



April 19, 2016

Rick Knowland, Senior Planner
City of Portland Planning Division
389 Congress Street
Portland, ME 04101

**Re: 4071.10 – The Asylum – Level III Development Review Application
Response to City Staff Comments**

Dear Rick;

Below are our responses to staff comments that you provided to us on April 14 for the proposed Asylum project.

Staff Comments

1. Provide info on how you are going to meet the B-3 noise standards such as special building insulation, design techniques, etc.? **The owner has retained Cavanaugh Tocci Associates as an acoustical consultant on the project. A full list of techniques taken to meet the noise requirements will be provided when they have finished their work, but will include vibration isolation on all of the mechanical equipment, specialty acoustical wall, ceiling and floor treatment inside the event space, special acoustical glazing and additional mass/insulation in the walls.**

2. Provide more info on the canopies that stick out into the street r-o-w. The Center Street one is particularly large. For example, the materials, design and minimum clearance height for pedestrians **All three canopies will be design to look and act the same, but will be of varying lengths as outlined below. The canopy material will be a light grey colored metal panel on the fascia and soffit.**

Sports Bar Canopy: Canopy is designed at 8'-6" clear above the sidewalk, is 21'-9" in length and protrudes 2'-6" the Lancaster Lane side and tapers to 1'-0" at the other end.

Main Entry Canopy: Canopy is designed at 12'-0" clear above the sidewalk, is 49'-6" in length and protrudes 5'-0" at the Lancaster Lane side and tapers to 4" at the other end.

Free Street Canopy: Canopy is designed at 8'-6" clear above the sidewalk, is 56'-8" in length and protrudes 4'-0" at the Center Street side and tapers to 1" at the other end.

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3. What is the seating/standing capacity for the existing facility in comparison to the existing facility? What is the seating/standing capacity of each floor for the new facility? What would be the expected attendance of a major event/concert at the new facility?

Please see chart below for occupancy comparison from existing to new facility. Please note existing occupancies are approximate. The new main event space has a ticket able occupancy of 1,009 people include the pre-function space. This could be occurring at the same time as a small event in the sports bar or basement event space.

	Existing Occupancy	Proposed Occupancy
First Floor		
Kitchen	4	4
Sports Bar	62	62
Pre-Function Area	NA	130
Main Event Space	~475	579
Storage/Stage/Staff Only Areas	46	64
First Floor Total	587	839
Basement Level		
Event Space	160	170
Office Space	6	6
Green Rooms	4	5
Pre-Function Space	NA	113
Storage/Staff Only Areas	12	24
Basement Level Total	182	318
Balcony Level		
Balcony Fixed Seats	NA	187
Balcony Standing	NA	113 (max per 300 total in balcony)
Balcony Total	NA	300 max occupancy
Project Total	769	1,457 Occupants

4. A traffic analysis needs to be done. How much vehicle traffic is the facility going to generate? An analysis of Free and Center is needed. Tom Errico (Traffic Consultant) can be contacted for specifics. **The owner has retained Gorrill-Palmer Consulting Engineers to prepare a traffic analysis for the project and is currently coordinating work with Tom Errico.**

5. Can the gas line meter and line be placed on Lancaster Lane rather than Center Street. Gas meter on Center Street will crowd the sidewalk. **We are working with Scott Carpenter at Unitil and plan to install the gas meter off Lancaster Lane. This change will be reflected in the revised site utility plan.**

6. Sidewalk ramps must meet City standards. City does not use a clay brick ramp. Check City technical standards. **The detail for the ADA ramp (A1/C503) is consistent with the City's Sidewalk Ramp Detectable Warning Panel (Historic Districts and Landscapes) (I-7A). The label on sheet CP101 – Site Layout Plan has been revised to clearly indicate ramp design.**

7. Street lighting. We will have specific comments on street lighting shortly. **The proposed project is located in the Downtown Street Lighting District. The proposed site lights are Downtown District Pedestrian Scale Light – Style 1 (City Detail X-3B) on a precast concrete base in close proximity to the existing site lights.**

8. What exterior building lighting is proposed including lighted signage? **Please see attached HB packet and cut sheets for images and locations of lighting and signs.**

- **2 internally lit building signs (one on Free Street and one on Center Street)**
- **1 internally lit canopy sign**
- **LED recessed strip lights in the canopy and vertically on the building façade as shown**
- **LED wall pack at service door and alley**

9. Parking arrangements to meet parking requirements. **The applicant has been working with United Parking Partners to provide necessary parking as required in their managed surface parking lots at 51-59 Free Street and One Portland Square. A letter was provided with the application materials.**

