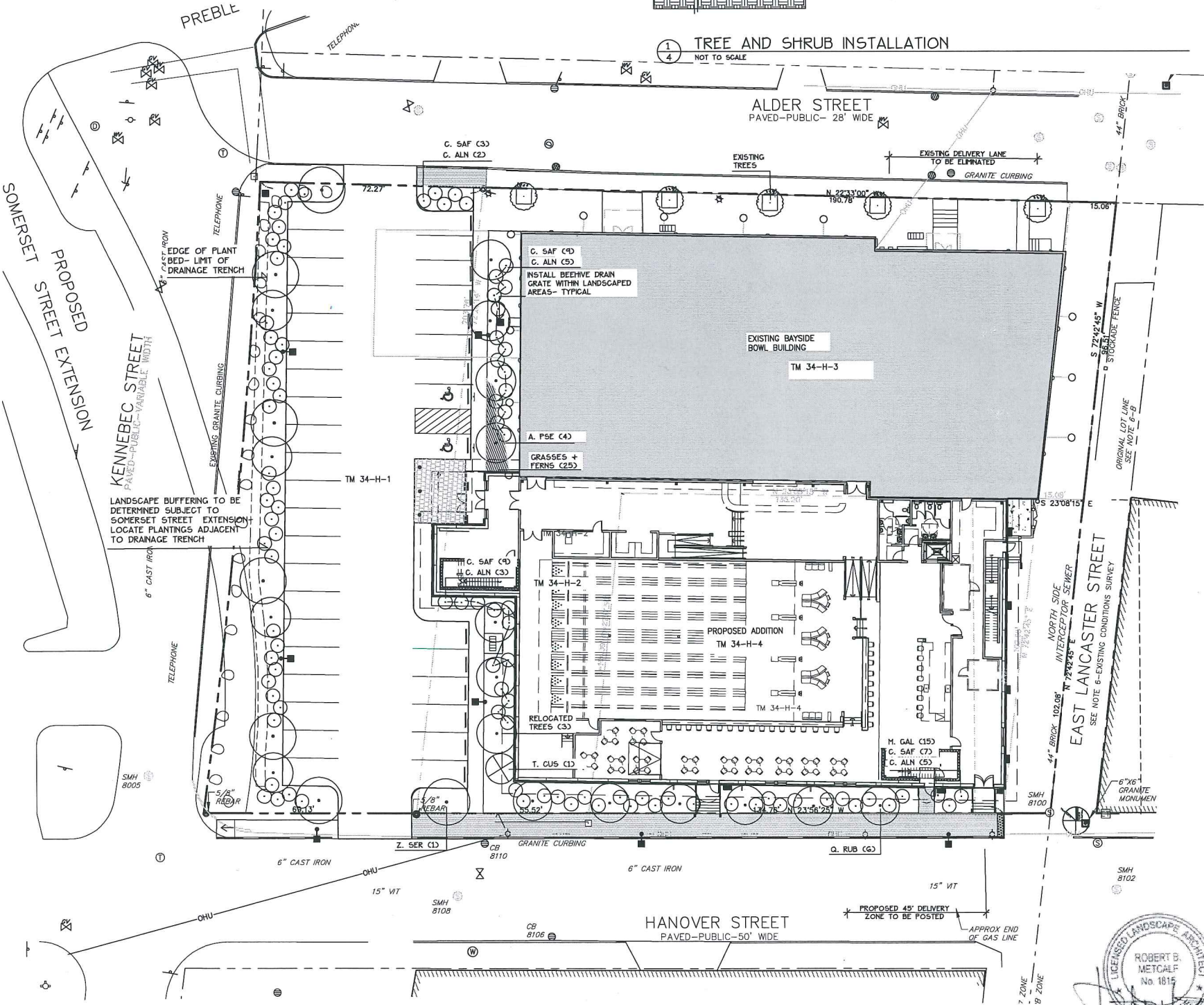
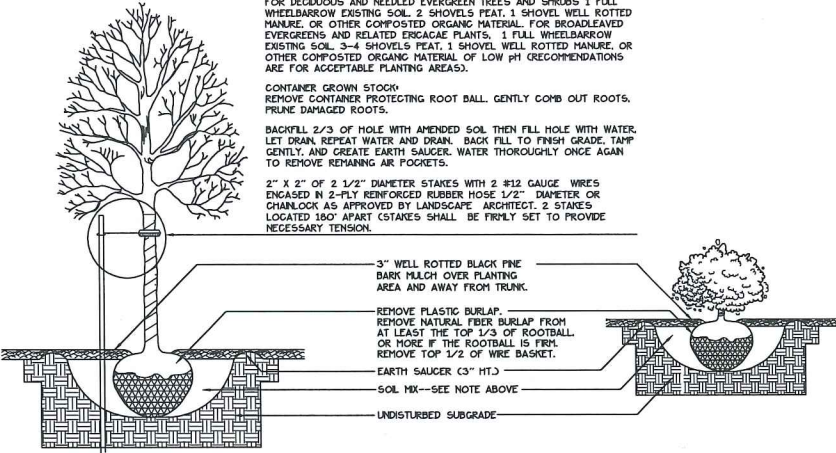
PLANT LIST

| 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 CRIMSCMIDT             | CRIMSON SPIRE OAK      | 2" CAL    |
| T. CUS | 1   | TAXUS CUSPIDATA 'CAPITATA'     | UPRIGHT JAPANESE YEW   | 4'-5' HT. |
| SHRUBS |     |                                |                        |           |
| C. ALN | 5   | CLETHRA ALNIFOLIA 'RUBY SPICE' | RUBY SPICE SUMMERSWEET | #3        |
| C. SAF | 7   | CORNUS SERICEA 'ARCTIC FIRE'   | RED TWIG DOGWOOD       | #3        |
| M. GAL | 15  | MYRTICA GALE                   | SWEET GALE             | #3        |

NOTES

- DIG HOLE AT LEAST 2 TIMES THE WIDTH OF ROOT BALL AND AS DEEP AS THE ROOT BALL AND DEPTHO. SET ROOT BALL CENTERED, WITH TOP AT GROUND LEVEL OR SLIGHTLY HIGHER. CORRECT HOLE DEPTH AS NEEDED.
- FOR DECIDUOUS AND NEEDLED EVERGREEN TREES AND SHRUBS 1 FULL WHEELBARROW EXISTING SOIL, 2 SHOVELS PEAT, 1 SHOVEL WELL ROTTED MANURE, OR OTHER COMPOSTED 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 5



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Portland, Maine

58 Alder Street

Date:

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Issued For:

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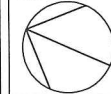
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PLANTING PLAN

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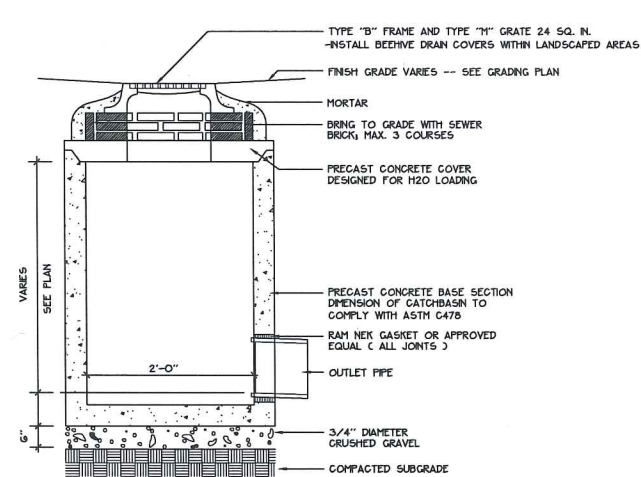
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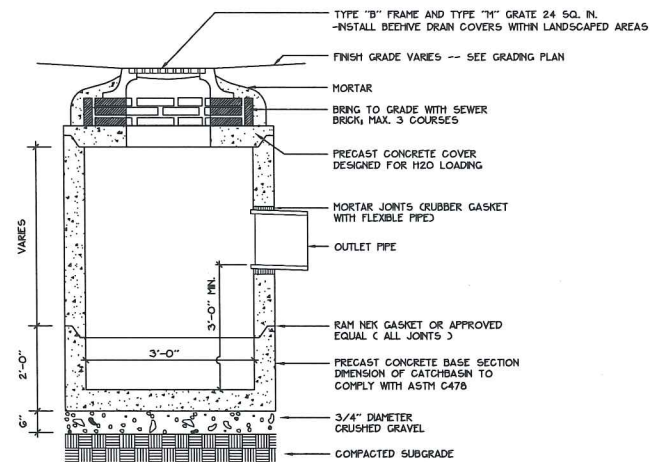
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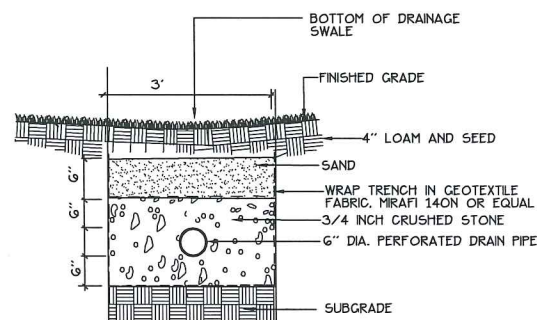




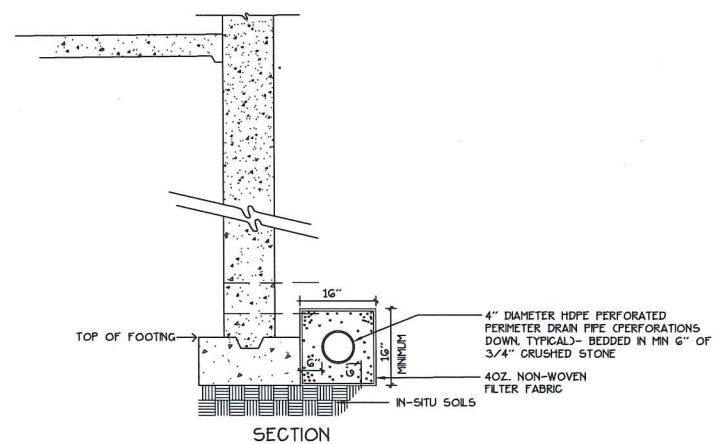
1  
6 PRECAST CONCRETE FIELD INLET  
NOT TO SCALE



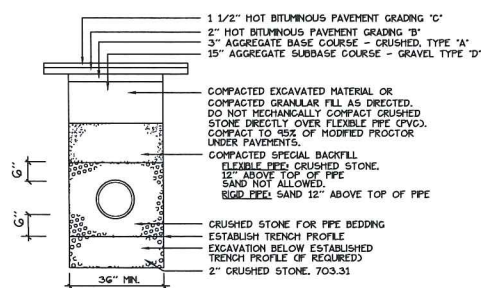
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6 PRECAST CONCRETE CATCHBASIN  
NOT TO SCALE



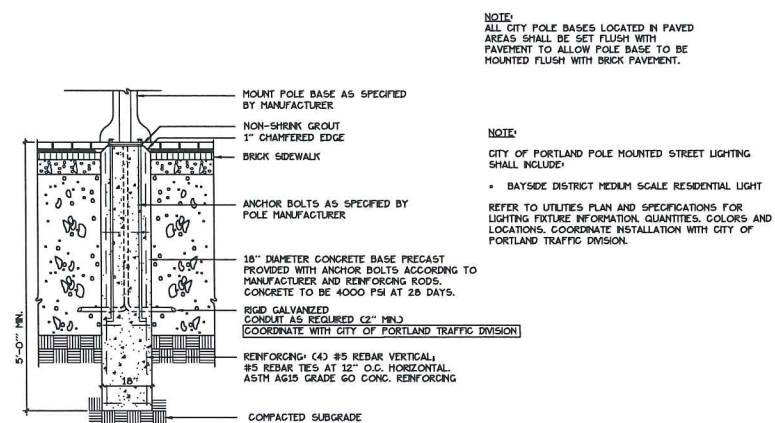
2  
6 STONE INFILTRATION TRENCH  
NOT TO SCALE



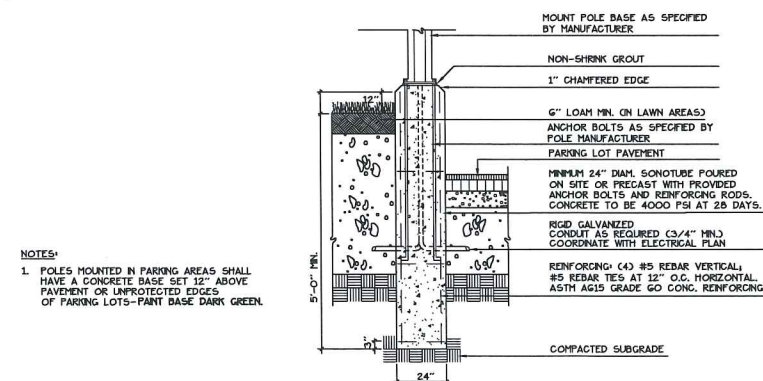
3  
6 PERIMETER FOUNDATION UNDERDRAIN  
NOT TO SCALE



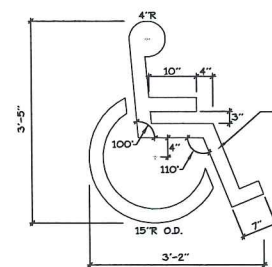
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6 PIPE TRENCH DETAIL  
NOT TO SCALE



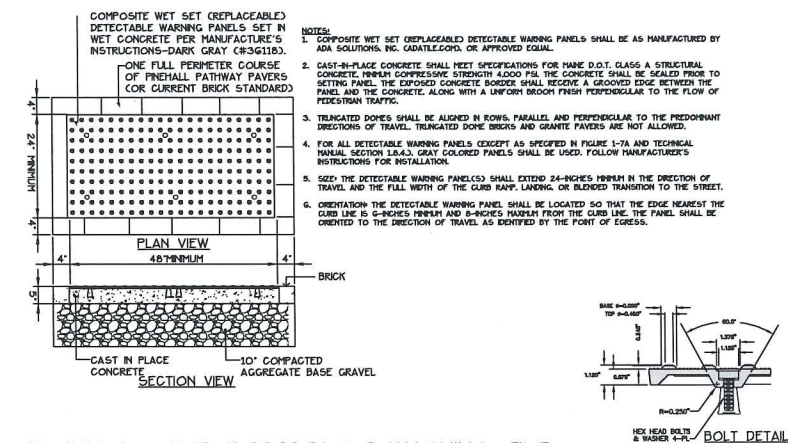
6  
6 BAYSIDE FIXTURE LIGHT POLE BASE  
NOT TO SCALE



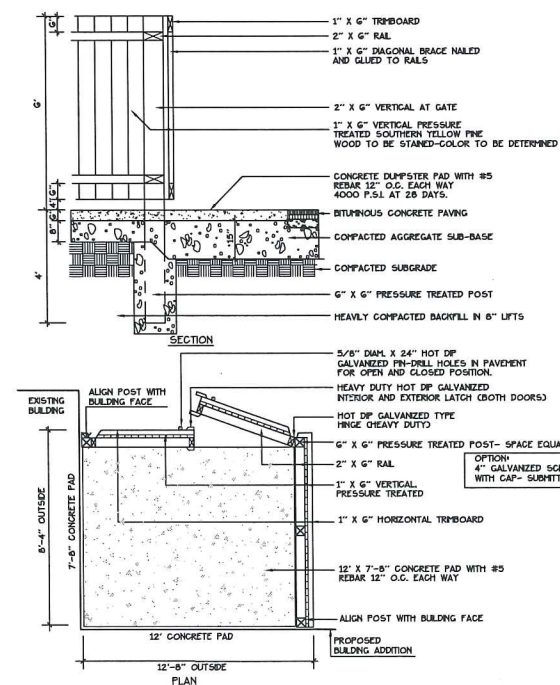
7  
6 LIGHT POLE BASE  
NOT TO SCALE



8  
6 ACCESSIBLE SPACE MARKINGS + SIGNAGE  
NOT TO SCALE



9  
6 SIDEWALK RAMP DETECTABLE WARNING TILE  
NOT TO SCALE



10  
6 DUMPSTER ENCLOSURE  
NOT TO SCALE

NOTE: ALL REGULATORY SIGNS SHALL CONFORM TO MDOT OR NATIONAL HIGHWAY STANDARDS. SIGN HEIGHT TO BE 5 FT HIGH TO BOTTOM OF SIGN.

12\"/>

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BAYSIDE BOWL

Portland, Maine

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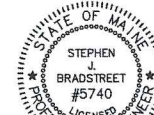
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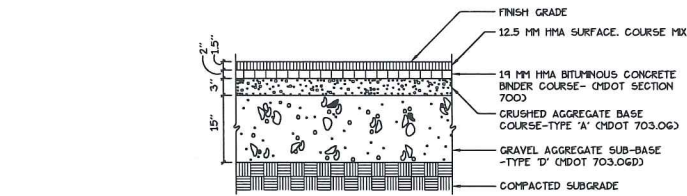
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0 10 20 40 ft.

North:  
Sheet No.:  
6



*Stephen J. Bradstreet*

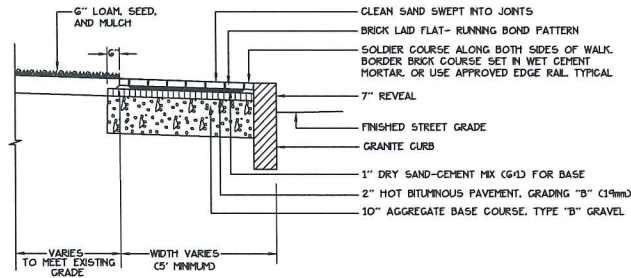




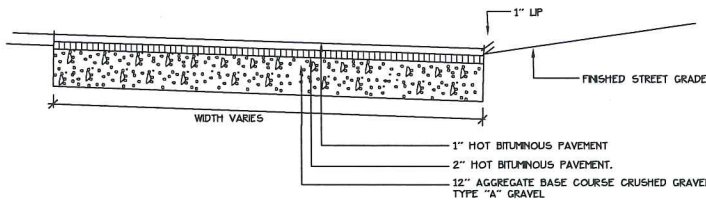
1 BITUMINOUS PAVEMENT- PARKING LOT  
5 NOT TO SCALE

NOTE:  
BRICK SIDEWALKS IN CITY OF PORTLAND  
RIGHT-OF-WAY SHALL BE FINE HALL PATHWAY  
PAVER. 4X6. LAGHANCE ITEM #150223

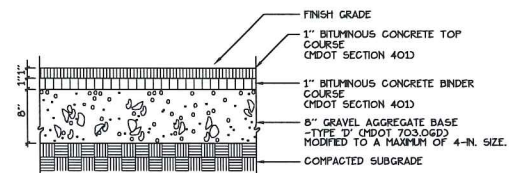
NOTE:  
SLOPE 0.02 TYPICAL  
TOWARD CURB.



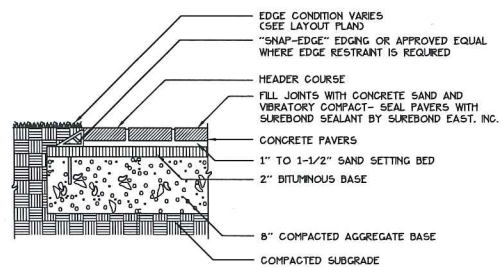
2 BRICK SIDEWALK WITH BITUMINOUS BASE AND GRANITE CURB  
5 NOT TO SCALE



3 BITUMINOUS DRIVEWAY APRON  
5 NOT TO SCALE



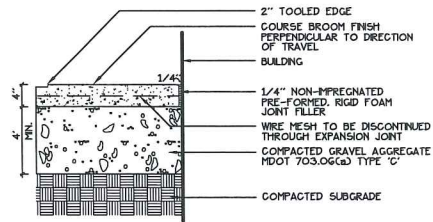
4 BITUMINOUS SIDEWALK  
5 NOT TO SCALE



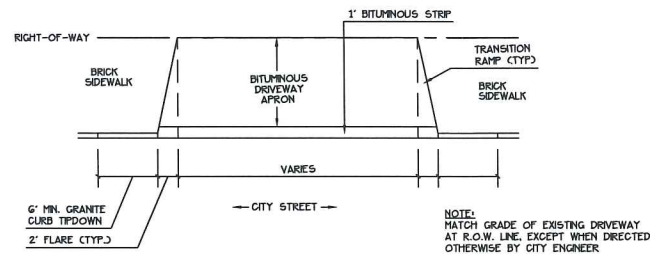
NOTE:  
PAVERS SHALL BE SEALED  
WITH SUREBOND 58-1370  
JOINT STABILIZING SEALER  
OR APPROVED EQUAL

MANUFACTURER: GENEST CONCRETE  
WORKS, INC. OR APPROVED EQUAL

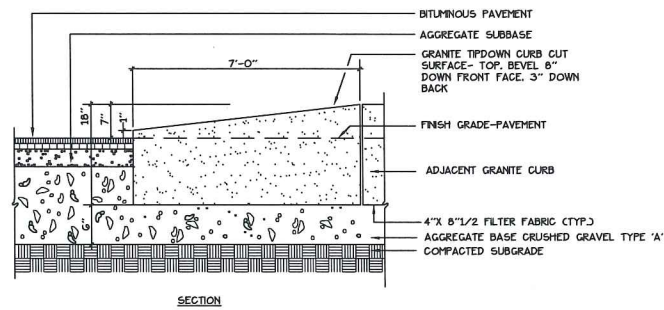
5 CONCRETE PAVERS  
5 NOT TO SCALE



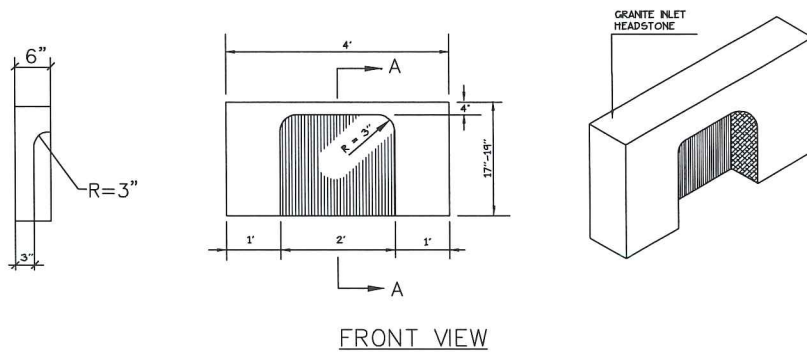
6 CONCRETE SLAB  
5 NOT TO SCALE



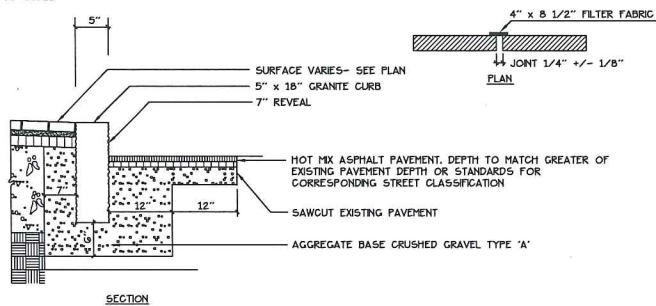
7 DRIVEWAY APRON LAYOUT  
5 NOT TO SCALE



8 GRANITE TIP-DOWN CURB  
5 NOT TO SCALE

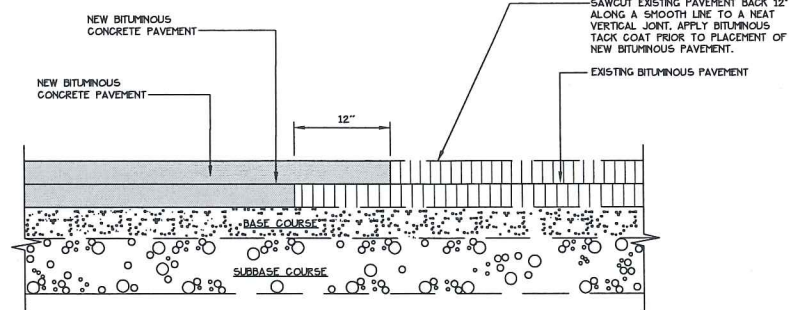


9 4' GRANITE HEADSTONE FOR CURB INLET  
5 NOT TO SCALE



10 VERTICAL GRANITE CURB  
5 NOT TO SCALE

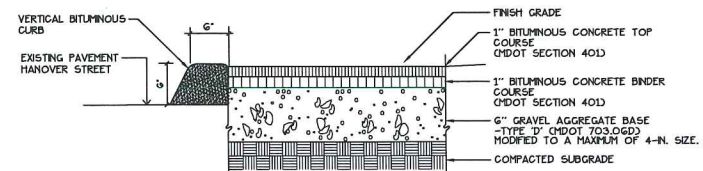
Plan 7



11 PAVEMENT SAWCUT DETAIL  
5 NOT TO SCALE

REFER TO CITY TECHNICAL  
SPECIFICATIONS FOR PAVEMENT  
RESTORATION

12 BIKE RACK  
5 NOT TO SCALE



13 TEMPORARY BITUMINOUS SIDEWALK-HANOVER STREET  
5 NOT TO SCALE

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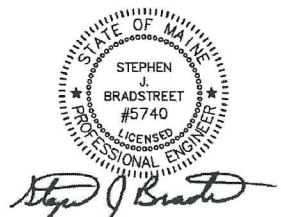
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0 10 20 40 ft.  
North  
Sheet No:  
5





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 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:

- SLOPES SHALL BE LESS THAN EIGHT PERCENT.
- 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:

- 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 SEEDING 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, RESEEDING 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. THE 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.

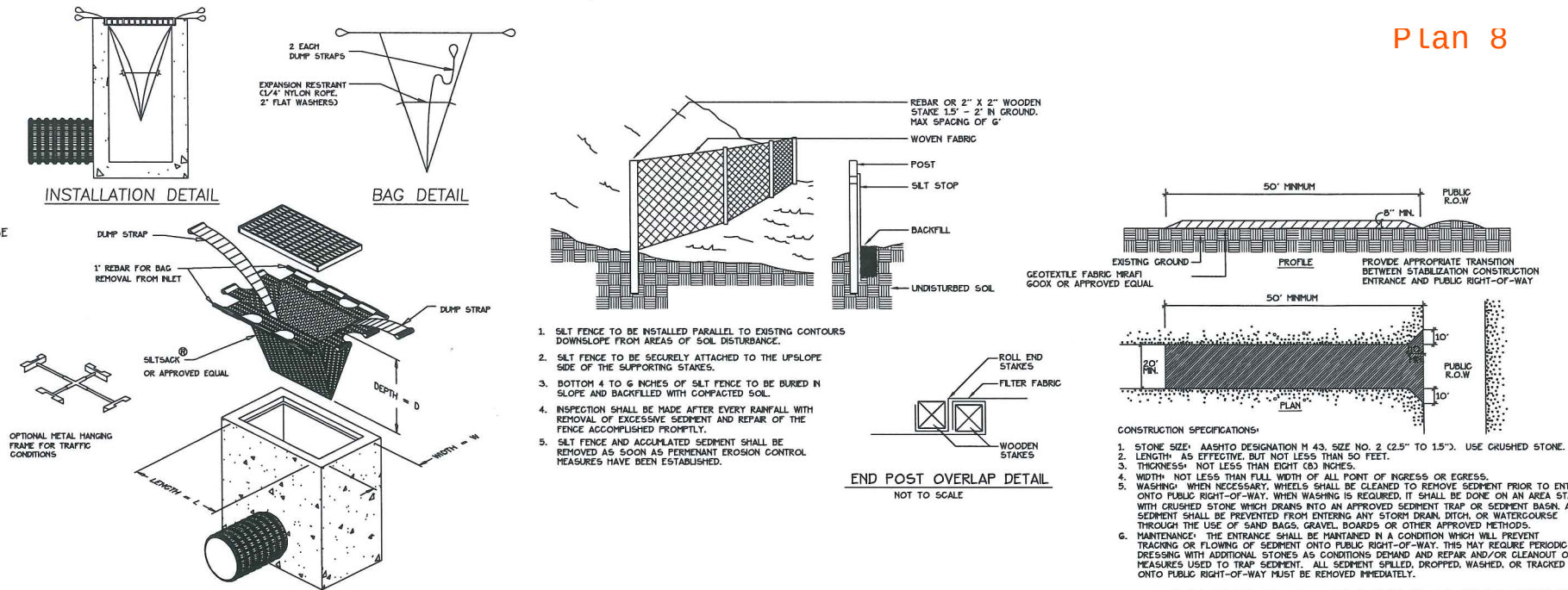
E. CONSTRUCTION SEQUENCE

THE GENERAL SEQUENCE OF WORK SHALL BE AS FOLLOWS:

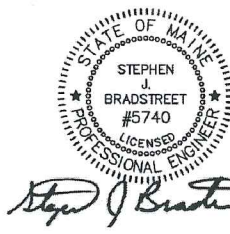
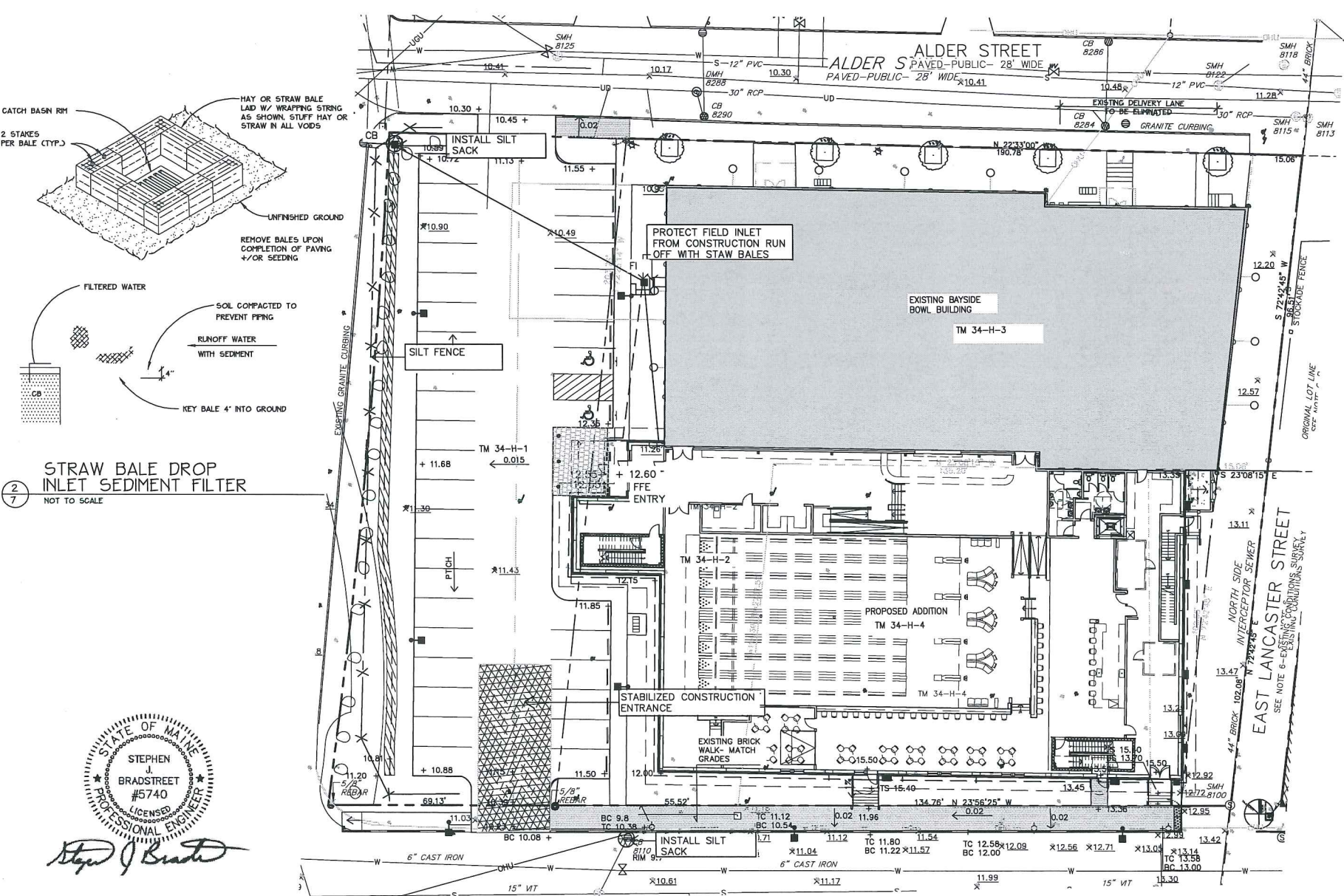
- INSTALL EROSION CONTROL DEVICES.
- GRADE SITE.
- TEMPORARILY STABILIZE DISTURBED AREAS BY MULCHING ALL EXPOSED SOIL WITHIN 15 DAYS OF INITIAL DISTURBANCE.
- COMPLETE SITE CONSTRUCTION WORK
- CONSTRUCT PARKING AREA
- INSTALL PERMANENT VEGETATION ON ALL EXPOSED AREAS WITHIN 15 DAYS OF FINAL GRADING.
- 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 INLET SEDIMENT CONTROL DEVICE NOT TO SCALE  
3 SILT FENCE NOT TO SCALE  
4 STABILIZED CONSTRUCTION ENTRANCE 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:  
DECEMBER 18, 2015

Issued For:  
AMENDED  
SITE PLAN SUBMISSION

Revisions:

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Title:  
EROSION AND  
SEDIMENTATION  
CONTROL PLAN

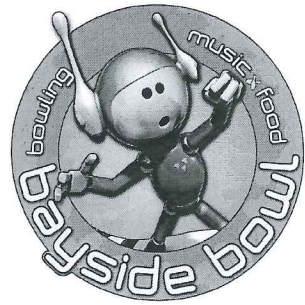
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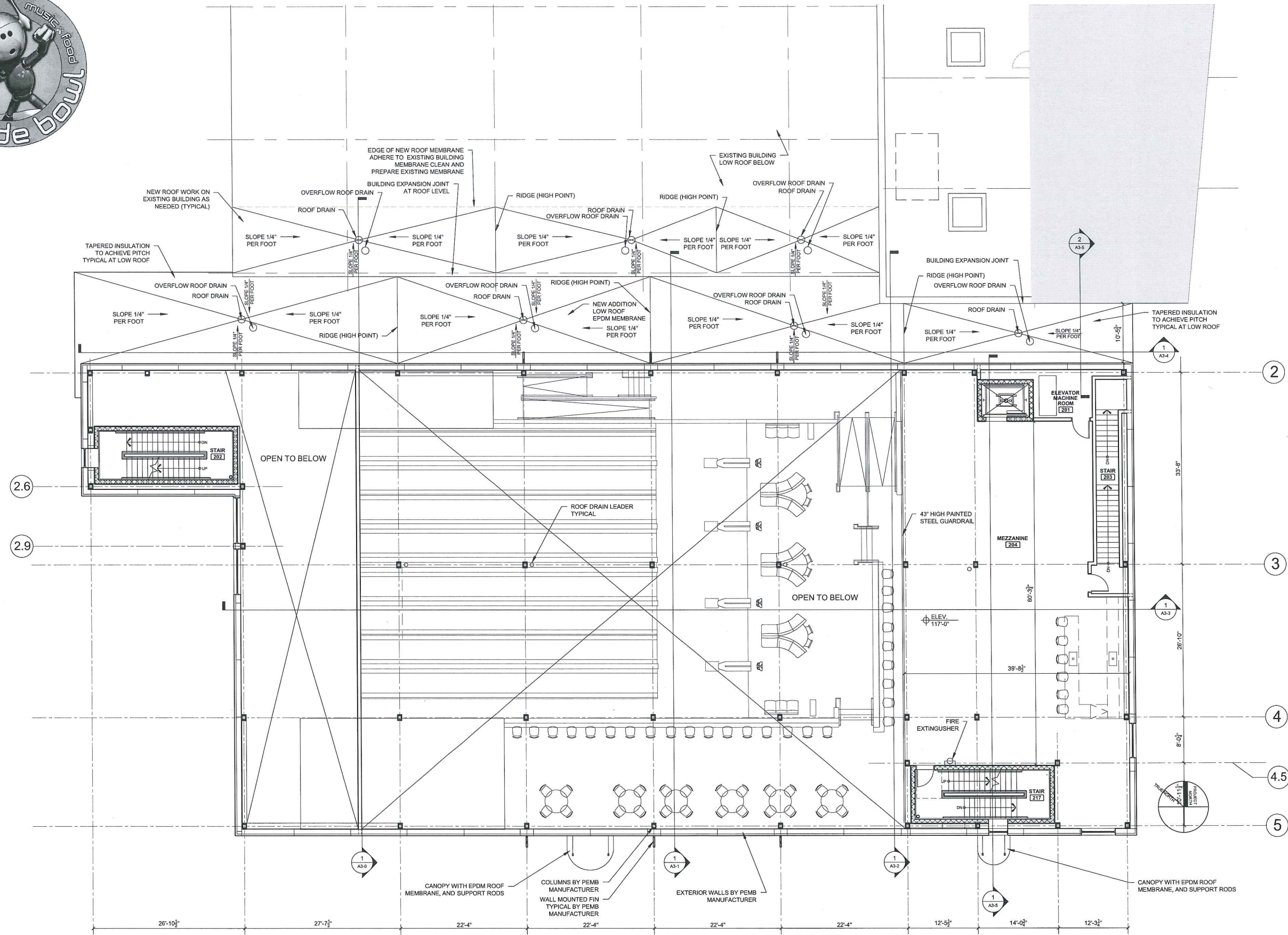








