

City of Portland
 Development Review Application
 Planning Division Transmittal Form

Application Number: 2016-116 **Application Date:** 05/16/2016
CBL: 009 A002001 **Application Type:** Level II Site Plan
Applicant: AAA Northern New England /Gordon Walls
Project Name: AAA Vehicle Canopy
Address: 89 COVE ST
Project Description: Construction a 40' x 100' canopy structure located to the north side of the existing building for service vehicles.
Zoning: ILB

Other Required Reviews:

<input type="checkbox"/> Traffic Movement	<input type="checkbox"/> 14-403 Streets	<input type="checkbox"/> Housing Replacement
<input type="checkbox"/> Storm Water	# Units _____	<input type="checkbox"/> Historic Preservation
<input type="checkbox"/> Subdivision	<input type="checkbox"/> Flood Plain	<input type="checkbox"/> Other:
# Lots _____	<input type="checkbox"/> Shoreland	
<input type="checkbox"/> Site Location	<input type="checkbox"/> Design Review	
# Unit _____		

Distribution List:

Planner	Barbara Barhydt	Parking	John Peverada
Zoning	Ann Machado	Design Review	Caitlin Cameron
Traffic Engineer	Tom Errico	Corporation Counsel	Jennifer Thompson
Civil Engineer	David Sensus	Sanitary Sewer	John Emerson
Fire Department	Keith Gautreau	Inspections	Tammy Munson
City Arborist	Jeff Tarling	Historic Preservation	Deb Andrews
Engineering	David Margolis-Pineo	DRC Coordinator	Phil DiPierro
		Outside Agency	

Comments needed by 5/24/2016



Tuck O'Brien
City Planning Director, Planning Division

June 30, 2016

Gordon Walls
AAA Northern New England
68 Marginal Way; PO Box 3544
Portland, ME 04104-3544

Stephen R. Bushey, PE
Stantec Consulting Services, Inc.
482 Payne Road
Scarborough, ME 04074

Project Name: **4 Bay Vehicle Canopy – AAA Northern NE Building**
Project ID: #2016-116
Address: 89 Cove Street
CBL: 009 A002001
Applicant: AAA Northern New England- Gordon Walls
Planner: Jean Fraser

Dear Sirs:

On June 30, 2016, the Planning Authority approved with conditions a Level II site plan for the construction of a 4 - Bay Vehicle Canopy at the rear of 89 Cove Street. The decision is based upon the application, documents and plans as submitted by the applicant and prepared by Stantec Consulting Services Inc. (C-1 to C-4 dated April 2016) and Elevation as attached to this letter. The proposal was reviewed for conformance with the standards of Portland's site plan ordinance.

SITE PLAN REVIEW

The Planning Authority found the plan is in conformance with the Site Plan Standards of the Land Use Code subject to the following conditions of approval and the standard conditions of approval:

1. That the Planning Authority, with the support of the Department of Public Works, acknowledges that the provision of a sidewalk and curbing along the frontage of this site is impractical at this time and is not required in connection with the proposed canopy structure development, subject to the following:
 - a. That the applicant shall provide an alternative walking route along the rear of the site, to complete a trail connection to the Bayside Trail, by finalizing the submitted easement for the trail connection over the subject property and submitting a copy of the recorded document prior to the issuance of a certificate of occupancy.
2. That the applicant shall install bicycle parking to accommodate two bikes on the site, and screen the dumpster, both in accordance with the City's Technical Manual (Sections 1.15 and 4.5.2 respectively); and

3. That the owner and applicant shall note, and inform any buyer or lessor of the property, that frontage improvements (eg narrowing of the curb cut, sidewalks, landscape etc) are likely to be required in the future as part of any redevelopment/ intensification of the site and/or during redesign/reconstruction of Cove Street; and
4. That separate permits from the Permitting and Inspections Department shall be required for any new or revised signage.

The approval is based on the submitted site plan. If you need to make any modifications to the approved site plan, you must submit a revised site plan for staff review and approval.

STANDARD CONDITIONS OF APPROVAL

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

1. **Develop Site According to Plan** The site shall be developed and maintained as depicted on the site plan and in the written submission of the applicant. Modification of any approved site plan or alteration of a parcel which was the subject of site plan approval after May 20, 1974, shall require the prior approval of a revised site plan by the Planning Board or Planning Authority pursuant to the terms of Chapter 14, Land Use, of the Portland City Code.
2. **Separate Building Permits Are Required** This approval does not constitute approval of building plans, which must be reviewed and approved by the City of Portland's Permitting and Inspection Department.
3. **Site Plan Expiration** The site plan approval will be deemed to have expired unless work has commenced within one (1) year of the approval or within a time period up to three (3) years from the approval date as agreed upon in writing by the City and the applicant. Requests to extend approvals must be received before the one (1) year expiration date.
4. **Performance Guarantee and Inspection Fees** The proposal does not include site work, so a performance guarantee is not required. The proposals include limited installation of specified items and an inspection fee payment of \$300 is required, prior to the release of the building permit. Three (3) final sets of plans must be submitted to and approved by the Planning Division and Public Works 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.
5. **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 Work'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.
6. **Department of Public Works 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.)

7. **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 Jean Fraser at (207) 874- 8728, or at jf@portlandmaine.gov .

