



March 27, 2015

Ms. Helen Donaldson
Planning and Development Department
City of Portland, Maine
389 Congress Street
Portland, Maine 04101-3509

**Subject: Century Tire Plaza – 195 Kennebec Street
Project ID# 2015-027
Review Comments Received March 24, 2015**

Dear Ms. Donaldson:

We have received and reviewed your review comments and offer our responses to these comments. For ease of reference we have repeated each comment in *italics* with our response following.

Zoning

Comment

Under Section 14-299(0), the B-7 zone requires that “[a]ll buildings shall have a minimum of one (1) public pedestrian entrance facing the street frontage of the lot.” Given this standard, plans should be revised to show Building A with an entrance on Kennebec Street.

Response

The revised Architectural plans show a doorway on the Kennebec Street side of Building A.

Preliminary Staff Comments on Level II Site Plan (Section 14-526)

A. Transportation Standards

1. Impact on Surrounding Street Systems

Comment

Thomas Errico, the city’s consulting traffic engineer, has reviewed the traffic assessment prepared by Bill Bray of Traffic Solutions. He finds the following:

I have reviewed the traffic study and trip generation estimate and generally find the conclusions to be reasonable. I would note that while the methods seem reasonable, I am currently not in agreement with the conclusions that the project will basically not increase traffic when taking credit from historic traffic activity at Century Tire.

It is expected that further discussion of this issue will occur during our meeting planned for Wednesday, March 24.

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Mr. Errico further notes:

Projects in the Bayside area of the City have been required to make monetary contributions towards implementation of the Marginal Way Master Plan and Extension Somerset Street. Given that this project will be implementing components of each of the projects along their frontages and that the net change in traffic is not estimated to be significant, I would not expect a requirement for a monetary contribution.

Response

This item was discussed and resolved at the meeting on March 25, 2015 with no further action required.

2. Access and Circulation

Comment

Mr. Errico has reviewed the proposed site access and circulation for all site users and offers the following comments related to the Marginal Way frontage:

The project frontage on Marginal Way shall be adjusted to meet the design principles of the Marginal Way Master Plan (the nearby Gorham Savings Bank Building is a good example) . The plans should account for the following:

- On-street parking*
- The curb line should extend into Marginal Way and generally match the curb line at the Gorham Savings Bank site. The applicant should be cognizant of the transition from Forest Avenue and how vehicles will be aligned.*
- 10-foot brick sidewalk*
- 6-foot bicycle lane*

The number of driveways provided for the site exceeds those allowed under the City's Technical Standards. From an access management perspective, I'm most concerned about conditions on Marginal Way. Please note the following:

- The project incorporates a shared driveway with Enterprise Rental which is a positive access management strategy, particularly when only entry movements into Enterprise will be permitted.*
- Marginal Way traffic conditions, particularly with the influence of Forest Avenue, does concern me as it relates to the westerly driveway. My preference would be to eliminate this driveway, but recognize its importance for Enterprise access needs. A right-turn entry and exit driveway scenario would help to ease my concern regarding traffic impacts, but this configuration would eliminate Enterprise left entry movements, which I suspect would be problematic.*
- The easterly driveway is acceptable to me as the primary driveway although it is suggested that a formal direct pedestrian connection between Marginal Way and Kennebec Street be incorporated.*

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Response

The plans have been revised to show the requested curb line revisions and the addition of on-street parking, and a six-foot wide bike lane on Marginal Way. Striping has been added to delineate the bike lane.