10. Any thought of enclosing the generator in some way to limit noise. **The generator will be specified with a sound attenuated enclosure to reduce noise. Periodic testing can be on an automatic schedule for midday when the building has lower occupancy and is less likely to disturb the neighbors.**

11. HP is reviewing the building facade but it would be helpful to have a list of the building materials. **Please see attached HB packet for images and locations of materials.**

- **Brick to match existing: Bedford Matt 12" Norman Brick, running bond pattern**
- **24" wide x 48" tall limestone panel in vertical running bond pattern**
- **24" wide x 48" tall light beige metal panel in vertical running bond pattern to match limestone**
- **72" wide x 18" tall dark grey metal panel in stacked bond pattern**
- **Kawneer 1600UT and 451/451T Curtainwall and Storefront with 1 ¾" glazing**

12. Utility ability to serve letters for City waste water and CMP.

I understand that David Margolis-Pineo has reviewed the wastewater application and will be forwarding his letter to your office shortly regarding the capacity of the City's sanitary sewer system to convey wastewater from the project site. The Portland Water District provided a letter stating that the East End Wastewater Treatment facility has the capacity to treat the anticipated increase in wastewater production following the completion of this project. A copy of their letter was provided in the application packet.

We are currently working with Jamie Cough at CMP and plan to tie in to the Pleasant Street Loop, which has adequate capacity to serve the project. A new 4'x6' pull box will be installed at the intersection of Center Street and Lancaster Lane and in Lancaster Lane near the kitchen addition to provide primary service to the new transformer.

Please contact me if you have any questions or would like additional information. Thank you.

Best regards,



John Kenney P.E. LEED^{AP}
Senior Engineer, Firm Associate

CC: Valerie Levy, Krista Newman, Laurie Willey, JRB, MAC, SJL, RMF



Rick Knowland <rwk@portlandmaine.gov>

407110 Asylum Expansion & Renovation SD-CA - CMP Ability to Serve....

1 message

John Kenney (WBRC AE) <john.kenney@wbrcae.com>

Wed, Apr 20, 2016 at 8:42 AM

To: Rick Knowland <rwk@portlandmaine.gov>

Cc: "04071.10 Asylum Expansion & Renovation SD-CA" <04071.10AsylumExpansion&RenovationSD-CA@wbrcae.com>, "Stephanie Laplant (WBRC AE)" <stephanie.laplant@wbrcae.com>, "Jocelyn Boothe (WBRC AE)" <jocelyn.boothe@wbrcae.com>

Rick,

See the email below for back-up regarding CMP's ability to serve the proposed Asylum project. Let me know if you have any questions or would like additional information.

John

John S. Kenney, Ph.D., P.E., LEED AP
SENIOR ENGINEER, FIRM ASSOCIATE*Maine Licensed Professional Engineer*

207.947.4511 x242

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From: Cough, Jamie [mailto:Jamie.Cough@cmpco.com]
Sent: Wednesday, April 20, 2016 6:45 AM
To: John Kenney (WBRC AE) <john.kenney@wbrcae.com>
Subject: RE: Asylum

RE: Ability to Serve Letter Asylum Redevelopment project

121 Center Street Portland, ME.

Dear Mr. Kenny:

CMP has the ability to serve the proposed project located at 121 Center Street in Portland, Maine, in accordance with our CMP Handbook (web link below). Based on preliminary load and location discussions with Stephanie LaPlant, CMP can provide you with the desired network or pad mounted transformer 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.

Upgraded Service Milestones

- Call [1-800-565-3181](tel:1-800-565-3181) to establish a new account and an SAP work order. DONE
- 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>)

If you have any questions, please contact me.



Rick Knowland <rwk@portlandmaine.gov>

Re: 121 Center St - Review Comments for the Asylum

1 message

William Clark <wbc@portlandmaine.gov>

Fri, May 20, 2016 at 12:58 PM

To: Rick Knowland <rwk@portlandmaine.gov>

Cc: David Margolis-Pineo <dmp@portlandmaine.gov>, Barbara Barhydt <bab@portlandmaine.gov>

Hi Rick,

I looked at the survey plan.

Since they will need to show license limits for Canopies, and public use easements two items need to be addressed from Survey perspective.

1. Show property corners to be set where possible.
2. Show State Plane Coordinates on two of the property corners to be set. This is not for property conveyances. The coordinates are to assist in GIS parcel mapping (and zoning map accuracy) as well as tying in utilities and impervious surfaces in the GIS.

Thanks,

Bill

On Fri, May 20, 2016 at 12:38 PM, David Margolis-Pineo <dmp@portlandmaine.gov> wrote:

These comments have also been placed in Urban Insight.

May 20, 2016

Memo To: Rick Knowland

Barbara Barhydt

From: David Margolis-Pineo

Re: 121 Center Street – The Asylum (2016-069)

The Department of Public Services has the following review comments on the above project.