Sincerely,



Stuart O'Brien
Planning Division Director

Attachment: 1. Proposed structure – approved re height & footprint re site plan

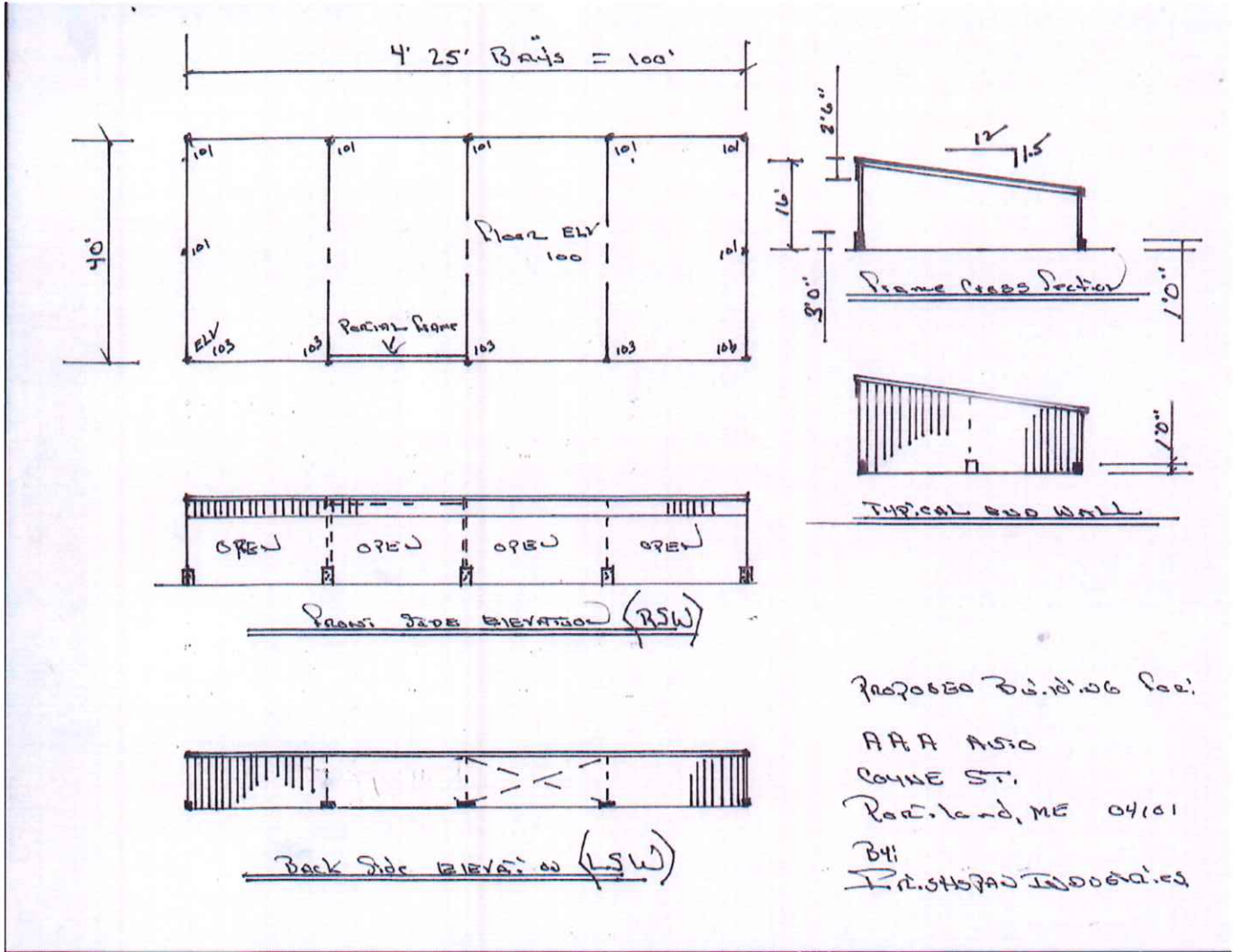
Electronic Distribution:

cc

Jeff Levine, AICP, Director of Planning and Urban Development
Stuart O'Brien, Planning Division Director
Barbara Barhydt, Development Review Services Manager
Jean Fraser, Planner
Philip DiPierro, Development Review Coordinator, Planning
Ann Machado, Zoning Administrator, Inspections
Jonathan Rioux, Inspections
Jeanie Bourke, Plan Reviewer/CEO, Inspections
Brad Saucier, Administration, Inspections
Katherine Earley, Engineering Services Manager, Public Works
Bill Clark, Project Engineer, Public Works
David Margolis-Pineo, Deputy City Engineer, Public Works
Doug Roncarati, Stormwater Coordinator, Public Works

Greg Vining, Associate Engineer, Public Works
Michelle Sweeney, Associate Engineer
John Low, Associate Engineer, Public Works
Rhonda Zazzara, Field Inspection Coordinator, Public Works
Mike Farmer, Project Engineer, Public Works
Jane Ward, Administration, Public Works
Jeff Tarling, City Arborist
Jeremiah Bartlett, Public Works
Keith Gautreau, Fire Department
Thomas Errico, P.E., TY Lin Associates
David Senus, P.E., Woodard and Curran
Rick Blackburn, Assessor's Department
Approval Letter File

Attachment 1
 (Approved re height and footprint re site plan review)



Proposed Building Per:
 AAA ASIA
 COYNE ST.
 PORTLAND, ME 04101
 BY:
 PRISTINA INDUSTRIES



Stantec Consulting Services Inc.
482 Payne Road Scarborough Court, Scarborough ME 04074-8929

May 4, 2016

Ms. Barbara Barhydt

Planning and Development Department
City of Portland, Maine
389 Congress Street
Portland, Maine 04101-3509

**Subject: Application for Level II Site Plan Application
AAA Northern New England – 89 Cove Street**

Dear Barbara:

On behalf of AAA Northern New England, our office is pleased to provide the accompanying package of submission materials for a Level II Site Plan Application. This submission package is intended to meet the City's Level II Site Plan Submission requirements as outlined in the Level II Final Site Plan Application procedures as well as Section 14-527 (c) of the Code of Ordinances. The applicant is proposing an addition of a standalone 4 bay vehicle garage adjacent to the primary building at 89 Cove Street (Tax Map 9, Block A, Lot 2). The structure will be a metal clad structure with four openings for the overnight parking of AAA vehicles, principally to provide cover during poor weather and for security. The building will include support columns founded on concrete piers. The floor will be the existing bituminous asphalt surface. There will be no new impervious area resulting from the construction. The building will have electrical power but no other utilities. The building will be located within a fenced area. No other significant changes to the site conditions are proposed. The applicant is seeking Level II Site plan approval to allow the submission of a Building permit application and construction this summer. The development site is located within the Industrial – Low Impact IIb Zone and we believe it is an allowed use. All zoning standards appear to be complied with.