# PROPOSED ADDITION TO BAYSIDE BOWL



1 SECOND FLOOR PLAN  
1/8\" = 1'-0"

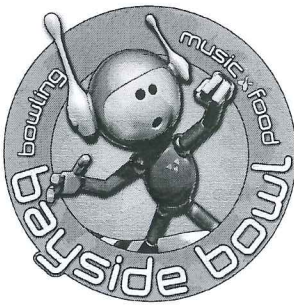
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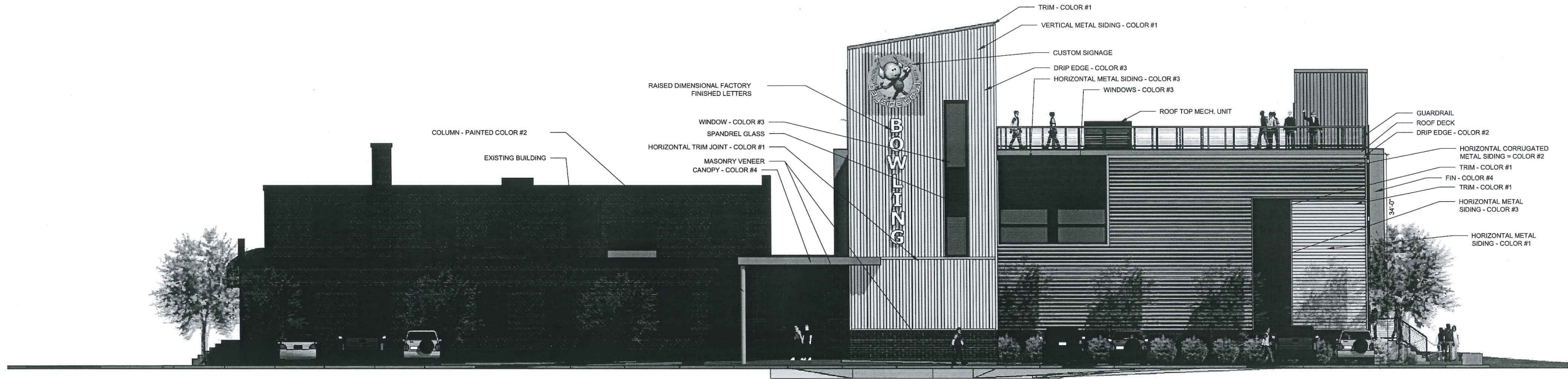








PROPOSED ADDITION TO BAYSIDE BOWL



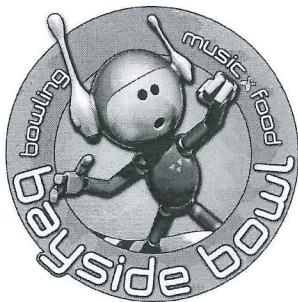
1 WEST ELEVATION  
1/8" = 1'-0"

| MATERIALS KEY                               |         |                                                                |                                  |
|---------------------------------------------|---------|----------------------------------------------------------------|----------------------------------|
| ITEM                                        | MANUF.  | PROFILE                                                        | COLOR                            |
| HORIZONTAL METAL SIDING COLOR #1            | CENTRIA | IW-20A, 20 GUAGE (NO INTERMEDIARY FLUTE) (CONCEALED FASTENERS) | SILVER SMITH #9946               |
| HORIZONTAL METAL SIDING COLOR #3            | CENTRIA | IW-20A, 20 GUAGE (NO INTERMEDIARY FLUTE) (CONCEALED FASTENERS) | RICH BLACK #9916                 |
| HORIZONTAL CORRUGATED METAL SIDING COLOR #2 | CENTRIA | STYLE-RIB, 26 GUAGE (EXPOSED FASTENERS)                        | SLATE GRAY #181                  |
| FIN COLOR #4                                |         |                                                                | CUSTOM ORANGE R:227, G:126, B:30 |
| VERTICAL SIDING COLOR #1                    | CENTRIA | IW-20A, 20 GUAGE (NO INTERMEDIARY FLUTE) (CONCEALED FASTENERS) | SILVER SMITH #9946               |
| WINDOWS AND WINDOW SCREEN COLOR #3          |         |                                                                | BLACK                            |
| BRICK VENEER                                | MORIN   | ACADEMY SMOOTH NARROW FLASHED RANGE                            | RED                              |
|                                             |         |                                                                |                                  |

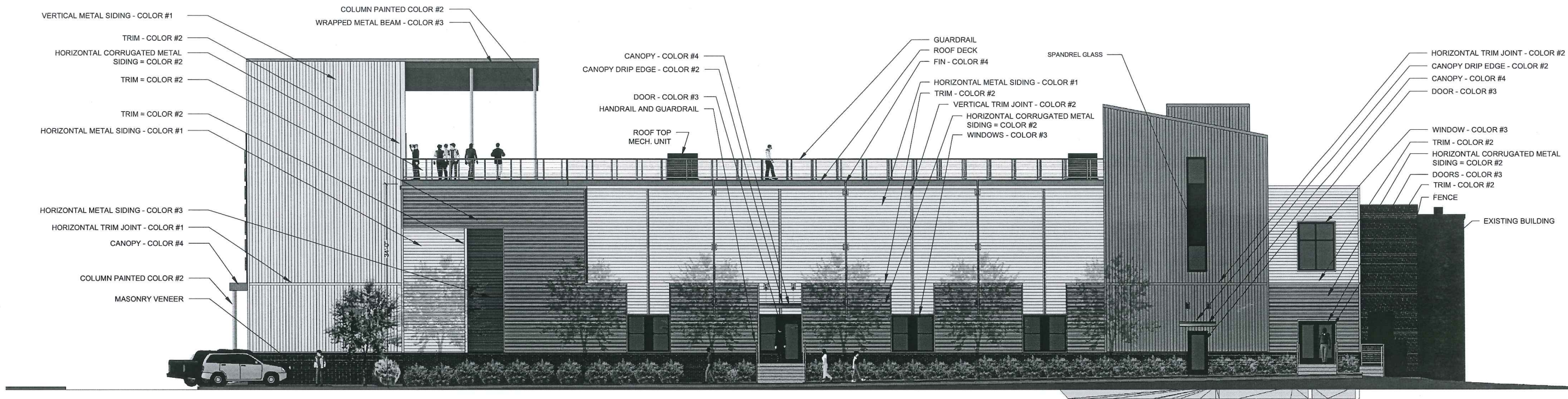
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PROPOSED ADDITION TO BAYSIDE BOWL



1 SOUTH ELEVATION  
1/8" = 1'-0"

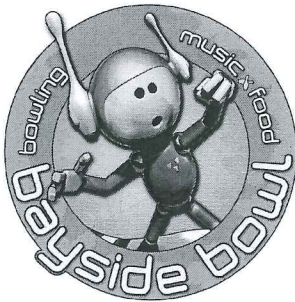
| MATERIALS KEY                               |         |                                                                |                                  |
|---------------------------------------------|---------|----------------------------------------------------------------|----------------------------------|
| ITEM                                        | MANUF.  | PROFILE                                                        | COLOR                            |
| HORIZONTAL METAL SIDING COLOR #1            | CENTRIA | IW-20A, 20 GUAGE (NO INTERMEDIARY FLUTE) (CONCEALED FASTENERS) | SILVER SMITH #9946               |
| HORIZONTAL METAL SIDING COLOR #3            | CENTRIA | IW-20A, 20 GUAGE (NO INTERMEDIARY FLUTE) (CONCEALED FASTENERS) | RICH BLACK #9916                 |
| HORIZONTAL CORRUGATED METAL SIDING COLOR #2 | CENTRIA | STYLE-RIB, 26 GUAGE (EXPOSED FASTENERS)                        | SLATE GRAY #181                  |
| FIN COLOR #4                                |         |                                                                | CUSTOM ORANGE R:227, G:126, B:30 |
| VERTICAL SIDING COLOR #1                    | CENTRIA | IW-20A, 20 GUAGE (NO INTERMEDIARY FLUTE) (CONCEALED FASTENERS) | SILVER SMITH #9946               |
| WINDOWS AND WINDOW SCREEN COLOR #3          |         |                                                                | BLACK                            |
| BRICK VENEER                                | MORIN   | ACADEMY SMOOTH NARROW FLASHED RANGE                            | RED                              |
|                                             |         |                                                                |                                  |

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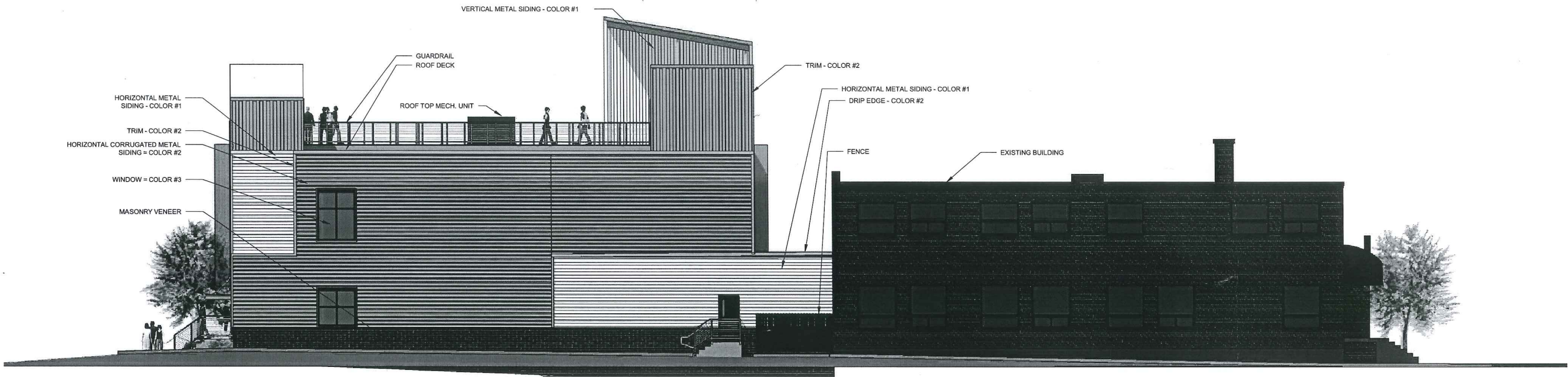
Mitchell  
& Associates  
LANDSCAPE ARCHITECTS

RYAN SENATORE ARCHITECTURE





PROPOSED ADDITION TO BAYSIDE BOWL



1 EAST ELEVATION  
1/8" = 1'-0"

| MATERIALS KEY                               |         |                                                                |                                  |
|---------------------------------------------|---------|----------------------------------------------------------------|----------------------------------|
| ITEM                                        | MANUF.  | PROFILE                                                        | COLOR                            |
| HORIZONTAL METAL SIDING COLOR #1            | CENTRIA | IW-20A, 20 GUAGE (NO INTERMEDIARY FLUTE) (CONCEALED FASTENERS) | SILVER SMITH #9946               |
| HORIZONTAL METAL SIDING COLOR #3            | CENTRIA | IW-20A, 20 GUAGE (NO INTERMEDIARY FLUTE) (CONCEALED FASTENERS) | RICH BLACK #9916                 |
| HORIZONTAL CORRUGATED METAL SIDING COLOR #2 | CENTRIA | STYLE-RIB, 26 GUAGE (EXPOSED FASTENERS)                        | SLATE GRAY #181                  |
| FIN COLOR #4                                |         |                                                                | CUSTOM ORANGE R:227, G:126, B:30 |
| VERTICAL SIDING COLOR #1                    | CENTRIA | IW-20A, 20 GUAGE (NO INTERMEDIARY FLUTE) (CONCEALED FASTENERS) | SILVER SMITH #9946               |
| WINDOWS AND WINDOW SCREEN COLOR #3          |         |                                                                | BLACK                            |
| BRICK VENEER                                | MORIN   | ACADEMY SMOOTH NARROW FLASHED RANGE                            | RED                              |
|                                             |         |                                                                |                                  |

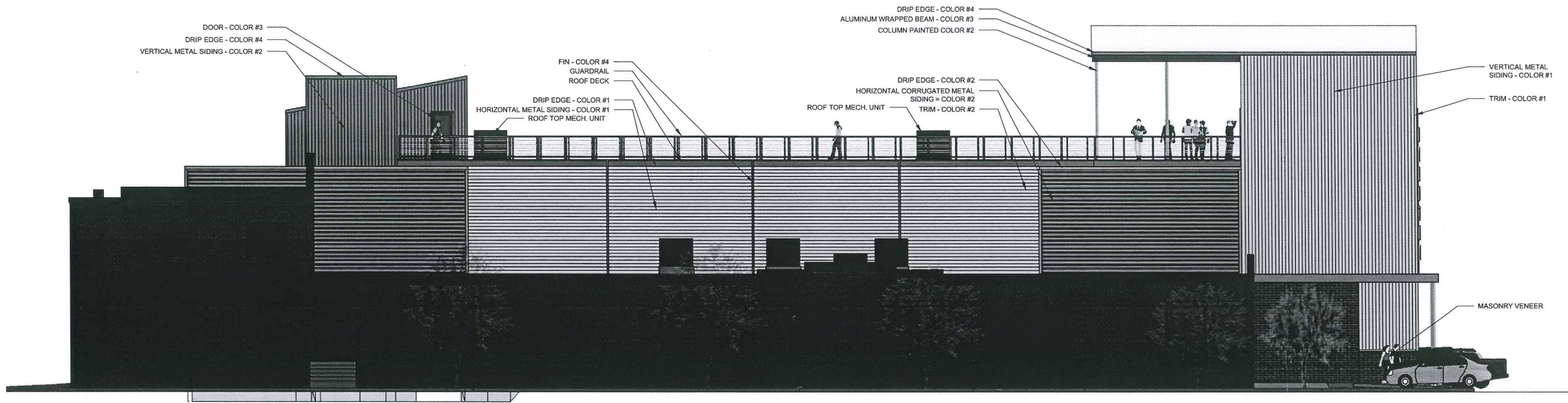
PROGRESS PRINT ONLY  
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PROPOSED ADDITION TO BAYSIDE BOWL



1 NORTH ELEVATION  
1/8" = 1'-0"

| MATERIALS KEY                               |         |                                                                |                                  |
|---------------------------------------------|---------|----------------------------------------------------------------|----------------------------------|
| ITEM                                        | MANUF.  | PROFILE                                                        | COLOR                            |
| HORIZONTAL METAL SIDING COLOR #1            | CENTRIA | IW-20A, 20 GUAGE (NO INTERMEDIARY FLUTE) (CONCEALED FASTENERS) | SILVER SMITH #9946               |
| HORIZONTAL METAL SIDING COLOR #3            | CENTRIA | IW-20A, 20 GUAGE (NO INTERMEDIARY FLUTE) (CONCEALED FASTENERS) | RICH BLACK #9916                 |
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| FIN COLOR #4                                |         |                                                                | CUSTOM ORANGE R:227, G:126, B:30 |
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| WINDOWS AND WINDOW SCREEN COLOR #3          |         |                                                                | BLACK                            |
| BRICK VENEER                                | MORIN   | ACADEMY SMOOTH NARROW FLASHED RANGE                            | RED                              |
|                                             |         |                                                                |                                  |

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# 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 5 months - no existing sidewalk
3. Hours of construction: 6:30am-4:30 pm, Monday-Friday
4. Site will have security lighting all night.

Plan 16

Prepared For:  
Applicant:  
BoPo.L.L.C.  
58 Alder Street  
Portland, Maine  
Justin Alford, Manager

Prepared By:  
MITCHELL & ASSOCIATES  
Landscape Architects  
The Staples School  
70 Center Street  
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Tel: (207) 774-4487

BAYSIDE BOWL  
Portland, Maine  
58 Alder Street

Date:  
DECEMBER 18, 2015

Issued For:  
AMENDED  
SITE PLAN SUBMISSION

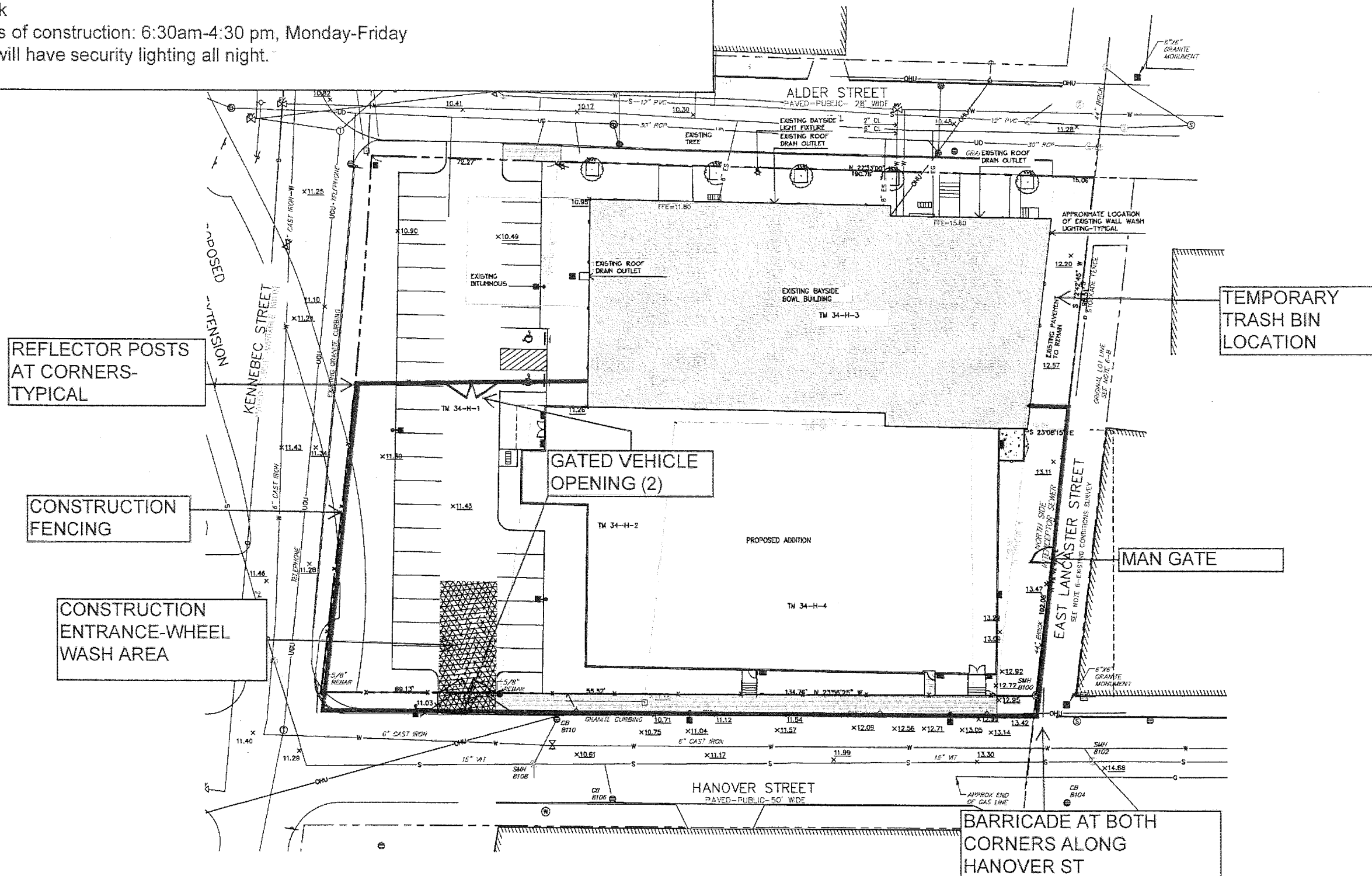
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Title:  
CONSTRUCTION  
MANAGEMENT PLAN

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0 10 20 40 ft.

North:  
Sheet No.:  
A





# PLANNING BOARD REPORT PORTLAND, MAINE

## CONVERSION OF OFFICE SPACE INTO RESIDENTIAL UNITS

273 Congress Street

Subdivision Plan and Level III Site Plan

Project ID #2015-195

Clean and Simple Living, Inc., Applicant

Submitted to: Portland Planning Board  
Public Hearing Date: January 26, 2016

Prepared by: Shukria Wiar, Planner  
Date: January 22, 2016

### I. INTRODUCTION

The applicant is requesting a public hearing for approval of a Level III Site Plan and Subdivision application at 273 Congress Street. The applicant is proposing to convert the existing building into ten (10) residential condominiums and one commercial condominium. The proposed reconfiguration of the units will occur within the existing historic structure. There will be proposed minor changes to the building exterior however; the site will remain the same. The parcel is located in the B-2b Business Community Zone and in the India Street Historic District. The application was submitted on November 3, 2015, so it precedes the enactment of the Form Based Code. The India Street Historic District was passed on November 2, 2015 by the City Council; therefore the project was reviewed and approved by the Historic Preservation Board. The project is also being reviewed under the B-2b zoning.



Eighty-three (83) notices were sent to area residents within 500 feet of the site and the interested party list. A notice also appeared in the January 18<sup>th</sup> and January 19<sup>th</sup> editions of the *Portland Press Herald*.

|                             |                                             |
|-----------------------------|---------------------------------------------|
| <b>Applicant Name</b>       | Clean and Simple Living, Inc.               |
| <b>Agent Representative</b> | Silas Caravan, Walsh Engineering Associates |
| <b>Engineer</b>             | Silas Caravan, Walsh Engineering Associates |
| <b>Surveyor</b>             | James Nadeau, Nadeau Land Surveyors         |
| <b>Architect</b>            | Evan Carroll, Bild Architecture             |

### Project Review

| Review      | Applicable Standards |
|-------------|----------------------|
| Site Plan   | 14-526               |
| Subdivision | 14-491               |



## Request for Waiver

| Waiver Request                                                                                                                                                                                                                                                                                                                                                                                       | Applicable Standards                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><i>Landscaping Buffer – Sec. 14-526 2.b. i. a and b</i></p> <p><i>Street tree Requirement – Sec. 14-526 2.b.iii. a</i></p> <p>The street tree requirement is one tree per residential unit for a total of 10 trees.</p> <p>The applicant has requested the waiver in order to make a contribution of \$2,000 for the installation and maintenance of street trees in the vicinity of the site</p> | <p><i>Sec. 14-526 2.b.iii (b) Waiver.</i> Where the applicant can demonstrate that site constraints prevent the planting of required street trees in the City right of way, the Reviewing Authority may permit the planting of street trees in the front yard, within ten feet of the property line. Existing preserved healthy trees that are six (6) inches or more in caliper and are on the site within ten (10) feet of the property line may be counted towards this requirement. If planting street trees is neither feasible in the City right of way nor within the site, the applicant shall contribute to the City of Portland Tree Fund an amount proportionate to the cost of required street trees.</p> |

## II. PROJECT SUMMARY

|                             |                                                                                                                                                        |
|-----------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------|
| Existing Zoning:            | B-2b Business Community Zone and India Street Historic District                                                                                        |
| Proposed Use:               | Residential and Commercial Condominiums                                                                                                                |
| Parcel Size:                | 9,726 sq. ft.                                                                                                                                          |
| Total Disturbed Area:       | None- majority of the improvements are internal                                                                                                        |
| Building Area:              | There are no plans to change the total building area                                                                                                   |
| Total Building Footprint:   | 6,039 sq. ft.                                                                                                                                          |
| Total Building Area:        | 13,343 sq. ft.                                                                                                                                         |
| Residential Data:           |                                                                                                                                                        |
| Existing Residential Units: | One                                                                                                                                                    |
| Proposed Residential Units: | Ten (10) Condominiums                                                                                                                                  |
| Bedroom Mix:                | Six Studios, 4 one-bedrooms                                                                                                                            |
| Parking Spaces:             |                                                                                                                                                        |
| Existing:                   | Five                                                                                                                                                   |
| Proposed:                   | Five; None needed since it is in a Historic District                                                                                                   |
| Bicycle Parking Spaces:     |                                                                                                                                                        |
| Existing:                   | None                                                                                                                                                   |
| Proposed:                   | None are required since no new parking is proposed.                                                                                                    |
| Estimated Cost of Project:  | \$8000, 000                                                                                                                                            |
| Uses in Vicinity:           | The site will provide compact in-city living for owners, which is near services, such as businesses, institutions, employers and public transportation |

## III. PROJECT DESCRIPTION

The 13,343 square foot, three-level building at 273 Congress Street is currently occupied by retail stores at the street level and one residential unit in the upstairs. Office and studio space occupied space on the upper levels. The proposed residential units range in size from 571 to 1,043 square feet in area. The one of condominium will be on the second and third floor (penthouse). The housing mix will consist of six (6) studios and four (4) one-bedroom. Please see the subdivision plat ([Attachment Plan 9](#)) for the breakdown of all the units on the different floors. The units are accessed by the building's existing stair wells on the side and rear of the



building. A common central corridor leads to unit entries. The front of the building, on the first floor will be the commercial condominium. There will be limited exterior modifications to the building. These changes have been reviewed and received a certificate of appropriateness by the Historic Preservation Board on January 6, 2015.

The property is located in the B-2b Business Community Zone and within the India Street Historic District. The zone allows residential dwelling units. There is a residential density requirement in the B-2b zone which the project is meeting (on peninsula: 435 SF) and the project is exempt from parking requirements under the change of use provisions for an historic structure. Therefore the applicant does not need to provide any dedicated parking for the project under the zoning ordinance as a change of use in the B-2b Zone or in the Historic District. However, existing five (5) parking spaces are being provided in the rear of the building.

The applicant will submit the Declaration of Condominium and associated documentations for review and approval by Jennifer Thompson, Associate Corporation Counsel.

#### **IV. PUBLIC COMMENT**

The applicant held a required neighborhood meeting on December 1, 2015 and has provided required documentation (Attachment L).

As of the writing of this report, no written public comments have been received.

#### **V. RIGHT, TITLE AND INTEREST AND FINANCIAL/TECHNICAL CAPACITY**

a. The owner of the property is East End Studios, LLC. The applicant has provided a copy of the quitclaim deed, which demonstrates their right, title and interest in the property.

b. The estimated cost of the development is \$800,000. The applicant has submitted a letter from Androscoggin Bank that states that East End Lofts LLC has approved financing in place for the proposed project (Attachment I) as demonstration of their financial and technical capacity to complete the proposed development.

#### **VI. ZONING ASSESSMENT**

##### **A. ZONING REVIEW**

A zoning analysis was completed on the project and all zoning requirements of the B-2b zone are being met at this time.

#### **VII. DEVELOPMENT REVIEW**

##### **A. SITE PLAN SUBMISSION REQUIREMENTS (Section 14-527)**

All requirements have been met.

##### **B. SUBDIVISION (Section 14-497)**

The proposed development has been reviewed by staff for conformance with the relevant review standards of Portland's Subdivision Ordinance and applicable regulations. Staff comments are listed below.

1. Will Not Result in Undue Water and Air Pollution (Section 14-497 (a) I), and Will Not Result in Undue Soil Erosion (Section 14-497 (a) 4)

Staff finds the proposed project in conformance with this standard.



2. Sufficient Water Available (Section 14-497 (a) 2 and 3)

The applicant has presented a capacity letter from the Portland Water District (Attachment M) and there is adequate capacity.

3. Will Not Cause Unreasonable Traffic Congestion (Section 14-497 (a) 5)

Please see paragraph VII (C) 1 below.

4. Will Provide for Adequate Sanitary Sewer and Stormwater Disposal (Section 14-497 (a) 6), and Will Not Cause an Unreasonable Burden on Municipal Solid Waste and Sewage (Section 14-497 (a) 7)

In its present condition, the site is fully impervious. Existing drainage flows and catchments systems appear to be functioning effectively. No improvement to the existing infrastructure is being proposed. Department of Public Works has submitted a sewer capacity letter (Attachment N) and there is adequate capacity. Department of Public Works has requested that roof drains, which currently discharge stormwater to the City's sewer system, be redirected out of the sewer system. These roof drains can be graded in such a manner to minimize impacts to the abutting neighbors.

5. Scenic Beauty, Natural, Historic, Habitat and other Resources (Section 14-497 (a) 8)

The proposed project will not have an adverse effect on the scenic or natural beauty of the area.

6. Comprehensive Plan (Section 14-497 (a) 9)

The following statement is housing policy that is relevant to this proposal. The first policy of Housing: Sustaining Portland's Future is to ensure an adequate and diverse supply of housing for all. Objectives under that policy include the following:

- 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. The list of potential housing options under this objective include:
  - ii. Housing units for decreasing household sizes, such as young professionals, empty nesters, single parent households and senior citizens.
  - v. Higher density housing, such as row houses, small lots, reuse of non-residential buildings, and mixed use buildings.
  - vii. Housing development that encourages community, such as co-op housing.
- Encourage higher density housing for both rental and home ownership opportunities, particularly located near services, such as schools, businesses, institutions, employers and public transportation.
- Evaluate and update current zoning, as needed, to encourage higher density multi-family developments and mixed use projects that incorporate housing, particularly along major public transportation routes, near services areas, and in redevelopment or infill areas, where appropriate.
- Encourage housing within and adjacent to the downtown. Evaluate and update current zoning and building codes, as needed, to facilitate new housing and redevelopment opportunities....

7. Financial Capability (Section 14-497 (a) 10)

The estimated cost of the development is \$800,000. The applicant has submitted a letter from Androscoggin Bank that states that East End Lofts LLC has approved financing in place for the proposed

project (Attachment I) as demonstration of their financial and technical capacity to complete the proposed development.

**C. SITE PLAN STANDARDS (Section 14-526)**

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

1. Transportation Standards
  - a. Impact on Surrounding Street Systems
  - b. Access and Circulation
  - c. Public Transit Access
  - d. Parking
  - e. Transportation Demand Management (TDM)

The proposed project is not anticipated to have any significant adverse effect on regional traffic. The site offers space for vehicular loading and unloading at the front of the building. Residents of the proposed project will access the building from the site of the building off Congress Street. Five existing parking spaces are being provided for the proposed project to the rear of the building. Access to the on-site parking area is via a private alleyway that this property and the property at 277 Congress Street has rights to. The project is not required to provide any dedicated parking for the project under the zoning ordinance as a change of use in the B-2b Business Community Zone and as an historic structure in the Historic District. Tom Ericco, Consultant Traffic Engineer, has reviewed the proposed project and the following comments:

*In my professional opinion the proposed project will not have a significant impact on traffic and safety conditions in the vicinity of the project.*

The applicant will provide one bicycle rack which will provide two bicycles parking on site. No additional bicycle racks are required.

2. Environmental Quality Standards
  - a. Preservation of Significant Natural Features
  - b. Landscaping and Landscape Preservation
  - c. Water Quality, Storm Water Management and Erosion Control

Under the standards of the subdivision ordinance, all subdivisions are required to provide one (1) street tree per lot or unit. The subject application is for ten (10) units and must therefore contribute ten (10) street trees. The applicant has requested a waiver of these street trees in order to contribute to the City's tree fund. Where as the subject site is located in a fully developed urban environment, the City Arborist supports the waiver and that the developer shall contribute a fee of \$200 per tree required into a street tree fund for a total of \$2,000 for use by the City Arborist in the installation and maintenance of urban street trees in the vicinity of the site.

In its present condition, the site is fully impervious. Existing drainage flows and catchments systems appear to be functioning effectively. No improvement to the existing infrastructure is being proposed.

3. Public Infrastructure and Community Safety Standards
  - a. Consistency with Master Plans
  - b. Public Safety and Fire Prevention



c. Availability and Adequate Capacity of Public Utilities

Captain Keith Gautreau of the Fire Department has reviewed the project and has no comments.

The applicant has submitted a letter from the Engineering Division of Public Works verifying adequate sewer capacity to serve the project, see Paragraph VII B(4). The applicant has also presented a letter of adequate water capacity from the Portland Water District (Attachment M). The Department of Public Services did evaluate the site and found the sidewalks along the property boundaries to be in good condition, so no public improvements within the right-of-ways are required.

David Margolis-Pineo, Deputy City Engineer, reviewed the plans and finds the proposed plans to be acceptable.

4. Site Design Standards

The building is an existing structure and many of the site design standards do not apply to the proposed project.

a. Massing, Ventilation and Wind Impact

This standard does not apply to this project.

b. Shadows

This standard does not apply to this project.

c. Snow and Ice Loading

There are constraints on the site and therefor does not allow for adequate snow storage. The applicant has stated in their cover letter that they will contract with a snow-removal company for snow storms of 1" and larger, and as needed throughout the winter.

d. View Corridors

This standard does not apply to this project.

e. Historic Resources-

The property is located within the proposed India Street Historic District and within 100' of St. Paul's Church, and the Etz Chaim synagogue, which are both existing historic landmarks. The development will consist of minimal exterior site work and will be compatible with the character of the historic district.

f. Exterior Lighting

The site is located in the India Street Historic District; therefore the Historic Preservation Board has reviewed the exterior lighting. The applicant has submitted a photometric plan and it meets the City's lighting standards.

g. Noise and Vibration

All heating, ventilation and air conditioning equipment (HVAC), air handling units (AHU), emergency generators, and similar equipment will have to be shown on the plans and meet state and federal emissions requirements. Mechanical equipment should be located to the interior of the site, away from abutting residential properties, and be screened from view from any public street and from adjacent sites by structure walls, evergreen landscaping, fencing, masonry walls or a combination thereof. The Historic Preservation Board has

reviewed the proposed mechanical equipment and made it a condition of approval as part of their review (see Approval Letter Attachment 4).

h. Signage and Wayfinding

The site is located in a historic district; therefore all commercial signs will need to be reviewed by the Historic Preservation staff. Separate permits are required for any new commercial signage.

i. Zoning Related Design Standards

Since the property is located in a historic district, the Historic Preservation Board reviewed the design of the building. The Historic Preservation Board has had a workshop and a public hearing on this item. The project was approved on January 6, 2016 with a number of conditions of approvals (see Approval Letter Attachment 4).

### **VIII. STAFF RECOMMENDATION**

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

### **IX. PROPOSED MOTIONS**

#### **WAIVERS**

On the basis of the application, plans, reports and other information submitted by the applicant, findings and recommendations, contained in the application 2015-195 relevant to Portland's Technical and Design Standards and other regulations, and the testimony presented at the Planning Board hearing:

1. The Planning Board [**waives** or **does not waive**] Section 14-526 (b) (2) (b) (i) Landscaped Buffers to allow no understory landscaping due to site constraints and the fully developed site.
2. Due to site constraints, The Planning Board [**waives** or **does not waive**] Section 14-526 (b) (2) (b) (iii) Street Trees to allow for a contribution of \$2,000 to the City's Street Tree Fund to be substituted for the provision of onsite street trees.

#### **SUBDIVISION PLAT**

On the basis of the application, plans, reports, and other information submitted by the applicant, findings and recommendations contained in application 2015-195 relevant to the Subdivision Ordinance, and other regulations, as well as the Planning Board deliberations and the testimony presented at the Planning Board hearings, the Planning Board finds the following:

That the plan (**is/is not**) in conformance with the subdivision standards of the land use code, subject to the following conditions:

1. The Subdivision Plat shall be finalized to the satisfaction of the Planning Authority, Department of Public Works and Corporation Counsel; and
2. The final easement for utilities shall be submitted for review and approval by Corporation Counsel and Department of Public Works prior to the issuance of certificate of occupancy; and
3. Declaration of Condominium and associated documents shall be submitted for review and approval by Corporation Counsel prior to the issuance of certificate of occupancy; and



4. The recording plat shall be revised noting all waivers and conditions for review and approval by the Planning Authority prior to recording. All waivers shall be recorded within 90 days of the Planning Board approval.

### **LEVEL III SITE PLAN**

On the basis of the application, plans, reports, and other information submitted by the applicant, findings and recommendations contained in application 2015-195 relevant to the Site Plan Ordinance, and other regulations, as well as the Planning Board deliberations and the testimony presented at the Planning Board hearings, the Planning Board finds the following:

That the plan **(is/is not)** in conformance with the site plan standards and all other applicable provisions of the land use code, subject to the following conditions:

1. The construction management plan shall be revised to show the sidewalk closure detail plan during construction, which shall be reviewed and approved by the Department of Public Works and Planning Authority prior to the issuance of a building permit.
2. The Department of Public Works has requested that roof drains, which currently discharge stormwater to the City's sewer system, shall be redirected out of the sewer system. These roof drains shall be graded in such a manner to minimize impacts to the abutting neighbors. This detail shall be shown on the final site plan prior to the issuance of a building permit.