May 9, 2016

Rick Knowland, Senior Planner
City of Portland Planning Division
389 Congress Street
Portland, ME 04101

Re: 4071.10 – The Asylum – Level III Development Review Application

Dear Rick,

Enclosed are updated approval drawings for the proposed Asylum project located at 121 Center Street. To summarize, the applicant is proposing to demolish a portion of the existing 1-story plus basement building near the intersection of Center Street and Free Street and replace it with a larger 2-story plus basement building addition.

The following is a summary of what has occurred since we submitted the Level III Development Review application on March 25:

- We held a neighborhood meeting on April 19 at the Portland Public Library. A copy of the meeting minutes and sign-up sheet are attached.
- We responded to staff comments provided to us on April 14.
- We discussed the proposed project with the Planning Board during a workshop session on April 26.
- I attended a traffic scoping meeting with the City's traffic engineer, Tom Errico, and traffic engineers from Gorrill-Palmer on May 2.
- The Historic Preservation Board voted that the proposed project meets the historic preservation ordinance review standards for review of alterations to non-contributing structures and standards for new construction on May 4.

At the Planning Board workshop, we discussed the noise standard in Section 14-221.1. Since the workshop, we discovered that there are two standards that govern sound requirements in the B-3 zoning district, one of which is under the zoning ordinance and the other is under business licensing. Based on communication with Tuck O'Brien, who conferred with corporation counsel, we understand that the sound limit applicable to Asylum is the 92 dBA limit contained in the concert hall licensing provision of Chapter 4, rather than the general B-3 zone limit of 55/60 dBA contained in the Chapter 14 land use ordinance. The Chapter 4 concert hall sound limit specifically states that it supersedes sound limits contained elsewhere in the City Code. See Section 4-57. It makes sense that the 92 dBA limit would govern because it indicates a recognition by the City Code that concert halls will likely exceed the general sound limits in certain zoning districts. In order to allow concert halls downtown the Code creates a special 92

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dBa sound limit while imposing a more specific sound oversight framework and additional regulatory oversight involved in obtaining and keeping a Chapter 4 entertainment license. As a result, the applicable sound limit for this project is 92 dBA contained in the concert hall license, which is administered by the City Clerk's Office, and not the 55/60 dBA general limit in the B-3 zoning district, which is administered by the Planning Board. Nevertheless, we plan to provide the Board with information on projected sound emissions, and the Planning Department will have the opportunity to provide input on a Chapter 4 concert hall license issued to Asylum by the Clerk's Office.

The applicant's acoustical consultant, Cavanaugh Tocci Associates, is in the process of modeling and testing the proposed building's architectural components to demonstrate compliance with the 92 dBA limit. Although the project is governed by the 92 dBA sound limit, the applicant is designing the building addition so that future sound pressure levels will not exceed current sound pressure levels. As indicated in the application submission, HVAC and mechanical equipment will meet the Noise and Vibration standard as specified in 14-526(d)(7).

As mentioned above, a Traffic Movement Permit scoping meeting was held on May 2. A copy of the Traffic Movement Permit will be provided under separate cover.

Please contact me if you have any questions or would like additional information. We look forward to presenting this project at the May 24 Planning Board meeting. Thank you.

Best regards,

A handwritten signature in black ink, appearing to read 'John Kenney', with a long horizontal flourish extending to the right.

John Kenney P.E. LEED^{AP}
Senior Engineer, Firm Associate

CC: Valerie Levy, Krista Newman, Laurie Willey, Gordon Smith, JRB, MAC, SJL, RMF

Enclosures: As noted



April 5, 2016

Dear Neighbor:

Please join us for a neighborhood meeting to discuss our plans for a The Asylum located at 121 Center Street.

Meeting Location: Portland Public Library

Meeting Date: Tuesday, April 19, 2016

Meeting Time: 6:30 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 947-4511.

Sincerely,

A handwritten signature in black ink, appearing to read "John Kenney". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

John Kenney PE

Note:

Under Section 14-32(C) and 14-524(a)d 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 30 days of submitting a preliminary application or 21 days of submitting a final site plan application, if a preliminary plan was not submitted. The neighborhood meeting must be held at least seven days prior to the Planning Board public hearing on the proposal. Should you wish to offer additional comments on this proposed development, you may contact the Planning Division at 874-8721 or send written correspondence to the Planning and Urban Development Department, Planning Division 4th Floor, 389 Congress Street Portland, ME 04101 or by email: to bab@portlandmaine.gov.

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Neighborhood Meeting Certification

I, John Kenney PE, hereby certify that a neighborhood meeting was held on April 19, 2016 at the Portland Public Library at 6:30 pm.