As outlined in the Level II Site Plan submission requirements, you will find the following accompanying materials:

- Level II Site Plan Application
- Attachment A – Deed of Existing Property & Financial Capacity



Ms. Barbara Barhydt

May 4, 2016

Page 2

- Attachment B – Letter to Fire Chief
- Attachment C – Written Assessment of Proposed Project's Compliance with Applicable Zoning and Land Use Requirements

On behalf of AAA Northern New England, we look forward to your continued assistance on the project. Please find one hard copy of the application materials including 11x17 and full size plans along with a diskette containing PDF files for all submission materials. We have requested the application fee of \$400 be delivered to you under separate cover by a representative of the applicant.

If you have any questions regarding this submission, please contact our office.

Sincerely,

STANTEC CONSULTING SERVICES INC.

Stephen R. BUSNEY, P.E.

Associate

Tel: 207-887-3478

Stephen.bushey@stantec.com

Attachments

c: Gordon Walls, AAA Northern New England-email
Aaron Bourassa, Great Falls Construction-email

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ATTACHMENT A

BK 13099PG282

026323

QUITCLAIM DEED
(With Covenant)

KNOW ALL PERSONS BY THESE PRESENTS, that CDW REALCO, INC., a corporation organized and existing under the laws of the State of Delaware, with a mailing address of c/o WESCO Distribution, Inc., Commerce Court, Suite 700, Pittsburgh, PA 15219, in consideration of One Dollar and other valuable consideration paid by AAA NORTHERN NEW ENGLAND, a Maine corporation, with a place of business in Portland, County of Cumberland, State of Maine, whose mailing address is 425 Marginal Way, P.O. Box 3544, Portland, ME 04102, the receipt whereof is hereby acknowledged, it does hereby acknowledge, does hereby REMISE, RELEASE, BARGAIN, SELL AND CONVEY and forever QUIT-CLAIM unto the said AAA NORTHERN NEW ENGLAND, its successors and assigns forever, the following described real estate:

MAINE REAL ESTATE TAX PAID

A certain lot or parcel of land, together with the buildings thereon, situated on the northeasterly side of Cove Street, City of Portland, County of Cumberland, and State of Maine, and being shown on the survey entitled "Boundary Survey of Property of Cove Street, Portland, Maine for WESCO" prepared by Michael Haskell Associates, dated March 8, 1985, said premises being more particularly bounded and described as follows:

Beginning at a point on the northeasterly side of Cove Street at the point formed by the northeasterly side of Cove Street and southeasterly side of property now or formerly of Portland Terminal Company;

Thence by said Cove Street on a course of S 65°38' E a distance of 19.23 feet to a point;

Thence by said sideline of Cove Street on a course S 24°15' E a distance of 108.81 feet to a point;

Thence on a course of N 65°45' E a distance of 190.20 feet to a point and land now or formerly of Maine Record Distributors as described in a deed recorded at the Cumberland County Registry of Deeds, Book 3070, Page 504;

Thence on a course of N 24°15' E by said land of Maine Record Distributors, and along property now or formerly of David M. Cohen and property now or formerly of Rita S. Willis, a distance of 301.86 feet to a point on the easterly sideline of said Portland Terminal Company property;

Thence on a course of S 24°22' W along said Portland Terminal Company property a distance of 270.37 feet to the point of beginning.

Also hereby conveying the rights in the railroad spur track across the corner of land of Pine Tree Beverage Co. as conveyed in a deed to General Electric Realty Corporation

Bk 13099 pg 283

dated October 13, 1951, recorded in the Cumberland County (Maine) Registry of Deeds in Book 2063, Page 74, and subject to the payments therein provided.

Said premises are conveyed (i) subject to the easement granted by Industries, Inc. to Portland Water District adjoining said Portland Terminal Company line, by deed dated July, 1947, recorded August 25, 1953 in said Registry of Deeds in Book 2146, Page 389; and (ii) subject to an easement to use certain railroad tracks along the northeasterly side of the within premises as conveyed by a deed recorded in Cumberland County Registry of Deeds in Book 2063, Page 76.

As additional consideration for the conveyance of the within premises, which additional consideration is material to the decision of the within grantor to convey the premises for the agreed upon monetary consideration, the grantee herein covenants and agrees with the grantor that the within premises shall not be used by grantee, nor by any tenant, subtenant or licensee of grantee, for the distribution or wholesaling of electrical or electronic components (whether for use in consumer, commercial or industrial products) for a period of ten (10) years from the date this deed is recorded in the Cumberland County (Maine) Registry of Deeds. In the event of any such prohibited use, the grantor shall have the right to specifically enforce this covenant or, at grantor's election, to sue to recover its damages. This covenant shall be a real covenant running with the title to and binding upon the owners of the within premises from time to time, and shall be binding upon any subsequent owner of the premises.

TO HAVE AND TO HOLD, the same, together with all the privileges and appurtenances thereunto belonging, to the said AAA NORTHERN NEW ENGLAND, its successors and assigns forever.

AND it does COVENANT with the said Grantee, its successors and assigns forever, that it will WARRANT AND FOREVER DEFEND the premises to the said Grantee, its successors and assigns forever, against the lawful claims and demands of all persons claiming by, through, or under it (except as aforesaid).

IN WITNESS WHEREOF, the said CDW REALCO, INC. has caused this instrument to be signed and sealed in its corporate name by Steven A. Paulson, its Treasurer, thereunto duly authorized, this 21st day of May 1997.

WITNESS:

Jan O'Connell

CDW REALCO, INC.

By: Steven A. Paulson

Its Treasurer
(Print Name: STEVEN A. PAULSON)

COMMONWEALTH OF PENNSYLVANIA
COUNTY OF Allegheny, ss.

May 21, 1997

Then personally appeared the above-named James A. Bullard,
TR. Ashwell of said Corporation, as aforesaid, and
acknowledged the foregoing instrument to be his free act and deed
in his said capacity and the free act and deed of said Corporation.