### **ATTACHMENTS:**

#### **PLANNING BOARD REPORT ATTACHMENTS**

1. Traffic Review, Tom Errico, 12.10.2016
2. Civic Engineer, David Senus, 11.30.2016
3. DPW Surveyor, Bill Clark, 12.07.2016
4. HP Approval Letter 01.06.2016

#### **APPLICANT'S SUBMITTAL**

- A. Cover Letter dated 11.03.2015
- B. Application
- C. Development Description
- D. Evidence of Right, Title, and Interest
- E. Evidence of State and/or Federal Approvals
- F. Assessment of Compliance with Zoning Requirement
- G. Summary of Existing and/or Proposed Easements, Covenants, Right-of-Way, or other Burdens on the Site
- H. Written Requests for Waivers
- I. Evidence of Financial and Technical Capacity
- J. Construction Management Plan
- K. ADA Accessibility Narrative
- L. Neighborhood Meeting Certification and Minutes
- M. Portland Water District Water Capacity Letter
- N. Department of Public Services Wastewater Capacity Letter
- O. Response to City Staff Review Comments dated 01.07.2016

**PLANS**

|        |                           |
|--------|---------------------------|
| Plan1  | C0.0 Cover Sheet          |
| Plan2  | C1.0 Existing Conditions  |
| Plan3  | C2.0 Site Plan            |
| Plan4  | C3.0 Details              |
| Plan5  | C3.1 Details              |
| Plan6  | S1.0 Topo Survey          |
| Plan7  | S1.1 Boundary Survey      |
| Plan8  | S2.0 Subdivision Plat     |
| Plan9  | A1.1 - Floor Plans        |
| Plan10 | A1.2 - Roof Plan          |
| Plan11 | A2.1 – Elevations         |
| Plan12 | P1.0 Photometric Plan     |
| Plan13 | T1.0 - Turning Simulation |



**From:** Tom Errico <thomas.errico@tylin.com>  
**To:** SHUKRIAW@portlandmaine.gov  
**CC:** JST@portlandmaine.gov; JBartlett@portlandmaine.gov;  
KAS@portlandmaine.gov; DMP@portlandmaine.gov  
**Date:** 12/10/2015 3:25 PM  
**Subject:** 273 Congress Street - Preliminary Traffic Comments

Shukria - I have reviewed the application materials and offer the following preliminary traffic comments.

\* In my professional opinion the proposed project will not have a significant impact on traffic and safety conditions in the vicinity of the project.

\* The applicant has provided a general statement as it relates to a construction management plan. I would note that specific details on sidewalk closures will be required. Additionally, any utility construction work in the street will likely have to be performed during off-peak hours or during the night. Plans will be required for review and approval before construction commences.

\* The plans depict elements of the project to be outside the property boundary (e.g. parking space #1). An explanation should be provided.

\* The applicant has indicated that there are no parking supply requirements for the project. Please confirm.

If you have any questions, please contact me.

Best regards,

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

"One Vision, One Company"

Please consider the environment before printing.

**From:** David Senus <dsenus@woodardcurran.com>  
**To:** SHUKRIAW@portlandmaine.gov  
**CC:** DMP@portlandmaine.gov; BAB@portlandmaine.gov  
**Date:** 11/30/2015 11:53 AM  
**Subject:** 273 Congress Street

Hi Shukria.

We looked at 273 Congress Street and the only exterior improvements appear to be a trench cut for new water services. This will affect the sidewalk and street, but they propose to repair these areas per City standards. I don't have any comments to offer on the design, it looks like their plan and details adequately address these installations and repairs.

Thanks  
Dave

David Senus, PE (Maine), Project Manager  
Woodard & Curran, Inc.  
41 Hutchins Drive  
Portland, ME 04102  
Phone: (207) 558-3704  
Cell: (207) 210-7035  
Fax: (207) 774-6635

Woodard & Curran  
[www.woodardcurran.com](http://www.woodardcurran.com/)<<http://www.woodardcurran.com/>>  
Commitment & Integrity Drive Results



**From:** William Clark  
**To:** David Margolis-Pineo  
**CC:** Shukria Wiar  
**Date:** 12/7/2015 11:50 AM  
**Subject:** 273 Congress St Survey Review  
**Attachments:** Boundary Survey and Proposed Boundary Agreement No 273 Congress St 8 27 2015.pdf; Subdivision Plat Rev 1 No 273 Congress St 11 3 2015 Survey Review 12 07 2015.PDF

David,

Here are my comments. Shukria David will add these to his review.

1. Need State Plane Coordinates along the southwesterly boundary line.
2. Need to show property corners to be set along northeasterly boundary line.
3. Survey plan dated 8/27/2015 proposed a boundary line agreement. Has it been executed? Is so, need to show Registry Deed Book and Page(s) of the agreement. If it is not executed there may possibly be legal issues for owners in the future.
4. Plan shows the building encroaching on the 12 foot wide passageway. Previous survey suggested consulting a Title Attorney. Has this been done, and what is his/her opinion.
5. Plan references are made to two surveys by Nadeau Land Surveys. Have they been recorded at the Registry yet?
6. Gas service on land of northeasterly abutter. Has an easement been acquired?
7. Various OHU (overhead utilities) are shown. Are there easements?
8. Text versus Hatching/Shading for text in various locations on the plan. The plan may not scan well at the Registry where there are conflicts with hatching or shading.
9. Final plan will need a Professional Land Surveyor seal.
10. Existing Conditions and Removals Plan dated 11/3/2015 needs a Professional Land Surveyor seal. I asked the Chairman of the Board of Licensure for Professional Land Surveyors on a similar plan and his reply was that if "they are clearly defining the limits of the property" there should surveyor's seal.

Thanks,

Bill



# **CITY OF PORTLAND, MAINE**

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## **HISTORIC PRESERVATION BOARD**

Scott Benson, Chair  
Bruce Wood, Vice Chair  
Ted Oldham  
Penny Pollard  
Julia Sheridan  
John Turk

January 11, 2016

Kevin Dwyer  
East End Lofts LLC  
273 Congress Street  
Portland, Maine 04101

RE: 273 Congress Street - renovations

Dear Mr. Dwyer:

On January 6, 2016, the City of Portland's Historic Preservation Board voted 7-0 to approve your application for a Certificate of Appropriateness for renovations at 273 Congress Street. Approval was made on the basis of plans and specifications submitted on your behalf by architect Evan Carroll of Bild Architecture for the 1/6/16 public hearing.

Approval was made subject to the following condition:

Final detail drawings and/or specifications showing the following details are to be submitted to staff for final review and approval:

- 2<sup>nd</sup> floor patio railing and lighting fixtures
- All other exterior lighting fixtures on visible faces of building (front and facing synagogue garden)
- Detail drawings for doors and trim at patio access (doors are to be divided to mimic 2/2 windows, and trim shall match original)
- Final layout and external appearances of external vents
- Masonry samples to be reviewed by staff prior to repair and repointing work
- Signage and awning will require separate sign and awning permit application
- Covenants governing furnishings and storage on front patio are to be included in the association bylaws, to prohibit a cluttered appearance, especially of tall objects

Construction to be carried out as shown on the plans and specifications submitted for the 1/6/16 public hearing and/or as described above. Changes to the approved plans and specifications and any additional work that may be undertaken must be reviewed and approved by this office prior to construction, alteration, or demolition. If, during the course of completing the approved work, conditions are encountered which prevent completing the approved work, or which require additional or alternative work, you must apply for and receive a Certificate of Appropriateness or Non-Applicability PRIOR to undertaking additional or alternative work.

This Certificate is granted upon condition that the work authorized herein is commenced within twelve (12) months after the date of issuance. If the work authorized by this Certificate is not commenced within twelve (12) months after the date of issuance or if such work is suspended in significant part for a period of one year after the time the work is commenced, such Certificate shall expire and be of no further effect; provided that, for cause, one or more extensions of time for periods not exceeding ninety (90) days each may be allowed in writing by the Department.

Sincerely,

A handwritten signature in black ink that reads "Robert Wiener". The signature is written in a cursive, flowing style.

Robert Wiener  
Historic Preservation Compliance Coordinator

Cc: Evan Carroll, Bild Architecture





# **Site Plan Application City of Portland, Maine**

for

**East End Lofts  
273 Congress Street  
Portland Maine**

November 3, 2015

Applicant

Clean and Simple Living, Inc.  
315 16<sup>th</sup> Street  
Boulder, CO 80302

Prepared By

Walsh Engineering Associates, Inc.  
1 Karen Drive, Suite 2A  
Westbrook, Maine 04092



November 3, 2015

Ms. Barbara Barhydt  
Development Review Manager  
City of Portland Planning Division  
389 Congress Street  
Portland, Maine 04101

**RE: Level III Site Plan Application  
East End Lofts  
273 Congress Street  
Portland, Maine**

Dear Ms. Barhydt,

Walsh Engineering Associates, Inc. (WEA) is pleased to submit this Level III Site Plan Application on behalf of Clean and Simple Living, Inc. (Applicant) for the East End Lofts project located at 273 Congress Street, in Portland. The proposed project includes the conversion of the existing building into a mixed-use residential and commercial condominium complex. The Applicant currently owns the subject property, which lies in the City's B2b Business Community Zoning District. The proposed project complies with permitted uses of the B2b zone.

On behalf of the Applicant, we look forward to working with you to make this project a success. We request that the project be placed on the next available Planning Board agenda. Please find enclosed the required Level III Site Plan application materials, full and reduced plan sets, and a CD with the electronic submission. Please contact us at your earliest convenience if you require any additional information.

Respectfully,

A handwritten signature in black ink that reads "Silas Canavan".

Silas Canavan, PE  
Walsh Engineering Associates, Inc.

cc: Kevin Dwyer, Clean and Simple Living, Inc.  
Evan Carroll, bild ARCHITECTS

enc: Letter to Fire Department  
Site Plan Application  
Site Plans (1 full size, 1 reduced)  
CD with electronic submission





Jeff Lewis, AICP, Director  
Planning & Urban Development Department

### **Electronic Signature and Fee Payment Confirmation**

Notice: Your electronic signature is considered a legal signature per state law.

By digitally signing the attached document(s), you are signifying your understanding this is a legal document and your electronic signature is considered a **legal signature** per Maine state law. You are also signifying your intent on paying your fees by the opportunities below.

I, the undersigned, intend and acknowledge that no Site Plan or Historic Preservation Applications can be reviewed until payment of appropriate application fees are ***paid in full*** to the Inspections Office, City of Portland Maine by method noted below:

- ☒ Within 24-48 hours, once my complete application and corresponding paperwork has been electronically delivered, I intend to **call the Inspections Office** at 207-874-8703 and speak to an administrative representative and provide a credit/debit card over the phone.
- ☐ Within 24-48 hours, once my application and corresponding paperwork has been electronically delivered, I intend to **call the Inspections Office** at 207-874-8703 and speak to an administrative representative and provide a credit/debit card over the phone.
- ☐ I intend to deliver a payment method through the U.S. Postal Service mail once my application paperwork has been electronically delivered.

  
Applicant Signature:

11/3/15  
Date:

  
I have provided digital copies and sent them on:

11/3/15  
Date:

**NOTE:** All electronic paperwork must be delivered to [buildinginspections@portlandmaine.gov](mailto:buildinginspections@portlandmaine.gov) or by physical means i.e. a thumb drive or CD to the Inspections Office, City Hall, 3<sup>rd</sup> Floor, Room 315.



## **Level III – Preliminary and Final Site Plans Development Review Application Portland, Maine**

Planning and Urban Development Department  
Planning Division

Portland's Planning and Urban Development Department coordinates the development review process for site plan, subdivision and other applications under the City's Land Use Code. Attached is the application form for a Level III: Preliminary or Final Site Plan. Please note that Portland has delegated review from the State of Maine for reviews under the Site Location of Development Act, Chapter 500 Stormwater Permits, and Traffic Movement Permits.

### **Level III: Site Plan Development includes:**

- New structures with a total floor area of 10,000 sq. ft. or more except in Industrial Zones.
- New structures with a total floor area of 20,000 sq. ft. or more in Industrial Zones.
- New temporary or permanent parking area(s) or paving of existing unpaved parking areas for more than 75 vehicles.
- Building addition(s) with a total floor area of 10,000 sq. ft. or more (cumulatively within a 3 year period) except in Industrial Zones.
- Building addition(s) with a total floor area of 20,000 sq. ft. or more in Industrial Zones.
- A change in the use of a total floor area of 20,000 sq. ft. or more in any existing building (cumulatively within a 3 year period).
- Multiple family development (3 or more dwelling units) or the addition of any additional dwelling unit if subject to subdivision review.
- Any new major or minor auto business in the B-2 or B-5 Zone, or the construction of any new major or minor auto business greater than 10,000 sq. ft. of building area in any other permitted zone.
- Correctional prerelease facilities.
- Park improvements: New structures greater than 10,000 sq. ft. and/or facilities encompassing 20,000 sq. ft. or more (excludes rehabilitation or replacement of existing facilities); new nighttime outdoor lighting of sports, athletic or recreation facilities not previously illuminated.
- Land disturbance of 3 acres or more (includes stripping, grading, grubbing, filling or excavation).

Portland's development review process and requirements are outlined in the Land Use Code (Chapter 14) which is available on our website:

Land Use Code: <http://me-portland.civicplus.com/DocumentCenter/Home/View/1080>

Design Manual: <http://me-portland.civicplus.com/DocumentCenter/View/2355>

Technical Manual: <http://me-portland.civicplus.com/DocumentCenter/View/2356>

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

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



**PROJECT NAME:** East End Lofts

**PROPOSED DEVELOPMENT ADDRESS:**

273 Congress Street, Portland, Maine

**PROJECT DESCRIPTION:**

Redevelopment of existing building into 9 residential units and one retail unit.

**CHART/BLOCK/LOT:** 21/E/18

**PRELIMINARY PLAN**

                     (date)

**FINAL PLAN**

11/3/15 (date)

**CONTACT INFORMATION:**

|                                                                                                                                                                                                                                   |                                                                                                                                          |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Applicant – must be owner, Lessee or Buyer</b><br><br>Name: Kevin Dwyer<br><br>Business Name, if applicable: Clean and Simple Living, LLC<br><br>Address: 315 16th Street<br><br>City/State : Boulder, CO      Zip Code: 80302 | <b>Applicant Contact Information</b><br><br>Work #<br><br>Home#<br><br>Cell # 802-578-5585      Fax#<br><br>e-mail: dwyerkf@msn.com      |
| <b>Owner – (if different from Applicant)</b><br><br>Name: Kevin Dwyer, East End Lofts, LLC<br>(a subsidiary of Clean and Simple Living, LLC)<br>Address: 315 16th Street<br><br>City/State : Boulder, CO      Zip Code: 80302     | <b>Owner Contact Information</b><br><br>Work #<br><br>Home#<br><br>Cell # 802-578-5585      Fax#<br><br>e-mail: dwyerkf@msn.com          |
| <b>Agent/ Representative</b><br><br>Name: Silas Canavan, PE<br>Walsh Engineering Associates, Inc.<br>Address: 1 Karen Drive, Suite 2A<br><br>City/State : Westbrook, ME      Zip Code: 04092                                      | <b>Agent/Representative Contact information</b><br><br>Work # 207-553-9898<br><br>Cell # 802-989-2337<br><br>e-mail: silas@walsh-eng.com |
| <b>Billing Information</b><br><br>Name: Kevin Dwyer<br>Clean and Simple Living, LLC<br>Address: 315 16th Street<br><br>City/State : Boulder, CO      Zip Code: 77380                                                              | <b>Billing Information</b><br><br>Work #<br><br>Cell # 802-578-5585      Fax#<br><br>e-mail: dwyerkf@msn.com                             |

|                                                                                                                                                                    |                                                                                                                       |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------|
| <b>Engineer</b><br>Silas Canavan, PE<br>Name: Walsh Engineering Associates, Inc.<br>Address: 1 Karen Drive, Suite 2A<br>City/State : Westbrook, ME Zip Code: 04092 | <b>Engineer Contact Information</b><br>Work # 207-553-9898<br>Cell # 802-989-2337 Fax#<br>e-mail: silas@walsh-eng.com |
| <b>Surveyor</b><br>Name: Nadeau Land Surveys<br>Address: 918 Brighton Ave<br>City/State : Portland, ME Zip Code: 04102                                             | <b>Surveyor Contact Information</b><br>Work # 207-878-7870<br>Cell # Fax#<br>e-mail: jim@nadeaulandsurveys.com        |
| <b>Architect</b><br>Evan Carroll, AIA<br>Name: bild ARCHITECTURE<br>Address: PO Box 8235<br>City/State : Portland, ME Zip Code: 04104                              | <b>Architect Contact Information</b><br>Work # 207-408-0168<br>Cell # Fax#<br>e-mail: evan@bildarchitecture.com       |
| <b>Attorney</b><br>Gary Vogel<br>Name: Drummond Woodsum<br>Address: 84 Marginal Way, Suite 600<br>City/State : Portland, ME Zip Code: 04101                        | <b>Attorney Contact Information</b><br>Work # 207-257-0518<br>Cell # Fax#<br>e-mail: gvogel@dwmlaw.com                |

#### APPLICATION FEES:

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

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Level III Development (check applicable reviews)</b><br><input checked="" type="checkbox"/> Less than 50,000 sq. ft. (\$500.00)<br><input type="checkbox"/> 50,000 - 100,000 sq. ft. (\$1,000)<br><input type="checkbox"/> 100,000 – 200,000 sq. ft. (\$2,000)<br><input type="checkbox"/> 200,000 – 300,000 sq. ft. (\$3,000)<br><input type="checkbox"/> over 300,00 sq. ft. (\$5,000)<br><input type="checkbox"/> Parking lots over 11 spaces (\$1,000)<br><input type="checkbox"/> After-the-fact Review (\$1,000.00 plus applicable application fee)<br><br><b>Plan Amendments (check applicable reviews)</b><br><input type="checkbox"/> Planning Staff Review (\$250)<br><input type="checkbox"/> Planning Board Review (\$500)<br><br>The City invoices separately for the following: <ul style="list-style-type: none"> <li>• Notices (\$.75 each)</li> <li>• Legal Ad (% of total Ad)</li> <li>• Planning Review (\$40.00 hour)</li> <li>• Legal Review (\$75.00 hour)</li> </ul> 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. | <b>Other Reviews (check applicable reviews)</b><br><input type="checkbox"/> Traffic Movement (\$1,000)<br><input type="checkbox"/> Stormwater Quality (\$250)<br><input checked="" type="checkbox"/> Subdivisions (\$500 + \$25/lot)<br># of Lots <u>11</u> x \$25/lot = <u>\$775</u><br><input type="checkbox"/> Site Location (\$3,000, except for residential projects which shall be \$200/lot)<br># of Lots ____ x \$200/lot = ____<br><input type="checkbox"/> Other _____<br><input checked="" type="checkbox"/> Change of Use<br><input type="checkbox"/> Flood Plain<br><input type="checkbox"/> Shoreland<br><input type="checkbox"/> Design Review<br><input type="checkbox"/> Housing Replacement<br><input checked="" type="checkbox"/> 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://mc-portland.civicplus.com/764/Electronic-Plan-and-Documents-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:

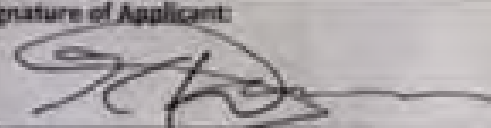
1. One (1) full size site plans that must be folded.
2. One (1) copy of all written materials or as follows, unless otherwise noted:
  - a. Application form that is completed and signed.
  - b. Cover letter stating the nature of the project.
  - c. All Written Submittals (Sec. 14-525 2. (c), including 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 III 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:<br> | Date:<br>11/3/15 |
|----------------------------------------------------------------------------------------------------------------|------------------|

## PROJECT DATA

The following information is required where applicable, in order to complete the application.

|                                                                                                                                                                                                                          |                                       |         |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|---------|
| <b>Total Area of Site</b>                                                                                                                                                                                                | 9,726                                 | sq. ft. |
| <b>Proposed Total Disturbed Area of the Site</b>                                                                                                                                                                         | 50±                                   | 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. |                                       |         |
| <b>Impervious Surface Area</b>                                                                                                                                                                                           |                                       |         |
| Impervious Area (Total Existing)                                                                                                                                                                                         | 9,726                                 | sq. ft. |
| Impervious Area (Total Proposed)                                                                                                                                                                                         | 9,726 (no change)                     | sq. ft. |
| <b>Building Ground Floor Area and Total Floor Area</b>                                                                                                                                                                   |                                       |         |
| Building Footprint (Total Existing)                                                                                                                                                                                      | 6,039                                 | sq. ft. |
| Building Footprint (Total Proposed)                                                                                                                                                                                      | 6,039                                 | sq. ft. |
| Building Floor Area (Total Existing)                                                                                                                                                                                     | 12,343 (gross)                        | sq. ft. |
| Building Floor Area (Total Proposed)                                                                                                                                                                                     | 12,343 (no change)                    | sq. ft. |
| <b>Zoning</b>                                                                                                                                                                                                            |                                       |         |
| Existing                                                                                                                                                                                                                 | B-2b, Historic Preservation           |         |
| Proposed, if applicable                                                                                                                                                                                                  | N/A                                   |         |
| <b>Land Use</b>                                                                                                                                                                                                          |                                       |         |
| Existing                                                                                                                                                                                                                 | Retail, Residential, Light Industrial |         |
| Proposed                                                                                                                                                                                                                 | Retail, Residential                   |         |
| <b>Residential, If applicable</b>                                                                                                                                                                                        |                                       |         |
| # of Residential Units (Total Existing)                                                                                                                                                                                  | 1                                     |         |
| # of Residential Units (Total Proposed)                                                                                                                                                                                  | 10                                    |         |
| # of Lots (Total Proposed)                                                                                                                                                                                               | 1                                     |         |
| # of Affordable Housing Units (Total Proposed)                                                                                                                                                                           | 0                                     |         |
| <b>Proposed Bedroom Mix</b>                                                                                                                                                                                              |                                       |         |
| # of Efficiency Units (Total Proposed)                                                                                                                                                                                   | 0                                     |         |
| # of One-Bedroom Units (Total Proposed)                                                                                                                                                                                  | 10                                    |         |
| # of Two-Bedroom Units (Total Proposed)                                                                                                                                                                                  | 0                                     |         |
| # of Three-Bedroom Units (Total Proposed)                                                                                                                                                                                | 0                                     |         |
| <b>Parking Spaces</b>                                                                                                                                                                                                    |                                       |         |
| # of Parking Spaces (Total Existing)                                                                                                                                                                                     | 5                                     |         |
| # of Parking Spaces (Total Proposed)                                                                                                                                                                                     | 5                                     |         |
| # of Handicapped Spaces (Total Proposed)                                                                                                                                                                                 | 0 (Exempt)                            |         |
| <b>Bicycle Parking Spaces</b>                                                                                                                                                                                            |                                       |         |
| # of Bicycle Spaces (Total Existing)                                                                                                                                                                                     | 3                                     |         |
| # of Bicycle Spaces (Total Proposed)                                                                                                                                                                                     | 3                                     |         |
| <b>Estimated Cost of Project</b>                                                                                                                                                                                         |                                       |         |
|                                                                                                                                                                                                                          | \$800,000±                            |         |



| <b>FINAL PLAN - Level III Site Plan</b> |                          |                    |                                                                                                                                                                                      |
|-----------------------------------------|--------------------------|--------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Applicant Checklist</b>              | <b>Planner Checklist</b> | <b># of Copies</b> | <b>GENERAL WRITTEN SUBMISSIONS CHECKLIST<br/>(* If applicant chooses to submit a Preliminary Plan, then the * items were submitted for that phase and only updates are required)</b> |
| X                                       |                          | 1                  | * Completed Application form                                                                                                                                                         |
| X                                       |                          | 1                  | * Application fees                                                                                                                                                                   |
| X                                       |                          | 1                  | * Written description of project                                                                                                                                                     |
| X                                       |                          | 1                  | * Evidence of right, title and interest                                                                                                                                              |
| N/A                                     |                          | 1                  | * Evidence of state and/or federal permits                                                                                                                                           |
| X                                       |                          | 1                  | * Written assessment of proposed project's specific compliance with applicable Zoning requirements                                                                                   |
| X                                       |                          | 1                  | * Summary of existing and/or proposed easements, covenants, public or private rights-of-way, or other burdens on the site                                                            |
| X                                       |                          | 1                  | * Evidence of financial and technical capacity                                                                                                                                       |
| X                                       |                          | 1                  | Construction Management Plan                                                                                                                                                         |
| N/A                                     |                          | 1                  | A traffic study and other applicable transportation plans in accordance with Section 1 of the technical Manual, where applicable.                                                    |
| N/A                                     |                          | 1                  | Written summary of significant natural features located on the site (Section 14-526 (b) (a))                                                                                         |
| N/A                                     |                          | 1                  | Stormwater management plan and stormwater calculations                                                                                                                               |
| X                                       |                          | 1                  | Written summary of project's consistency with related city master plans                                                                                                              |
| X                                       |                          | 1                  | Evidence of utility capacity to serve                                                                                                                                                |
| X                                       |                          | 1                  | Written summary of solid waste generation and proposed management of solid waste                                                                                                     |
| X                                       |                          | 1                  | A code summary referencing NFPA 1 and all Fire Department technical standards                                                                                                        |
| X                                       |                          | 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              |
| N/A                                     |                          | 1                  | Manufacturer's verification that all proposed HVAC and manufacturing equipment meets applicable state and federal emissions requirements.                                            |

| Applicant Checklist | Planner Checklist | # of Copies | <b>SITE PLAN SUBMISSIONS CHECKLIST</b><br>(* If applicant chooses to submit a Preliminary Plan, then the * items were submitted for that phase and only updates are required) |
|---------------------|-------------------|-------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| X                   |                   | 1           | * Boundary Survey meeting the requirements of Section 13 of the City of Portland's Technical Manual                                                                           |
|                     |                   | 1           | <b>Final Site Plans including the following:</b>                                                                                                                              |
| X                   |                   |             | Existing and proposed structures, as applicable, and distance from property line (including location of proposed piers, docks or wharves if in Shoreland Zone);               |
| X                   |                   |             | Existing and proposed structures on parcels abutting site;                                                                                                                    |
| X                   |                   |             | All streets and intersections adjacent to the site and any proposed geometric modifications to those streets or intersections;                                                |
| X                   |                   |             | Location, dimensions and materials of all existing and proposed driveways, vehicle and pedestrian access ways, and bicycle access ways, with corresponding curb lines;        |
| X                   |                   |             | Engineered construction specifications and cross-sectional drawings for all proposed driveways, paved areas, sidewalks;                                                       |
| X                   |                   |             | Location and dimensions of all proposed loading areas including turning templates for applicable design delivery vehicles;                                                    |
| X                   |                   |             | Existing and proposed public transit infrastructure with applicable dimensions and engineering specifications;                                                                |
| X                   |                   |             | Location of existing and proposed vehicle and bicycle parking spaces with applicable dimensional and engineering information;                                                 |
| X                   |                   |             | Location of all snow storage areas and/or a snow removal plan;                                                                                                                |
| N/A                 |                   |             | A traffic control plan as detailed in Section 1 of the Technical Manual;                                                                                                      |
| N/A                 |                   |             | Proposed buffers and preservation measures for significant natural features, where applicable, as defined in Section 14-526(b)(1);                                            |
| N/A                 |                   |             | Location and proposed alteration to any watercourse;                                                                                                                          |
| N/A                 |                   |             | A delineation of wetlands boundaries prepared by a qualified professional as detailed in Section 8 of the Technical Manual;                                                   |
| N/A                 |                   |             | Proposed buffers and preservation measures for wetlands;                                                                                                                      |
| N/A                 |                   |             | Existing soil conditions and location of test pits and test borings;                                                                                                          |
| N/A                 |                   |             | Existing vegetation to be preserved, proposed site landscaping, screening and proposed street trees, as applicable;                                                           |
| N/A                 |                   |             | A stormwater management and drainage plan, in accordance with Section 5 of the Technical Manual;                                                                              |
| X                   |                   |             | Grading plan;                                                                                                                                                                 |
| N/A                 |                   |             | Ground water protection measures;                                                                                                                                             |
| X                   |                   |             | Existing and proposed sewer mains and connections;                                                                                                                            |

- Continued on next page -



|     |  |                                                                                                                                                                                                                                |
|-----|--|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| X   |  | Location of all existing and proposed fire hydrants and a life safety plan in accordance with Section 3 of the Technical Manual;                                                                                               |
| X   |  | Location, sizing, and directional flows of all existing and proposed utilities within the project site and on all abutting streets;                                                                                            |
| X   |  | Location and dimensions of off-premises public or publicly accessible infrastructure immediately adjacent to the site;                                                                                                         |
| N/A |  | Location and size of all on site solid waste receptacles, including on site storage containers for recyclable materials for any commercial or industrial property;                                                             |
| X   |  | Plans showing the location, ground floor area, floor plans and grade elevations for all buildings;                                                                                                                             |
| N/A |  | A shadow analysis as described in Section 11 of the Technical Manual, if applicable;                                                                                                                                           |
| X   |  | 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; |
| X   |  | Location and dimensions of all existing and proposed HVAC and mechanical equipment and all proposed screening, where applicable;                                                                                               |
| N/A |  | An exterior lighting plan in accordance with Section 12 of the Technical Manual;                                                                                                                                               |
| N/A |  | A signage plan showing the location, dimensions, height and setback of all existing and proposed signs;                                                                                                                        |
| X   |  | Location, dimensions and ownership of easements, public or private rights of way, both existing and proposed.                                                                                                                  |



**PORTLAND FIRE DEPARTMENT  
SITE REVIEW  
FIRE DEPARTMENT CHECKLIST**



A separate drawing[s] shall be provided as part of the site plan application for the Portland Fire Department's review.

1. Name, address, telephone number of applicant
- 2.
3. Name address, telephone number of architect
4. Proposed uses of any structures [NFPA and IBC classification]
- 5.
6. Square footage of all structures [total and per story]
7. Elevation of all structures
8. Proposed fire protection of all structures
  - **As of September 16, 2010 all new construction of one and two family homes are required to be sprinkled in compliance with NFPA 13D. This is required by City Code. (NFPA 101 2009 ed.)**
9. Hydrant locations
10. Water main[s] size and location
11. Access to all structures [min. 2 sides]
12. A code summary shall be included referencing NFPA 1 and all fire department. Technical standards.

Some structures may require Fire flows using annex H of NFPA 1





November 3, 2015

Captain Chris Pirone  
City of Portland Fire Department  
380 Congress Street  
Portland, ME 04101

**RE: Level III Site Plan Application  
East End Lofts  
273 Congress Street  
Portland, Maine**

Dear Captain Pirone,

In accordance with the requirements of the City's Site Plan review application, we have provided the enclosed drawing necessary for your review of the East End Lofts project located at 273 Congress Street in Portland. We have also provided the necessary information in the narrative below.

1. Name, address and telephone number of applicant  
*Kevin Dwyer  
Clean and Simple Living, Inc.  
315 16<sup>th</sup> Street  
Boulder, CO 8030  
802-578-5585*
2. Name address and telephone number of architect.  
*Evan Carroll, bild ARCHITECTS  
PO Box 8235  
Portland, Maine 04104  
207-408-0168*
3. Proposed use of any structures.  
*The interior of the existing building will be converted to condominium units. There will be a total of 10 residential condominiums (1 bedroom and studios) and one retail/commercial unit.*
4. Square footage of all structures  
*The footprint of the existing 3-story structure is approximately 6,040 square feet. The gross floor area is approximately 12,343 square feet. The existing building will not be expanded.*
5. Elevations of all structures  
*The peak height of the existing building is approximately 54'-2" above ground level. The height of the building will not change.*

6. Proposed fire protection of all structures.  
*The building will be sprinkled.*
7. Hydrant locations  
*An existing fire hydrant is located approximately 85 feet from the building at the southwestern corner of the intersection of Congress Street and India Street*
8. Water mains and sizes  
*A new 6" fire service and a new 2" domestic water service will be installed to the building from the existing water main in Congress Street.*
9. Access to structures (min. 2 sides)  
*Access is provided to three sides of the building from the parking lot. Access and circulation is shown on the attached site plan.*
10. Code summary shall be included referencing NFPA and all fire department technical standards.  
*The architectural design is not yet completed. The design will conform to all NFPA code requirements. A code summary will be provided by the architect during the building permit process.*

We trust that we have provided sufficient information for your review. Please contact us if you have any comments or questions.

Respectfully,

A handwritten signature in black ink that reads "Silas Canavan". The signature is fluid and cursive, with the first name "Silas" being more prominent than the last name "Canavan".

Silas Canavan, PE  
Walsh Engineering Associates, Inc.





## TABLE OF CONTENTS

### SECTION

---

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

### Attachments

#### **Section 2**

Attachment A: Quitclaim Deed

#### **Section 4**

Attachment B : Requests for Utility 'Ability to Serve' Letters

#### **Section 5**

Attachment C: Easement Information

#### **Section 7**

Attachment D: Letter of Financial Capacity



## **1 Development Description**

### **1.1 Project Overview**

Clean and Simple Living, Inc. (Applicant) currently owns the subject property located at 273 Congress Street identified by the City Tax Assessor as Map 21 Block E Lot 18 through its subsidiary company East End Lofts, LLC. The lot currently contains a commercial building with a footprint of approximately 6,040 square feet. The Applicant intends to renovate the existing building into a mixed-use condominium complex with 10 residential units and one commercial unit. The project requires Level III Site Plan approval from the City of Portland Planning Department.

### **1.2 Existing Conditions**

The site is comprised of one 0.2 acre parcel identified on the City of Portland Assessor's Map as Tax Map 21, Block E, Lot 18 and lies within the B2b Business Community Zone and the India Street Historic Preservation District. The parcel is located on the northern side of the intersection of Congress Street and India Street and has 42.93 feet of frontage along Congress Street. The parcel is bordered to the northeast by the Etz Chaim Synagogue/Maine Jewish Museum; to the northwest by residential properties; to the southwest by St. Paul's Church, and to the southeast by Congress Street, beyond which is a Maine Medical Center Family Medicine Center.

The site is entirely developed with the building and associated sidewalk and parking lot, rendering the site 100% impervious. The three story building has a footprint of approximately 6,040 square feet and a total floor area of approximately 12,343 square feet.

The topography of the site slopes gently from the back of the property to the southeast towards Congress Street. Stormwater flows overland and is collected in the municipal stormwater collection system in Congress Street.

The site is currently connected to public sewer, public water, natural gas, electrical, and communication services from Congress Street.

### **1.3 Proposed Development**

The Applicant intends to renovate the existing building into a mixed-use condominium complex with 10 residential units and one commercial unit. The footprint of the building will not be changed. Building renovations will be on the interior of the buildings, with the exception of installation of new windows and improvements to the building façade.

Limited exterior site work is proposed, including installation of new domestic water and fire suppression services. Separate fire protection and domestic service lines will be provided.

The site is currently 100% impervious. As such, there will be no increase in impervious area, which in turn, results in no impacts to stormwater conditions as the site.





## **2 Evidence of Right, Title, and Interest**

The Applicant, Clean and Simple Living, Inc., currently owns the subject property through its subsidiary company East End Lofts, LLC. The applicable deed is attached.

**Attachment A**  
**Quitclaim Deed**



**QUITCLAIM DEED WITH COVENANT**

KNOW ALL BY THESE PRESENTS, that **EAST END STUDIOS, LLC**, a Maine limited liability company, having a place of business in Portland, Maine ("**Grantor**"), grants to **EAST END LOFTS, INC.**, a Maine corporation with a mailing address of 315 16<sup>th</sup> Street, Boulder, Colorado 80302 (hereinafter "**Grantee**"), with **Quitclaim Covenant**, that certain lot or parcel of land together with buildings and any other improvements thereon, situated in the City of Portland, County of Cumberland, and State of Maine, as more particularly set forth on **Exhibit A** attached hereto and made a part hereof.

Reference is made to that certain deed from 273 Congress Street Associates to Grantor, dated June 26, 1997 and recorded in the Cumberland County Registry of Deeds in Book 13166, Page 330.

IN WITNESS WHEREOF, the said EAST END STUDIOS, LLC has caused this instrument to be executed and delivered in its name by Sherwood Hamill its Sole Member and Sole Manager, duly authorized as of this 24<sup>th</sup> day of September 2015.

{Signature Page Follows}

WITNESS:

Rebecca Hamill

EAST END STUDIOS, LLC,  
a Maine limited liability company

By: Sherwood Hamill  
Sherwood Hamill, Sole Member &  
Sole Manager

COUNTY OF CUMBERLAND )  
STATE OF MAINE ) ss.:

On September 18, 2015, personally appeared the above-named Sherwood Hamill, Sole Member and Sole Manager of EAST END STUDIOS, LLC and acknowledged the foregoing instrument to be his free act and deed in his said capacity and the free act and deed of said EAST END STUDIOS, LLC.

Before me,

Rebecca Hamill  
~~Notary Public~~/Maine Attorney  
Printed Name: Rebecca Hamill  
My Commission Expires: \_\_\_\_\_



**EXHIBIT A**

A certain lot or parcel of land with the buildings thereon situated in Portland, County of Cumberland and State of Maine, and bounded and described as follows:

BEGINNING on the northwesterly line of Congress Street at the southeasterly corner of the lot of land conveyed by Enoch Lowell to Amos Greenleaf by Warranty Deed dated September 7, 1797 and recorded in the Cumberland County Registry of Deeds in Book 31, Page 38, said point of beginning being also the southeasterly corner of the lot of land conveyed by St. Paul's Parish of the Protestant Episcopal Church to Gioconda Polito by Warranty Deed dated November 13, 1930 and recorded in said Registry of Deeds in Book 1361, Page 113;

Thence, running northeasterly by said line of Congress Street forty-eight (48) feet, more or less, to the southeasterly corner of the lot of land conveyed by Jonas H. Perley, et al., to John W. Swett by deed dated January 14, 1867 and recorded in said Registry of Deeds in Book 361, Page 390, said point being also the southwesterly corner of land described in a deed from Joseph Mack and Harris Feuerman to Michael Rubinsky, et al., dated May 17, 1920 and recorded in said Registry of Deeds in Book 1051, Page 187;

Thence, from these two bounds running northwesterly, keeping the same width of forty-eight (48) feet and adjoining said land conveyed by Enoch Lowell to Amos Greenleaf by said deed dated September 7, 1797 on the west, and adjoining said land described in said deed to Michael Rubinsky, et al., and other owners in the rear thereof on the east (said line on the east being the easterly line of said land described in said deed from Jonas H. Perley, et al., to John W. Swett dated January 14, 1867), a distance of two hundred five (205) feet, more or less, to a line, namely to the northwesterly line of the land conveyed to John W. Swett by the following deeds, namely deed from Edward Payson, Executor of the Will of Penelope Martin, Administrator C.T.A. of the Estate of Catherine Martin, and Administrator D.B.N.C.T.A. of the Estate of Elizabeth Martin, to John W. Swett, dated July 24, 1860 and recorded in said Registry of Deeds in Book 336, Page 162, and deed from Jonas H. Perley, Joseph H. Perley and John W. Russell to John W. Swett dated January 14, 1867 and recorded in said Registry of Deeds in Book 361, Page 390.