I also certify that on April 5, 2016, invitations were mailed to the following:

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

Signed,

A handwritten signature in black ink, appearing to read "J. Kenney", written over a horizontal line.

May 9, 2016

Attached to this certification are:

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

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Neighborhood Meeting Minutes

Project: **The Asylum**
WBRC Project Number: **4071.00**
Date: **04/19/16**
Time: **6:30 pm**
Location: **Portland Public Library**

On April 19, 2016, on behalf of Tedlum Associates LLC and The Asylum Inc., WBRC Architects Engineers conducted a neighborhood meeting for the proposed building addition and renovation project at The Asylum located at 121 Center Street in Portland. The meeting was conducted in accordance with City of Portland land use ordinance requirements. A copy of the invitation letter and sign-in sheet are attached.

The meeting began at 6:30 pm. John Kenney PE, civil engineer at WBRC Architects Engineers, provided an overview of the site portion of the proposed project and Jocelyn Boothe, project architect at WBRC Architects Engineers, provided an overview of the architectural aspects of the proposed project. Also in attendance were the owners of The Asylum to answer questions.

The following topics were discussed following the presentation:

- Site lighting and security
- Parking in Lancaster Lane
- The potential use of a crane in Lancaster Lane. The owners agreed to contact neighbors when construction activities in Lancaster Lane would temporarily disrupt access.
- The owners discussed the types of events that they envision will take place once the project is completed. They anticipate more corporate events, social events like weddings, and performance art events in addition to musical artists.
- Fencing in the alley between the proposed building addition and the parking garage was discussed, which is designed to improve security in the area. Fencing will generally allow access out of the alley, but not into the alley from the street or Lancaster Lane.
- Construction schedule was discussed, beginning in summer 2016 through spring of 2017.
- Staging areas
- Rooftop equipment
- Acoustics and building design
- In general, the consensus was that the project will be an improvement to the area.

Respectfully Submitted,



John Kenney PE

Senior Engineer, Firm Associate

Maine Licensed Professional Engineer

**Traffic Movement Permit Application Addendum
Asylum – Portland, Maine
JN 3131**

Date: May 16, 2016
Subject: TMP Application Addendum
To: Rick Knowland, City of Portland
From: Randy Dunton, Gorrill Palmer (JN 3131)
Copies: Tom Errico, John Kenney

Gorrill Palmer (GP) has prepared this Traffic Movement Permit Application Addendum in response to comments received from the City of Portland and Mr. Thomas Errico at the MaineDOT scoping meeting held on May 2, 2016 at City Hall. It addresses the distribution of the forecast site traffic, additional collision data, and the potential for an all-way stop at the intersection of Free Street and Center Street.

Trip Distribution

The traffic forecast to be generated by the site was originally distributed based on the assumption that traffic would enter the site at Lancaster Lane and the existing traffic patterns at the intersection of Free Street with Center Street. Based on parking information received from WBRC, the site traffic distribution was reassessed to reflect the use of the identified parking area. The Asylum will be utilizing 60 parking spaces in the Midtown parking lot (bounded by Center Street, Free Street, Cross Street, and Spring Street), which will be guaranteed on event nights as coordinated by the Asylum's program director. The updated trip distribution assumes that all traffic going to the Asylum will utilize the manned entrance to the parking area on Free Street. This is a conservative approach, since the parking lot has other accesses that could be used, which would further dissipate the traffic over the adjacent roadway network. The distribution of the site traffic is shown on the attached Figure 2.

Crash Data

The City requested that the collision data include the roadway segments for each leg of the intersection of Free Street / Center Street. GP obtained the three-year crash report from MaineDOT for the period of 2013-2015, the most recent period available, for the additional area (attached). Based on the crash report from MaineDOT and the MaineDOT High Crash Location (HCL) criteria discussed in Section 2 of the TMP Application dated April 14, 2016, there are no HCLs in the vicinity of the site.