Before me,


Notary Public
(Print Name: _____)
My Commission Expires _____
Elaine H. Gales, Notary Public
Pittsburgh, Allegheny County
My Commission Expires Sept. 14, 1998
Member, Pennsylvania Association of Notaries

RECEIVED
RECORDED REGISTRY OF DEEDS

1997 MAY 28 AM 11:23

CUNBERLAND COUNTY

John B. Quinn

2014 FINANCIAL REVIEW AUTOMOBILE CLUB OF SOUTHERN CALIFORNIA (ACSC), ITS SUBSIDIARIES, AFFILIATES AND VARIABLE INTEREST ENTITIES***

CONSOLIDATED BALANCE SHEETS (UNAUDITED) As of December 31, 2014 (in thousands of dollars)

	Motor Club Entities	Insurance Entities	Eliminations**	Consolidated*
ASSETS				
Cash and investments	\$ 1,137,339	\$ 9,041,555	\$ -	\$ 10,178,894
Investments in equity method investees	174,155	108,627	(139,826)	142,956
Receivables, net	605,766	617,929	(560,288)	663,407
Deferred acquisition costs	99,296	283,684	-	382,980
Property and equipment, net	255,590	235,654	-	491,244
Goodwill and intangible assets, net	214,680	808	-	215,488
Other assets	250,770	25,514	-	276,284
Total Assets	\$ 2,737,596	\$ 10,313,771	\$ (700,114)	\$ 12,351,253
LIABILITIES, PROTECTION FUNDS AND NONCONTROLLING INTERESTS				
Unearned membership dues	\$ 425,878	\$ -	\$ -	\$ 425,878
Accrued payroll and employee benefits	243,242	-	-	243,242
Postemployment and retiree benefits	275,939	-	-	275,939
Pension funded status	510,037	-	-	510,037
Accrued liabilities and accounts payable	111,741	665,016	(560,288)	216,469
Deferred income tax liability	76,640	395,586	-	472,226
Reserve for losses and loss adjustment expenses	-	1,784,918	-	1,784,918
Unearned premiums	-	1,436,834	-	1,436,834
Accrued policyholder dividends	-	97,282	-	97,282
Other liabilities	82,205	133,280	-	215,485
Total Liabilities	\$ 1,725,682	\$ 4,512,916	\$ (560,288)	\$ 5,678,310
Noncontrolling interests	-	139,826	5,521,203	5,661,029
Policyholders protection fund	-	5,661,029	(5,661,029)	-
Members protection fund	1,011,914	-	-	1,011,914
Total Liabilities, Protection Funds and Noncontrolling Interests	\$ 2,737,596	\$ 10,313,771	\$ (700,114)	\$ 12,351,253

CONSOLIDATED STATEMENTS OF OPERATIONS (UNAUDITED) Year Ended December 31, 2014 (in thousands of dollars)

	Motor Club Entities	Insurance Entities	Eliminations**	Consolidated*
REVENUES				
Net premiums earned	\$ -	\$ 3,080,974	\$ -	\$ 3,080,974
Membership	791,812	-	-	791,812
Management service fee (to reimburse cost of operating insurance services)	497,045	-	(497,045)	-
Travel services	414,151	-	-	414,151
Membership services	126,018	-	(9,061)	116,957
Investment income, including net realized capital gains	64,962	315,080	1,294	381,336
Other income, net	27,649	89,050	(25,389)	91,310
Total Revenues	1,921,637	3,485,104	(530,201)	4,876,540
EXPENSES				
Losses and loss adjustment expenses	-	2,198,955	(72,496)	2,126,459
Other underwriting expenses	-	772,741	(436,583)	336,158
Policyholder dividends	-	179,268	-	179,268
Salaries and benefits	738,867	-	2,867	741,734
Wholesale travel costs	267,413	-	-	267,413
Emergency road service expenses	431,234	-	-	431,234
Printing, supplies, and travel materials	71,648	-	-	71,648
Facilities, taxes, and insurance	170,530	-	(15,451)	155,079
Advertising and public relations	78,777	-	-	78,777
Other	89,134	5,434	1,400	95,968
Total Expenses	1,847,603	3,156,398	(520,263)	4,483,738
Income before taxes and noncontrolling interests	74,034	328,706	(9,938)	392,802
Federal and state income tax expense	24,569	72,730	-	97,299
Net income before noncontrolling interests	49,465	255,976	(9,938)	295,503
Less: Net income from noncontrolling interests	-	9,938	236,100	246,038
Net income attributable to ACSC	\$ 49,465	\$ 246,038	\$ (246,038)	\$ 49,465

* The consolidated financial statements of the Automobile Club of Southern California, its subsidiaries and affiliates include the consolidated financial results of their affiliated variable interest entities: the Interinsurance Exchange of the Automobile Club, Automobile Club of Southern California Life Insurance Company, Automobile Club Inter-Insurance Exchange, Auto Club Family Insurance Company, Auto Club County Mutual Insurance Company, Auto Club Indemnity Company, and Auto Club Casualty Company.

** Represents the eliminations of intragroup balances and transactions in 2014 to present consolidated financial statements.

*** This Financial Review contains condensed, unaudited financial information, and includes motor club results for more than 14.6 million members in 21 states and insurance results in 21 states. A complete 2014 financial report of the Automobile Club of Southern California and subsidiaries prepared in conformity with Section 8321 of the California Nonprofit Corporation Law and audited by Ernst & Young LLP, independent certified public accountants, will be mailed to any member who addresses a written request to Gail C. Louis, Secretary, P.O. Box 25001, Santa Ana, CA 92799-5001.

June 2015

To Whom It May Concern:

CREDIT INFORMATION LETTER

This letter is in response to credit information requested by you regarding AAA Northern New England (the "Company").

AAA Northern New England is a Maine nonprofit mutual benefit corporation. The Company provides members with services that meet their motoring needs.

The Officers of the Company are as follows:

- Eric Cyr – President
- Raju T. Varma - Chief Financial Officer & Treasurer
- Gail C. Louis – Corporate Secretary

The Federal Tax Identification Number for AAA Northern New England is 01-0112750.

AAA Northern New England has accounts at several banks. The majority of the Company's banking services are currently performed by TD Bank, PO Box 712, Scarborough, ME and Camden National Bank, 145 Exchange Street, Bangor, ME.