EXCEPTING, however, from the above described lot the following described strip of land, namely: beginning at the southwesterly corner of said premises on said line of said Congress Street; thence, running northeasterly on said line of said Congress Street, six (6) feet to a point and from these two bounds running northwesterly, keeping the same width of six (6) feet and adjoining the westerly line of the premises hereby described, for a distance of ninety (90) feet from said line of said Congress Street, and a right of way is hereby conveyed over said strip of land in common with the owners of the premises on the southwesterly side thereof.

A right-of-way is also hereby conveyed over the following described strip of land, namely: beginning at the southwesterly corner of the premises above described on said line of said Congress Street; thence, running southwesterly on said line of said Congress Street six (6) feet to a point and from these two bounds running northwesterly keeping the same width of six (6) feet and adjoining the land hereby conveyed on the easterly side of said strip of land for a distance of ninety (90) feet from said line of said Congress Street.

TOGETHER WITH all right, title and interest in and to the land described in that certain Quitclaim Deed Without Covenant (Release Deed) from Congregation Etz Chaim to Grantor, dated August 27, 2015 and recorded in the Cumberland County Registry of Deeds in Book 32546, Page 302.

EXCEPTING from the Premises herein conveyed that certain land conveyed by Grantor to Congregation Etz Chaim in that certain Quitclaim Deed Without Covenant (Release Deed), dated August 26, 2015 and recorded in the Cumberland County Registry of Deeds in Book 32546, Page 299.

ALSO RELEASING to Grantee, without any covenant of title whatsoever, all right, title and interest of Grantor in and to the following described property (the "Survey Description"):

A certain lot or parcel of land, with the buildings thereon, situated on the northwesterly sideline of Congress Street, in the City of Portland, County of Cumberland, and State of Maine, being more particularly bounded and described as follows:

Beginning at a #5 steel rebar with survey cap #2124 or MagNail with survey washer #2124 to be set on the apparent northwesterly sideline of Congress Street at the southerly corner of the herein described parcel and the southeasterly terminus of a twelve (12') foot wide lane as described in Cumberland County Registry of Deeds (CCRD) Book 31, Page 38, dated September 7, 1797, and being depicted on a plan entitled, "*Plan Depicting The Results Of A Boundary Survey & Boundary Line Agreement Made For East End Studios, LLC, Northwesterly Sideline Of Congress Street, Portland, Maine*", dated August 27, 2015 by Nadeau Land Surveys, Portland, Maine (the "Plan");

Thence N54°16'18"E, a distance of forty-two and ninety-three hundredths (42.93') feet to the easterly corner of the herein described parcel and the southerly corner of land of Congregation Etz Chaim as shown on the Plan;

Thence N33°20'39"W, along said land of Congregation Etz Chaim, a distance of twenty-six hundredths (0.26') feet to a found ¾" drill hole in concrete walk at or near the southerly corner of said land of Congregation Etz Chaim;

Thence along the following six courses:

N22°08'42"W, a distance of eight and fifty-seven hundredths (8.57') feet;

N33°52'28"W, a distance of seventy-two and fifty-three hundredths (72.53') feet;

S54°26'28"W, a distance of one and thirteen hundredths (1.13') feet;

N33°50'34"W, a distance of eighty-two and seventy-nine hundredths (82.79') feet;

N36°02'26"W, a distance of thirty-two and forty-two hundredths (32.42') feet;

N17°05'41"W, a distance of eight and fifty-one hundredths (8.51') feet, to a found #5 steel rebar with survey cap #1252 depicted on said Owen Haskell plan as a point on the southwesterly sideline of said land of Congregation Etz Chaim;



Thence N33°20'39"W along the southwesterly sideline of said Congregation Etz Chaim parcel as depicted on said Owen Haskell plan, a distance of fifty-eight hundredths (0.58') feet to the northerly corner of the herein described parcel and the southeasterly sideline of land described in a deed to Joshua S. Houghton and Michele A. Levesque, dated December 30, 2005 and recorded in CCRD Book 23557, Page 49;

Thence S54°16'18"W, a distance of fifty-one and twenty-seven hundredths (51.27') feet along said southeasterly sideline of land of Houghton & Levesque, land described in a deed to 158 Cumberland, LLC, dated February 29, 2012, recorded in CCRD Book 29393, Page 121, and land described in a deed to Gregory C. Kontos and Carol Kontos, dated October 31, 1980, recorded in CCRD Book 4960, Page 211, to a #5 steel rebar with survey cap #2124 or MagNail with survey washer #2124 to be set at the westerly corner of the herein described parcel, and the northerly corner of land described in a deed to Robert Friedrich, dated March 3, 1996, recorded in CCRD Book 12383, Page 97;

Thence S33°59'46"E, a distance of one hundred fifteen and no hundredths (115.00') feet along the northeasterly sideline of said land of Friedrich, and land described in a deed to St. Paul's Parish Church, dated June 29, 2000, recorded in CCRD Book 15578, Page 263, to a #5 steel rebar with survey cap #2124 or MagNail with survey washer #2124 to be set at the center of the northwesterly terminus of said twelve (12') foot wide lane;

Thence N54°16'18"E, a distance of six and no hundredths (6.00') feet along said northwesterly terminus of the twelve (12') foot wide lane, to a #5 steel rebar with survey cap #2124 or MagNail with survey washer #2124 to be set at the northerly corner of said twelve (12') foot wide lane;

Thence S33°59'46"E, a distance of ninety and no hundredths (90.00') feet along the northeasterly sideline of said twelve (12') foot wide lane to the point of beginning.

The bearings used in this description are based on Magnetic North, observed 2015.

ALSO RELEASING to Grantee, without any covenant of title whatsoever, all right, title and interest of Grantor in and to the following described right of way over a strip of land 12' in width situated adjacent to and southwesterly of the above described premises:

Together with a right of way over a strip of land 12' in width, in common with others, as shown on the above referenced Plan as a "12' Wide Lane", and bounded and described as follows:

Beginning at the southwesterly corner of the premises described above;

Thence N33°59'46"W a distance of ninety (90) feet to a #5 steel rebar with survey cap #2124 or MagNail with survey washer #2124 to be set at the northerly corner of said 12' Wide Lane shown on the Plan;

Thence S 54°16'18"W to a point on a line that is parallel to and twelve (12) feet distant from the first bound described above, said point being located on land now or formerly of St. Paul's Parish Church (Book 15578, Page 263);

Thence southeasterly along or through said land now or formerly of St. Paul's Parish Church and land now or formerly of 277 Congress Street, LLC (Book 29339, Page 235), keeping a distance of twelve (12) feet at all times from the first bound described above, to a point on the apparent northwesterly sideline of Congress Street;

Thence northeasterly along the northwesterly sideline of Congress Street to the point of beginning.

The above described right of way is subject to the rights of other abutters in and to such 12' Wide Lane to the use thereof.

Reference is made to a plan entitled "*Plan Depicting The Results Of A Boundary Survey & Boundary Line Agreement Made For East End Studios, LLC, Northwesterly Sideline Of Congress Street, Portland, Maine*", dated August 27, 2015 by Nadeau Land Surveys, Portland, Maine.

Received  
Recorded Register of Deeds  
Sep 25, 2015 03:09:12P  
Cumberland County  
Nancy A. Lane





### **3 Evidence of State and/or Federal Approvals**

No state or federal approvals are required for this project.



## 4 Assessment of Compliance with Zoning Requirements

The following narrative demonstrates that the project conforms to the applicable design standards of Section 14-526 of the City of Portland Zoning Ordinance.

### a) Transportation Standards

#### 1. Impact on surrounding Street Systems

*The project has been designed to provide adequate vehicular access. The project will result in the change of use of the office space and wood shop portions of the building to residential use. The retail portion of the building will remain the same. The residential use in the downtown location with easy pedestrian access and public transportation is not anticipated to increase the number of vehicular trips generated by the project from the existing condition. Therefore, the project is not anticipated to have an adverse impact on the surrounding street system.*

#### 2. Access and Circulation

##### a. Site Access and Circulation

- i. The site access and internal circulation has been designed based on the City Technical Manual and standard engineering practice.*
- ii. Site access and egress are located at existing access/egress locations for the existing building and will not conflict with existing turning movements and traffic flows.*
- iii. No drive up features are proposed.*

##### b. Loading and Servicing

- i. It is anticipated that delivery vehicles for the retail space will be primarily box trucks and/or vans. Delivery vehicles will be able to park in the on-street loading zone in front of the property.*

##### c. Sidewalks

- i. A brick sidewalk with granite curb currently exists along the entire lot frontage.*
- ii. The existing brick sidewalk is in acceptable condition and replacement is not necessary.*
- iii. Internal sidewalks within the site are not necessary and are not practical based on existing site constraints.*

#### 3. Public Transit Access

- a. N/A: The development consists of less than 20 dwelling units and less than 20,000 square feet of commercial area. However, the development is located along an existing public transit route. An existing bus stop is*



*located on the northerly side of Congress Street approximately 50 feet east of the project site.*

4. Parking

a. Location and required number of parking spaces

- i. *The site currently contains 5 parking spaces. The project is located within the recently created India Street Historic District and the structure is considered a “contributing structure”. Therefore, per Section 14-332.2(d) no additional parking spaces are required.*
- ii. *A parking study is not required for this project*
- iii. *The proposed number of parking spaces will not exceed 10% of the parking requirements.*
- iv. *The existing parking spaces will remain unchanged.*
- v. *The parking lot surface is currently and will remain bituminous concrete.*

b. Location and required number of bicycle parking spaces

- i. The site plan shall provide secure bicycle parking in conformance with Section 1 of the Technical Manual and shall meet the following Requirements:
  - a. *No additional off-street parking is required per (Section 14-332.2(d)); therefore, no bicycle parking is required.*
  - b. *Not Applicable (see above)*
  - c. *Not Applicable (see above)*
- ii. *No waivers requested.*

c. Motorcycle and scooter parking

- i. *No additional off-street parking is required per (Section 14-332.2(d)); therefore, no motorcycle and scooter parking is required.*

d. Snow Storage

- i. *The site constraints do not allow for adequate snow storage. Therefore, the applicant will contract with a snow-removal company for snow storms of 1” and larger, and as needed throughout the winter.*
- ii. *Not Applicable (see above).*

5. Transportation demand management (TDM)

- a. *Not Applicable.*

b) Environmental Quality Standards

1. Preservation of Significant Natural Features:

- a. No significant natural features are located on the site.*
- b. Not applicable*
- c. No waivers are being requested for the project.*

2. Landscaping and Landscaping Preservation

a. Landscaping preservation

- i. There is currently no landscaping on the property. The site is 100% impervious.*
- ii. Not Applicable (see above)*
- iii. Not Applicable (see above)*
- iv. No waivers are being requested.*
- v. Not applicable. The site is not located within the Shoreland Zone.*

b. Site Landscaping

i. Landscaped Buffers

- a. Dumpsters are not proposed for this project. Trash and recycling will be stored indoors.*
- b. The property has 42.93' of frontage. Therefore, 6 shrubs will be required for understory plantings. As there is no room onsite for understory plantings, the Applicant will pay into the City's tree fund.*
- c. Not Applicable. The project is not located within an industrial or commercial zone.*
- d. Not Applicable. There are no detrimental impacts of surrounding development that would necessitate buffers.*

ii. Parking lot landscaping

- a. The project will maintain the five (5) existing exterior parking spaces onsite. Therefore, 2 trees will be required for parking lot landscaping. As there is no room onsite for tree plantings, the Applicant will pay into the City's tree fund.*
- b. No landscape islands are proposed.*
- c. No landscape islands are proposed.*
- d. No vehicle display lots proposed.*
- e. Site constraints prevent the installation of understory and parking lot plantings. Therefore, the Applicant respectfully requests a waiver from the landscaping requirements and will pay in to the City's tree fund.*



iii. Street Trees

- a. *The project consists of a 10-unit multi-family complex with one commercial space. The property has 42.96' of frontage. Therefore, the project will require installation of 11 street trees.*
- b. *Site constraints prevent the installation of street tree plantings. Therefore, the Applicant respectfully requests a waiver from the landscaping requirements and will pay in to the City's tree fund.*

3. Water Quality, Stormwater Management, and Erosion Control

- a. *The site is 100% impervious in its existing condition. Site constraints do not allow for reduction in impervious area. However, the total impervious area will not be increased. Therefore, stormwater runoff from the site will not be increased.*
- b. *The overall impervious area on the site will not be increased. Therefore, the volume and rate of stormwater runoff will not increase.*
- c. *The project is not located within an Urban Impaired Stream watershed.*
- d. *Not Applicable.*
- e. *The project will not pose a risk of groundwater contamination.*
- f. *The proposed development will discharge wastewater to the City of Portland wastewater collection system. A copy of the sewer capacity application is included with this submission.*

c) Public Infrastructure and Community Safety Standards

1. Consistency with Master Plans

- a. *The development has been designed in accordance with the City Zoning Ordinance, Technical Manual, Master Plan, and off-premises infrastructure.*
- b. *A 12' wide easement is located on the southwest side of the building for site access. A memo from Drummond Woodsum Attorneys at Law confirming the existence of the easement is included in Section 5.*

2. Public Safety and Fire Prevention

- a. *The site has been designed to promote safe and comfortable access by the public.*
- b. *Adequate emergency vehicle access to the site is provided from Congress Street.*
- c. *The entire building will be sprinkled. A new separate fire suppression service will be installed to the building from the water main in Congress Street. An existing fire hydrant connected to the Portland Water District*

*system is located approximately 85 feet from the building at the southeast corner of the intersection of India Street and Congress Street.*

3. Availability and Adequate Capacity of Public Utilities

- a. The applicable utility companies have been notified of the project and 'Ability to Serve' letters have been requested. The proposed utility services have been designed to provide adequate capacity for the proposed project.*
- b. The overhead electrical and communication service connections to the building will be maintained.*
- c. Utility installations within the Congress Street right-of-way meet the requirements of Sections 2 and 9 of the Technical Manual.*
- d. The project will maintain the current connection to the public sanitary sewer collection system.*
- e. The project will maintain the current connection to the public sanitary sewer collection system. There are no existing or proposed connections to the public stormwater collection system.*
- f. Trash and recycling will be stored indoors by the tenants until collection days.*

d) Site Design Standards

1. Massing, Ventilation, and Wind Impact:

- a. The building's bulk, location, and height will not change from the existing condition and will not have an adverse effect on the ventilation or wind climate of the site or abutting properties.*
- b. The building's bulk, location, and height will not change from the existing condition and will not have an adverse effect on the value of the abutting structures.*
- c. Wall hung heat pump condensing units will be installed on the west side of the building towards the parking lot. These are electric units and will not produce exhaust.*

2. Shadows

- a. The height and shape of the building will not change from the existing condition. Therefore, the shadows cast from the building will not be affected.*

3. Snow and Ice Loading

- a. The roof size and pitch will not change from the existing condition. Therefore, there will be no change in the volume or direction of snow and ice falling from the building.*

4. View Corridors



- a. *The height and shape of the building will not change from the existing condition. Therefore, existing views will not be affected.*

5. Historic Resources

- a. *The development is located within the India Street Historic District.*
- b. *The development is located within the proposed India Street Historic District and within 100' of St. Paul's Church, and the Etz Chaim synagogue, which are existing historic landmarks. Minimal exterior site work is proposed which will be compatible with the character defining elements of the historic district. The exterior renovations to the building will be also be compatible with the character defining elements of the historic district and are described in the Certificate of Appropriateness application.*
- c. *There are no known archaeological resources on the site.*

6. Exterior Lighting

- a. Site Lighting
  - i. *Existing lighting exterior lighting is adequate and will remain unchanged. No new exterior lighting is proposed.*
  - ii. *No new exterior lighting is proposed.*
- b. Architectural and Specialty Lighting
  - i. *No architectural or specialty lighting is proposed*
  - ii. *No up-lighting is proposed*
- c. Street Lighting
  - i. *No street lighting is proposed.*

7. Noise and Vibration

- a. HVAC and Mechanical Equipment
  - i. *Wall hung heat pump condenser units will be installed on the west side of the building towards the parking lot. The location of the condenser units will not be visible from the public street.*
  - ii. *No emergency generators are proposed.*

8. Signage and Wayfinding

- a. *No Street or wayfinding signage is proposed. No commercial signage is proposed at this time. If the future commercial tenant requires a sign for their business, the applicable permit applications will be submitted at that time.*

9. Zoning Related Design Standards

- a. A street wall with entrances to the public portion of the building accessible from the street is already provided in the existing building and will be maintained.*

**e) Conditions**

- 1. No conditions have been imposed by the Planning Authority or Planning Board*

**f) General Waivers**

- 1. No general waivers are being requested.*





**Attachment B**  
**Requests for Utility Ability to Serve Letters**

## Silas Canavan

---

**From:** Cough, Jamie  
**Sent:** Tuesday, October 06, 2015 7:21 AM  
**To:** Silas Canavan  
**Subject:** CMP Ability To Serve Letter  
**Attachments:** EDET July 2014.xls; Easement\_Information\_Worksheet.doc; Standard Easement Sample.pdf

Oct 6, 2105  
Silas Canavan  
Walsh Engineering Associates, Inc.  
One Karen Drive, Suite 2A  
Westbrook, ME 04092  
*Sent via email to:* [silas@walsh-eng.com](mailto:silas@walsh-eng.com)

RE: Ability to Serve Letter 273 Congress Street, Portland, ME.

Dear Mr. Canavan:

CMP has the ability to serve the proposed project located at 273 Congress 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. ([SAP work order 10300169274](#). Note you will need new accounts etc... once the design is finalized)
- 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.

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,

Jamie

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



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October 29, 2015

Walsh Engineering Associates, Inc  
One Karen Drive, Suite 2A  
Westbrook, ME 04092

Re: 273 Congress Street, Portland, ME

Dear Mr. Canavan;

Thank you for your interest in using natural gas for the above referenced project.

Unitil has natural gas in the vicinity of this project to provide service. The evaluation to complete the design, costs and determining if any customer contribution will be needed is in process and will be completed shortly. 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

Sincerely,

Kelly Fowler  
Senior Business Development Representative  
[fowler@unitil.com](mailto:fowler@unitil.com)  
t. 207.541.2505 f. 207.541.2565





October 14, 2015

Portland Water District  
225 Douglass Circle  
Portland, ME 04102

**RE: Ability to Serve  
273 Congress Street  
Portland, Maine  
Tax Map 21, Block E, Lot 18**

To Whom It May Concern,

Walsh Engineering Associates, Inc. (WEA) is requesting an "Ability to Serve" letter from the Portland Water District for domestic water and fire services for a multi-use residential and retail condominium building located at 273 Congress Street in Portland, Maine. The existing building will be renovated to house 10 studio/one bedroom residential units and 2,550± square feet of retail space. It is assumed that the domestic service will require approximately 1,585 gallons/day.

If available, please provide any information regarding the existing service line to the building and the location, size, and material of the water main in Congress Street.

Automatic sprinkler systems will be installed throughout the building. WEA is requesting existing pressure and flow information from the nearest available hydrant to verify that there is adequate flow capacity for the sprinkler systems.

A site plan is attached showing the conceptual locations of the water service connections. A copy of the City of Portland Tax Map indicating the project location is also attached.

**The Applicant would like to submit their application to City of Portland by October 30, 2015. If you could provide the requested information prior to October 30, 2015 it would be greatly appreciated.**

Please contact me if you require any additional information.

Respectfully,

A handwritten signature in blue ink that reads "Silas Canavan". The signature is written in a cursive style.

Silas Canavan, PE  
Walsh Engineering Associates, Inc.

# CITY OF PORTLAND WASTEWATER CAPACITY APPLICATION

Department of Public Services,  
55 Portland Street,  
Portland, Maine 04101-2991



Mr. Frank J. Brancely,  
Senior Engineering Technician,  
Phone #: (207) 874-8832,  
Fax #: (207) 874-8852,  
E-mail: fjb@portlandmaine.gov

Date: October 30, 2015

## 1. Please, Submit Utility, Site, and Locus Plans.

Site Address: 273 Congress Street, Portland, Maine

Chart Block Lot Number: 21/E/18

Proposed Use: Multi-Family/Retail

Previous Use: Commercial/Retail

Existing Sanitary Flows: \_\_\_\_\_ GPD

Existing Process Flows: \_\_\_\_\_ GPD

Description and location of City sewer that is to receive the proposed building sewer lateral.

Existing 4" sewer lateral already connected to sewer main in Congress Street.

Site Category | Commercial (see part 4 below) ☒  
Industrial (complete part 5 below) ☐  
Governmental ☐  
Residential ☒  
Other (specify) ☐

*(Clearly, indicate the proposed connections, on the submitted plans)*

## 2. Please, Submit Contact Information.

City Planner's Name: T.B.D. Phone: \_\_\_\_\_

Owner/Developer Name: Kevin Dwyer, Clean and Simple Living, LLC

Owner/Developer Address: 315 16th Street, Boulder, CO 80302

Phone: 802-578-5585 Fax: \_\_\_\_\_ E-mail: dwyerkf@msn.com

Engineering Consultant Name: Silas Canavan, PE, Walsh Engineering Associates, Inc.

Engineering Consultant Address: 1 Karen Drive, Suite 2A, Westbrook, Maine 04092

Phone: 207-553-9898 Fax: \_\_\_\_\_ E-mail: silas@walsh-eng.com

*(Note: Consultants and Developers should allow +/- 15 days, for capacity status, prior to Planning Board Review)*

## 3. Please, Submit Domestic Wastewater Design Flow Calculations.

Estimated Domestic Wastewater Flow Generated: Qave = 1,260, Qmax = 2,772 GPD

Peaking Factor/ Peak Times: PF = 2.2

Specify the source of design guidelines: (i.e. "Handbook of Subsurface Wastewater Disposal in Maine,"  
"Plumbers and Pipe Fitters Calculation Manual," Portland Water District Records, Other (specify)  
Maine Subsurface Wastewater Disposal Rules

*(Note: Please submit calculations showing the derivation of your design flows, either on the following page, in the space provided, or attached, as a separate sheet)*

See attached design flow calculations.



**4. Please, Submit External Grease Interceptor Calculations.**

Total Drainage Fixture Unit (DFU) Values:

N/A - Commercial space will consist of retail  
space only. No food preparation.

Size of External Grease Interceptor:

Retention Time:

Peaking Factor/ Peak Times:

*(Note: In determining your restaurant process water flows, and the size of your external grease interceptor, please use The Uniform Plumbing Code. Note: In determining the retention time, sixty (60) minutes is the minimum retention time. Note: Please submit detailed calculations showing the derivation of your restaurant process water design flows, and please submit detailed calculations showing the derivation of the size of your external grease interceptor, either in the space provided below, or attached, as a separate sheet)*

**5. Please, Submit Industrial Process Wastewater Flow Calculations**

Estimated Industrial Process Wastewater Flows Generated:

N/A

GPD

Do you currently hold Federal or State discharge permits?

Yes

No

Is the process wastewater termed categorical under CFR 40?

Yes

No

OSHA Standard Industrial Code (SIC):

<http://www.osha.gov/oshstats/sicser.html>

Peaking Factor/Peak Process Times:

*(Note: On the submitted plans, please show where the building's domestic sanitary sewer laterals, as well as the building's industrial-commercial process wastewater sewer laterals exits the facility. Also, show where these building sewer laterals enter the city's sewer. Finally, show the location of the wet wells, control manholes, or other access points; and, the locations of filters, strainers, or grease traps)*

*(Note: Please submit detailed calculations showing the derivation of your design flows, either in the space provided below, or attached, as a separate sheet)*

Notes, Comments or Calculation

See attached design flow calculations.



## **Wastewater Design Flow Calculations**

East End Lofts  
273 Congress Street  
Portland, Maine

Proposed conditions:

- Multi-family residential development: 10 studio/1 bedroom units
- Retail Space: 2,290 square feet – Assume 5 employees

Design flows from Maine Subsurface Wastewater Disposal Rules, Tables 4A & 4C

- 120 GPD/1 bedroom dwelling
- 12 GPD/employee

Average Daily Flow  $Q_{ave} = (120 \text{ GPD})(10 \text{ units}) + (12 \text{ GPD})(5 \text{ employees}) = \mathbf{1,260 \text{ GPD}}$

Peaking Factor = 2.2

Per TR-16 Guides for the Design of Wastewater Treatment Works, Figure 1, pop. = 70,000

Maximum Daily Flow  $Q_{max} = 1,260 \text{ GPD} (2.2) = \mathbf{2,772 \text{ GPD}}$





## **5 Summary of Existing and/or Proposed Easements, Covenants, Right-of-Way, or other Burdens on the Site**

### **5.1 Existing Access Easement**

A 12-foot wide access easement is provided for access to the subject property at the site entrance from Congress Street as described in General Note #17 on the Boundary Survey included with this submission. A memo from Drummond Woodsum Attorneys at Law verified the existence of this easement. A copy of the memo is included in this section.

**Attachment C**  
**Easement Information**



## Silas Canavan

---

**From:** Kevin Dwyer  
**Sent:** Saturday, October 17, 2015 9:04 AM  
**To:** silas@walsh-eng.com  
**Cc:** Evan; scott.pearce@sagebioproducts.com; tomlandry@benchmarkmaine.com  
**Subject:** Fwd: 12' easement area  
**Attachments:** image001.png; Untitled attachment 00015.htm; Nadeau Land survey 273 Congress 08-27-2-15.PDF; Untitled attachment 00018.htm

Silas-

The easement for the alleyway.

Kevin  
802-578-5585

Begin forwarded message:

**From:** "Gary D. Vogel" <[GVogel@dwmlaw.com](mailto:GVogel@dwmlaw.com)>  
**Date:** October 16, 2015 at 5:52:27 PM EDT  
**To:** "Kevin Dwyer ([dwyerkf@msn.com](mailto:dwyerkf@msn.com))" <[dwyerkf@msn.com](mailto:dwyerkf@msn.com)>, "Scott Pearce ([scott.pearce@sagebioproducts.com](mailto:scott.pearce@sagebioproducts.com))" <[scott.pearce@sagebioproducts.com](mailto:scott.pearce@sagebioproducts.com)>  
**Subject:** 12' easement area

Kevin: As you requested, I am writing to address title to the 12' wide lane shown on the attached survey.

The description to the property, which goes back to the time before Maine was a state, excluded from the property the 6' wide portion of the 12' wide strip that was carved out of the description of the property to create the 12' wide lane. The same was done for the abutting property to the southwest.

This property and the abutting property to the southwest each have an easement for passage over the 12' Wide lane.

It is believed that title to the land underlying the 12' wide lane remains in the heirs of the original property owners who excepted those strips from the remainder of each parcel, as we found no conveyances of the land underlying the 12 lane in the registry of deeds, nor any other documents consistent with anyone asserting title to that land.

Please feel free to contact me if you require any further information. If you would like me to put this information in a more formal letter, I would be happy to do so.

Gary



## **6 Written Requests for Waivers**

The applicant is respectfully requesting waivers from the understory planting, parking lot landscaping, and street tree planting requirements of section 14-526(b)2.





## 7 Evidence of Financial and Technical Capacity

### 7.1 Financial Capacity

The applicant has the capacity to obtain the necessary financing for the project. A letter of financial capacity from Androscoggin Bank is attached. The estimated construction cost for the project is approximately \$800,000.

### 7.2 Technical Capacity

The Applicant has assembled a team of qualified professionals for the design and permitting of the project. Each team member has extensive experience in the design and permitting of project in Portland and throughout the State of Maine. The consultant team consists of the following members:

Civil Engineer: Silas Canavan, PE  
Walsh Engineering Associates, Inc.  
1 Karen Drive, Suite 2A  
Westbrook, Maine 04092  
207-553-9898  
[silas@walsh-eng.com](mailto:silas@walsh-eng.com)

Architect: Evan Carroll, AIA  
bild ARCHITECTURE  
PO Box 8235  
Portland, Maine 04104  
207-408-0168  
[evan@bildarchitecture.com](mailto:evan@bildarchitecture.com)

Surveyor: James Nadeau, PLS  
Nadeau Land Surveys  
918 Brighton Avenue  
Portland, Maine 04102  
207-878-7870  
[jim@nadeaulandsurveys.com](mailto:jim@nadeaulandsurveys.com)

Attorney: Gary Vogel  
Drummond Woodsum Attorneys at Law  
84 Marginal Way, Suite 600  
Portland, Maine 04101  
207-257-0518  
[gvogel@dwmlaw.com](mailto:gvogel@dwmlaw.com)

**Attachment D**  
**Letter of Financial Capacity**



Business Development Office  
152 US Route 1, Box 5  
Scarborough, ME 04074  
p: 1-800-966-9172 • t: 207-289-3123  
Androscogginbank.com

October 16, 2015

To Whom It May Concern:

This letter is to confirm that East End Lofts, LLC has approved financing in place for the project located at 273 Congress Street, Portland. The Bank has reviewed the financials of the principal owners of East End Lofts and they demonstrate strong financial capacity for a project of this size and scope.

Sincerely,

A handwritten signature in cursive script that reads 'Catherine Buffum'.

Catherine Buffum  
Vice President  
Commercial Lending  
(207) 518-6311

Please do not hesitate to contact me if more information is required.





## **8 Construction Management Plan**

The Applicant intends to begin construction immediately following approval of all applicable permit applications.

Limited exterior site work is proposed, therefore, minimal exterior impacts are anticipated for the project as it consists primarily of interior building renovations and exterior building façade improvements. Construction equipment and vehicles will be primarily contained to the existing parking lot adjacent to the building, which will not impact surrounding traffic patterns. Due to the proximity of the front of the building to the Congress Street sidewalk, pedestrian traffic may be temporarily redirected by signage at the nearest intersections during façade improvements to the front of the building.

The installation of new water service lines will require street opening within Congress Street. Associated lane closures and traffic management will be coordinated with the City by the selected contractor.



## **9      Boundary Survey**

Boundary and Topographic surveys performed by Nadeau Land Surveys are enclosed with the Plan Set in Section 10.



## **10 Site Plans**

The following plans are included with this submission.

Cover Sheet

Existing Conditions and Topographic Survey

Boundary Survey

C1.0 Existing Conditions and Removals Plan

C2.0 Site Layout, Utility, and Grading Plan

1 of 1 Subdivision Plat

C3.0 Site Details

C3.1 Erosion and Sedimentation Control Notes

A2.1 Elevations





12/14/15

## Accessibility Narrative

The proposed project at 273 Congress Street has two components: The private condos portion, and the public retail portion. The 2010 ADA Standards for Accessible Design only applies to public spaces, or only the retail unit.

The retail unit currently has an accessible entrance and bathroom. The ADA document is a scoping document and asks that certain numbers of accessible parking spaces be provided WHEN parking spaces are provided. As none of the on-site parking will be for retail use, no accessible spaces are required for the retail space.

The condo units are not governed by ADA but are often governed by Fair Housing. However, the Fair Housing guidelines do not apply to buildings that were occupied before 1991. The International Building Code has accessibility standards, but these standards have been written out of the code in the state of Maine. There are no accessibility standards that apply to the private condos portion of the building.

## Neighborhood Meeting Certification

I, Silas Canavan, PE, Walsh Engineering Associates, Inc., authorized agent for Clean and Simple Living, Inc., hereby certify that a neighborhood meeting was held on December 1, 2015 at 273 Congress Street, Portland, Maine at 6:00 pm.

I also certify that on November 20, 2015, invitations were mailed to the following:

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

Signed



12/2/15 (date)

Attached to this certification are:

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



November 19, 2015

Dear Neighbor,

On behalf of Clean and Simple Living, Inc., I invite you to a neighborhood meeting to discuss their plans for East End Lofts conversion to a mixed-use residential and commercial condominium complex, located at 273 Congress Street, Portland, Maine 04101.

**Meeting Location:** 273 Congress Street, Portland, Maine 04101

**Meeting Date:** Tuesday, December 1, 2015

**Meeting Time:** 6 pm

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

If you have any questions, please call Silas Canavan at Walsh Engineering Associates, Inc. at 207-553-9898 or [silas@walsh-eng.com](mailto:silas@walsh-eng.com).

Sincerely,

A handwritten signature in black ink that reads "Silas Canavan".

Silas Canavan, PE  
Walsh Engineering Associates, Inc.  
(Agent for Clean and Simple Living, Inc.)

cc: Kevin Dwyer, Clean and Simple Living, Inc.  
Evan Carroll, bild Architecture  
Shukria Wiar, City Planner



## Neighborhood Meeting Sign-In Sheet

### East End Lofts

273 Congress Street, Portland, Maine

Meeting Time: Tuesday, December 1, 2015, 6:00 pm

Location: 273 Congress Street, Portland, ME 04101

| Name             | Company            | Address                                       | Phone/Email                            |
|------------------|--------------------|-----------------------------------------------|----------------------------------------|
| Silas Canavan    | WEA                | 1 Keen Drive 2A<br>Westbrook, ME              | 207-553-9898                           |
| Tom Landry       | Benchmark RE       | 100 Congress St<br>Portland, ME 04101         | 207-939-0185                           |
| Kerri Dwyer      | CSSL               | 273 Congress St<br>Portland, ME 04101         | 802-578-5585                           |
| Audra Wrigley    | Build Architecture | 30 Denton St. Suite 213<br>Portland, ME 04103 | 207-522-7368                           |
| Erin Carroll     | Bill Architecture  | 5 Everett St. Portland                        | 207-408-0168                           |
| Robert C. Blains | Self               | 250 Mohr Avenue Portland                      | 207-772-2522                           |
| Nicole Insanally | Self               | 277 Congress, Portland                        | 207-641-3773.<br>n.insanally@yahoo.com |
| Debra Vittori    | Tangram 3ds        | 21 Rogers Rd. Wilbury<br>ME 03904             | 207-438-8500                           |
|                  |                    |                                               |                                        |

## **Neighborhood Meeting Minutes**

East End Lofts  
273 Congress Street, Portland, ME 04101

**Meeting Time:** Tuesday, December 1, 2015, 6:00 pm

**Location:** 273 Congress Street, Portland, ME 04101

- Meeting commenced at 6:05 pm.
- Eight (8) people in attendance, including three (3) neighbors.
- Evan Carroll introduced project, team, and attendees.
- Kevin Dwyer described the project goals and the mission of Clean and Simple Living, Inc. development projects.
- Silas Canavan described exterior site work including new water line installation and associated temporary road and sidewalk closures and repair. Also stated that no new exterior lighting is proposed.
- Evan Carroll explained work to exterior (patio doors and railing, mechanical penetrations, wall hung heat pump units, new windows). Mentioned being a board member of PHA and the need this project fills for affordable housing in the area.
- Attendee asked if new windows will be installed.
  - Evan Carroll explained location of new windows and showed on plan/elevations.
- Attendee asked if the retail space would be sold or leased.
  - Kevin Dwyer explained that the space will be leased and that Clean and Simple Living wants to maintain a vested interest in the building.
- Attendee asked if there will be any exterior HVAC units.
  - Evan Carroll reiterated that there will be exterior wall-mounted heat pumps on the northwest side of the building. No other exterior HVAC units are proposed. The existing interior boiler will be utilized as well.
- Tom Landry discussed the goal of using locally sourced materials and labor.
- Evan Carroll concluded meeting at 6:40 pm.



November 19, 2015

Dear Neighbor,

On behalf of Clean and Simple Living, Inc., I invite you to a neighborhood meeting to discuss their plans for East End Lofts conversion to a mixed-use residential and commercial condominium complex, located at 273 Congress Street, Portland, Maine 04101.

**Meeting Location:** 273 Congress Street, Portland, Maine 04101

**Meeting Date:** Tuesday, December 1, 2015

**Meeting Time:** 6 pm

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

If you have any questions, please call Silas Canavan at Walsh Engineering Associates, Inc. at 207-553-9898 or [silas@walsh-eng.com](mailto:silas@walsh-eng.com).

Sincerely,

A handwritten signature in black ink that reads "Silas Canavan".