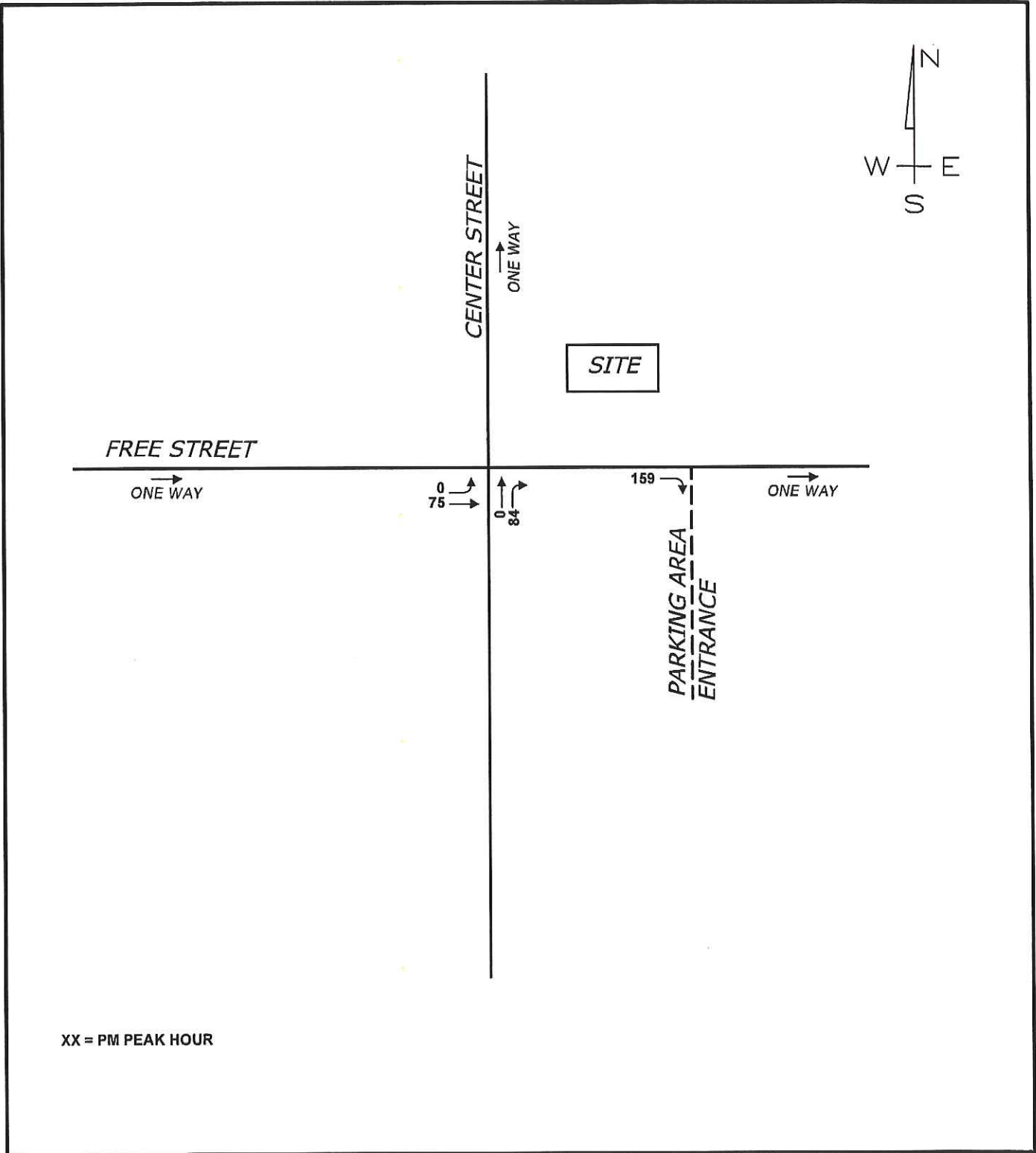


All-Way Stop Analysis

The City suggested considering an all-way stop at the intersection of Free Street with Center Street. Given the one-way traffic patterns, this would result in a total of two STOP signs. Based on the existing traffic volume information (from a turning movement count collected in October 2012), the intersection is not anticipated to warrant an all-way stop using the Manual on Uniform Traffic Control Devices (MUTCD) criteria. However, the pedestrian volumes during a Cross Insurance Arena event may warrant an all-way stop. Based on this information, it is our recommendation that if the City would like to pursue an all-way stop, a traffic count (including pedestrians) should be conducted during a Cross Insurance Arena event and an all-way stop analysis should be completed using the updated traffic volumes. If an all-way stop is warranted, the City could erect an additional STOP sign for the Free Street eastbound traffic.

Trip Assignment

Figure No. 2



ASYLUM EXPANSION PORTLAND, MAINE

Design: ET Scale: NONE
Draft: CG Date: APRIL 2016
Checked: RED File Name: 3131-TRAFF.dwg

Maine Department Of Transportation - Traffic Engineering, Crash Records Section
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