Vendor references are often requested by new vendors. Consequently, the following is a list of vendors with whom the Company is currently transacting business:

I have attached the Financial Statements for the Auto Club for the year ended December 31, 2014

Vendor references are often requested by new vendors. Consequently, the following is a list of three vendors with whom the Auto Club is currently transacting business:

68 Marginal Way, P.O. Box 3544, Portland, ME 04101 207.780.6800 800.222.3612 FAX 207.780.6914

Auto Club Enterprises provides service to more than 14 million members

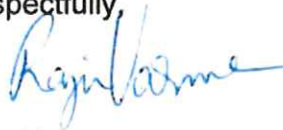


We're always with you.®

1. Apperson Print Resources (562) 356-3333
13910 Cerritos Corporate Drive Scott Marshall
Cerritos, CA 90703
2. Response Envelope (909) 923-5855
1340 South Baker Avenue Terry Kassien
Ontario, CA 91761
3. Office Depot, Inc (310) 614-2438
7300 Chapman Ave. Ginni Harper
Garden Grove, CA 92841

If you have any questions or require any additional information, please do not hesitate to contact me.

Respectfully,



Raju Varma
Sr. Vice President, Chief Financial Officer
and Treasurer

Attachment

ATTACHMENT B



May 4, 2016

Mr. Keith Gautreau, Assistant Chief

City of Portland Fire Department
380 Congress Street
Portland, Maine 04101

**Subject: AAA Northern New England Building
89 Cove Street
Fire Department Site Review Checklist**

Dear Assistant Chief Gautreau:

In accordance with instructions in the City's Level II Site Plan Review packet, please find enclosed the drawings necessary for your review of the proposed amended project. We have listed each item in your checklist below, followed by our response.

1. *Name, address, telephone number of applicant.*

AAA Northern New England
Attn: Gordon Walls
68 Marginal Way – PO Box 3544
Portland, ME 04104-3544
207.780.6804

2. *Name, address, telephone number of architect.*

Great Falls Construction
20 Mechanic Street
Gorham, ME 04038

3. *Proposed uses of any structures (NFPA and IBC classification).*

Building	IBC Code	NFPA Code
Garage-storage	Group S	S1

* Systems designed to meet NFPA



Keith Gautreau, Assistant Chief

May 4, 2016

Page 2

4. *Square footage of all structures (total and per story).*

Building	Footprint Area (SF)
Garage	4,000

5. *Elevation of all structures.*

The building finish floor elevations will be as follows:

Building	Finished Floor Elevation	Building Height
Garage	Match Existing 12.5 Feet Approx.	16 Feet Maximum

The conceptual Building Elevations are enclosed with this letter.

6. *Proposed fire protection of all structures.*

The proposed 4 Bay Garage storage will not have a sprinkler system. Fire extinguishers will be provided in the enclosure.

7. *Hydrant locations.*

A fire hydrant is currently located on Cove Street directly across from the site. The distance to the hydrant from the proposed building is approximately 205 feet.

8. *Water main(s) size and location.*

There is a water main in Cove Street of unknown size service the existing hydrant.

9. *Access to all structures (min. 2 sides).*

All structures will be accessible from at least three sides.

10. *A code summary shall be included referencing NFPA 1 and all fire department technical standards.*

NFPA 1 – Chapter 18 Fire Department Access and Water Supply

18.2 Fire Department Access:

The project site is accessed via Cove Street and an opened paved yard facility.

Additionally, Fire Truck and Public safety vehicles have access to the property from an existing non-curbed street opening.



Keith Gautreau, Assistant Chief
May 4, 2016
Page 3

Per NFPA 1 – Chapter 18.2.3.2.2.1, all first story floors shall be located not more than 450 ft. from a Fire Department access road.

City of Portland Technical Manual – Section 3 Public Safety

3.4.1 Every dead-end roadway more than one hundred fifty (150') feet in length shall provide a turnaround at the closed end. Turnarounds shall be designed to facilitate future street connectivity and shall always be designed to the right (refer to Figure I-5).

Supporting Evidence: There are no dead-end roadways proposed. The paved yard area provides emergency vehicles accessibility.

3.4.2 Where possible, developments shall provide access for Fire Department vehicles to at least two sides of all structures. Access may be from streets, access roads, emergency access lanes, or parking areas.

Supporting Evidence: The Site Plan includes a yard area that circles the building and will provide three sided access to the building.

3.4.3 Building setbacks, where required by zoning, shall be adequate to allow for emergency vehicle access and related emergency response activities and shall be evaluated based on the following factors:

- *Building Height.*
- *Building Occupancy.*
- *Construction Type.*
- *Impediments to the Structures.*
- *Safety Features Provided.*

Supporting Evidence: The proposed building and existing building will be fully accessible to emergency equipment.

3.4.4. Fire Dept. access roads shall extend to within 50' of an exterior door providing access to the interior of the structure.

Supporting Evidence: The access drive will allow an emergency vehicle to pull within 0' of the structure.

3.4.5. Site access shall provide a minimum of nine (9) feet clearance height to accommodate ambulance access.

Supporting Evidence: There are no vertical obstructions for the proposed building.



Keith Gautreau, Assistant Chief
May 4, 2016
Page 4

3.4.6. *Elevators shall be sized to accommodate an 80 x 24 inch stretcher.*

Supporting Evidence: Not Applicable.

3.4.7. *All structures are required to display the assigned street number. Numbers shall be clearly visible from the public right of way.*

Supporting Evidence: The street number will be displayed on the building and/or street signage (submitted under separate application).

If you need any further information regarding this review, please contact our office.

Regards,

STANTEC CONSULTING SERVICES INC.

Stephen R. Bushey, P.E.

Associate

Tel: 207-887-3478

Stephen.bushey@stantec.com

c: Captain David Petruccelli, Fire Department (via email)

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ATTACHMENT C

CONFORMITY WITH APPLICABLE DESIGN STANDARDS
PREPARED MAY 4, 2016

The following statement is made in accordance with the City of Portland Code of Ordinances, Chapter 14 Land Use, Section 14-526.

OVERVIEW

This project conforms with all the applicable design standards of Section 14-526 as demonstrated in the following narrative.

(a) Transportation Standards

1. Impact on Surrounding Street Systems:

The development will fit in with the existing street system as it will use an existing driveway opening off Cove Street. The development involves a garage space for existing vehicles that occupy the site hence the project is expected to have an insignificant impact on traffic in the neighborhood.