Silas Canavan, PE  
Walsh Engineering Associates, Inc.  
(Agent for Clean and Simple Living, Inc.)

cc: Kevin Dwyer, Clean and Simple Living, Inc.  
Evan Carroll, bild Architecture  
Shukria Wiar, City Planner





## Portland Water District

FROM SEBAGO LAKE TO CASCO BAY

November 13, 2015

Walsh Engineering Associates, Inc.  
One Karen Drive Suite 2A  
Westbrook ME 04092

Attn: Silas Canavan  
Re: 273 Congress Street - Portland  
Ability to Serve with PWD Water

Dear Mr. Canavan:

The Portland Water District has received your request for an Ability to Serve Determination for the noted site submitted on October 14, 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 following conditions of service apply:

- The existing 1-inch diameter water service at this site is undersized for the proposed 10 studio/one bedroom residential units and 2,550± square feet of retail space. This service must be retired by shutting the corporation valve and cutting the pipe from the water main.
- New fire and domestic services may be installed from the 16-inch main in Congress Street. Please note that only one meter and one bill will be associated to each domestic service line. This one master meter must be located in a common space that all tenants could gain access to if necessary.
- Water District approval of water infrastructure plans will be required for the project prior to construction. As your project progresses, we advise that you submit any preliminary design plans to MEANS for review of the water main and water service line configuration. We will work with you to ensure that the design meets our current standards.

### Existing Site Service

According to District records, the project site does currently have existing water service. A 1-inch diameter copper water service line, located as shown on the attached water service card, provides water service to this site. Please refer to the "Conditions of Service" section of this letter for requirements related to the use of this service.



### Water System Characteristics

According to District records, there is an 16-inch diameter cast iron water main on the southeast side of Congress Street and a public fire hydrant located across from the site. Recent flow data is not available in this area. The most recent static pressure reading was 86 psi on 10/8/2015.

### 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. 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

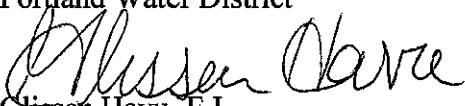
The data noted above indicates there should be adequate pressure and volume of water to serve the domestic water needs of your proposed project. Based on the high water pressure in this area, we recommend that you consider the installation of pressure reducing devices that comply with state plumbing codes.

### Private Fire Protection Water Needs

You have indicated that this project will require water service to provide private fire protection to the site. Please note that the District does not guarantee any quantity of water or pressure through a fire protection service. Please share these results with your sprinkler system designer so that they can design the fire protection system to best fit the noted conditions. If the data is out of date or insufficient for their needs, please contact MEANS 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

**From:** David Margolis-Pineo  
**To:** Silas Canavan; dwyerkf@msn.com  
**CC:** Barbara Barhydt; Benjamin Pearson; Helen Donaldson; Jean Fraser; Jeff Levine; John Emerson; Nancy Gallinaro; Rachel Smith; Scott Firmin; Shukria Wiar  
**Date:** 12/7/2015 11:42 AM  
**Subject:** Wastewater Application Approval for 273 Congress St, Portland, ME  
**Attachments:** David Margolis-Pineo.vcf

December 7, 2015

**RE: The Capacity to Handle Wastewater Flows from 273 Congress Street,  
 Multi-Family/Retail**

Dear Mr. Dwyer: (dwyerkf@msn.com)

The Department of Public Works, which includes the Water Resource Division have reviewed and determined that the downstream sewers from 273 Congress Street has the capacity to convey the estimated 1,260 gallons per day of wastewater which will be generated from this facility.

Please be aware that your propose wastewater has the potential to impact a Combined Sewer Overflow at the end of India Street during wet weather events. If this property has roof drains which currently discharge directly to the City's sewer system, you are asked to redirect these roof drains out of the sewer to grade in such a manner to minimize impacts to you neighbors.

Subsurface soils for this area may be conducive to infiltration. We are aware there is limited space on site to reduce runoff, however, any effort is appreciated.

If the City can be of further assistance, please call me at 874-8850 or 400-6695.  
 Sincerely,

CITY OF PORTLAND

David Margolis-Pineo

David Margolis-Pineo

Deputy City Engineer

**Anticipated Wastewater Flows from Multi-Family/Retail:**

**10 - One Bedroom Units @ 120 gpd/unit = 1,200 gpd**

**Retail – Five Employees @ 12 gpd/employee = 60 gpd**

Total: 1,260 gpd

CC: Jeffrey Levine, Director, Department of Planning and Urban Development, City of Portland  
 Barbara Barhydt, Development Review Services Mgr., Dep't. of Planning and Urban Development, City of  
 Portland  
 Nell Donaldson, Department of Planning and Urban Development, City of Portland  
 Shukria Wiar, Planner, Department of Planning and Urban Development, City of Portland  
 Jean Fraser, Planner, Department of Planning and Urban Development, City of Portland



Nancy Gallinaro, Water Resources Manager  
Benjamin N. Pearson, E.I., Industrial Pretreatment Coordinator, City of Portland  
Rachel Smith, Industrial Pretreatment Division, City of Portland  
John Emerson, Wastewater Coordinator, City of Portland  
Scott Firmin, Portland Water District  
Kevin Dwyer, Clean and Simple Living, LLC

Silas Canavan, Walsh Engineering

David Margolis-Pineo  
Deputy City Engineer  
Department of Public Services  
55 Portland St.  
Portland, ME 04101  
Office 207-874-8850  
Fax 207-874-8852  
Cell 207-400-6695  
dmp@portlandmaine.gov



January 7, 2016

Ms. Shukria Wiar  
City of Portland Planning Division  
389 Congress Street  
Portland, Maine 04101

**RE: Response to City Staff Review Comments  
Level III Site Plan Application  
East End Lofts  
273 Congress Street  
Portland, Maine**

Dear Shukria,

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

**Planning Comments Provided by City of Portland:**

Planning

1. Bicycle parking is required under the Site Plans. Please provide bicycle parking for customers as well as the tenants.

*Ordinance section 14-332-3 states that "In all zones where off-street motor vehicle parking is required, minimum off-street bicycle parking requirements shall be provided..." This project is located in the India Street Historic District and the building is a Contributing Structure. Per section 14-332.2(d), no off-street parking is required; therefore, WEA understands that no bicycle parking would be required on this site.*

*However, the Applicant understands the City's preference to provide bicycle parking when practical. Each resident will have a 2.5' wide x 4' deep x 8' tall locker in a room with direct access to the parking lot. These lockers can be used for resident bicycle storage. The lockers are shown on the enclosed floor plans.*

*The 6.7' wide sidewalk in front of the building and the 12' wide lane adjacent to the retail portion of the building are too narrow to install a bicycle rack without impeding vehicular and pedestrian traffic. Therefore, the Applicant is proposing to install a bicycle rack in the sidewalk within the right-of-way just northeast of the building and the crosswalk to India Street where the sidewalk widens to 10.7'. This appears to be the only practical location for a bicycle rack in proximity to the building. The location of the proposed bicycle rack is shown on the enclosed plan set.*

2. How will snow be handled onsite? If snow storage is proposed onsite, please show on site plan.

*Application section '4.a)4.d. Snow Storage' describes that site constraints do not allow for snow storage onsite. Therefore, the applicant will contract with a snow-removal company for snow removal of storms 1" and larger, and as needed throughout the winter. This note is also provided on the Plat Plan.*

3. Parking space 1 is encroaching on abutter's property. This space should be compact and labeled as such.

*Parking space 1 will be re-painted so that it is entirely within the property boundary. It is WEA's opinion that this does not need to be a compact parking space. A turning simulation plan is enclosed with this submission to show that a standard passenger car can exit the site from this space.*

4. Is the existing lighting full cutoff? Please provide more information on this.

*Based on follow-up conversation, the City will require that the lights be replaced with full-cutoff fixtures. A photometric plan is enclosed showing the light fixtures that have been replaced. One additional light has been added at the front door under the canopy. Due to the proximity of the building to the property lines, illumination levels slightly exceed the 0.1 foot-candle limit at the property line in some locations. Therefore, the Applicant is respectfully requesting a waiver of the light trespass standard.*

5. Where is the entrance for the tenants? Will the entrance be ADA accessible? Provide floor plans.

*The tenant entrance is located in the middle of the southwest side of the building. The entrances have been labeled on the plans. The building is not required to be ADA accessible, per the enclosed memo from the project architect. Floor plans are enclosed with this submission.*

6. A handicapped space is not called out on the site plan. Handicapped space is required under ADA.

*The project is exempt from ADA requirements. See the enclosed memo from the project architect.*

7. There are overhead utilities all over the site. Are there existing easements for this? Provide information.

*There are currently no easements for the existing overhead utility services crossing the site. We have identified proposed utility easements on the plan. The applicant respectfully requests that execution of these easement be a condition of approval to be completed prior to attaining the certificate of occupancy for the building.*



8. Who uses the current driveway from Congress Street? It seems like some of the abutters in the back use this access as well. Please explain.

*The project attorney, Gary Vogel, has provided a Title Opinion that will address this issue, as requested by the City's Corporation Counsel. A copy of the Title Opinion is included with this submission.*

9. Is the applicant asking for any waivers from the standards?

*As discussed in the original application, the Applicant is asking for a waiver from the understory planting, parking lot tree, and street tree standards due to limited space onsite. The Applicant intends to pay into the tree fund.*

*As discussed in Item 4 above, the Applicant is asking for a waiver from the lighting standard of 0.1 foot candles at the property line due to the proximity of the building to the property line.*

### Traffic

1. The applicant has provided a general statement as it relates to a construction management plan. I would note that specific details on sidewalk closures will be required. Additionally, any utility construction work in the street will likely have to be performed during off-peak hours or during the night. Plans will be required for review and approval before construction commences.

*Notes have been added to the plans stating that any work within the street shall be performed during off-peak hours or during the night and that the contractor shall provide a traffic management plan to the department for approval prior to and sidewalk and/or street closing and commencing work in the right-of-way. See General Notes 13 and 14.*

2. The plans depict elements of the project to be outside of the property boundary (e.g. parking space #1). An explanation should be provided.

*The existing parking space will be repainted so that it is entirely within the property boundary.*

### Public Services

1. Need State Plane Coordinates along the southwesterly boundary line.

*Coordinates have been added to the Plat Plan.*

2. Need to show property corners to be set along northeasterly boundary line.

*Property corners to be set have been added to the Plat Plan.*

3. Survey plan dated 8/27/15 proposed a boundary line agreement. Has it been executed? If so, need to show Registry Deed and pages of the agreement. If it is not executed there may possibly be legal issues for future owners.

*The boundary line agreement was executed on August 27, 2015 and has been recorded in the Cumberland County Registry of Deeds book 32546, pages 299 & 302. Copies of the recorded agreements are enclosed with this submission. The registry book and page numbers have been added to the plan reference notes on the plan set (see plan reference 1.4).*

4. Plan shows the building encroaching on the 12-foot wide passageway. Previous survey suggested consulting a title attorney. Has this been done? What is his/her opinion?

*The project attorney, Gary Vogel, has provided a Title Opinion that will address this issue, as requested by the City's Corporation Counsel. A copy of the Title Opinion is included with this submission.*

5. Plan references have been made to two surveys by Nadeau Land Surveys. Have they been recorded at the registry of deeds yet?

*The plans have not been recorded at the registry of deeds. Based on conversation with Bill Clark, the plans do not need to be recorded if the City has a copy of the boundary survey in their archives office. The boundary survey and topographical survey were provided to the City in the original submission and are enclosed with this submission.*

6. Gas service on land of northeasterly abutter. Has an easement been acquired?

*There is currently no easement for the existing gas service to the building. We have identified at proposed 15' wide utility easement on the plan. The applicant respectfully requests that execution of this easement be a condition of approval to be completed prior to attaining the certificate of occupancy for the building.*

7. Various overhead utilities are shown. Are there easements?

*There are currently no easements for the existing overhead utility services crossing the site. We have identified proposed utility easements on the plan. The applicant respectfully requests that execution of these easement be a condition of approval to be completed prior to attaining the certificate of occupancy for the building.*

8. Text vs. hatching/shading for text in various locations on the plan. The plan may not scan well at the registry where there are conflicts with hatching or shading.

*Background masks have been applied to all text overlaying hatching.*

9. Final plan will need a Professional Land Surveyor Seal

*A surveyor's stamp has been provided on the enclosed Plat Plan.*

10. Existing Conditions and Removals Plan dated 11/3/15 needs a Professional Land Surveyor seal. I asked the Chairman of the Board of Licensure for Professional Land Surveyors on a similar plan and his reply was that if "they are clearly defining the limits of the property" there should be a surveyor's seal.

*Property line metes and bounds have been removed from the existing conditions plan so that a surveyor's stamp is not required. Property line metes and bounds are provided on the boundary survey and the Plat Plan, which are stamped by a surveyor.*

### Legal

1. The legal department is reviewing the Right, Title, and Interest.

*The project attorney, Gary Vogel, has provided a Title Opinion that will address this issue, as requested by the City's Corporation Counsel. A copy of the Title Opinion is included with this submission.*

### Landscaping

1. Given the current built environment around the site, there is little room for added trees and landscape treatment. However, if the current sidewalk street curb line was returned to normal as on both sides, now that the site is not a commercial zone, I would recommend two street tree planters, curb & sidewalk reconstruction.

*No modifications to the sidewalk and curb are proposed.*

### Engineering

2. We looked at 273 Congress Street and the only exterior improvements appear to be a trench cut for new water services. This will affect the sidewalk and street, but they propose to repair these areas per City standards. I don't have any comments to offer on the design. It looks like their plan and details adequately address these installations.

*Understood.*

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

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

Respectfully,



Silas Canavan, PE  
Walsh Engineering Associates, Inc.

cc. Kevin Dwyer, Clean and Simple Living, Inc. (Applicant)  
Evan Carroll, bild Architecture  
Gary Vogel, Drummond Woodsum

enc. Revised Plan Set, Rev. 2  
Photometric Plan  
Turning Simulation Plan  
Floor Plans  
Architect's ADA Memo  
Recorded Boundary Line Agreement  
Title Opinion



East End Lofts  
273 Congress Street  
Portland, Maine  
Level III Site Plan Application  
Prepared For:  
Clean and Simple Living, Inc.  
315 16<sup>th</sup> Street  
Boulder, CO 80302

Design Consultants:

Civil Engineer  
Walsh Engineering Associates, Inc.  
One Karen Drive, Suite 2A  
Westbrook, Maine 04092  
207-553-9898

Architect  
bild ARCHITECTURE  
PO Box 8235  
Portland, Maine 04104  
207-408-0168

Surveyor  
Nadeau Land Surveys  
918 Brighton Ave  
Portland, ME 04102  
207-878-7870

Utilities:

Sewer  
City of Portland  
Public Services Department  
55 Portland Street  
Portland, Maine 04101  
207-874-8493

Water  
Portland Water District  
225 Douglass Street  
P.O. Box 3553  
Portland, Maine 04102  
207-774-5961 x3199

Electric  
Central Maine Power Co.  
162 Canco Road  
Portland, Maine 04103  
800-750-4000

Telephone  
Fairpoint  
45 Forest Avenue  
Portland, Maine 04101  
800-240-5019

Cable  
Time Warner Cable  
118 Johnson Road  
Portland, Maine 04101  
800-892-2253

Natural Gas  
Unitil  
1075 Forest Avenue  
Portland, Maine 04103-3586  
207-541-2543

Permits:

| Type                | Jurisdiction                            | Status                                                                |
|---------------------|-----------------------------------------|-----------------------------------------------------------------------|
| Level III Site Plan | City of Portland<br>Planning Department | Submitted November 3, 2015<br>Revised Plans Submitted January 7, 2015 |

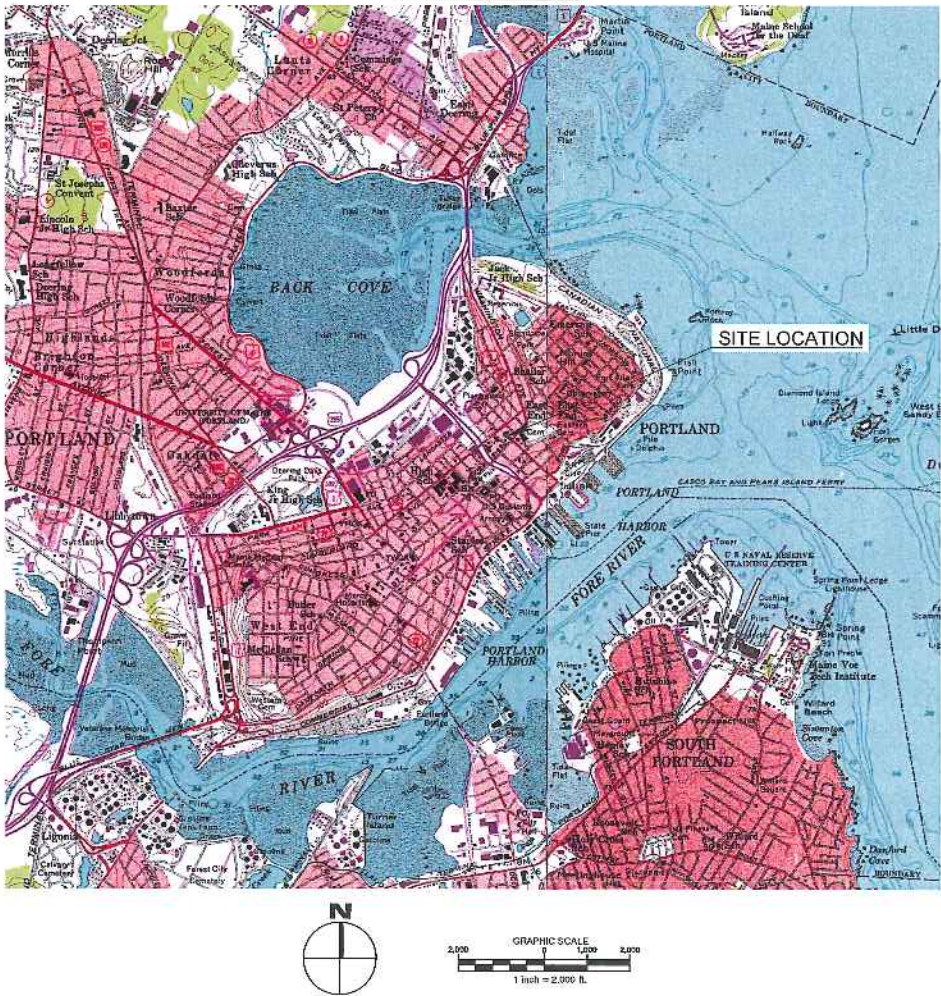
Record Owner

East End Lofts, LLC  
(Subsidiary of Clean and Simple Living, Inc.)  
315 16th Street  
Boulder, CO 80302

Parcel ID

Map 21  
Block E  
Lot 18

Vicinity Map:



List of Drawings:

| Sheet No. | Sheet Title                              |
|-----------|------------------------------------------|
|           | Cover Sheet                              |
|           | Existing Conditions & Topographic Survey |
|           | Boundary Survey                          |
| C1.0      | Existing Conditions and Removals Plan    |
| C2.0      | Site Layout, Utility, and Grading Plan   |
| 1 of 1    | Subdivision Plat                         |
| C3.0      | Details (Sheet 1 of 2)                   |
| C3.1      | Details (Sheet 2 of 2)                   |
| T1.0      | Turning Simulation Plan                  |
| 1 of 1    | Photometric Plan                         |
| A1.1      | Floor Plans                              |
| A1.2      | Roof Plan                                |
| A2.1      | Elevations                               |



|                                                                                                                                                                     |                            |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|
| <u>EXISTING</u>                                                                                                                                                     |                            |
|                                                                                    | PROPERTY LINE              |
|                                                                                    | ABUTTER LOT LINE           |
|                                                                                    | PROPERTY CORNER            |
|                                                                                    | SANITARY SEWER LINE        |
|                                                                                    | SANITARY SEWER CLEANOUT    |
|                                                                                    | WATER LINE                 |
|                                                                                    | WATER SHUTOFF              |
|                                                                                    | WATER LINE METER PIT       |
|                                                                                    | GAS LINE                   |
|                                                                                    | OVERHEAD UTILITY LINE      |
|                                                                                    | UNDERGROUND COMMUNICATIONS |
|                                                                                    | UTILITY POLE               |
|                                                                                    | BUILDING                   |
|   | METAL FENCE                |
|   | WOOD FENCE                 |
|                                                                                    | EDGE OF PAVEMENT           |
|                                                                                    | EDGE OF CONCRETE           |
|                                                                                    | GRANITE CURB               |
|                                                                                    | BRICK SIDEWALK             |

|                                              |                                                                                                                                                                         |               |               |
|----------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|---------------|
| 1. SITE AREA:                                | 9,726 SF                                                                                                                                                                |               |               |
| 2. APPLICANT:                                | CLEAN AND SIMPLE LIVING, INC.<br>C/O KEVIN DWYER<br>315 16 <sup>TH</sup> STREET<br>BOULDER, CO 80302                                                                    |               |               |
| 3. OWNER:                                    | EAST END LOFTS, INC. (A SUBSIDIARY OF CLEAN AND SIMPLE LIVING, INC.)<br>C/O KEVIN DWYER<br>315 16 <sup>TH</sup> STREET<br>BOULDER, CO 80302<br>CORD BOOK 32617, PAGE 34 |               |               |
| 4. ZONING DISTRICTS:                         | B-26 COMMUNITY BUSINESS ZONE<br>INDIA STREET HISTORIC DISTRICT                                                                                                          |               |               |
| 5. SPACE AND BULK STANDARDS                  | REQUIRED                                                                                                                                                                | EXISTING      | PROPOSED      |
| MINIMUM LOT SIZE                             | NONE                                                                                                                                                                    | 9,726 SF      | NO CHANGE     |
| MINIMUM LOT WIDTH                            | NONE                                                                                                                                                                    | 43.7'         | NO CHANGE     |
| MINIMUM STREET FRONTAGE                      | 20'                                                                                                                                                                     | 42.93'        | NO CHANGE     |
| FRONT YARD SETBACK                           | NONE                                                                                                                                                                    | 0'            | NO CHANGE     |
| REAR YARD SETBACK                            | 10'                                                                                                                                                                     | 40.7'         | NO CHANGE     |
| SIDE YARD SETBACK                            | NONE                                                                                                                                                                    | 0'            | NO CHANGE     |
| SIDE YARD ON SIDE STREET                     | NONE                                                                                                                                                                    | N/A           | N/A           |
| MAXIMUM IMPERVIOUS SURFACE RATIO             | 90%                                                                                                                                                                     | 100%          | NO CHANGE     |
| MAXIMUM HEIGHT OF STRUCTURES                 | 45'                                                                                                                                                                     | 35.7'-0"      | NO CHANGE     |
| MINIMUM LOT AREA PER DWELLING (ON PENINSULA) | 435 SF                                                                                                                                                                  | 9,726 SF/UNIT | 972.6 SF/UNIT |

1. **ONSITE TOPOGRAPHY AND PROPERTY BOUNDARY INFORMATION TAKEN FROM THE FOLLOWING:**
  - 1.1. **A PLAN TITLED "PLAN DEPICTING THE RESULTS OF AN EXISTING CONDITIONS # TOPOGRAPHY SURVEY MADE FOR WALSH ENGINEERING ASSOCIATES, INC.", PREPARED BY NADEAU LAND SURVEYS OF PORTLAND, MAINE, DATED OCTOBER 30, 2015.**
  - 1.2. **A PLAN TITLED "PLAN DEPICTING THE RESULTS OF A BOUNDARY SURVEY # PROPOSED BOUNDARY LINE AGREEMENT MADE FOR EAST END STUDIOS, LLC, PREPARED BY NADEAU LAND SURVEYS OF PORTLAND, MAINE, DATED AUGUST 27, 2015.**
  - 1.3. **FIELD OBSERVATION BY WALSH ENGINEERING ASSOCIATES, INC. IN SEPTEMBER AND OCTOBER 2015.**
2. **PLAN IS REFERENCED TO CITY OF PORTLAND HORIZONTAL DATUM, MAINE STATE PLANE COORDINATE SYSTEM, WEST ZONE, NAD83.**
3. **BASIS OF PROPERTY LINE BEARINGS IS MAGNETIC NORTH PER PLAN REFERENCE 1.2 ABOVE.**

1. THE UNDERGROUND UTILITIES HEREON SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE DESIGN ENGINEER MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE DESIGN ENGINEER FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM AVAILABLE INFORMATION.

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING ALL "DIG SAFE" AND LOCAL UTILITY COMPANIES AT LEAST THREE (3) BUSINESS DAYS, BUT NOT MORE THAN 30 CALENDAR DAYS, PRIOR TO THE COMMENCEMENT OF ANY EXCAVATION, IN ACCORDANCE WITH MAINE STATE LAW. "DIG SAFE" TELEPHONE NUMBER IS 1-800-344-7233.
2. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR ANY AND ALL MEANS, METHODS, AND TECHNIQUES EMPLOYED TO PERFORM THE WORK SHOWN ON THE PLANS.
3. ANY DAMAGE TO EXISTING UTILITIES AND/OR SITE FEATURES AS A RESULT OF CONTRACTOR ACTIVITIES SHALL BE REPAIRED TO THE CONDITION IMMEDIATELY BEFORE DAMAGE OCCURRED AT THE CONTRACTOR'S EXPENSE.
4. ALL WORK SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL REGULATIONS INCLUDING ALL SAFETY REGULATIONS (OSHA).
5. ALL WORK SHALL BE IN CONFORMANCE WITH THE CITY OF PORTLAND REGULATIONS.
6. THE CONTRACTOR SHALL SECURE ALL NECESSARY PERMITS FOR THE WORK SHOWN ON THESE PLANS PRIOR TO CONSTRUCTION.
7. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO ANY SITE EXCAVATION OR REGRADING.
8. CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS SHOWN ON THE DRAWINGS. IF ANY DISCREPANCIES ARE FOUND, THE OWNER OR OWNERS REPRESENTATIVE SHALL BE NOTIFIED IMMEDIATELY.
9. THE SUBJECT PROPERTY IS NOT LOCATED WITHIN THE 100-YEAR FLOOD PLAIN AS DEPICTED ON THE FEMA FLOOD INSURANCE RATE MAPS.
10. ALL WATER MAIN AND WATER SERVICE WORK SHALL COMPLY WITH PORTLAND WATER DISTRICT REQUIREMENTS. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL REQUIRED PERMITS FROM THE PORTLAND WATER DISTRICT.
11. ALL PROPOSED WORK WITHIN THE CONGRESS STREET RIGHT-OF-WAY SHALL MEET THE CITY OF PORTLAND TECHNICAL MANUAL STANDARDS.
12. INSTALL CATCH BASIN INLET PROTECTION IN DOWNGRADIENT CATCH BASINS IN ALL DIRECTIONS PRIOR TO EXCAVATION IN STREET
13. CONTRACTOR SHALL SUBMIT A TRAFFIC MANAGEMENT PLAN TO THE DEPARTMENT FOR APPROVAL PRIOR TO ANY STREET AND/OR SIDEWALK CLOSURES.
14. ALL STREET CLOSURES SHALL BE PERFORMED DURING OFF-PEAK HOURS OR DURING THE NIGHT.

**273 CONGRESS STREET**  
RECORD OWNER: EAST END LOFTS, LLC  
BOOK 32617, PAGE 34

**NEIGHBORING PROPERTIES:**

- N/F HOUGHTON & LEVESQUE BOOK 23557, PAGE 49
- N/F MAINE JEWISH MUSEUM (PROPOSED HISTORIC LANDMARK)
- N/F CONGREGATION ITZ CHAIM BOOK 1616, PAGES 169 & 171
- N/F 158 CUMBERLAND, LLC BOOK 29393, PAGE 121
- N/F KONTOS BOOK 4960, PAGE 211
- N/F FRIEDRICH BOOK 12363, PAGE 97
- N/F ST. PAUL'S PARISH CHURCH BOOK 15570, PAGE 263
- N/F 277 CONGRESS LLC BOOK 29339, PAGE 235

**EXISTING FEATURES:**

- 5 EXISTING PARKING SPACES TO REMAIN
- 40.7' (REAR SETBACK)
- EXISTING LIGHT FIXTURE (TYP.)
- ROOF OVERHANG (TYP.)
- EXISTING UNDERGROUND COMMUNICATION SERVICES
- ELECTRIC MITERS
- GAS METER
- EXISTING GAS SERVICE TO REMAIN
- EXISTING OVERHEAD ELECTRIC SERVICE TO REMAIN
- EXISTING SEWER LINE TO REMAIN AND BE PROTECTED
- EXISTING 1" WATER SERVICE, WATER SHUTOFF, AND WATER METER TO BE REMOVED
- EXISTING CROSSWALK
- EXISTING FIRE HYDRANT

**PROPOSED IMPROVEMENTS:**

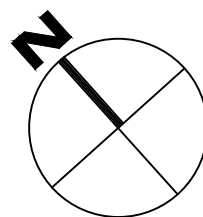
- PAINT EXISTING PARKING SPACE LINES BLACK
- SAWCUT AND REMOVE BRICK SIDEWALK AND GRANITE CURB
- SAWCUT AND REMOVE PAVEMENT
- INSTALL NEW BRICK SIDEWALK
- INSTALL NEW GRANITE CURB
- INSTALL NEW WATER VALVE
- INSTALL NEW COMMUNICATIONS MANHOLE
- INSTALL NEW 16" CAST IRON WATER MAIN
- INSTALL NEW GAS VALVE
- INSTALL NEW TRAFFIC LIGHT POLE
- INSTALL NEW VEHICLE LOADING ZONE SIGN
- INSTALL NEW AWNING
- INSTALL NEW COMMERCIAL BUILDING ENTRANCE (TO REMAIN)
- INSTALL NEW TENANT BUILDING ENTRANCE (TO REMAIN)

**UTILITIES:**

- WATER VALVE
- COMMUNICATIONS MANHOLE
- 16" CAST IRON WATER MAIN
- GAS VALVE
- EXISTING FIRE HYDRANT

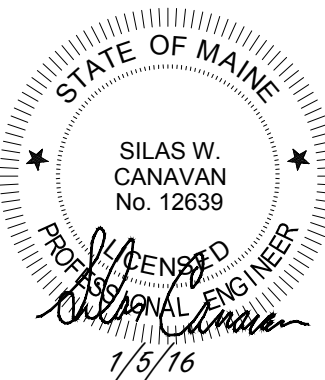
**STREETS:**

- CONGRESS STREET (PRIVATE)
- INDIA STREET (PUBLIC)



10 0 5 10 20 40

1 inch = 10 ft.



## East End Lofts

3 Congress Street  
Portland, Maine

Clean and Simple Living, Inc.

315 16th Street  
Boulder, CO 80302

| Rev. | Date    | Description                              | Drawn | Check |
|------|---------|------------------------------------------|-------|-------|
| 1    | 11/3/75 | Issued for Level III<br>Site Plan Review | SWC   | NGC   |
| 2    | 1/5/76  | Revised Per City<br>Comments             | SWC   | NGC   |
|      |         |                                          |       |       |
|      |         |                                          |       |       |
|      |         |                                          |       |       |

Sheet Title:

## Existing Conditions and Removals Plan

Job No.: 310

Date: Nov. 3, 2015

Scale: 1" = 10'

Drawn: SWC

Sheet No.:

# C1.0











EROSION AND SEDIMENTATION CONTROL NOTES:

INTRODUCTION

THE FOLLOWING PLAN FOR CONTROLLING SEDIMENTATION AND EROSION IN THIS PROJECT IS BASED ON CONSERVATION PRACTICES FOUND IN THE MAINE EROSION & SEDIMENT CONTROL BMPs MANUAL, MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, MARCH 2003, OR LATEST EDITION. THE CONTRACTOR WHO IMPLEMENTS THIS PLAN SHALL BE FAMILIAR WITH THIS PUBLICATION AND ADHERE TO IT AND THE PRACTICES PRESENTED HEREIN.

REFERENCE IS MADE TO THE GRADING AND DRAINAGE PLANS (C3.0) WITHIN THE PLAN SET, SHOWING THE LOCATIONS AND TYPES OF PROPOSED MEASURES TO BE IMPLEMENTED.

GENERAL EROSION AND SEDIMENTATION CONTROL PRACTICES

THE FOLLOWING IS A LIST OF GENERAL EROSION CONTROL PRACTICES THAT WILL BE USED TO PREVENT EROSION AND SEDIMENTATION BEFORE, DURING AND AFTER THE CONSTRUCTION OF THIS PROJECT. IN ADDITION, SPECIAL CARE SHALL BE USED AT ALL TIMES TO:

- 1) LIMIT DISTURBANCE AND, HENCE, EROSION
- 2) CORRECT ANY EROSION PROBLEMS IMMEDIATELY
- 3) REGULARLY MONITOR THE IMPLEMENTED PRACTICES, ESPECIALLY AFTER EVERY RAINFALL
- 4) REVEGETATE DISTURBED AREAS AS SOON AS POSSIBLE AFTER CONSTRUCTION
- 5) CONFORM TO ALL REQUIREMENTS/STANDARDS OF THE SITE'S MAINE DEP EROSION & SEDIMENT CONTROL BMP MANUAL.

SILT FENCE AND/OR EROSION CONTROL MIX SEDIMENT BARRIERS

SILT FENCE AND/OR EROSION CONTROL MIX SEDIMENT BARRIERS WILL BE INSTALLED ALONG THE DOWN GRADIENT SIDE OF THE PROPOSED GROUND DISTURBANCE AREAS PRIOR TO ANY CONSTRUCTION ACTIVITIES.

CATCH BASIN PROTECTION

CATCH BASIN PROTECTION WILL BE INSTALLED AT THE FIRST DOWNGRADIENT CATCH BASIN IN STREET ADJACENT TO ANY CONSTRUCTION ACTIVITIES.

CONSTRUCTION PHASE

THE FOLLOWING GENERAL PRACTICES WILL BE IMPLEMENTED TO PREVENT EROSION DURING CONSTRUCTION ON THIS PROJECT:

1. ONLY THOSE AREAS UNDER ACTIVE CONSTRUCTION WILL BE CLEARED AND LEFT IN AN UNTREATED OR UNVEGETATED CONDITION. ONCE CONSTRUCTION OF AN AREA IS COMPLETE, FINAL GRADING, LOAMING AND SEEDING SHALL OCCUR IMMEDIATELY (REFER TO "POST CONSTRUCTION REVEGETATION" SECTION). IF DURING FINAL GRADING, LOAMING AND SEEDING CAN NOT OCCUR IMMEDIATELY, IT SHALL BE DONE PRIOR TO ANY STORM EVENT AND WITHIN 15 DAYS OF COMPLETING CONSTRUCTION IN THE AREA. IF FINAL GRADING, LOAMING AND SEEDING CANNOT OCCUR WITHIN 7 DAYS, OR IF THE AREA IS NOT UNDER ACTIVE CONSTRUCTION FOR A PERIOD LONGER THAN 7 DAYS, SEE ITEM NO. 4 BELOW.
2. PRIOR TO THE START OF CONSTRUCTION IN A SPECIFIC AREA, SILT FENCING SHALL BE INSTALLED ON DOWNGRADIENT PORTIONS OF THE SITE AS LOCATED ON THE PLANS TO PROTECT AGAINST ANY CONSTRUCTION RELATED EROSION.
3. TOPSOIL WILL BE STOCKPILED WHEN NECESSARY IN AREAS WHICH HAVE MINIMUM POTENTIAL FOR EROSION AND WILL BE KEPT AS FAR AS POSSIBLE FROM EXISTING DRAINAGE AREAS AND WETLANDS. ALL STOCKPILES EXPECTED TO REMAIN LONGER THAN 7 DAYS SHALL BE :
  - A. TREATED WITH ANCHORED MULCH (WITHIN 5 DAYS OF THE LAST DEPOSIT OF STOCKPILED SOIL).
  - B. SEEDED WITH CONSERVATION MIX AND MULCHED IMMEDIATELY.STOCKPILES SHALL BE EITHER PLACED UPHILL OF AN EXISTING SEDIMENT BARRIER ON THE SITE OR ENCIRCLED BY A HAY BALE OR SILT FENCE BARRIER THE FIRST DAY THAT STOCKPILING COMMENCES.
4. ALL DISTURBED AREAS EXPECTED TO REMAIN LONGER THAN 7 DAYS SHALL BE:
  - A. TREATED WITH STRAW AT A RATE OF 70-90 LBS. PER 1,000 SQUARE FEET FROM 4 1/2 TO 10 1/1, OR AT A RATE OF 150-200 LBS. PER 1,000 SQUARE FEET FROM 10 1/1 TO 4 1/5.
  - B. SEEDED WITH CONSERVATION MIX OF PERENNIAL RYE GRASS (1.0 LBS/1000 SQ.FT.) AND MULCHED IMMEDIATELY. FROM 10 1/1 TO 4 1/5, FOLLOW THE SEEDING RATES AS OUTLINED BELOW IN SUB-SECTION 4.D. OF THE "POST CONSTRUCTION REVEGETATION" SECTION.
  - C. MONITORED EVERY TWO WEEKS UNTIL SEEDING CAN OCCUR AND REMULCHED AS NEEDED TO PROTECT SLOPES.
5. ALL GRADING WILL BE HELD TO A MAXIMUM 3:1 SLOPE WHERE PRACTICAL. GREATER SLOPES MAY BE USED WHERE THE BANKS ARE PROTECTED WITH SOFT ARMOUR MATTING, EROSION CONTROL MATTING, OR RIPRAP. ALL SLOPES WILL BE STABILIZED WITH PERMANENT SEEDING IMMEDIATELY AFTER FINAL GRADING IS COMPLETE. (IT IS UNDERSTOOD THAT IMMEDIATELY MEANS WITHIN 5 DAYS OF THE COMPLETION OF WORK. SEE POST-CONSTRUCTION REVEGETATION FOR SEEDING SPECIFICATION.)