The applicant respectfully requests a waiver from the standard regarding the maximum number of driveway curb cuts at the site on the basis described in the previous submission. In addition to the reasons previously described, the westerly entrance to the site from Marginal Way is essential to the ongoing operation of the Enterprise Rental facility on the adjacent site. This is the only entrance to the site on a major route and the only easily recognizable entrance to the site for customers of the facility (the secondary entrance off Kennebec Street is neither clearly visible, nor easily reachable from Forest Avenue or Marginal Way). The existing oblique two-way entrance to the Enterprise site will be abandoned in favor of a perpendicular entrance only configuration. It is our opinion that this will enhance the safety of the entrance and the adjacent street, while maintaining the minimum functionality required by the current use of the site. The combination of the Enterprise driveway with the new western driveway entrance will result in a new shared driveway curb cut that is located as far as possible from the Forest Avenue intersection, while maintaining a logical and proximate connection to the Enterprise facility. This is the best solution to providing continued functional access to both sites, while reducing the number of curb cuts and providing safe and efficient access and egress.

The site plans have been revised to show a pedestrian connection through the eastern side of the site to complement that provided on the west side. The pathway follows the sidewalk along the eastern side of the building, crosses the driveway at a crosswalk and continues along the eastern edge of the parking field to an exit on Kennebec Street. This configuration was discussed and agreed at the meeting on Wednesday, March 25, 2015.

Comment

Note that this direct pedestrian connection, as recommended by Tom Errico, will help to formalize existing pedestrian travel patterns between Marginal Way and Brattle Street along the site's eastern boundary, and thus ensure that the plan meets standards related to safe internal circulation for all site users.

Regarding the project's interface with Kennebec Street, Mr. Errico continues,

The frontage on Kennebec Street shall be adjusted to meet the design principles of the Somerset Street Extension project. The plans should account for the following:

- A 10-foot shared use bituminous path to be located next to the granite curb.*
- A 7-foot brick sidewalk along the property boundary.*
- On-street parking will not be permitted.*
- Transition of the shared use path to an on-road cycle track on both ends of the project will be required.*

The applicant should investigate the possibility of aligning the driveway on Kennebec Street with Brattle Street.

The plans should incorporate a full ADA compliant crosswalk on Kennebec Street between the site and Brattle Street (this crosswalk currently exists).

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Response

The revised plans show the requested configuration on Kennebec Street, with the shared use path at the curb line and the brick sidewalk at the outside of the Right-of-Way. It should be noted that this is opposite to the configuration shown in the Somerset Street Extension Feasibility Study, dated January 2015. The multi-use trail transitions onto the existing street at the western end, as requested in the review comment above. The Design Engineer and the Applicant have significant concerns regarding the safety of this configuration. The end of the multi-use trail will potentially direct bicycle users onto the street directly opposing the current one-way traffic direction, and immediately adjacent to the heavily used exit to the Enterprise Rental facility. The trail configuration, and relationship to the adjacent site will need careful thought in order that a safe and efficient travel corridor is provided for all street users and to maintain the existing use, and future development potential for the adjacent property.

The driveway to the site cannot be aligned with Brattle Street without relocation of a major utility pole located on the north side of Kennebec Street and aligned with the center of Brattle Street. The pole is currently located behind the curb on the northerly sidewalk on Kennebec Street. This pole carries the main service along Kennebec Street and also supports the feeder along Brattle Street. Replacing this pole would require re-alignment of the overhead utilities on both streets.

Comment

David Margolis-Pineo, of the city's Department of Public Services, notes the following regarding curbing on Kennebec Street,

The curbing material standard within the road right of way for the City of Portland is granite. Concrete is indicated on Kennebec St.

Response

The label for the proposed curbing material has been changed to indicate granite curbing at this location.

Comment 1

Finally, Mr. Errico comments on the plan for the internal circulation system,

Stop bar locations shall be placed prior to sidewalk at the driveways.

Detectable warning panels are not required at driveways.

Response

Stop bar locations have been revised in response to this comment and the warning pavers have been removed.

3. Public Transit Access

Comment

Not applicable

Response

No response required.