2. Access and Circulation:

a. Site Access and Circulation.

- (i) The development provides access via Cove Street. Open access will be provided at the front of the building and ample turning movement is provided at the street entrance. Internal circulation allows for the occasional movement of tractor-trailer vehicles, which are infrequent to the site.
- (ii) Access and egress have been designed to avoid conflicts with existing turning movements and traffic flows.
- (iii) The site does not feature drive up services as mentioned in this requirement.

b. Loading and Servicing.

- (i) No loading area is required as the building is for covered vehicle parking only.

c. Sidewalks.

- (i) A sidewalk currently exists on the west side of the site. No sidewalk improvements are proposed.
- (ii) The pedestrian trail sidewalk appears to be in satisfactory condition and does not require any major improvements.

3. Public Transit Access:

- a. The development consists of less than 20,000 SF of commercial area therefore it is not subject to Public Transit Standards.
- b. A new Transit stop is not proposed.
- c. A new transit stop is not proposed.
- d. Waiver: The applicant requests a waiver of the transit facility requirement, if necessary.

4. Parking:

a. Location and Required Number of Vehicle Parking Spaces:

- (i) The applicant is providing nine parking spaces and fore more covered spaces will be added.
- (ii) The applicant has not prepared a TDM strategy.
- (iii) The applicant proposes the amount of parking which is appropriate for the current uses of this site.
- (iv) Parking spaces and aisles have been designed to meet the dimensional requirements of the Technical Manual.
- (v) The parking lot has been designed with an asphalt surface for long-term durability.

b. Location and Required Number of Bicycle Parking Spaces:

- (i) The applicant is requesting a waiver to provide less than the required number of bicycle racks based on the current site usage.

c. Motorcycles and Scooter Parking:

- (i) The project does not provide designated motorcycle/scooter parking.

d. Snow Storage:

- (i) Snow storage management will employ two strategies;
 - 1. On-site snow storage around the perimeter of the site.
 - 2. Snow removal and offsite storage. Generally speaking the nature of the proposed site use precludes the need for significant snow removal.

5. Transportation Demand Management (TDM):

- a. A TDM plan is not required for the project.

(b) Environmental Quality Standards

1. Preservation of Significant Natural Features:

- a. The existing site retains no prominent significant natural features therefore no issue related to the preservation of these features applies.
- b. The applicant is not requesting a waiver from this standard.

2. Landscaping and Landscaping Preservation:

a. Landscape Preservation.

- (i) The site's existing tree population is limited so there is no formal tree preservation proposed.
- (ii) Not applicable
- (iii) Not applicable
- (iv) The applicant will require a waiver from this standard, if applicable.

b. Site Landscaping.

(i) Landscaped Buffers:

- (a) There are no observable service or loading areas for the new building.
- (b) The development is located in a commercial zone therefore minimizing the requirements for landscaping needs.
- (c) Not applicable.

(ii) Parking Lot Landscaping:

- a) Not applicable. The proposed building is within an existing paved area.
- b) Not applicable.
- c) Not applicable.

(iii) Not applicable.

3. Water Quality, Stormwater Management and Erosion Control:

a. Stormwater:

- (i) Stormwater draining onto the site from adjacent properties is very limited. No changes to these offsite flow regimes is anticipated.
- (ii) The project will not adversely impact adjacent lots or the City street system.
- (iii) The project will not adversely impact adjacent lots or the City street system.
- (iv) The project will not adversely impact adjacent lots or the City street system.

b. The existing stormwater conditions will meet the requirements and goals stated in Section 5 of the Technical Manual. There will be no impact to impervious conditions on the property.

c. Not applicable.

d. Not applicable.

e. The project is serviced by both a public wastewater system and public drainage system. The project will not pose a risk of groundwater contamination.

f. The project will be connected to the public sanitary sewer system which is adequately sized for the existing flows. NO new flows will be introduced to the public sewer system.

(c) Public Infrastructure and Community Safety Standards.

1. Consistency with City Master Plans:

- a. The project has been designed to be consistent with the City's Zoning Ordinance and off-site infrastructure.
- b. Not applicable.

2. Public Safety and Fire Prevention:

- a. The site has been designed to promote safe commercial access.
- b. No changes to emergency access conditions within the surrounding streets is proposed.

- c. Fire hydrants are located within the adjacent street system.
- 3. Availability and Adequate Capacity of Public Utilities:
 - a. The project will require no new onsite utility service infrastructure to serve the new building except for power.
 - b. All on site electrical lines will be underground.
 - c. All new power infrastructure will meet the provisions of the Technical Manual.
 - d. The project site already contains services into the existing building.
 - e. The project involves no new sanitary or drainage systems.
 - f. The project will continue to use an outside solid waste dumpsters and waste removal services will be contracted to a private waste hauler as is currently performed.

(d) Site Design Standards.

- 1. Massing, Ventilation and Wind Impact:
 - a. The bulk, location and height of the proposed building have been designed to not result in adverse impacts to abutting properties.
 - b. No new HVAC venting is proposed.
- 2. Shadows:
 - a. The development is located in the ILb Zone. The building height is 16' thus no adverse impacts from shadows are anticipated.
- 3. Snow and Ice Loading:
 - a. The proposed building will be designed and located such that accumulated snow and ice will not fall onto adjacent properties or public ways.
- 4. View Corridors:
 - a. The project site is located outside the Downtown Vision View Corridor Protection Plan.
- 5. Historic Resources:
 - a. The development is not located in a historic district, historic landscape district or City designated landmark.

- b. The development is not located adjacent to or within 100 feet of a designated landmark, historic district, or historic landscape district.
- c. There are no known archaeological resources on the site.

6. Exterior Lighting:

a. Site Lighting.

- (i) Exterior lighting will be designed to meet the requirements of Section 12 of the Technical Manual.

7. Noise and Vibration:

The project noise levels will be designed to meet the permitted levels as outlined in the zoning ordinance.

8. Signage and Wayfinding:

- a. All street and wayfinding signage shall meet the requirements of the Manual on Uniform Traffic Devices (MUTCD) and Division 22 of the City Code.