EROSION AND SEDIMENTATION CONTROL NOTES

NOT TO SCALE

6. CONSTRUCTION TRAFFIC WILL BE DIRECTED OVER THE EXISTING SITE ENTRANCE. THE ROAD SHALL BE SWEEP DAILY SHOULD SEDIMENT BE TRACKED ONTO IT.

DEWATERING

1. ALL DEWATERING DISCHARGE LOCATIONS SHALL BE LOCATED ON RELATIVELY FLAT GROUND AT LEAST 75' FROM STREAMS AND 25' FROM WETLANDS. THE CONTRACTOR SHALL UTILIZE DIRT BAGS, EROSION CONTROL MIX BERMS, OR SIMILAR METHODS FOR FILTRATION OF DEWATERING AND SHALL CONFORM TO THE MAINE EROSION AND SEDIMENT CONTROL BMPs G-1, G-2, AND G-3.

POST CONSTRUCTION REVEGETATION

THE FOLLOWING GENERAL PRACTICES WILL BE IMPLEMENTED TO PREVENT EROSION AS SOON AS AN AREA IS READY TO UNDERGO FINAL GRADING:

1. A MINIMUM OF 6" OF LOAM WILL BE SPREAD OVER DISTURBED AREAS AND GRADED TO A UNIFORM DEPTH AND NATURAL APPEARANCE.
2. LAWN AREAS: "ESTATE GREEN" GRASS SEED BY ALLEN, STERLING & LOTHROP (PALMOUTH, MAINE), OR APPROVED EQUAL.
3. MULCH SHALL BE HAY OR STRAW MULCHES THAT ARE DRY AND FREE FROM UNDESIRABLE SEEDS AND COARSE MATERIALS.
  - A. APPLICATION RATE MUST BE 2 BALES (70-90 LBS.) PER 1,000 SQUARE FEET OR 1.5 TO 2 TONS (90-100 BALES) PER ACRE TO COVER 75 TO 90% OF THE GROUND SURFACE.
  - B. DRIVE OVER WITH TRACKED CONSTRUCTION EQUIPMENT ON GRADES OF 5% AND LESS.
  - C. BLANKET WITH TACKED PHOTODEGRADABLE/BIODEGRADABLE NETTING ON GRADES GREATER THAN 5%.
4. HYDRO-MULCH SHALL CONSIST OF A MIXTURE OF ASPHALT, WOOD FIBRE OR PAPER FIBRE AND WATER, WHICH IS SPRAYED OVER A SEEDED AREA. HYDRO-MULCH SHALL NOT BE USED BETWEEN 10 1/1 AND 4 1/5.
5. CONSTRUCTION SHALL BE PLANNED TO ELIMINATE THE NEED FOR SEEDING BETWEEN OCTOBER 1ST AND APRIL 1ST. SHOULD SEEDING BE NECESSARY BETWEEN THESE DATES, THE FOLLOWING PROCEDURE SHALL BE FOLLOWED:
  - A. ONLY UNFROZEN LOAM SHALL BE USED.
  - B. LOAMING, SEEDING AND MULCHING WILL NOT BE DONE OVER SNOW OR ICE COVER. IF SNOW EXISTS, IT MUST BE REMOVED PRIOR TO PLACEMENT OF SEED.
  - C. WHERE PERMANENT SEEDING IS NECESSARY, ANNUAL WINTER RYE (1.2 LBS/1000 S.F.) SHALL BE SOWN INSTEAD OF THE PREVIOUSLY NOTED SEEDING RATE.
  - D. WHERE TEMPORARY SEEDING IS REQUIRED, ANNUAL WINTER RYE (2.5 LBS/1000 S.F.) SHALL BE SOWN INSTEAD OF THE PREVIOUSLY NOTED SEEDING RATE.
  - E. FERTILIZING, SEEDING AND MULCHING SHALL BE DONE ON LOAM THE DAY THE LOAM IS SPREAD.
  - F. HAY MULCH SHALL BE SECURED WITH PHOTODEGRADABLE/BIODEGRADABLE NETTING. TRACKING BY MACHINERY ALONE WILL NOT SUFFICE. WINTER MULCHING RATES, AS SPECIFIED ABOVE IN SUBSECTION 5.A. OF THE "CONSTRUCTION PHASE" SECTION, SHOULD BE APPLIED DURING THIS PERIOD.
5. FOLLOWING FINAL SEEDING, THE SITE WILL BE INSPECTED EVERY 30 DAYS UNTIL 80% COVER HAS BEEN ESTABLISHED. RESEEDING WILL BE CARRIED OUT BY THE CONTRACTOR WITHIN 10 DAYS OF NOTIFICATION BY THE DESIGN PROFESSIONAL THAT THE EXISTING CATCH IS INADEQUATE.

MONITORING SCHEDULE

THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING, MONITORING, MAINTAINING, REPAIRING, REPLACING AND REMOVING ALL OF THE EROSION AND SEDIMENTATION CONTROLS OR APPOINTING A QUALIFIED SUBCONTRACTOR TO DO SO.

MAINTENANCE MEASURES WILL BE APPLIED AS NEEDED DURING THE ENTIRE CONSTRUCTION CYCLE. IMMEDIATELY FOLLOWING ANY SIGNIFICANT RAINFALL, AND AT LEAST ONCE A WEEK, A VISUAL INSPECTION WILL BE MADE OF ALL EROSION AND SEDIMENTATION CONTROLS AS FOLLOWS:

1. SILT FENCE SHALL BE INSPECTED AND REPAIRED. SEDIMENT TRAPPED BEHIND THESE BARRIERS SHALL BE EXCAVATED WHEN IT REACHES A DEPTH OF 6" AND REDISTRIBUTED TO AREAS UNDERGOING FINAL GRADING.
2. CONSTRUCTION ENTRANCE SHALL BE VISUALLY INSPECTED AND REPAIRED AS NEEDED. ANY AREAS SUBJECT TO RUTTING SHALL BE STABILIZED IMMEDIATELY. IF THE VOIDS OF THE CONSTRUCTION ENTRANCE BECOME FILLED WITH MUD, MORE CRUSHED STONE SHALL BE ADDED AS NEEDED. THE PUBLIC ROADWAY SHALL BE SWEEP SHOULD MUD BE DEPOSITED/TRACKED ONTO THEM.

STANDARDS FOR STABILIZING SITES FOR THE WINTER

THE FOLLOWING STANDARDS AND METHODOLOGIES SHALL BE USED FOR STABILIZING THE SITE DURING THE WINTER CONSTRUCTION PERIOD

1. STANDARD FOR THE TIMELY STABILIZATION OF DISTURBED SLOPES (ANY AREA HAVING A GRADE GREATER THAN 25%) - THE CONTRACTOR WILL SEED AND MULCH ALL SLOPES TO BE VEGETATED BY SEPTEMBER 15TH. IF THE CONTRACTOR FAILS TO STABILIZE ANY SLOPE TO BE VEGETATED BY SEPTEMBER 15TH, THEN THE CONTRACTOR WILL TAKE ONE OF THE FOLLOWING ACTIONS TO STABILIZE THE SLOPE FOR LATE FALL AND WINTER.
  - A. STABILIZE THE SOIL WITH TEMPORARY VEGETATION AND EROSION CONTROL MATS - BY OCTOBER 1ST THE CONTRACTOR WILL SEED THE DISTURBED SLOPE WITH WINTER RYE AT A RATE OF 3 POUNDS PER 1000 SQUARE FEET AND THEN INSTALL EROSION CONTROL MATS OR ANCHORED HAY MULCH OVER THE SEEDING. THE CONTRACTOR WILL MONITOR GROWTH OF THE RYE OVER THE NEXT 30 DAYS.
  - B. STABILIZE THE SLOPE WITH WOOD-WASTE COMPOST - THE CONTRACTOR WILL PLACE A SIX-INCH LAYER OF WOOD-WASTE COMPOST ON THE SLOPE BY NOVEMBER 15TH. THE CONTRACTOR WILL NOT USE WOOD-WASTE COMPOST TO STABILIZE SLOPES HAVING GRADES GREATER THAN 50% (2H:1V) OR HAVING GROUNDWATER SEEPS ON THE SLOPE FACE.
  - C. STABILIZE THE SLOPE WITH STONE RIPRAP - THE CONTRACTOR WILL PLACE A LAYER OF STONE RIPRAP ON THE SLOPE BY NOVEMBER 15TH. THE DEVELOPMENTS OWNER WILL HIRE A REGISTERED PROFESSIONAL ENGINEER TO DETERMINE THE STONE SIZE NEEDED FOR STABILITY ON THE SLOPE AND TO DESIGN A FILTER LAYER FOR UNDERNEATH THE RIPRAP.
2. STANDARD FOR THE TIMELY STABILIZATION OF DISTURBED SOILS - BY SEPTEMBER 15TH THE CONTRACTOR WILL SEED AND MULCH ALL DISTURBED SOILS ON THE SITE. IF THE CONTRACTOR FAILS TO STABILIZE THESE SOILS BY THIS DATE, THEN THE CONTRACTOR WILL TAKE ON OF THE FOLLOWING ACTIONS TO STABILIZE THE SOIL FOR LATE FALL AND WINTER.
  - A. STABILIZE THE SOIL WITH TEMPORARY VEGETATION - BY OCTOBER 1ST THE CONTRACTOR WILL SEED THE DISTURBED SOIL WITH WINTER RYE AT A SEEDING RATE OF 3 POUNDS PER 1000 SQUARE FEET, LIGHTLY MULCH THE SEEDED SOIL WITH HAY OR STRAW AT 75 POUNDS PER 1000 SQUARE FEET, AND ANCHOR THE MULCH WITH PLASTIC NETTING. THE CONTRACTOR WILL MONITOR GROWTH OF THE RYE OVER THE NEXT 30 DAYS. IF THE RYE FAILS TO GROW AT LEAST THREE INCHES OR FAILS TO COVER AT LEAST 75% OF THE DISTURBED SOIL BEFORE NOVEMBER 1, THEN THE CONTRACTOR WILL MULCH THE AREA FOR OVER-WINTER PROTECTION AS DESCRIBED IN ITEM III OF THIS STANDARD.
  - B. STABILIZE THE SOIL WITH SOD - THE CONTRACTOR WILL STABILIZE THE DISTURBED SOIL WITH PROPERLY INSTALLED SOD BY OCTOBER 1ST. PROPER INSTALLATION INCLUDES THE CONTRACTOR FINING THE SOD ONTO THE SOIL WITH WIRE PINS, ROLLING THE SOD TO GUARANTEE CONTACT BETWEEN THE SOD AND UNDERLYING SOIL, AND WATERING THE SOD TO PROMOTE ROOT GROWTH INTO THE DISTURBED SOIL.
  - C. STABILIZE THE SOIL WITH MULCH - BY NOVEMBER 15TH THE CONTRACTOR WILL MULCH THE DISTURBED SOIL BY SPREADING HAY OR STRAW AT A RATE OF AT LEAST 150 POUNDS PER 1000 SQUARE FEET ON THE AREA SO THAT NO SOIL IS VISIBLE THROUGH THE MULCH. IMMEDIATELY AFTER APPLYING THE MULCH, THE CONTRACTOR WILL ANCHOR THE MULCH WITH NETTING OR OTHER METHOD TO PREVENT WIND FROM MOVING THE MULCH OFF THE DISTURBED SOIL.

EROSION CONTROL REMOVAL

AN AREA IS CONSIDERED STABLE IF IT IS PAVED OR IF 80% GROWTH OF PLANTED SEEDS IS ESTABLISHED. ONCE AN AREA IS CONSIDERED STABLE, THE EROSION CONTROL MEASURES CAN BE REMOVED AS FOLLOWS:

1. SILT FENCE  
SILT FENCE SHALL BE DISPOSED OF LEGALLY AND PROPERLY OFF-SITE. ALL SEDIMENT TRAPPED BEHIND THESE CONTROLS SHALL BE DISTRIBUTED TO AN AREA UNDERGOING FINAL GRADING OR REMOVED AND RELOCATED OFF-SITE.
2. CATCH BASIN PROTECTION  
CATCH BASIN INLET PROTECTION SHALL BE REMOVED FOLLOWING PERMANENT STABILIZATION OF UPGRADIENT AREAS. SEDEIMENT SHALL BE REMOVED FROM 10H SACK AND LEGALLY DISPOSED. SEDIMENT SHALL NOT BE WASHED INTO THE CATCH BASIN.
3. MISCELLANEOUS  
ONCE ALL THE TRAPPED SEDIMENTS HAVE BEEN REMOVED FROM THE TEMPORARY SEDIMENTATION DEVICES THE DISTURBED AREAS MUST BE REGRADED IN AN AESTHETIC MANNER TO CONFORM TO THE SURROUNDING TOPOGRAPHY. ONCE GRADED THESE DISTURBED AREAS MUST BE LOAMED (IF NECESSARY), FERTILIZED, SEEDED AND MULCHED IN ACCORDANCE WITH THE RATES PREVIOUSLY STATED.

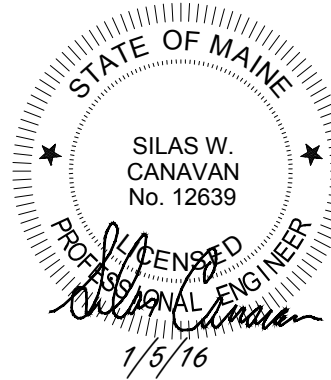
THE ABOVE EROSION CONTROLS MUST BE REMOVED WITHIN 30 DAYS OF FINAL STABILIZATION OF THE SITE. CONFORMANCE WITH THIS PLAN AND FOLLOWING THESE PRACTICES WILL RESULT IN A PROJECT THAT COMPLIES WITH THE STATE REGULATIONS AND THE STANDARDS OF THE NATURAL RESOURCES PROTECTION ACT, AND WILL PROTECT WATER QUALITY IN AREAS DOWNSTREAM FROM THE PROJECT.

Plan 5

**WALSH**  
ENGINEERING ASSOCIATES, INC.

One Karen Dr., Suite 2A | Westbrook, Maine 04092  
ph: 207.553.9898 | [www.walsh-eng.com](http://www.walsh-eng.com)

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**East End Lofts**  
273 Congress Street  
Portland, Maine

**Clean and Simple Living, Inc.**  
315 18th Street  
Boulder, CO 80302

| Rev. | Date    | Description                           | Drawn | Check |
|------|---------|---------------------------------------|-------|-------|
| 1    | 11/3/15 | Issued for Level III Site Plan Review | SWC   | NGC   |
| 2    | 1/5/16  | Revised Per City Comments             | SWC   | NGC   |
|      |         |                                       |       |       |
|      |         |                                       |       |       |
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|      |         |                                       |       |       |
|      |         |                                       |       |       |
|      |         |                                       |       |       |

Sheet Title:

**Details**

Sheet 2 of 2

|          |              |            |  |
|----------|--------------|------------|--|
| Job No.: | 310          | Sheet No.: |  |
| Date:    | Nov. 3, 2015 |            |  |
| Scale:   | N.T.S.       |            |  |
| Drawn:   | SWC          |            |  |
| Checked: | NGC          |            |  |

**C3.1**

City of Portland Technical Manual

Section 1 - Transportation Systems and Street Design  
Adopted 7/19/10. Rev. 6/11/11; 7/21/11

**BIKE HITCH**

**In-ground Installation Instructions**

**Tools needed for installation**

Level  
Cement mixing tub  
Shovel  
Trowel

Hole coring machine with 4" bit  
Access to water hose  
Materials to build brace (see "Install Tip" at bottom of page)

**Installing into Existing Sidewalk**

Core holes no less than 3" diameter (4" recommended) and no less than 6" deep into sidewalk. Place bike hitch into hole making sure the rack is level. Fill hole with Per-Rack or epoxy grout. 34-36" of the bike hitch should remain above the surface. Make sure hitch is level and hold in place until the grout has completely set.

**Installing into a New Sidewalk:**

**Stake Method**

- 1 Use rack to measure exact location to pour bed.

- 2 Round stake into pour bed where end of rack will sit. Slide rack and onto stake. You may need to dig the end of the rack into the sand to make sure the rack sits at least 3" above final grade level. The stake keeps the rack straight while the concrete is being poured.

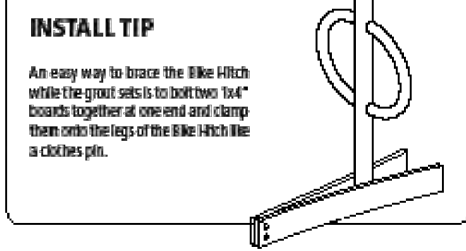
- 3 Make sure the rack is level and true. Pour concrete around the rack. Make sure the rack is not touched until the concrete has completely set.

**Sleeve Method:**

- 1 Place corrosion resistant sleeve (min. 3" inside diameter) in sand pour bed in exact location where rack will be installed. Make sure top of sleeve is at same level as desired finished concrete surface. Fill sleeve with sand to keep it in place and prevent it from filling with concrete.

- 2 Pour concrete and allow to cure.

- 3 After appropriate cure time, dig out sand from sleeves and insert racks, making sure they are level and at the appropriate height. Pour in Per-Rack or epoxy grout and allow to set.



[www.dero.com](http://www.dero.com) 1-800-268-4915

|                                                |                                                       |                                                          |                             |
|------------------------------------------------|-------------------------------------------------------|----------------------------------------------------------|-----------------------------|
| DATE:<br>AUGUST 2009<br>REVISED:               | CITY OF PORTLAND, MAINE<br>TECHNICAL STANDARDS MANUAL | TRANSPORTATION SYSTEMS<br>AND STREET DESIGN<br>SECTION 1 | FIGURE:<br><br><b>I-33c</b> |
| <b>BICYCLE RACK SPECIFICATION - BIKE HITCH</b> |                                                       |                                                          |                             |

BICYCLE RACK INSTALLATION DETAIL

NOT TO SCALE

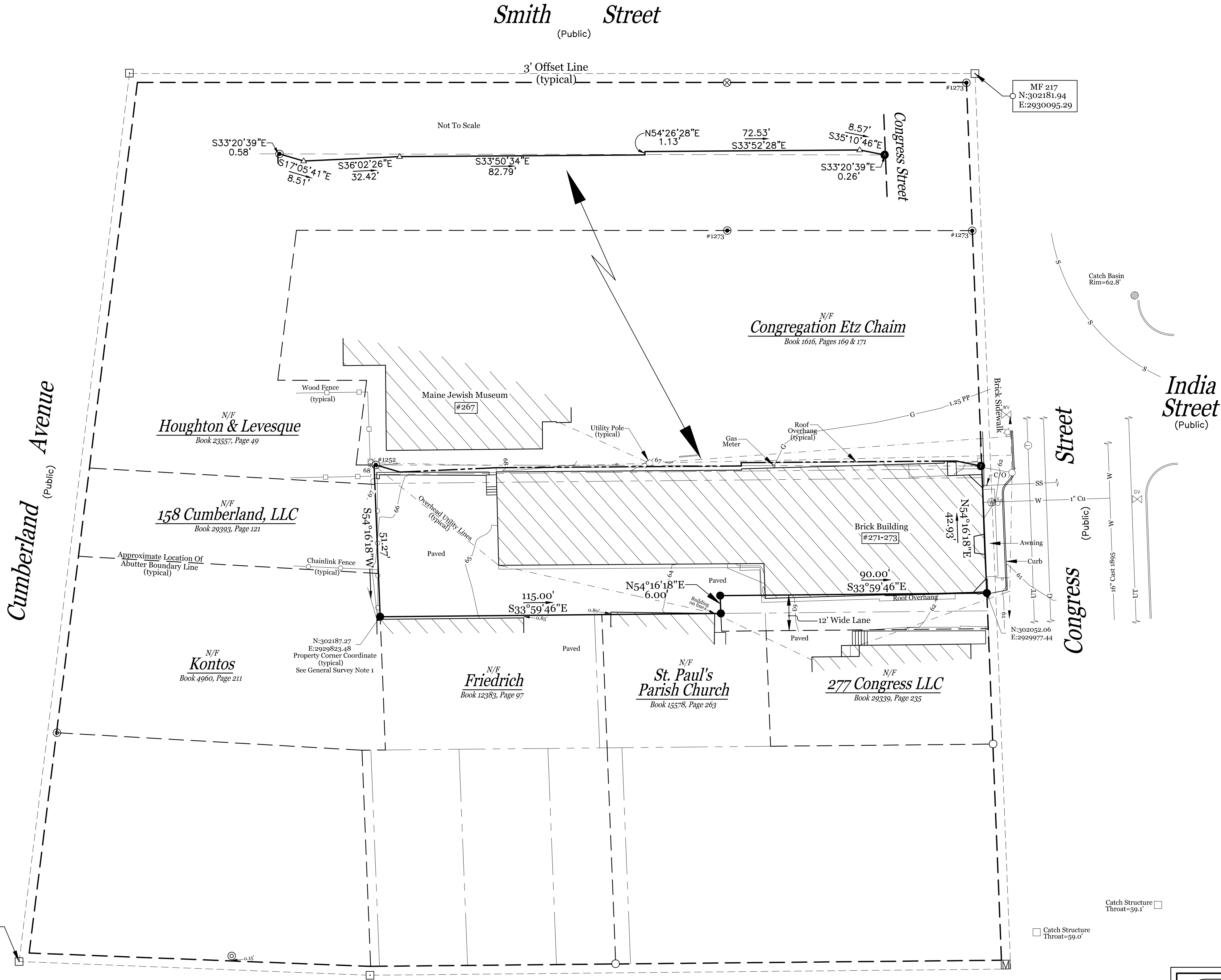


Survey Plan Reference:

1. "Plan Depicting The Results Of A Boundary Survey & Proposed Boundary Line Agreement Made For East End Studios, LLC Northwestery Sideline Of Congress Street, Portland, Maine", dated August 27, 2015 by Nadeau Land Surveys, Professional Land Surveyors Portland, Maine.

Legend:

- #5 Steel Rebar w/Survey Cap #2124 To be Set  
□ Found Monument  
○ Found Steel Rebar w/Survey Cap  
○ Found Drill Hole  
○ Found Iron Pipe  
⊗ Found Steel Rebar  
⊗ Found Railroad Spike  
⊗ Catch Basin  
⊗ Sanitary Manhole  
⊗ Drain Manhole  
⊗ Manhole  
⊗ Water Meter  
⊗ Communications Manhole  
⊗ Fire Hydrant  
⊗ Utility Pole w/Guy Wire  
⊗ Water Shutoff  
⊗ Gas Valve  
⊗ Gas Valve  
⊗ Traffic Light Pole  
⊗ Sign  
—W— Water Line  
—G— Gas Line  
—S— Sewer Line  
—OHE&T— Overhead Utility Line  
—UT— Underground Communications



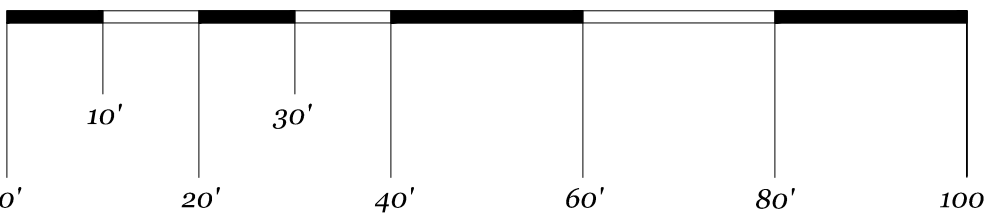
General Notes:

1. This plan is not intended to depict limits or extent of fee title ownership. An opinion of title should be rendered by a title attorney.
2. This office reserves the right to be held harmless by all 3rd party claims.
3. This survey does not purport to reflect any of the following:  
a. easements other than those that are visible or specifically stated in the referenced documents.  
b. building setback compliance or restrictive covenants.  
c. zoning or other land use regulations.  
d. the location of any underground utilities or structures.
4. This office reserves the right to be held harmless for unknown or unobtainable private records which could affect the results of this survey.
5. Reference is made to "Letter Of Agreement" dated October 30, 2015 between Nadeau Land Surveys and the below listed client(s), which shall be considered an integral part of this survey.
6. N/F is an abbreviation for Now or Formerly.
7. All deeds referenced on this plan are recorded at the Cumberland County Registry of Deeds (CCRD).
8. Locus Parcel is shown on the City of Portland Assessor's Map 21, Block E, as Lot 18, and is listed as 273 Congress Street.

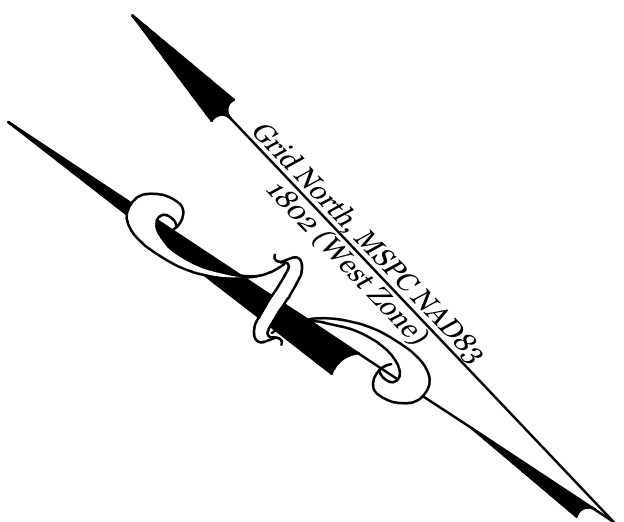
Survey General Notes:

1. This project has been submitted digitally on City of Portland Horizontal Datum, Maine State Plane Coordinate, West Zone, NAD83. GPS base point, DPS MF 10, N: 302186.81, E: 2929655.01, GPS azimuth point DPS MF 217, N: 302181.94, E: 2930095.29, azimuth between GPS points used S89°21'56"E, computed distance 440.30'.
2. City of Portland Vertical Benchmark, TBM 1: 3' Offset monument along the northeasterly sideline of Locust Street, located 213' northerly from Congress Street, City Datum elevation 63.562'.
3. For source of horizontal and vertical reference marks, see plan entitled "Locust Street, Existing Conditions Plan And Profile", dated October 8, 2015 by City Of Portland, Public Services Department, Engineering Section, DWG: "Locust St CSO 2015.dwg".
4. Spot grades are for engineering purposes only, and shall not be used as project benchmarks.
5. The coordinates depicted on our plan are for municipal approval purposes only and should not be used for construction layout. This office assumes no liability and/or responsibility if used for construction purposes.
6. Bearing Basis: The project is submitted digitally to the City of Portland on State Plane Coordinates, but the bearings on the plans are magnetic per the Survey Plan Reference and for survey boundary retracement considerations.
7. The above ground utilities shown have been located from field survey. This office make no guarantees that the underground utilities shown comprise all such utilities in the area, either in-service or abandoned. The apparent underground utilities depicted hereon have been located as accurately as possible from information available. Since no underground utilities were exposed, this office has not physically located any underground utilities.
8. Call 1-888-DIGSAFE at least three business days before performing ANY excavation.
9. The perimeter boundary depicted hereon is based solely on the Survey Plan Reference. See said plan reference for more information.

Graphic Scale:



Magnetic North  
(Observed 2015, Bearing Basis)



Locust Street  
(Public)

Locus Deed Reference:

East End Studios, LLC

To

East End Lofts, Inc.

dated September 24, 2015 and recorded September 25, 2015 at the Cumberland County Registry of Deeds in Book 32617, Page 34.

Nadeau Land Surveys hereby states exclusively to the client listed hereon, that this plan is based on, and the result of, an on the ground field survey and that to the best of our knowledge, information, and belief, it conforms to the Maine Board of Licensure For Professional Land Surveyors Standards of Practice.

This plan is not valid without the signature and embossed seal of the below listed Professional Land Surveyor who prepared this plan as it may contain unauthorized alterations unknown to this office.

Nadeau Land Surveys

James D. Nadeau, P.L.S. #2124 (agent)

Date:

Plan Depicting The Results Of A Existing Conditions & Topography Survey Made For  
**Walsh Engineering Associates, Inc.**  
Northwesterly Sideline Of Congress Street  
Portland, Maine

PREPARED BY:



Nadeau Land Surveys

918 BRIGHTON AVENUE  
PORTLAND, ME 04102

Professional Land Surveyors  
Certified Floodplain Managers

PH. (207) 878-7870  
FAX (207) 878-7871

|                                                                                        |                              |                          |
|----------------------------------------------------------------------------------------|------------------------------|--------------------------|
| RECORD OWNER:<br>East End Lofts, Inc.<br>315 16th Street<br>Boulder, Colorado<br>80302 | DRAWN BY:<br>MLC             | PLAN DATE:<br>10/30/2015 |
| CHECKED BY:<br>JDN/TPB                                                                 | SURVEY DATE:<br>October 2015 |                          |
| INSTR:<br>Topcon GPT-3003W                                                             | SCALE:<br>1" = 20'           |                          |
| FIELD BOOK:<br>FB 404 &<br>Topcon Ranger                                               | JOB No:<br>2151622EC         | SHEET No:<br>1 of 1      |



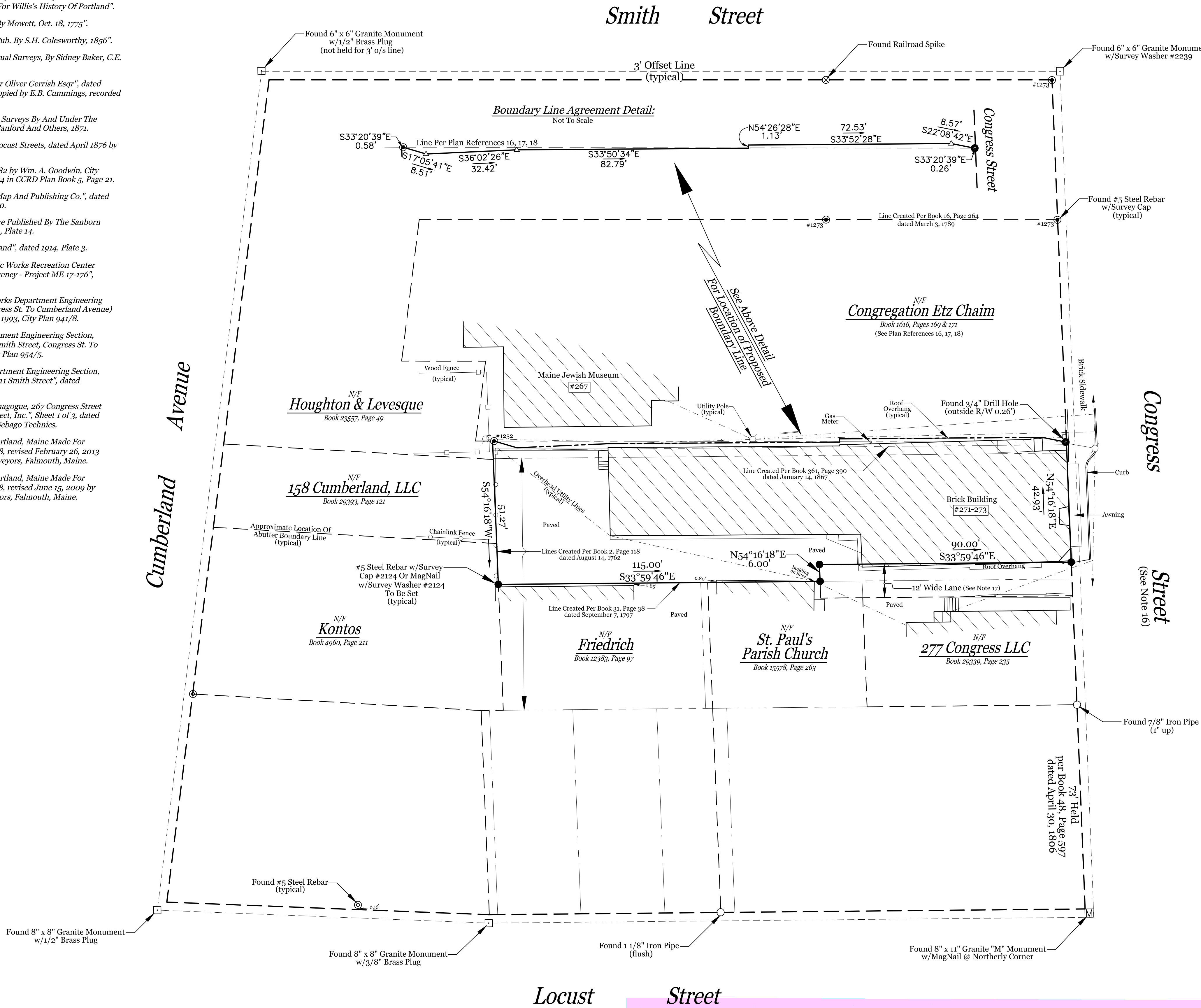
Plan References:

- "Grants Made By The Proprietors Of Falmouth (On The Neck) Now Portland: Principally Between 1720 & 1728 Inclusive - For Willis's History Of Portland".
- "Falmouth Neck, As It Was When Destroyed By Mowett, Oct. 18, 1775".
- "Plan Of Portland, Engraved As A Directory, Pub. By S.H. Coleworthy, 1856".
- "Map Of Cumberland County Maine From Actual Surveys, By Sidney Baker, C.E. And Others, J. Chace, Jr., Publisher, 1857".
- "Plan Of Lot Of Land In Portland Surveyed For Oliver Gerrish Esqr", dated February 25, 1867 by Cha's. H. Howe, C.E., copied by E.B. Cummings, recorded April 16, 1873 in CCRD Plan Book 3, Page 41.
- "Atlas Of Cumberland Co. Maine From Actual Surveys By And Under The Direction Of F.W. Beers Assisted By Geo. P. Sanford And Others, 1871".
- Plan depicting land along Cumberland and Locust Streets, dated April 1876 by E.C. Jordan.
- City Of Portland Revaluation Plans, dated 1882 by Wm. A. Goodwin, City Engineer, Sheet 21, recorded October 24, 1884 in CCRD Plan Book 5, Page 21.
- "Portland, Maine Published By The Sanborn Map And Publishing Co.", dated October 1886, corrected August 1894, Plate 30.
- "Insurance Maps, Portland, Maine Volume One Published By The Sanborn Map Company", dated 1909, last revised 1951, Plate 14.
- "Richards Standard Atlas Of The City Of Portland", dated 1914, Plate 3.
- "City Of Portland, Maine Department Of Public Works Recreation Center At Congress And India Sts, Federal Works Agency - Project ME 17-176", dated September 25, 1944, City Plan 409/99.
- "City Of Portland, Maine Parks And Public Works Department Engineering Division, Smith Street Reconstruction (Congress St. To Cumberland Avenue) Plan And Profile", Sheet 2 of 8, dated August 1993, City Plan 941/8.
- "City Of Portland, Maine Public Works Department Engineering Section, Plan Showing New Monumentation Set On Smith Street, Congress St. To Cumberland Ave.", dated February 1999, City Plan 954/5.
- "City Of Portland, Maine Public Services Department Engineering Section, Peppermint Park Boundary Markers Set At #11 Smith Street", dated February 2010, City Plan 1010/10.
- "Site Grading & Utility Plan Of: Etz Chaim Synagogue, 267 Congress Street Portland, Maine For: John H. Leasure Architect, Inc.", Sheet 1 of 3, dated June 27, 2012, last revised May 30, 2013 by Sebago Technics.
- "Boundary Survey On 265 Congress Street, Portland, Maine Made For Winton Scott Architects", dated May 28, 2008, revised February 26, 2013 by Owen Haskell, Inc. Professional Land Surveyors, Falmouth, Maine.
- "Boundary Survey On 265 Congress Street, Portland, Maine Made For Winton Scott Architects", dated May 28, 2008, revised June 15, 2009 by Owen Haskell, Inc. Professional Land Surveyors, Falmouth, Maine.