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4. Parking

Comment

Mr. Errico has reviewed the vehicular parking plans and comments as follows,

I have reviewed the project parking supply calculation and it appears to be reasonable, although the actual parking generation needs will be a function of actual retail tenants. There will be opportunities for shared use reduction assumptions and thus in my professional opinion the site could absorb some reduction in parking given suggested site plan changes. I would also note that while the on-street parking supply is not permitted for use in parking demand calculations the benefit of providing Marginal Way on-street parking will provide project benefits.

The configuration of the six parking spaces located along the Enterprise property boundary are non-standardized and dimensional standards are unclear and I would prefer a more traditional layout.

Response

The parking layout has been designed to meet the needs of proposed tenants and in line with best estimates of the parking demand that the use of the site will generate. We understand that, in the future the Bayside area may provide more substantial generally available parking resources. However, at this time sufficient onsite parking must be provided to serve the proposed use and meet the lease requirements of prospective tenants.

Comment

In addition, Bruce Hyman, the city's Transportation Program Manager, has reviewed the proposed bicycle parking and notes,

The bike parking concrete pads should be a minimum of 8' in length and 6' in width (9'x6' better) to ensure their functionality.

Response

The bicycle parking concrete pads shown on the plans are 8' x 6'. The dimensions of the bicycle racks are shown in bold lines over the pads.

B. Environmental Quality Standards

1. Preservation of Significant Natural Features

Comment

Not applicable.

Response

No response required.

2. Landscaping and Landscape Preservation

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Comment

Per Section 14-526(2)b(i), dumpsters and storage areas are required to be screened from view from public sidewalks, streets, and adjacent properties. This standard should be addressed in the revised submittal.

Response

Landscaping has been provided adjacent to the solid waste enclosures to screen these from the adjacent streets to the extent practical given other comments regarding the location of these facilities and the provision of pedestrian infrastructure. A solid wood fence is provided around each of the solid waste enclosures. A detail for the fence is provided on the plans.

Comment

Per Section 14-526(2)b(iii), all development shall include street trees as specified in Section 4 of the city's Technical Manual. Section 4.6.3 of the Technical Manual requires that commercial developments provide street trees 30-45 feet on center in the city right-of-way along all street frontages unless otherwise approved. A waiver has been requested, citing site constraints. Given the comments of the city's traffic engineer stating that curb lines should be modified on both frontages, as well as long-range plans for the streetscape in East Bayside, this request is denied. Please revise plans to show street trees on both Marginal Way and Kennebec Street as required. Note that street trees may be placed on private property within 10 feet of the property line in order to meet the requirement.

Response

An updated Landscape Plan, showing street trees will be provided under separate cover.

Comment

In the final plans, some landscaping treatment is suggested for the "lawn area" currently depicted in the "L" of Building A on Kennebec Street.

Response

A door has been added to the building at this location, as requested by Planning Staff. A sidewalk connection to the street will be provided. The remaining area will be grass lawn.

3. Water Quality, Storm Water Management and Erosion Control

David Senus, the city's consulting civil engineer, has reviewed proposed stormwater management and erosion control measures for the site and has provided the following comments,

In accordance with Section 5 of the City of Portland Technical Manual, a Level II 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, Flooding and Urban Impaired Stream (UIS) Standards. We offer the following comments:

Comment a:

Basic Standards: A site plan 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.

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Response

No response required.

Comment b:

General Standards: The project will result in a net decrease in impervious area of approximately 6,232 square feet. As such, the project is not required to include any specific stormwater management features for stormwater quality control. As with all redevelopment projects, the City of Portland encourages the integration of stormwater quality treatment systems and low impact development design concepts into the design. Also, it should be noted that the City of Portland is considering adopting a stormwater user fee which is likely to be assessed based on square footage of impervious properties that incorporate certain acceptable forms of stormwater quality treatment and/or quantity detention. Please consult the Portland Department of Public Services for more information regarding this potential future stormwater fee.

Response

No response required.