- (ii) The project is not located in a historic district or subject to Article IX.

- (iii) Proposed commercial signage is not proposed.

- (iv) All street and wayfinding signage shall meet the requirements of the Manual on Uniform Traffic Devices (MUTCD) and Division 22 of the City Code.

9. Zoning Related Design Standards:

- a. The project is designed to be a high density commercial development with a single story building, adequate parking and related infrastructure.

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CONFORMITY WITH SITE PLAN STANDARDS
PREPARED MAY 4, 2016

The following statement is made in accordance with the City of Portland Code of Ordinances, Chapter 14 Land Use, Section 14-527 (g).

OVERVIEW

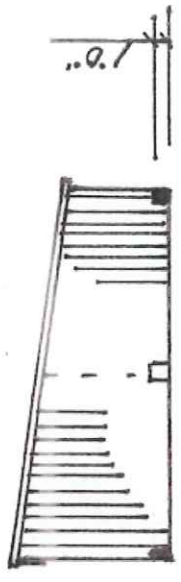
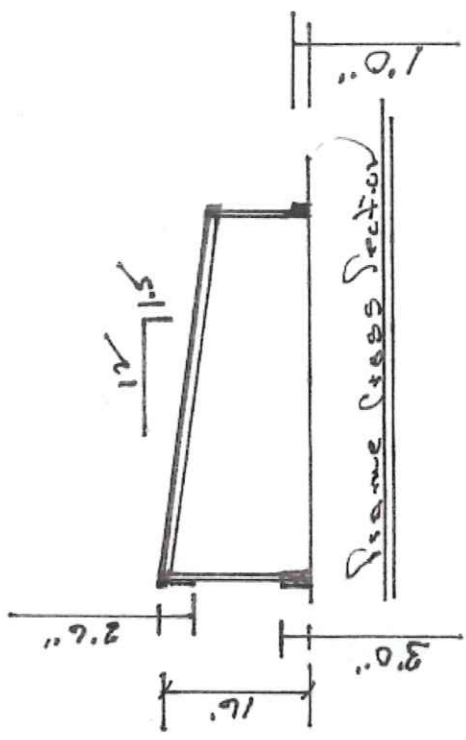
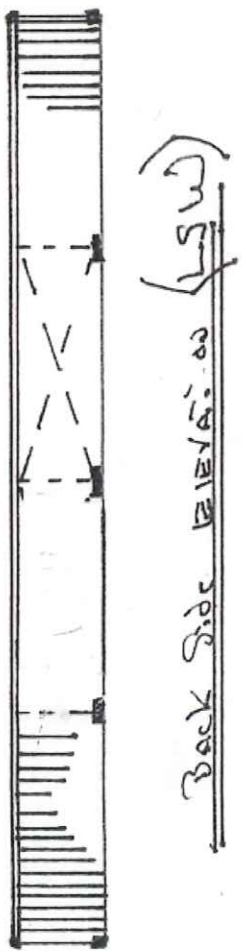
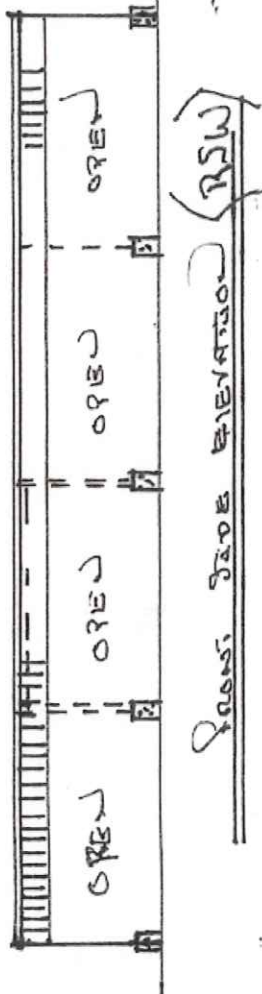
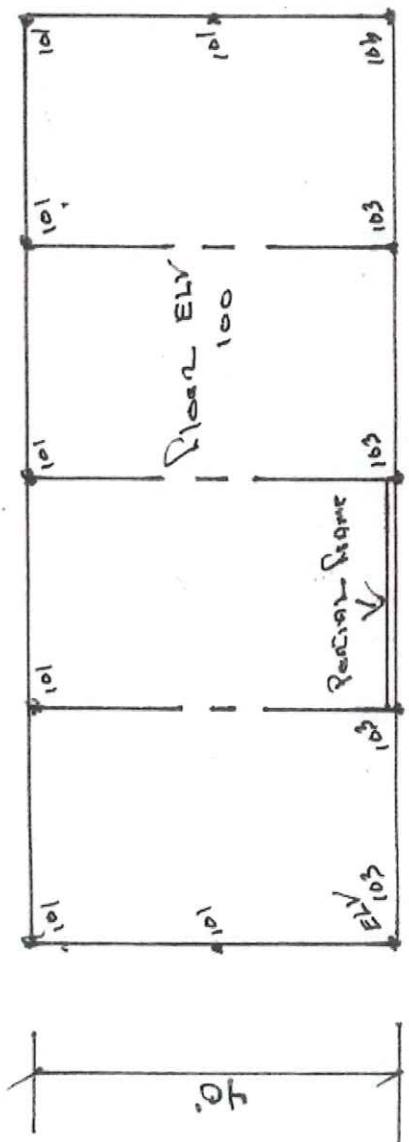
This project conforms with all the applicable design standards of Section 14-527 (g) as demonstrated in the following narrative.