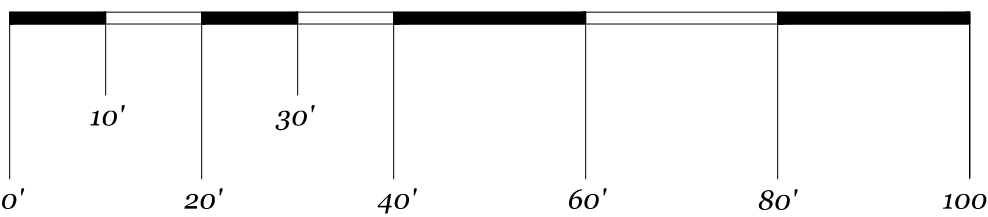
General Notes:

- This plan is not intended to depict limits or extent of fee title ownership. An opinion of title should be rendered by a title attorney.
- This office reserves the right to be held harmless by all 3rd party claims.
- This survey does not purport to reflect any of the following:
  - easements other than those that are visible or specifically stated in the referenced documents.
  - building setback compliance or restrictive covenants.
  - zoning or other land use regulations.
  - the location of any underground utilities or structures.
- This office reserves the right to be held harmless for unknown or unobtainable private records which could affect the results of this survey.
- Reference is made to "Letter Of Agreement" dated May 8, 2015 between Nadeau Land Surveys and the below listed client(s), which shall be considered an integral part of this survey.
- N/F is an abbreviation for Now or Formerly.
- All deeds referenced on this plan are recorded at the Cumberland County Registry of Deeds (CCRD).
- This office does not accept any liability for errors in the Plan References listed hereon.
- Locus Parcel is shown on the City of Portland Assessor's Map 21, Block E, as Lot 18, and is listed as 273 Congress Street.
- Area of Locus Parcel will be 9,726 square feet (0.22 acre) upon execution of the depicted Boundary Line Agreement.
- The apparent right of way lines depicted on this plan are based on the Plan References listed hereon and monumentation found in the field, and City of Portland Engineering Street Notes.
- The Locus Parcel does not scale in a Special Flood Hazard Area per FEMA Flood Insurance Rate Map Community-Panel Number 230051 0014B, dated July 17, 1986. The parcel scales in Zone C.
- All building corner offsets to boundary lines are from cornerboards and not building foundation, unless noted.
- Call 1-888-DIGSAFE at least three business days before performing ANY excavation.
- Portland separated from the Town of Falmouth on July 4, 1786.
- Congress Street was formerly known as Queen Street and Back Street. Per Falmouth Records 1-70 & 71, Back Street was laid out April 1, 1724, and re-defined as four rods (66 feet) wide per Sessions Records Vol. 1, Page 170, dated October 1768.
- Per Book 31, Page 38, dated 9-7-1797, Enoch Lowell conveyed to Amos Greenleaf a parcel of land 45 feet in width and 205 feet in depth, being half of the parcel conveyed by Rev. Thomas Smith per Book 2, Page 118, dated 8-14-1762. Enoch Lowell excepted and reserved two strips of land 6 feet wide and 90 feet deep, creating a "Lane" 12 wide and 90 feet deep. A title attorney should be consulted regarding rights, title, and interest for this Lane.
- This office has not been contracted to determine if the Proposed Boundary Line Agreement requires and/or meets all municipal Space & Bulk requirements or any other applicable regulations. This office does not accept any liability and/or responsibility if found non-complaint.

Plan 7



Graphic Scale:



Magnetic North  
(Observed 2015)

Locus Deed Reference:

273 Congress Street Associates

To  
East End Studios, LLC

dated June 26, 1997 and recorded June 30, 1997 at the  
Cumberland County Registry of Deeds in Book 13166, Page 330.

Nadeau Land Surveys hereby states exclusively to the client listed hereon, that this plan is based on, and the result of, an on the ground field survey and that to the best of our knowledge, information, and belief, it conforms to the Maine Board of Licensure For Professional Land Surveyors Standards of Practice.

This plan is not valid without the signature and embossed seal of the below listed Professional Land Surveyor who prepared this plan as it may contain unauthorized alterations unknown to this office.

Nadeau Land Surveys

James D. Nadeau, P.L.S. #2124 (agent)

Date:

Plan Depicting The Results Of A Boundary Survey  
& Proposed Boundary Line Agreement Made For  
East End Studios, LLC  
Northwesterly Sideline Of Congress Street  
Portland, Maine

PREPARED BY:



Nadeau Land Surveys

Professional Land Surveyors  
Certified Floodplain Managers

918 BRIGHTON AVENUE  
PORTLAND, ME 04102

PH. (207) 878-7870  
FAX (207) 878-7871

RECORD OWNER:

East End Studios, LLC  
273 Congress Street  
Portland, Maine  
04101

DRAWN BY:

TPB

PLAN DATE:

8/27/2015

CHECKED BY:

JDN/MLC

SURVEY DATE:

June 2015

INSTR.

Topcon GPT-3003W

SCALE:

1" = 20'

FIELD BOOK:

FB 403 &  
Topcon Ranger

JOB No:

2151584B

SHEET No:

1 of 1



| LEGEND                     |                            |
|----------------------------|----------------------------|
| EXISTING                   | PROPOSED                   |
| PROPERTY LINE              | PROPERTY LINE              |
| ABUTTER LOT LINE           | ABUTTER LOT LINE           |
| PROPERTY CORNER            | PROPERTY CORNER            |
| SANITARY SEWER LINE        | SANITARY SEWER LINE        |
| SANITARY SEWER CLEANOUT    | SANITARY SEWER CLEANOUT    |
| WATERLINE                  | WATERLINE                  |
| WATER SHUTOFF              | WATER SHUTOFF              |
| WATER LINE METER PIT       | WATER LINE METER PIT       |
| GAS LINE                   | GAS LINE                   |
| OVERHEAD UTILITY LINE      | OVERHEAD UTILITY LINE      |
| UNDERGROUND COMMUNICATIONS | UNDERGROUND COMMUNICATIONS |
| UTILITY POLE               | UTILITY POLE               |
| BUILDING                   | BUILDING                   |
| METAL FENCE                | METAL FENCE                |
| WOOD FENCE                 | WOOD FENCE                 |
| EDGE OF PAVEMENT           | EDGE OF PAVEMENT           |
| EDGE OF CONCRETE           | EDGE OF CONCRETE           |
| GRANITE CURB               | GRANITE CURB               |
| BRICK SIDEWALK             | BRICK SIDEWALK             |

## PARCEL INFORMATION

1. SITE AREA: 9,726 SF
2. APPLICANT: CLEAN AND SIMPLE LIVING, INC.  
C/O KEVIN DWYER  
315 16<sup>TH</sup> STREET  
BOULDER, CO 80302
3. OWNER: EAST END LOFTS, INC. (A SUBSIDIARY OF CLEAN AND SIMPLE LIVING, INC.)  
C/O KEVIN DWYER  
315 16<sup>TH</sup> STREET  
BOULDER, CO 80302  
CORD BOOK 32617, PAGE 34
4. ZONING DISTRICTS:  
B-2b COMMUNITY BUSINESS ZONE  
INDIA STREET HISTORIC DISTRICT
5. SPACE AND BULK STANDARDS
 

|                                              | REQUIRED | EXISTING      | PROPOSED      |
|----------------------------------------------|----------|---------------|---------------|
| MINIMUM LOT SIZE                             | NONE     | 9,726 SF      | NO CHANGE     |
| MINIMUM LOT WIDTH                            | NONE     | 43.7'         | NO CHANGE     |
| MINIMUM STREET FRONTAGE                      | 20'      | 42.93'        | NO CHANGE     |
| FRONT YARD SETBACK                           | NONE     | 0'            | NO CHANGE     |
| REAR YARD SETBACK                            | 10'      | 40.7'         | NO CHANGE     |
| SIDE YARD SETBACK                            | NONE     | 0'            | NO CHANGE     |
| SIDE YARD ON SIDE STREET                     | NONE     | NA            | NA            |
| MAXIMUM IMPERVIOUS SURFACE RATIO             | 30%      | 100%          | NO CHANGE     |
| MAXIMUM HEIGHT OF STRUCTURES                 | 45'      | 35.7±         | NO CHANGE     |
| MINIMUM LOT AREA PER DWELLING (ON PENINSULA) | 435 SF   | 9,726 SF/UNIT | 972.6 SF/UNIT |
6. PROPOSED NUMBER OF UNITS:  
10 RESIDENTIAL UNITS  
1 RETAIL UNIT
7. OFF-STREET PARKING REQUIREMENTS:  
THE SITE CURRENTLY CONTAINS 5 EXTERIOR PARKING SPACES. NO ADDITIONAL PARKING SPACES ARE REQUIRED BECAUSE THE STRUCTURE IS A "CONTRIBUTING STRUCTURE" LOCATED WITHIN AN HISTORIC DISTRICT (PER SECTION 14-332.2(d)).
8. BICYCLE PARKING:  
NO ADDITIONAL VEHICULAR PARKING SPACES ARE REQUIRED PER SECTION 14-332.2(d). THEREFORE, NO BICYCLE PARKING SPACES ARE REQUIRED. HOWEVER RESIDENT BICYCLE PARKING IS AVAILABLE IN THE RESIDENT LOCKERS AND ONE BICYCLE RACK WILL BE INSTALLED IN THE CONGRESS STREET SIDEWALK.
9. SNOW STORAGE AREA IS LIMITED ON-SITE. THE OWNER WILL CONTRACT WITH A SNOW REMOVAL COMPANY FOR STORM EVENTS IN EXCESS OF 1" AND AS NEEDED.

## GENERAL NOTES:

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING "DIG SAFE" AND LOCAL UTILITY COMPANIES AT LEAST THREE (3) BUSINESS DAYS, BUT NOT MORE THAN 30 CALENDAR DAYS, PRIOR TO THE COMMENCEMENT OF ANY EXCAVATION, IN ACCORDANCE WITH MAINE STATE LAW. "DIG SAFE" TELEPHONE NUMBER IS 1-888-344-7233.
2. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR ANY AND ALL MEANS, METHODS, AND TECHNIQUES EMPLOYED TO PERFORM THE WORK SHOWN ON THE PLANS.
3. ANY DAMAGE TO EXISTING UTILITIES AND/OR SITE FEATURES AS A RESULT OF CONTRACTOR ACTIVITIES SHALL BE REPAIRED TO THE CONDITION IMMEDIATELY BEFORE DAMAGE OCCURRED AT THE CONTRACTOR'S EXPENSE.
4. ALL WORK SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL REGULATIONS INCLUDING ALL SAFETY REGULATIONS (OSHA).
5. ALL WORK SHALL BE IN CONFORMANCE WITH THE CITY OF PORTLAND REQUIREMENTS.
6. THE CONTRACTOR SHALL SECURE ALL NECESSARY PERMITS FOR THE WORK SHOWN ON THESE PLANS PRIOR TO CONSTRUCTION.
7. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO ANY SITE EXCAVATION OR REGRADING.
8. CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS SHOWN ON THE DRAWINGS. IF ANY DISCREPANCIES ARE FOUND, THE OWNER OR OWNER'S REPRESENTATIVE SHALL BE NOTIFIED IMMEDIATELY.
9. THE SUBJECT PROPERTY IS NOT LOCATED WITHIN THE 100-YEAR FLOOD PLAIN AS DEPICTED ON THE FEMA FLOOD INSURANCE RATE MAPS.
10. ALL WATER MAIN AND WATER SERVICE WORK SHALL COMPLY WITH PORTLAND WATER DISTRICT REQUIREMENTS. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL REQUIRED PERMITS FROM THE PORTLAND WATER DISTRICT.
11. ALL PROPOSED WORK WITHIN THE CONGRESS STREET RIGHT-OF-WAY SHALL MEET THE CITY OF PORTLAND TECHNICAL MANUAL STANDARDS.
13. CONTRACTOR SHALL SUBMIT A TRAFFIC MANAGEMENT PLAN TO THE DEPARTMENT FOR APPROVAL PRIOR TO ANY STREET AND/OR SIDEWALK CLOSURES.
14. ALL STREET CLOSURES SHALL BE PERFORMED DURING OFF-PEAK HOURS OR DURING THE NIGHT.

## PLAN REFERENCES:

1. ON-SITE TOPOGRAPHIC AND PROPERTY BOUNDARY INFORMATION TAKEN FROM THE FOLLOWING:
  - 1.1. A PLAN TITLED "PLAN DEPICTING THE RESULTS OF AN EXISTING CONDITIONS & TOPOGRAPHY SURVEY MADE FOR WALSH ENGINEERING ASSOCIATES, INC.", PREPARED BY NADÉAU LAND SURVEYS OF PORTLAND, MAINE, DATED OCTOBER 30, 2015.
  - 1.2. A PLAN TITLED "PLAN DEPICTING THE RESULTS OF A BOUNDARY SURVEY & PROPOSED BOUNDARY LINE AGREEMENT MADE FOR EAST END STUDIOS, LLC", PREPARED BY NADÉAU LAND SURVEYS OF PORTLAND, MAINE, DATED AUGUST 27, 2015.
  - 1.3. BOUNDARY LINE AGREEMENT BETWEEN EAST END STUDIOS, LLC, AND CONGREGATION ETZ CHAIM AS RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS BOOK 32546, PAGES 299 & 302.
  - 1.4. FIELD OBSERVATION BY WALSH ENGINEERING ASSOCIATES, INC. IN SEPTEMBER AND OCTOBER 2015.
2. PLAN IS REFERENCED TO CITY OF PORTLAND HORIZONTAL DATUM, MAINE STATE PLANE COORDINATE SYSTEM, WEST ZONE, NAD83.
3. BASIS OF PROPERTY LINE BEARINGS IS MAGNETIC NORTH PER PLAN REFERENCE 1.2 ABOVE.
4. ELEVATIONS ARE BASED ON CITY OF PORTLAND VERTICAL BENCHMARK, TBM 1: 3' OFFSET MONUMENT ALONG THE NORTHEASTLY SIDELINE OF LOCUST STREET, LOCATED 213' NORTHERLY FROM CONGRESS STREET, CITY DATUM ELEVATION 63.562'.
5. THE COORDINATES DEPICTED ON THIS PLAN ARE FOR MUNICIPAL APPROVAL PURPOSES ONLY AND SHOULD NOT BE USED FOR CONSTRUCTION LAYOUT. WALSH ENGINEERING ASSOCIATES AND NADÉAU LAND SURVEYS ASSUME NO LIABILITY AND/OR RESPONSIBILITY IF USED FOR CONSTRUCTION PURPOSES.

## EXISTING UTILITY NOTES:

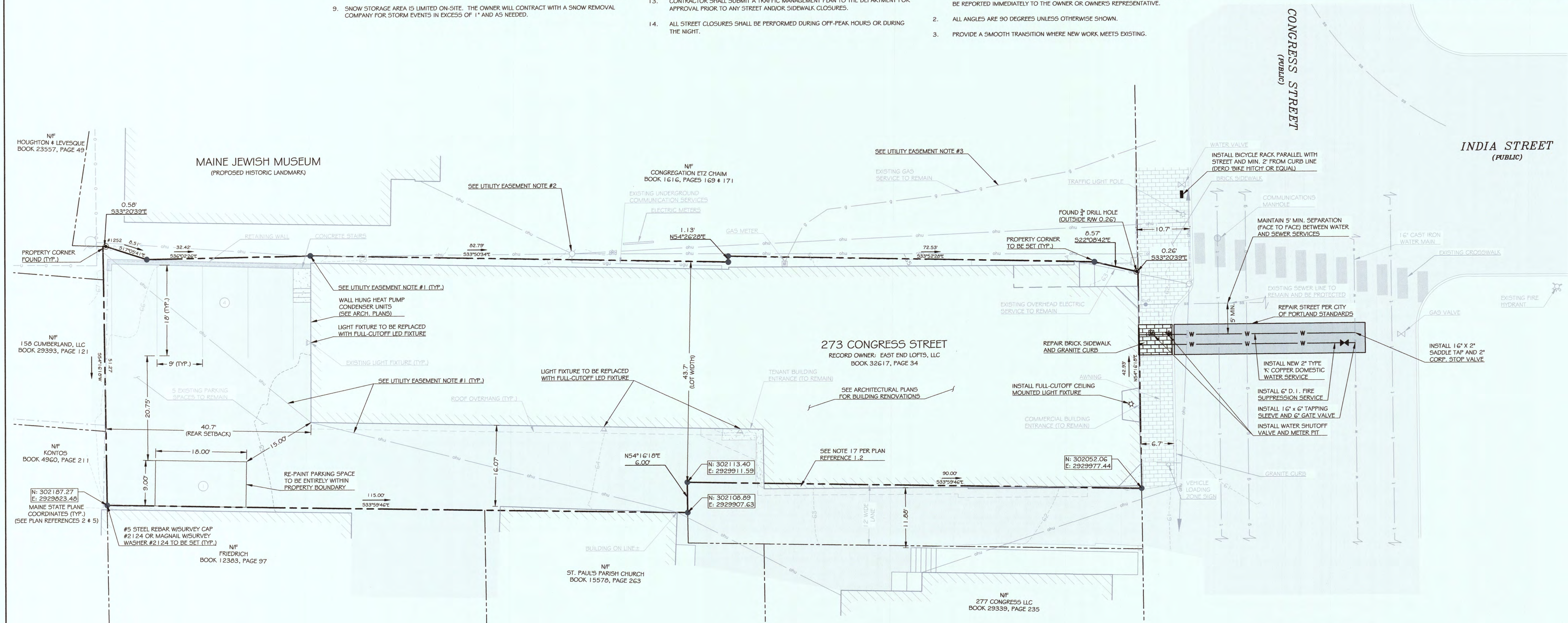
1. THE UNDERGROUND UTILITIES HEREON SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE DESIGN ENGINEER MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE DESIGN ENGINEER FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM AVAILABLE INFORMATION.
- LAYOUT, MATERIALS, AND UTILITY NOTES:
1. ALL DIMENSIONS, LOCATIONS AND CONTROLS SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO ANY CONSTRUCTION ACTIVITIES. ANY DISCREPANCIES SHALL BE REPORTED IMMEDIATELY TO THE OWNER OR OWNER'S REPRESENTATIVE.
  2. ALL ANGLES ARE 90 DEGREES UNLESS OTHERWISE SHOWN.
  3. PROVIDE A SMOOTH TRANSITION WHERE NEW WORK MEETS EXISTING.

## Approved by Portland Planning Board

Date: \_\_\_\_\_

Chair: \_\_\_\_\_

Board Members: \_\_\_\_\_



## UTILITY EASEMENT NOTES:

1. UTILITY EASEMENTS WILL BE GRANTED BY THE OWNER TO THE APPROPRIATE UTILITY COMPANIES FOR THE EXISTING ON-SITE OVERHEAD UTILITY LINES CROSSING THE SITE. EASEMENTS SHALL BE 10' WIDE CENTERED ALONG THE INSTALLED LOCATION OF THE OVERHEAD WIRES.
2. A UTILITY EASEMENT WILL BE COORDINATED WITH THE CONGREGATION ETZ CHAIM AND GRANTED TO THE APPROPRIATE UTILITY COMPANIES FOR ACCESS TO THE UTILITY POLE LOCATED NEAR THE CENTER OF THE NORTHEASTERN SIDE OF THE EAST END LOFTS BUILDING. THE EASEMENT SHALL BE 10' WIDE CENTERED ON THE POLE AND 5' DEEP FROM THE PROPERTY LINE.
3. A UTILITY EASEMENT WILL BE COORDINATED WITH THE CONGREGATION ETZ CHAIM AND GRANTED TO THE APPROPRIATE UTILITY COMPANIES FOR THE OFFSITE NATURAL GAS SERVICE TO THE EAST END LOFTS BUILDING. THE EASEMENT SHALL BE 15' WIDE CENTERED ALONG THE INSTALLED UNDERGROUND LOCATION OF THE GAS LINE.

## SURVEYOR'S STATEMENT:

NADÉAU LAND SURVEYS HEREBY STATES EXCLUSIVELY TO THE CLIENT LISTED HEREON, THAT THE PARCEL BOUNDARIES DEPICTED ON THIS PLAN ARE BASED ON, AND THE RESULT OF, AN ON THE GROUND FIELD SURVEY AND THAT TO THE BEST OF OUR KNOWLEDGE, INFORMATION, AND BELIEF, IT CONFORMS TO THE MAINE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS STANDARDS OF PRACTICE.

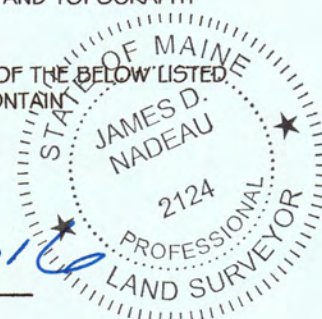
THE SEALING OF THIS PLAN BY NADÉAU LAND SURVEYS IS SOLELY FOR THE PARCEL BOUNDARIES, EASEMENTS, COORDINATES AND TOPOGRAPHY DEPICTED HEREON. THIS OFFICE SHALL NOT BE HELD LIABLE FOR ANY MATTERS REGARDING THIS SUBDIVISION PLAN OTHER THAN FOR THE PARCEL BOUNDARIES, EASEMENTS, COORDINATES AND TOPOGRAPHY DEPICTED HEREON.

THIS PLAN IS NOT VALID WITHOUT THE SIGNATURE AND EMBOSSED SEAL OF THE FOLLOWING LISTED PROFESSIONAL LAND SURVEYOR WHO PREPARED THIS PLAN AS IT MAY CONTAIN UNAUTHORIZED ALTERATIONS UNKNOWN TO THIS OFFICE.

NADÉAU LAND SURVEYS

JAMES D. NADÉAU, P.L.S. #2124 (AGENT)

DATE: 1-5-2016



East End Lofts

273 Congress Street  
Portland, Maine

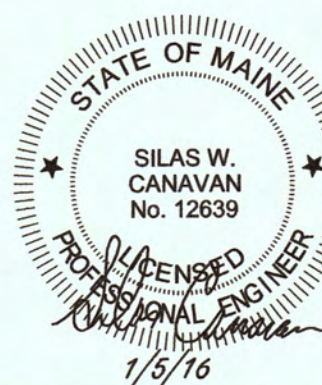
Clean and Simple Living, Inc.

315 16th Street  
Boulder, CO 80302

**WALSH**  
ENGINEERING ASSOCIATES, INC.

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

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**Nadeau Land Surveys**  
Professional Land Surveyors  
Certified Floodplain Managers

918 Brighton Avenue  
Portland, Maine 04102  
(207) 878-7870

| Rev. | Date   | Description                           | Drawn | Check |
|------|--------|---------------------------------------|-------|-------|
| 1    | 1/3/16 | Issued for Level III Site Plan Review | SWC   | NGC   |
| 2    | 1/5/16 | Revised Per City Comments             | SWC   | NGC   |

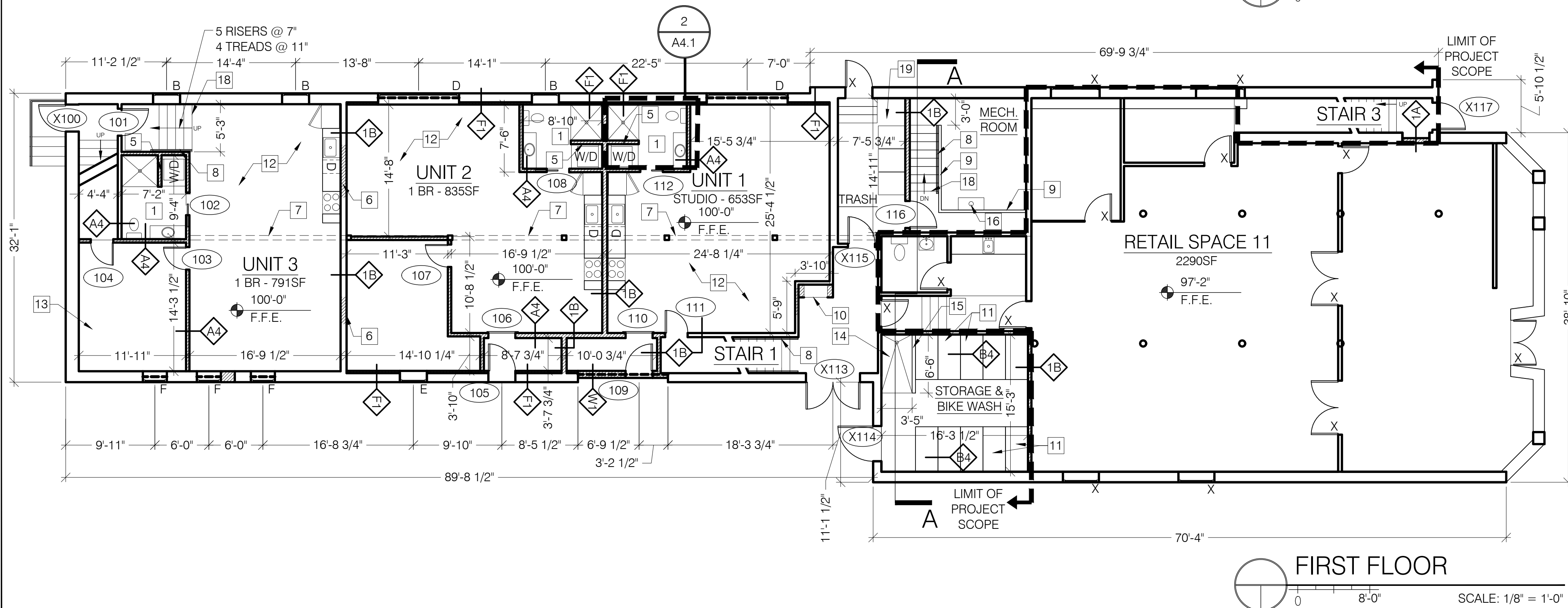
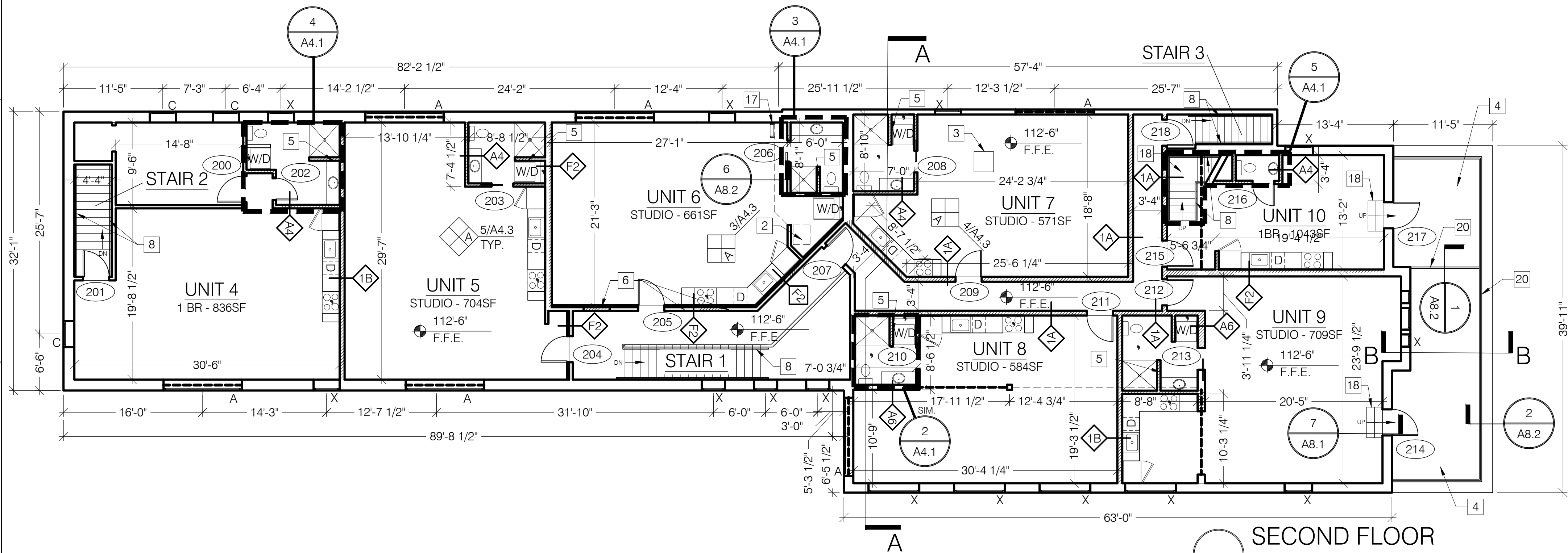
Sheet Title:

Subdivision Plat

|          |              |            |  |
|----------|--------------|------------|--|
| Job No.: | 310          | Sheet No.: |  |
| Date:    | Nov. 3, 2015 |            |  |
| Scale:   | 1" = 10'     |            |  |
| Drawn:   | SWC          |            |  |
| Checked: | NGC          |            |  |

1 of 1





| KEY |                    |
|-----|--------------------|
|     | STRUCTURAL SPAN    |
|     | NEW WALL PARTITION |

GENERAL NOTES:

- PATCH AND REPAIR ANY DAMAGE CAUSED BY DEMOLITION TO MATCH ADJACENT FINISHES.
- NEW BRICK AND SPLIT FACED CMU TO MATCH EXISTING SIZE AND COURSING PATTERNS. TOOTH NEW BRICK AND SPLIT FACED CMU INTO EXISTING BRICK PATTERN.
- PAINT AND RE-INSTALL EXISTING FIN TUBE COVERS.
- INFILL, PATCH, AND PAINT CEILING TO MATCH SURROUNDING FINISH AT LOCATIONS OF REMOVED HVAC DIFFUSERS AND GRILLES.
- CLEAN AND PREPARE SURFACES TO RECEIVE NEW FINISHES. PAINT ALL EXISTING AND NEW EXPOSED SURFACES INCLUDING GYPSUM WALLBOARD AT FLOORS AND CEILINGS, TRIM, RAILINGS, ETC.
- FINAL FINISHES TO BE SELECTED BY OWNER.
- PATCH FLOORS AT LOCATIONS WHERE EXISTING WALLS HAVE BEEN REMOVED. ENSURE THAT SUBFLOOR IS FLUSH AND LEVEL PRIOR TO INSTALLING FLOOR FINISHES.
- WHERE NEW WALLS OR INFILLS ABUT OR INTERSECT EXISTING WALLS, ALIGN NEW FINISH WITH EXISTING WALLS, ALIGN NEW FINISH WITH EXISTING FINISH AND FINISH JOINTS AT INTERSECTIONS SMOOTH AND CONTIGUOUS.

GENERAL MECHANICAL NOTES:

- HEATING HOT WATER AND DOMESTIC HOT WATER SYSTEMS TO BE REWORKED AS PART OF DESIGN-BUILD SERVICES PROVIDED BY CONTRACTOR AND IN COORDINATION W/ OWNER AND DESIGN TEAM.
- COORDINATE RE-ZONING AND INSTALLATION OF NEW RADIANT HEATING IN UNITS #1-3.

GENERAL PLUMBING NOTES:

- PLUMBING DRAINAGE AND SANITARY VENTING TO BE REWORKED AS PART OF DESIGN-BUILD SERVICES PROVIDED BY CONTRACTOR AND IN COORDINATION W/ OWNER AND DESIGN TEAM.
- PLUMBING FIXTURES TO BE SELECTED BY OWNER.

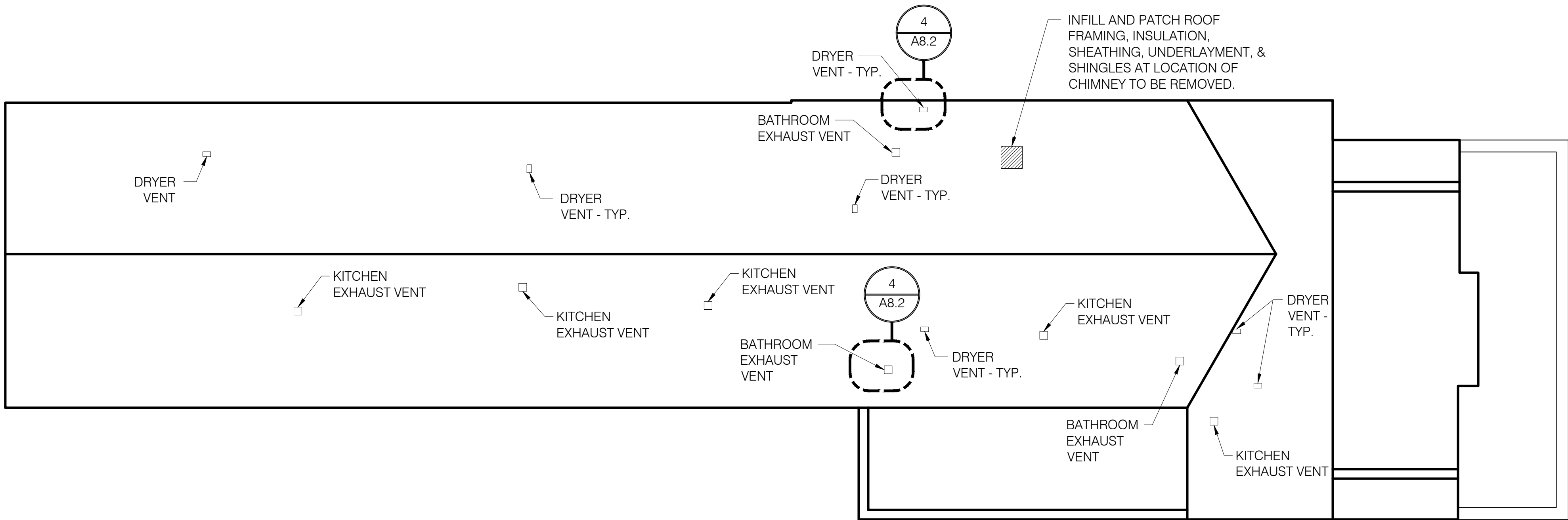
GENERAL ELECTRICAL NOTES:

- ELECTRICAL POWER, DATA, SECURITY AND CABLE TV TO BE REWORKED AS PART OF DESIGN-BUILD SERVICES PROVIDED BY CONTRACTOR AND IN COORDINATION W/ OWNER AND DESIGN TEAM.

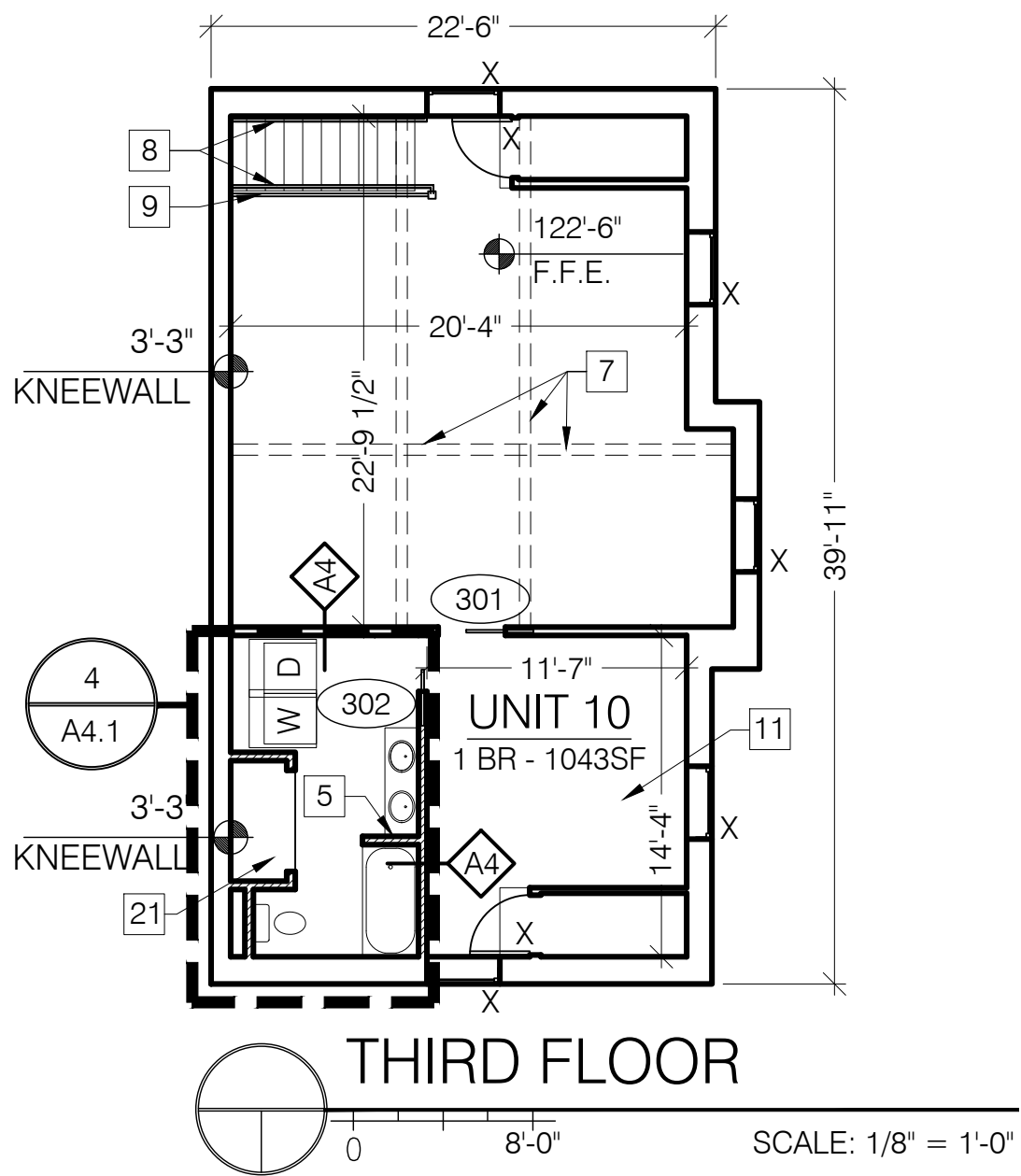
KEYNOTES:

- CONSTRUCT A NEW RAISED FLOOR CONSISTING OF 2x10 JOISTS @ 12" O.C. AND 7/8" FLOOR SHEATHING IN BATHROOM OVER THE EXISTING SLAB TO ACT AS PLUMBING PIPE CHASE.
- INFILL, PATCH, & PAINT EXISTING ATTIC ACCESS HATCH OPENING TO MATCH SURROUNDING CONSTRUCTION AND FINISHES.
- PATCH FRAMING & INFILL FLOOR SHEATHING SO AS TO MATCH SURROUNDING CONSTRUCTION AND FINISHES AT LOCATION OF ORIGINAL CHIMNEY.
- RE-ROOF PATIO. INSTALL NEW TAPERSED RIGID INSULATION SLOPED TO DRAIN. INSTALL EPDM MEMBRANE, ADJUSTABLE SUPPORT PADS, AND CONCRETE PAVERS.
- PROVIDE TUB/SHOWER ACCESS PANEL CONSTRUCTED OF GYP. BD.
- INFILL, PATCH, AND PAINT EXISTING OPENING SO AS TO MATCH SURROUNDING CONSTRUCTION AND FINISH.
- CLEAN AND REMOVE ANY PAINT AND JOINT COMPOUND FROM EXISTING WOOD BEAMS.
- INSTALL NEW 36" HIGH HANDRAIL.
- INSTALL NEW 42" HIGH GUARDRAIL.
- NEW RECESSED MAILBOX.
- 2'-6" WIDE X 5'-0" DEEP X 8'-0" TALL WIRE MESH STORAGE UNITS.
- POLISH EXISTING CONCRETE SLAB. DO NOT DISTURB SLAB AS EXISTING RADIANT SYSTEM WILL BE REUSED.
- PATCH AND REPAIR CRACK IN EXISTING CONCRETE SLAB.
- DOG/BIKE WASH W/ CUSTOM SHOWER BASE. TILE SHOWER ENCLOSURE W/ CT-5 TO CEILING.
- 48" HIGH WOOD FRAMED HALF WALL W/ WHITE CORIAN CAP.
- RETROFIT EXISTING BOILER WITH A NEW COAXIAL VENT AND ADAPTOR PLATE. RE-DUCT THRU MECHANICAL ROOM SIDEWALL.
- ROLLING LIBRARY LADDER.
- CONSTRUCT NEW STAIR ASSEMBLY.
- EXTEND AND RE-FRAME EXISTING PLATFORM.
- NEW EPOXY COATED HOLLOW STRUCTURAL STEEL RAILING W/ CABLE RODS.
- 1X WOOD SHELVING - PAINTED PT-2





ROOF PLAN  
0 8'-0" SCALE: 1/8" = 1'-0"



THIRD FLOOR  
0 8'-0" SCALE: 1/8" = 1'-0"

GENERAL NOTES:

- PATCH AND REPAIR ANY DAMAGE CAUSED BY DEMOLITION TO MATCH ADJACENT FINISHES.
- NEW BRICK AND SPLIT FACED CMU TO MATCH EXISTING SIZE AND COURSING PATTERNS. TOOTH NEW BRICK AND SPLIT FACED CMU INTO EXISTING BRICK PATTERN.
- PAIN T AND RE-INSTALL EXISTING FIN TUBE COVERS.
- INFILL, PATCH, AND PAINT CEILING TO MATCH SURROUNDING FINISH AT LOCATIONS OF REMOVED HVAC DIFFUSERS AND GRILLES.
- CLEAN AND PREPARE SURFACES TO RECEIVE NEW FINISHES. PAINT ALL EXISTING AND NEW EXPOSED SURFACES INCLUDING GYPSUM WALLBOARD AT FLOORS AND CEILINGS, TRIM, RAILINGS, ETC.
- FINAL FINISHES TO BE SELECTED BY OWNER.
- PATCH FLOORS AT LOCATIONS WHERE EXISTING WALLS HAVE BEEN REMOVED. ENSURE THAT SUBFLOOR IS FLUSH AND LEVEL PRIOR TO INSTALLING FLOOR FINISHES.
- WHERE NEW WALLS OR INFILLS ABUT OR INTERSECT EXISTING WALLS, ALIGN NEW FINISH WITH EXISTING WALLS, ALIGN NEW FINISH WITH EXISTING FINISH AND FINISH JOINTS AT INTERSECTIONS SMOOTH AND CONTIGUOUS.