Free St

REPORT PARAMETERS

Year 2013, Start Month 1 through Year 2015 End Month: 12

Route: **0560122**

Start Node: **18975**
 End Node: **18977**

Exclude First Node
 Exclude Last Node

Start Offset: **0**
 End Offset: **0**

Route: **0560297**

Start Node: **19050**
 End Node: **18976**

Exclude First Node
 Exclude Last Node

Start Offset: **0**
 End Offset: **0**

Route: **0560297**

Start Node: **18976**
 End Node: **18973**

Exclude First Node
 Exclude Last Node

Start Offset: **0**
 End Offset: **0**

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes					Percent Annual M Injury	Crash Rate	Critical Rate	CRF	
					K	A	B	C	PD					Ent-Veh
18975	0560122 - 0.20	Int of CENTER ST SPRING ST	9	12	0	0	1	3	8	33.3	3.505	1.14	1.27	0.00
												Statewide Crash Rate:	0.67	
18976	0560122 - 0.24	0509396 POR, FREE, CENTER ST.	2	4	0	1	0	2	1	75.0	2.402	0.55	0.43	1.29
												Statewide Crash Rate:	0.14	
18977	0560122 - 0.31	Int of CENTER ST, CONGRESS ST	2	7	0	0	0	3	4	42.9	4.560	0.51	0.38	1.34
												Statewide Crash Rate:	0.15	
19050	0560297 - 0.20	0509470 POR, FREE, BROWN ST.	2	2	0	0	0	0	2	0.0	1.884	0.35	0.46	0.00
												Statewide Crash Rate:	0.14	
18970	0560297 - 0.29	0509390 POR, FREE, COTTON ST.1	2	0	0	0	0	0	0	0.0	1.147	0.00	0.51	0.00
												Statewide Crash Rate:	0.14	
18973	0560297 - 0.37	Int of CROSS ST N FREE ST	2	0	0	0	0	0	0	0.0	1.147	0.00	0.51	0.00
												Statewide Crash Rate:	0.14	

Study Years: 3.00

NODE TOTALS: 25 0 1 1 1 8 15 40.0 14.645 0.57 0.46 1.24

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section U/R Length	Total Crashes	K	A	B	C	PD	Injury	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
18975 Int of CENTER ST, SPRING ST	18976 194658		0 - 0.04	0560122 - 0.20 RD INV 05 60122	0.04	2	0	0	0	0	0	0	0.0	0.00041	0.00	1413.24	0.00
18976 0509396 POR, FREE, CENTER ST.	18977 194660		0 - 0.07	0560122 - 0.24 RD INV 05 60122	0.07	2	3	0	0	0	2	0	0.0	0.00072	1392.35	1239.38	1.12
18976 0509396 POR, FREE, CENTER ST.	19050 194661		0 - 0.07	0560297 - 0.20 RD INV 05 60297	0.07	2	1	0	0	0	1	0	0.0	0.00132	252.74	1060.09	0.00
18970 0509390 POR, FREE, COTTON ST.1	18976 194653		0 - 0.02	0560297 - 0.27 RD INV 05 60297	0.02	2	3	0	0	1	2	33.3	33.3	0.00023	4358.46	1581.57	2.76
18970 0509390 POR, FREE, COTTON ST.1	18973 194652		0 - 0.08	0560297 - 0.29 RD INV 05 60297	0.08	2	3	0	1	0	2	33.3	33.3	0.00092	1089.61	1164.38	0.00
Section Totals:					0.28	10	0	1	0	1	7	20.0	20.0	0.00360	926.20	823.46	1.12
Grand Totals:					0.28	35	0	2	1	9	22	34.3	34.3	0.00360	3241.70	980.89	3.30

Study Years: 3.00

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
18975	18976	194658	0 - 0.04	0560122 - 0.20	0	0	0	0	0	0	2015-41236	09/03/2015	0.28	PD
18976	18977	194660	0 - 0.07	0560122 - 0.24	3	0	0	0	0	2	2014-18191	07/03/2014	0.29	
											2013-18201	07/24/2013	0.30	PD
18976	19050	194661	0 - 0.07	0560297 - 0.20	1	0	0	0	0	1	2015-18045	06/20/2015	0.26	PD
18970	18976	194653	0 - 0.02	0560297 - 0.27	3	0	0	0	1	2	2014-28122	10/18/2014	0.28	C
											2014-31870	11/19/2014	0.28	PD
											2015-44355	10/12/2015	0.28	PD
18970	18973	194652	0 - 0.08	0560297 - 0.29	3	0	1	0	0	2	2015-47511	11/05/2015	0.32	A
											2015-10249	03/22/2015	0.32	PD
											2013-9641	04/17/2013	0.33	PD

Totals: 10 0 0 1 0 1 0 1 1 7

Maine Department Of Transportation - Traffic Engineering, Crash Records Section
Crash Summary II - Characteristics