1. The Construction Management Plan for the work is relatively straightforward and consists of the following steps:
 - Temporary barricades may be placed around the work zone throughout the project duration;
 - Foundations will be excavated for column footing placement and then footing reinforcement, formwork and concrete placement;
 - Foundation backfilling and surrounding surface restoration will be placed;
 - Steel shell will be erected;
 - Roofing and exterior walls will be installed
 - Interior work including walls, utilities, wiring, etc. will be completed;
 - Interior finishes including walls and electrical will be completed;
 - Exterior site work including paving and pavement markings will be completed;
 - The applicant intends to continue business operations for the existing buildings throughout the duration of construction and will make accommodations for construction equipment, materials storage and overall coordination.
2. The proposed project will result in fewer than 50 new peak hour trips; therefore, a Traffic Impact Study has not been performed for this project. The applicant is requesting a waiver of any further traffic related studies.
3. There are no significant natural features, wildlife and fisheries habitats or archaeological sites that will be impacted as a result of the proposed projects.
4. The site layout involves a building generally located within an existing paved lot area. The development site is part of an established and permitted business that includes previously constructed infrastructure for drainage and utilities. The proposed development will not result in any detrimental effects to the existing stormwater management systems since the building and parking will be placed entirely within an existing paved area.
5. The applicant is requesting a waiver to provide updated stormwater management calculations since the site has been previously developed.

6. The project is part of an existing commercial site. For these reasons the proposed development appears reasonable and consistent with previously approved plans and the City's Master Planning and intended uses for the area.
7. The site is currently served by public utilities for water and wastewater disposal. No increase to these utility demands is expected as a result of the proposed project.
8. The proposed project is not expected to generate any substantial increase in solid waste production. During construction there may be a small volume of construction debris and packaging waste for new construction materials. The contractor will use a temporary waste dumpster to collect any waste materials and these materials will be properly disposed of at an approved waste disposal or recycling facility such as the City's Riverside Recycling Facility. A permanent solid waste container location will be provided at the side of the building for routine solid waste collection.
9. The new building will be constructed to the applicable 2009 NFPA 101 Life Safety Code and to the 2009 International Building Code.
10. The proposed development is within a commercial site and the use is allowed within the Industrial Zone. No further assessment of consistency with applicable design standards has been performed at this time.
11. The applicant intends to design/build the electrical aspects of the work. They fully intend to comply with all applicable codes and will apply for all required approvals prior to construction.

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4' 25' Bays = 100'



PROPOSED BUILDING FOOT

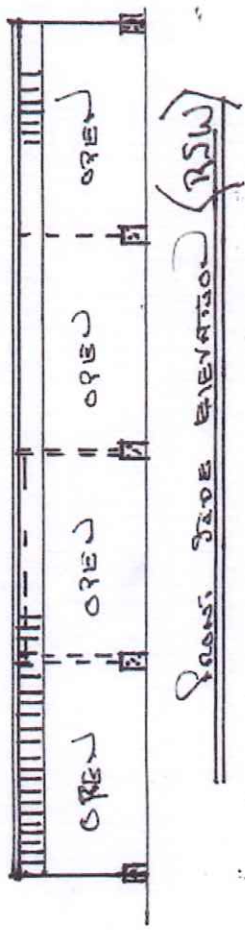
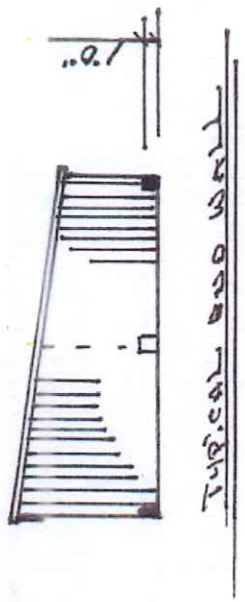
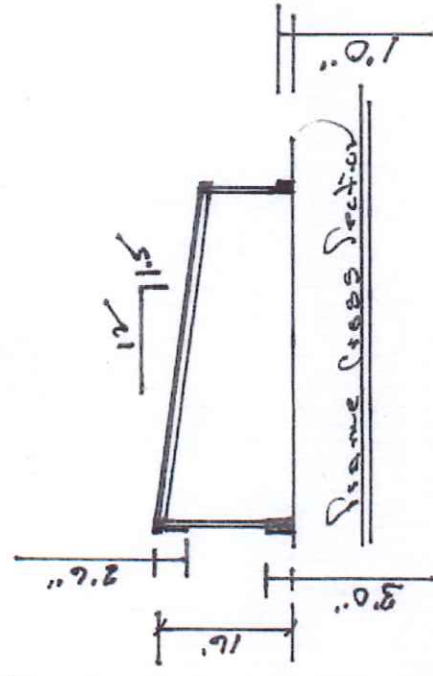
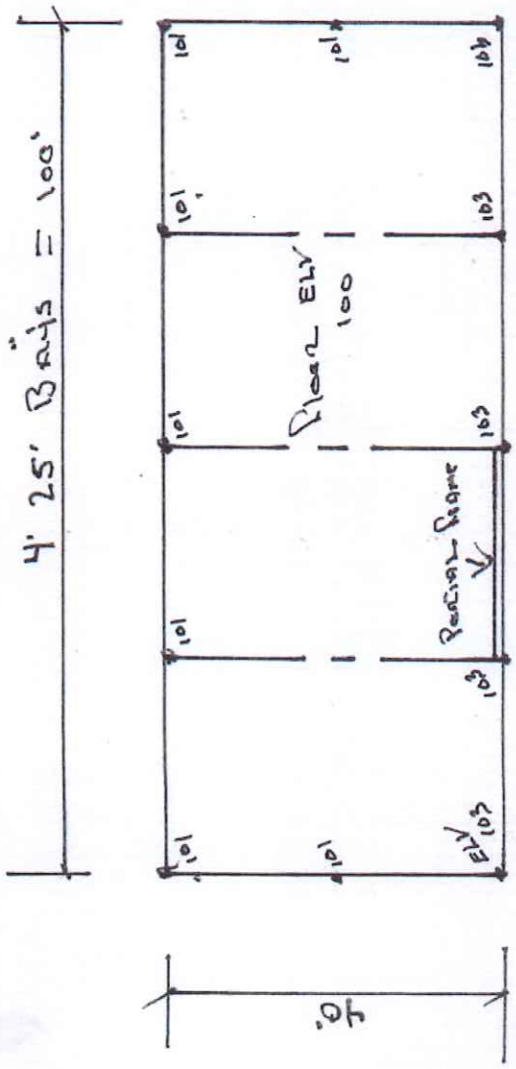
AAA ASSO

COYNE ST.

Portland, ME 04101

B41

REGISTERED ARCHITECTS



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AAA ASIO

COURSE ST.

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