GENERAL MECHANICAL NOTES:

- HEATING HOT WATER AND DOMESTIC HOT WATER SYSTEMS TO BE REWORKED AS PART OF DESIGN-BUILD SERVICES PROVIDED BY CONTRACTOR AND IN COORDINATION W/ OWNER AND DESIGN TEAM.
- COORDINATE RE-ZONING AND INSTALLATION OF NEW RADIANT HEATING IN UNITS #1-3.

GENERAL PLUMBING NOTES:

- PLUMBING DRAINAGE AND SANITARY VENTING TO BE REWORKED AS PART OF DESIGN-BUILD SERVICES PROVIDED BY CONTRACTOR AND IN COORDINATION W/ OWNER AND DESIGN TEAM.
- PLUMBING FIXTURES TO BE SELECTED BY OWNER.

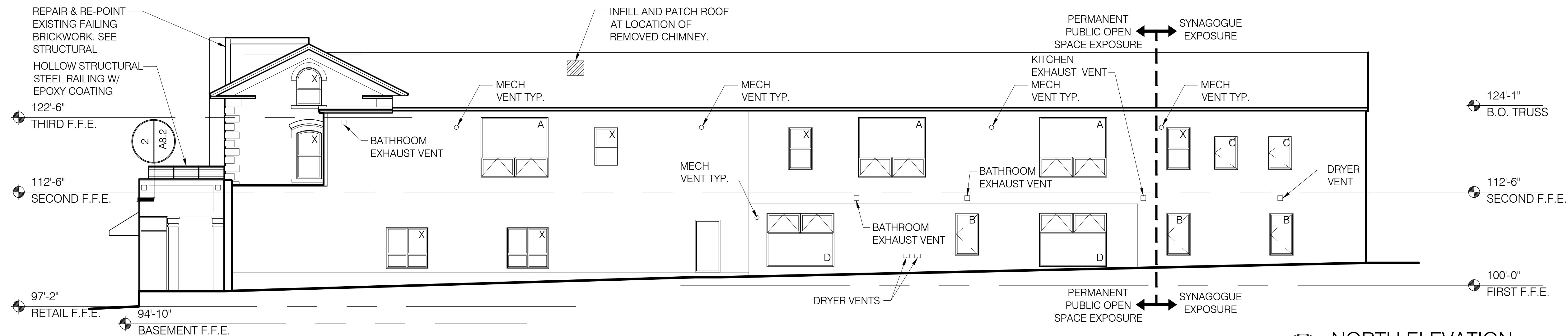
GENERAL ELECTRICAL NOTES:

- ELECTRICAL POWER, DATA, SECURITY AND CABLE TV TO BE REWORKED AS PART OF DESIGN-BUILD SERVICES PROVIDED BY CONTRACTOR AND IN COORDINATION W/ OWNER AND DESIGN TEAM.

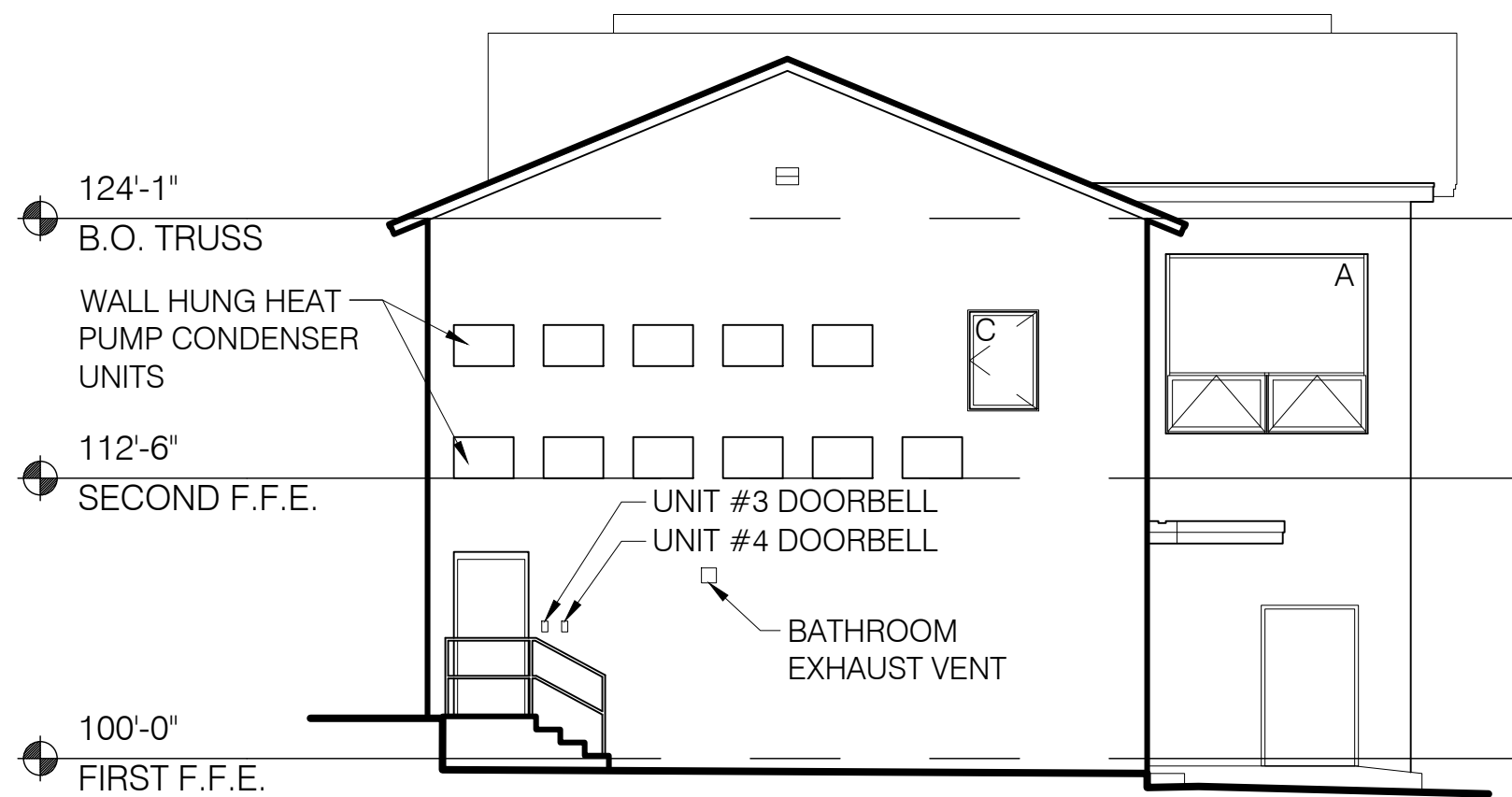
☒ KEYNOTES:

- CONSTRUCT A NEW RAISED FLOOR CONSISTING OF 2x10 JOISTS @ 12" O.C. AND 7/8" FLOOR SHEATHING IN BATHROOM OVER THE EXISTING SLAB TO ACT AS PLUMBING PIPE CHASE.
- INFILL, PATCH, & PAINT EXISTING ATTIC ACCESS HATCH OPENING TO MATCH SURROUNDING CONSTRUCTION AND FINISHES.
- PATCH FRAMING & INFILL FLOOR SHEATHING SO AS TO MATCH SURROUNDING CONSTRUCTION AND FINISHES AT LOCATION OF ORIGINAL CHIMNEY.
- RE-ROOF PATIO. INSTALL NEW TAPERSED RIGID INSULATION SLOPED TO DRAIN. INSTALL EPDM MEMBRANE, ADJUSTABLE SUPPORT PADS, AND CONCRETE PAVERS.
- PROVIDE TUB/SHOWER ACCESS PANEL CONSTRUCTED OF GYP. BD.
- INFILL, PATCH, AND PAINT EXISTING OPENING SO AS TO MATCH SURROUNDING CONSTRUCTION AND FINISH.
- CLEAN AND REMOVE ANY PAINT AND JOINT COMPOUND FROM EXISTING WOOD BEAMS.
- INSTALL NEW 36" HIGH HANDRAIL.
- INSTALL NEW 42" HIGH GUARDRAIL.
- NEW RECESSED MAILBOX.
- 2'-6" WIDE X 5'-0" DEEP X 8'-0" TALL WIRE MESH STORAGE UNITS.
- POLISH EXISTING CONCRETE SLAB. DO NOT DISTURB SLAB AS EXISTING RADIANT SYSTEM WILL BE REUSED.
- PATCH AND REPAIR CRACK IN EXISTING CONCRETE SLAB.
- DOG/BIKE WASH W/ CUSTOM SHOWER BASE. TILE SHOWER ENCLOSURE W/ CT-5 TO CEILING.
- 48" HIGH WOOD FRAMED HALF WALL W/ WHITE CORIAN CAP.
- RETROFIT EXISTING BOILER WITH A NEW COAXIAL VENT AND ADAPTOR PLATE. RE-DUCT THRU MECHANICAL ROOM SIDEWALL.
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- CONSTRUCT NEW STAIR ASSEMBLY.
- EXTEND AND RE-FRAME EXISTING PLATFORM.
- NEW EPOXY COATED HOLLOW STRUCTURAL STEEL RAILING W/ CABLE RODS.
- 1X WOOD SHELIVING - PAINTED PT-2

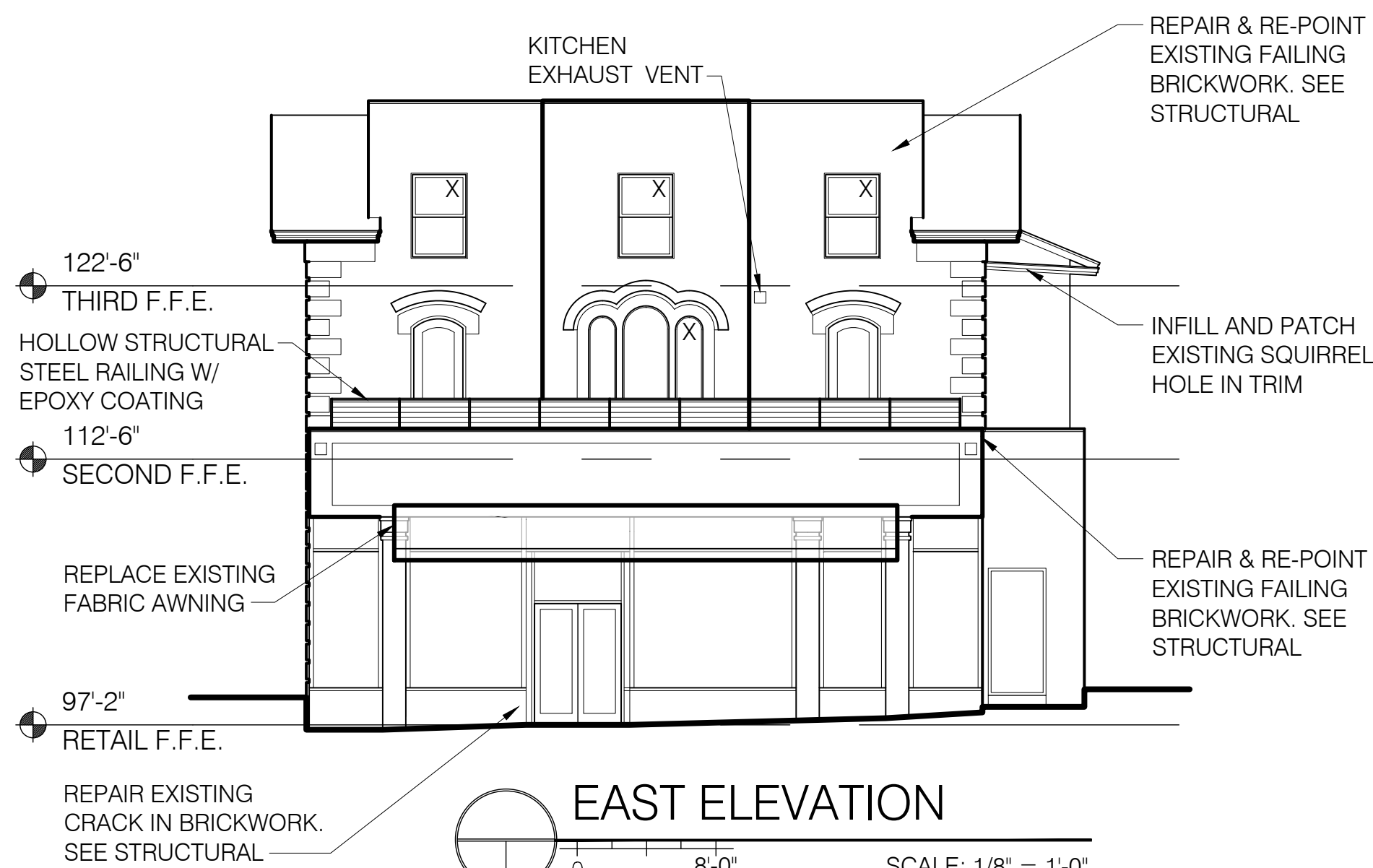




NORTH ELEVATION  
SCALE: 1/8" = 1'-0"

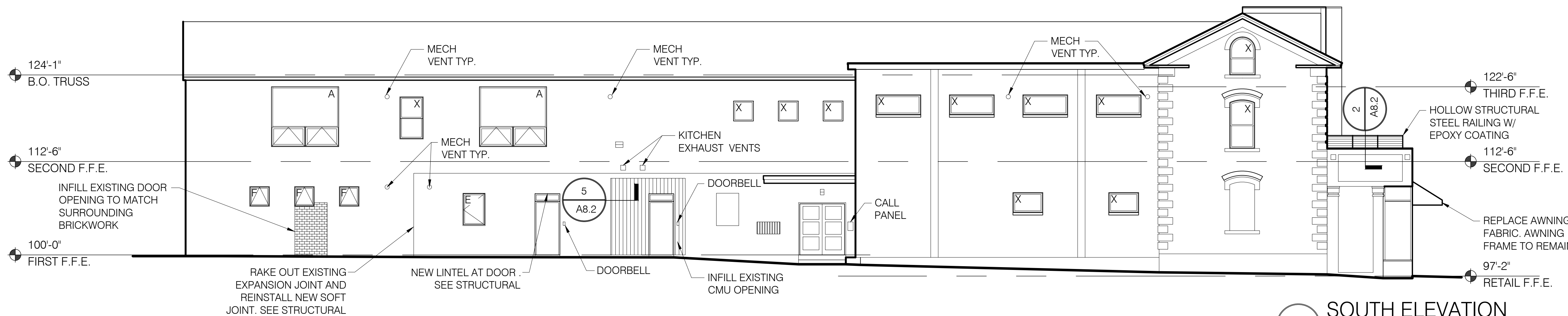


WEST ELEVATION  
SCALE: 1/8" = 1'-0"



EAST ELEVATION  
SCALE: 1/8" = 1'-0"

| Elevation               | Separation Distance | Elevation Exposure          | NFPA 13 Sprinkler? | Protected Openings? | Allowable Opening Area | Wall Area Per Story | Existing Opening Area Per Story (by rough opening) | New Opening Area Per Story (by rough opening) | % of Existing Opening Area | % of New Opening Area |
|-------------------------|---------------------|-----------------------------|--------------------|---------------------|------------------------|---------------------|----------------------------------------------------|-----------------------------------------------|----------------------------|-----------------------|
| West (Primary)          | 30 or greater       | Parking Lot                 | yes                | no                  | No Limit               | n/a                 | n/a                                                | n/a                                           | n/a                        | n/a                   |
| West (Storage/Dog Wash) | 30 or greater       | Parking Lot                 | yes                | no                  | No Limit               | n/a                 | n/a                                                | n/a                                           | n/a                        | n/a                   |
| South (Primary)         | 15 to less than 20  | Alley Way                   | yes                | no                  | 75%                    | 976                 | 57.6                                               | 150                                           | 6%                         | 15%                   |
| South (House)           | 10 to less than 15  | Alley Way                   | yes                | no                  | 45%                    | 696                 | 85.3                                               | 0                                             | 12%                        | 0%                    |
| East (Retail)           | 30 or greater       | Public Way (Congress St)    | yes                | no                  | No Limit               | n/a                 | n/a                                                | n/a                                           | n/a                        | n/a                   |
| East (House)            | 30 or greater       | Public Way (Congress St)    | yes                | no                  | No Limit               | n/a                 | n/a                                                | n/a                                           | n/a                        | n/a                   |
| North (Garden)          | 30 or greater       | Permanent Public Open Space | yes                | no                  | No Limit               | n/a                 | n/a                                                | n/a                                           | n/a                        | n/a                   |
| North (Synagogue)       | 0 to less than 3    | Existing Synagogue          | yes                | no                  | Not Permitted          | 304.5               | 46.5                                               | 0                                             | 15%                        | 0%                    |
| North (Retail)          | 30 or greater       | Permanent Public Open Space | yes                | no                  | No Limit               | n/a                 | n/a                                                | n/a                                           | n/a                        | n/a                   |



SOUTH ELEVATION  
SCALE: 1/8" = 1'-0"



| Calculation Summary |      |     |     |         |         |
|---------------------|------|-----|-----|---------|---------|
| Label               | Avg  | Max | Min | Avg/Min | Max/Min |
| FULL SITE           | 0.20 | 1.0 | 0.0 | N.A.    | N.A.    |
| PROPERTY LINE       | 0.07 | 0.6 | 0.0 | N.A.    | N.A.    |
| site                | 0.04 | 1.1 | 0.0 | N.A.    | N.A.    |
| walk                | 1.00 | 4.0 | 0.0 | N.A.    | N.A.    |

| Luminaire Schedule (note fixture catalogue numbers are not complete) |        |     |             |       |            |                               |
|----------------------------------------------------------------------|--------|-----|-------------|-------|------------|-------------------------------|
| Type                                                                 | Symbol | Qty | Lum. Lumens | LLF   | Lum. Watts | Description                   |
| WL4                                                                  | ⌈      | 1   | 726         | 0.900 | 13         | LNC-5LU-3K-4-X                |
| WL2                                                                  | ⌈      | 2   | 743         | 0.900 | 12.9       | LNC-5LU-3K-2                  |
| C1                                                                   | ⊙      | 1   | 3815        | 0.450 | 56.79      | CL0-24NB-55-3K-DF- DIMMED 50% |



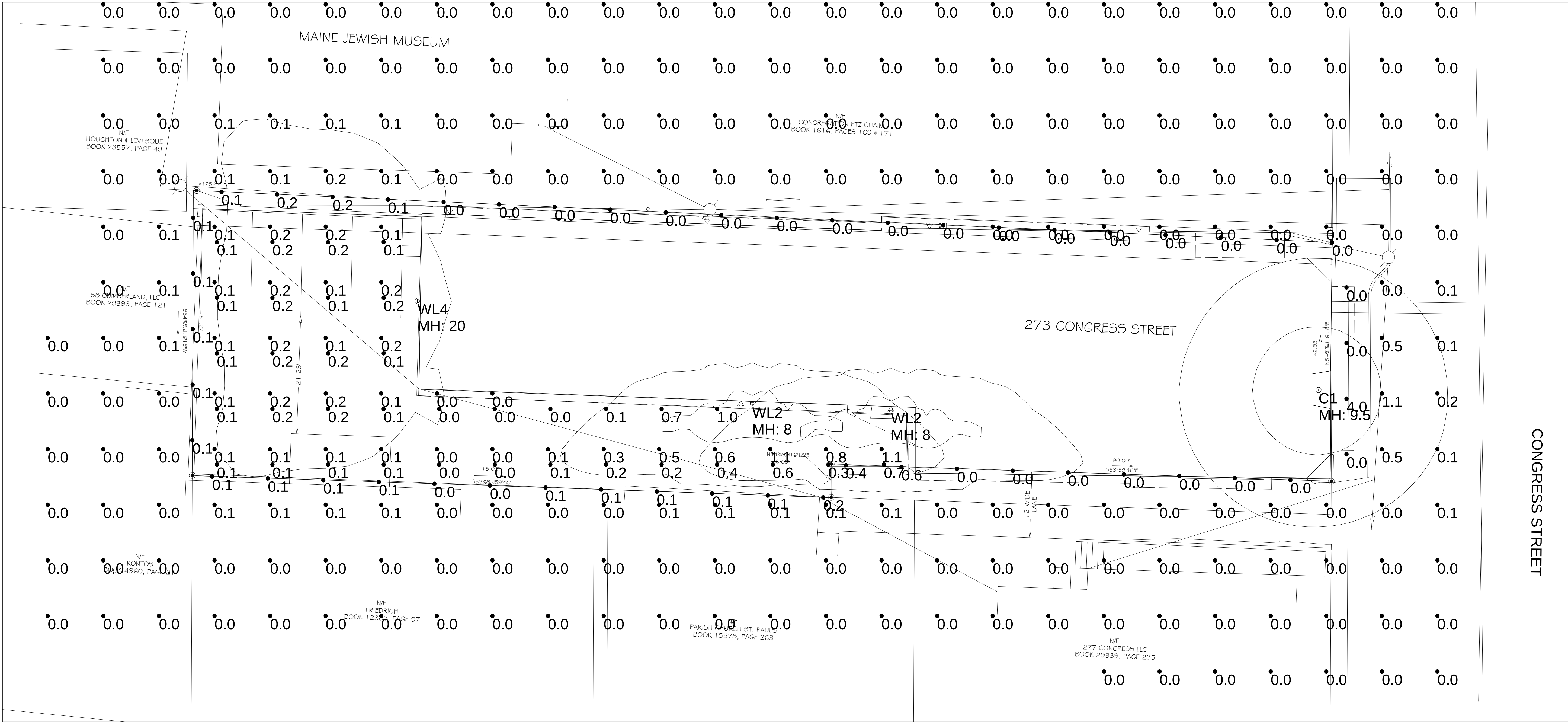
TYPE C1



TYPE WL4 AND WL2

- NOTES:
- 1) EXACT MOUNTING DETAILS TO BE DETERMINED AT JOBSITE BY OTHERS.
  - 2) CALCULATIONS MAY SHOW THE EFFECT OF SHADOWING CAUSED BY BUILDINGS AND OBJECTS WITHIN THE CALCULATED SPACE OR IN THE SITE AREA.
  - 3) READINGS SHOWN ARE INITIAL HORIZONTAL FOOTCANDLES ON A FLAT SITE UNLESS OTHERWISE INDICATED.
  - 4) THIS CALCULATION IS BASED ON LIMITED INFORMATION SUPPLIED BY OTHERS TO SWANEY LIGHTING ASSOCIATES AND STANDARD ASSUMPTIONS OF THE SPACE AND/OR SITE.
  - 5) CONFORMANCE TO CODES AND OTHER LOCAL REQUIREMENTS AS DETERMINED BY THE AHJ ARE THE RESPONSIBILITY OF THE OWNER AND/OR THE OWNER'S REPRESENTATIVE.
  - 6) THIS LAYOUT DRAWING MUST BE COORDINATED WITH THE SITE LOCATION FOR CORRECT FIXTURE ORIENTATION.
  - 7) CHECK GRAPHIC SCALE. DOCUMENTS PRINTED OR PLOTTED FROM ELECTRONIC FILES MAY OCCUR AT OTHER THAN THE DESIRED OR ASSUMED GRAPHIC SCALES. IT IS THE RESPONSIBILITY OF THE RECIPIENT TO VERIFY THAT THE PRINTED OR PLOTTED-TO-SCALE DRAWING IS PRINTED TO SCALE.

Plan 12



PLAN VIEW

273 CONGRESS ST  
PORTLAND, ME  
LIGHTING LAYOUT

WALSH  
ENGINEERING  
SCALE NOT TO SCALE

  
SWANEY LIGHTING  
ASSOCIATES, INC.

NOTICE: THIS DRAWING IS THE EXCLUSIVE PROPERTY OF SWANEY LIGHTING ASSOCIATES. NO PART OF THIS DRAWING IS TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF SWANEY LIGHTING ASSOCIATES. THIS DRAWING IS TO BE USED FOR NO PURPOSE OTHER THAN AS DETAILED HEREIN. ANY REUSE, MODIFICATION, OR ALTERATION OF THIS DRAWING WITHOUT THE WRITTEN PERMISSION OF SWANEY LIGHTING ASSOCIATES IS EXPRESSLY PROHIBITED. AS EXPRESSLY AUTHORIZED BY SWANEY LIGHTING ASSOCIATES. NOTICE: THE INTENT OF THIS LIGHTING LAYOUT IS TO SUGGEST THE BEST UTILIZATION OF THE FIXTURES SHOWN. IT IS THE RESPONSIBILITY OF THE RECIPIENT TO VERIFY THAT THE PRINTED OR PLOTTED-TO-SCALE DRAWING IS PRINTED TO SCALE. PERFORMANCE SHOWN IN THIS FILE IS NOT THE RESPONSIBILITY OF THE MANUFACTURER. IT'S USE FOR ANY OTHER PURPOSE IS NOT AUTHORIZED BY SWANEY LIGHTING ASSOCIATES.

GENERATED FOR:  
WALSH  
ENGINEERING  
SCALE NOT TO SCALE

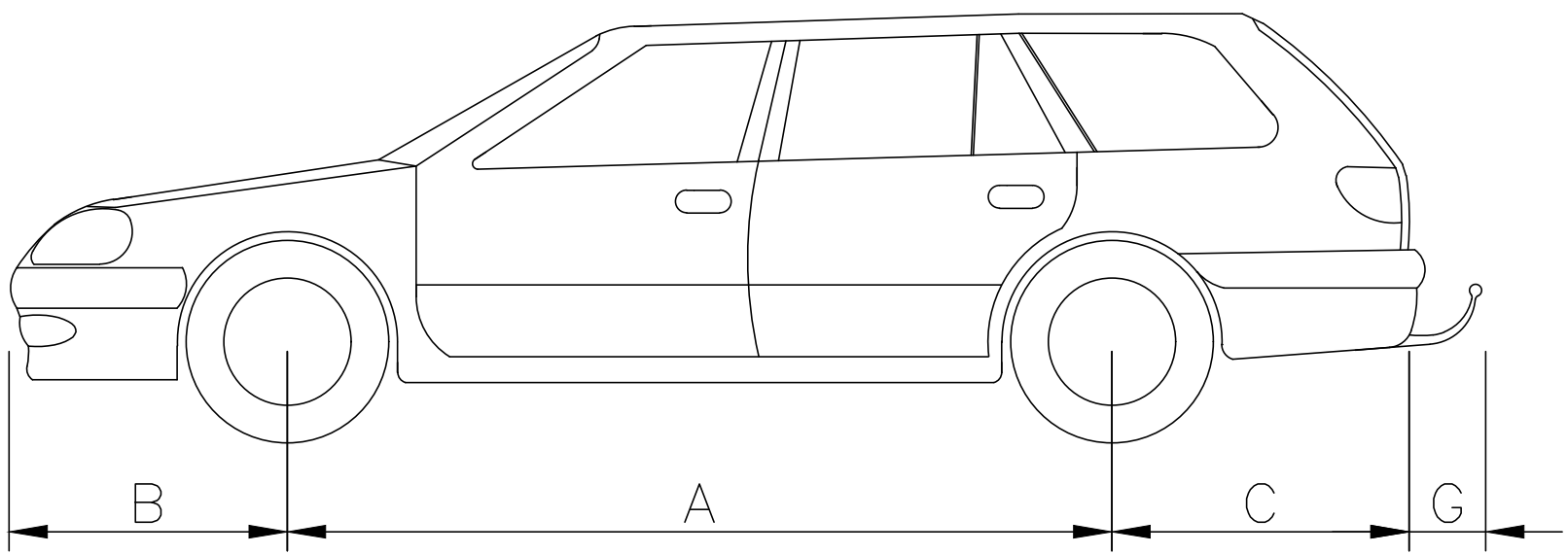
DATE: 11/4/2016  
Page 1 of 1

GENERATED BY SWANEY LIGHTING, SCARBOROUGH ME - 207-883-7100 - swaneylighting.com  
site 1-4-16-AGI

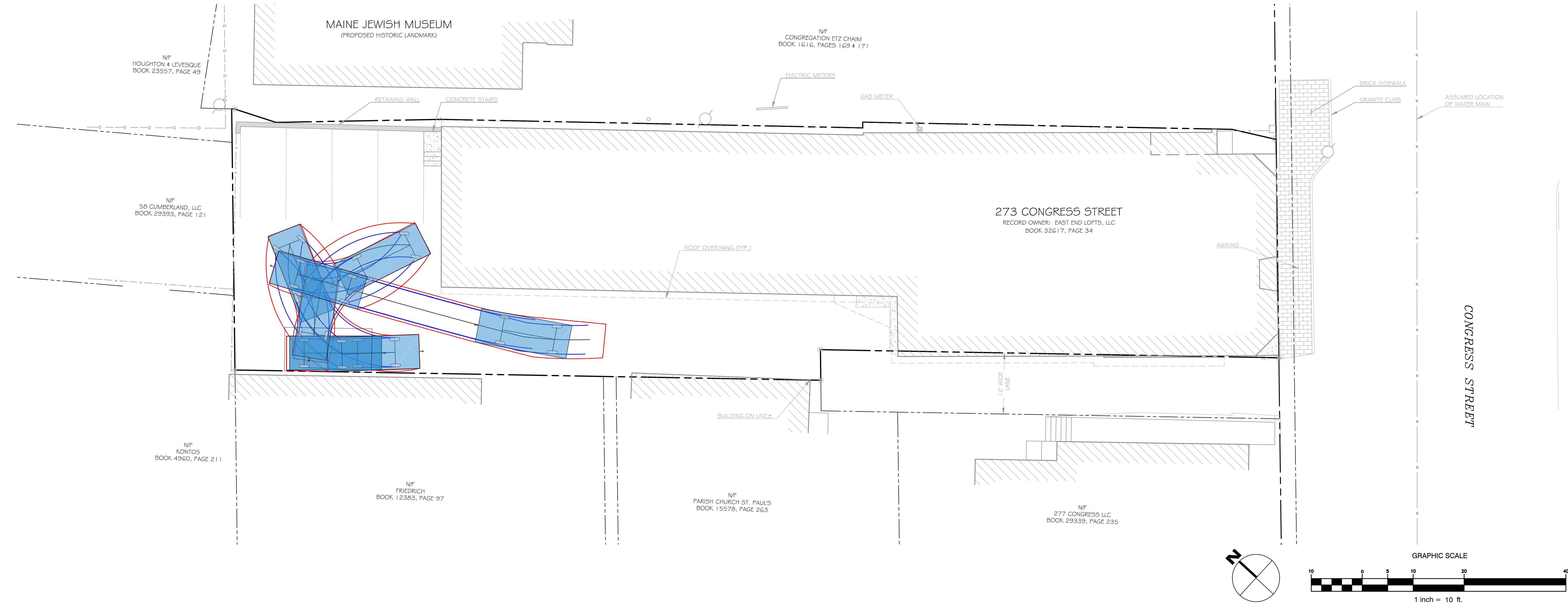


GENERAL NOTES

1. VEHICLE TURNING MOVEMENTS SIMULATED WITH AUTOPATH SWEEP PATH ANALYSIS SOFTWARE (BUILD 33).



PC (PASSENGER CAR)

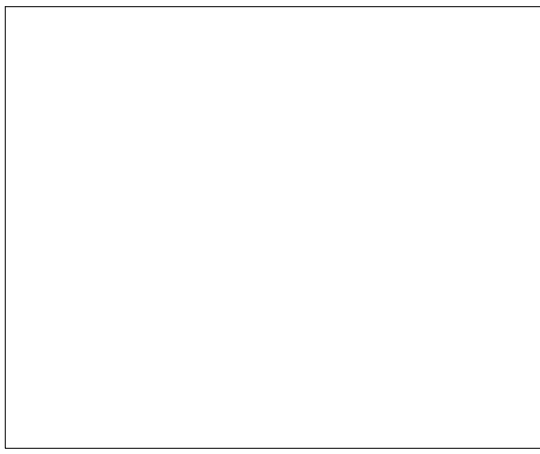
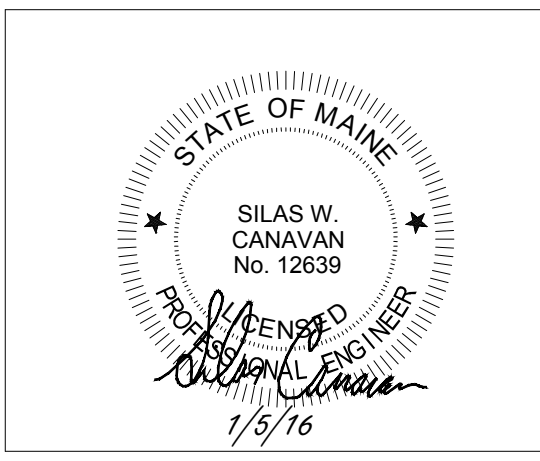


Plan 13

**WALSH**  
ENGINEERING ASSOCIATES, INC.

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ph: 207.553.9898 | www.walsh-eng.com

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**East End Lofts**  
273 Congress Street  
Portland, Maine

**Clean and Simple Living, Inc.**  
315 16th Street  
Boulder, CO 80302

| Rev. | Date    | Description                           | Drawn | Check |
|------|---------|---------------------------------------|-------|-------|
| 1    | 11/3/15 | Issued for Level III Site Plan Review | SWC   | NGC   |
| 2    | 1/5/16  | Revised Per City Comments             | SWC   | NGC   |
|      |         |                                       |       |       |
|      |         |                                       |       |       |
|      |         |                                       |       |       |
|      |         |                                       |       |       |
|      |         |                                       |       |       |

Sheet Title:  
**Turning Simulation Plan**

|          |              |            |             |
|----------|--------------|------------|-------------|
| Job No.: | 310          | Sheet No.: | <b>T1.0</b> |
| Date:    | Nov. 3, 2015 |            |             |
| Scale:   | 1" = 20'     |            |             |
| Drawn:   | SWC          |            |             |
| Checked: | NGC          |            |             |