Crashes by Day and Hour

Day Of Week	Hour of Day												Un	Tot												
	AM						PM																			
	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11		
SUNDAY	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
MONDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
TUESDAY	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	5
WEDNESDAY	0	0	0	0	0	0	0	0	1	0	0	2	1	0	1	0	0	0	1	1	0	1	0	0	0	8
THURSDAY	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	2	1	0	1	0	0	8
FRIDAY	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	1	0	1	0	0	0	0	0	1	0	6
SATURDAY	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	0	0	5
Totals	2	2	1	0	0	0	0	0	1	3	0	1	2	2	4	1	2	1	3	3	3	1	1	2	0	35

Vehicle Counts by Type

Unit Type	Total	Unit Type	Total
1-Passenger Car	46	23-Bicyclist	1
2-(Sport) Utility Vehicle	15	24-Witness	18
3-Passenger Van	1	25-Other	2
4-Cargo Van (10K lbs or Less)	0	Total	92
5-Pickup	3		
6-Motor Home	0		
7-School Bus	1		
8-Transit Bus	0		
9-Motor Coach	0		
10-Other Bus	0		
11-Motorcycle	0		
12-Moped	0		
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	5		

Maine Department Of Transportation - Traffic Engineering, Crash Records Section
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	14	14	2	0	0	0	30
Ran Off Roadway	0	0	0	0	0	0	0
Failed to Yield Right-of-Way	5	3	0	0	0	0	8
Ran Red Light	2	1	0	0	0	0	3
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	2	0	0	0	0	0	2
Improper Turn	1	1	0	0	0	0	2
Improper Backing	2	1	0	0	0	0	3
Improper Passing	0	0	0	0	0	0	0
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	2	3	1	0	0	0	6
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	1	0	0	0	0	0	1
Other Contributing Action	2	1	0	0	0	0	3
Unknown	1	0	0	0	0	0	1
Total	33	24	3	0	0	0	60

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	32	23	3	0	0	6	64
Physically Impaired or Handicapped	0	0	0	0	0	0	0
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	1	0	0	0	0	2
Other	0	0	0	0	0	0	0
Total	33	24	3	0	0	6	66

Driver Age by Unit Type

Age	Driver	Bicycle	Snow/Mobile	Pedestrian	ATV	Total
09-Under	1	0	0	0	0	1
10-14	0	0	0	0	0	0
15-19	5	0	0	0	0	5
20-24	10	0	0	0	0	10
25-29	6	0	0	0	0	6
30-39	15	0	0	0	0	15
40-49	12	0	0	0	0	12
50-59	7	0	0	0	0	7
60-69	5	0	0	0	0	5
70-79	6	0	0	0	0	6
80-Over	0	0	0	0	0	0
Unknown	1	1	0	5	0	7
Total	68	1	0	5	0	74

Crash Summary II - Characteristics

Most Harmful Event		Injury Data	
Most Harmful Event	Total	Severity Code	Number Of Injuries
1-Overturn / Rollover	0	K	0
2-Fire / Explosion	0	A	2
3-Immersion	0	B	1
4-Jackknife	0	C	9
5-Cargo / Equipment Loss Or Shift	0	PD	22
6-Fell / Jumped from Motor Vehicle	0	Total	34
7-Thrown or Falling Object	0		21
8-Other Non-Collision	0		
9-Pedestrian	4		
10-Pedalcycle	0		
11-Railway Vehicle - Train, Engine	0		
12-Animal	0		
13-Motor Vehicle in Transport	52		
14-Parked Motor Vehicle	9		
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	0		
34-Traffic Signal Support	0		
35-Fence	0		
36-Mailbox	0		
37-Other Post Pole or Support	0		

Most Harmful Event		Injury Data	
Most Harmful Event	Total	Severity Code	Number Of Injuries
38-Other Fixed Object (wall, building, tunnel, etc.)	0		
39-Unknown	2		
40-Gate or Cable	0		
41-Pressure Ridge	0		
Total	67		

Traffic Control Devices		Light Condition	
Traffic Control Device	Total	Light Condition	Total
1-Traffic Signals (Stop & Go)	17	1-Daylight	22
2-Traffic Signals (Flashing)	0	2-Dawn	0
3-Advisory/Warning Sign	0	3-Dusk	1
4-Stop Signs - All Approaches	0	4-Dark - Lighted	11
5-Stop Signs - Other	10	5-Dark - Not Lighted	1
6-Yield Sign	0	6-Dark - Unknown Lighting	0
7-Curve Warning Sign	0	7-Unknown	0
8-Officer, Flagman, School Patrol	0	Total	35
9-School Bus Stop Arm	0		
10-School Zone Sign	0		
11-R.R. Crossing Device	0		
12-No Passing Zone	0		
13-None	8		
14-Other	0		
Total	35		

Road Character		Light Condition	
Road Grade	Total	Light Condition	Total
1-Level	17	1-Daylight	22
2-On Grade	15	2-Dawn	0
3-Top of Hill	0	3-Dusk	1
4-Bottom of Hill	3	4-Dark - Lighted	11
5-Other	0	5-Dark - Not Lighted	1
Total	35	6-Dark - Unknown Lighting	0
		7-Unknown	0
		Total	35

Maine Department Of Transportation - Traffic Engineering, Crash Records Section
Crash Summary II - Characteristics

Crashes by Year and Month

Month	2013	2014	2015	Total
JANUARY	1	2	1	4
FEBRUARY	0	1	3	4
MARCH	1	1	1	3
APRIL	1	1	0	2
MAY	0	0	2	2
JUNE	0	2	3	5
JULY	2	1	2	5
AUGUST	0	0	0	0
SEPTEMBER	1	1	1	3
OCTOBER	0	1	2	3
NOVEMBER	0	1	1	2
DECEMBER	2	0	0	2
Total	8	11	16	35

Report is limited to the last 10 years of data.

Maine Department Of Transportation - Traffic Engineering, Crash Records Section
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	7	0	6	4	0	0	0	0	0	0	0	0	0	17
Head-on / Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	2	8	0	1	0	0	0	0	0	0	0	11
Pedestrians	1	0	1	3	0	0	0	0	0	0	0	0	0	5
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	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	9	0	9	16	0	1	0	0	0	0	0	0	0	35

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	4	1	0	0	0	0	0	0	0	0	5	10
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	13	0	0	0	0	0	0	2	0	0	2	17
Dusk	1	0	0	0	0	0	0	0	0	0	0	1
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	1	0	0	0	0	0	0	0	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	0	0	0	0	0
Daylight	2	0	0	0	0	0	0	1	0	0	0	3
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

Maine Department Of Transportation - Traffic Engineering, Crash Records Section
Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	1	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
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	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	1	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
TOTAL	22	1	0	0	0	0	0	4	0	0	0	35

The Asylum - Parking calculations

John Kenney (WBRC AE) <john.kenney@wbrcae.com>
 To: Ann Machado <amachado@portlandmaine.gov>
 Cc: "Jocelyn Boothe (WBRC AE)" <jocelyn.booth@wbrcae.com>

Wed, Mar 23, 2016 at 11:43 AM

Ann,

As you may know, the scope of The Asylum project has increased and I would like to verify that my revised parking calculations are consistent with what we had discussed for the original scope. Attached are the existing and proposed floor plans for your use. If you would like hard copies, we will drop a set off tomorrow.

The following are my calculations:

Required parking calculations for this project are as follows:

Existing parking removed [14-332.2(d)]: 9 spaces

Basement: 557 SF new pre-function room minus 450 SF demolished pre-function room = 107 SF net new pre-function room. 107 SF @ 1 space per 400 SF [14-332(j)] = 1 space

First Floor: 2838 SF new event space minus 2800 SF demolished event space = 38 SF net new event space. 38 SF @ 1 space per 100 SF = 1 space

Balcony:

175 SF new standing area @ 1 space per 100 SF = 2 spaces

239 new seats @ 1 space per 5 seats = 48 spaces

Required Parking: 9 +1+1+2+48 = 61 spaces










New on-site parking provided: 4 spaces

The applicant would like to meet the parking requirement by obtaining a five (5) year renewable lease agreement for off-site parking within up to 1500' of the proposed building addition entrance. The applicant understands that a signed letter of intent or option for lease at the time of approval will be required, and that an executed lease agreement will be required prior to issuance of any certificate of occupancy.

Please review and let me know if this is correct. Thank you.

John

10 attachments

-  **407110 - Sheet - AD101 - BASEMENT & FIRST FLOOR REMOVALS PLAN.pdf**
179K
-  **407110 - Sheet - AE101B - BASEMENT FLOOR PLAN - SEGMENT B.pdf**
371K
-  **407110 - Sheet - AE101 - BASEMENT FLOOR PLAN.pdf**
278K
-  **407110 - Sheet - AE101A - BASEMENT FLOOR PLAN - SEGMENT A.pdf**
183K
-  **407110 - Sheet - AE102B - FIRST FLOOR PLAN - SEGMENT B.pdf**
253K
-  **407110 - Sheet - AE102 - FIRST FLOOR PLAN.pdf**
247K
-  **407110 - Sheet - AE102A - FIRST FLOOR PLAN - SEGMENT A.pdf**
237K
-  **407110 - Sheet - AE103B - BALCONY AND ROOF PLAN - SEGMENT B.pdf**
339K
-  **407110 - Sheet - AE103 - BALCONY AND ROOF PLAN.pdf**
250K
-  **407110 - Sheet - AE103A - BALCONY AND ROOF PLAN - SEGMENT A.pdf**
145K