Comment c:

Flooding Standard: The project will result in a net decrease in impervious area of approximately 6,232 square feet. Based on the reduction of impervious area, and the Pre- and Post-Development stormwater analysis provided in the Applicant's submittal, the project is not required to include any specific stormwater management features to control the rate of stormwater runoff from the site.

Response

No response required.

Comment d:

UIS Standard: The project is not located within the watershed of a listed urban impaired stream, therefore the project is not required to mitigate or compensate to meet the UIS standard.

Response

No response required.

C. Environmental Quality Standards

1. Consistency with Master Plans

Comment

No comments at this time.

Response

No response required.

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2. Public Safety and Fire Prevention

Captain Keith Gautreau of the city's Fire Prevention Bureau has provided the following comments,

Comment

All construction and installation shall comply with 2009 NFPA 1, 2009 NFPA 101.

Response

Construction will comply with the referenced NFPA Standards.

Comment

All construction and installation shall comply with City of Portland Fire Department Building Regulations.

Response

Construction will comply with the referenced City of Portland Fire Department Building Regulations.

Comment

All construction and installation shall comply with City Code Chapter 10.

Response

Construction will comply with the referenced City Code Chapter 10.

3. Availability and Capacity of Public Utilities

Comment

Capacity letters should be forwarded upon receipt.

Response

A capacity letter from Portland Water District is included with this submission. A capacity letter from Central Maine Power Company was included in the original submission. We are awaiting a response from the City regarding wastewater capacity. This will be forwarded upon receipt, under separate cover.

Comment

Regarding the design of stormwater infrastructure, Mr. Senus notes the following,

The Applicant proposes to install a new storm drain collection system for the majority of the site that will discharge to a catch basin connected to the combined sewer in Marginal Way. The Applicant proposes to preserve an existing Catch Basin "A" on the south side of the site, which connects to the Kennebec Street combined sewer system. The City anticipates installing a new, separated storm drain system in Marginal Way in the coming years; as such, the City requests that existing Catch Basin "A" be connected into the proposed system discharging to Marginal Way.

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Response

The plans have been revised to show connection of the piping from Catch Basin A (now a new catch basin structure) to New Catch Basin 3, and hence to the system on Marginal Way, as requested.

Comment

Mr. Margolis-Pineo echoes this comment.

Since Marginal Way will have a new separated stormwater system in the near future, is it possible to convey drainage from existing CB A to proposed CB 1 and abandon lateral from existing CB A to CB with a rim of 10.30 in Kennebec St.?

Response

The plans have been revised to show connection of the piping from Catch Basin A (now a new catch basin structure) to New Catch Basin 3, and hence to the system on Marginal Way, as requested.

D. Site Design Standards

1. Massing, Ventilation, and Wind Impact

Comment

No comments at this time.

Response

No response required.

2. Shadows

Comment

Not applicable.

Response

No response required.

3. Snow and Ice Loading

Comment

Snow storage areas should be depicted on final plans.

Response

A snow storage area is shown along the eastern boundary of the site. This has been reduced in size to accommodate the new walkway requested in earlier comments.

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4. View Corridors

Comment

Not applicable.

Response

No response required.

5. Historic Resources

Comment

Not applicable.

Response

No response required.

6. Exterior Lighting

Comment

According to the preliminary photometric plans, the site will exceed the average and maximum illumination standards as well as the light trespass standards of Section 12.2 of the city's Technical Manual. Lighting plans should be revised to meet exterior site lighting standards.

Response

A revised lighting and photometric plan is included with this submission.

7. Noise and Vibration

Comment

No comments at this time.

Response

No response required.

8. Signage and Wayfinding

Comment

Separate sign permits will be required.

Response

So noted.

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9. Zoning Related Design Standards

Planning staff has conducted a preliminary design review, evaluating the elevations provided in the original submittal against the B-7 Design Principles & Standards. Caitlin Cameron, the city's urban designer, summarized the findings of the design as follows,

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.

Principle A: Urban Design

Comment

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...

- Building A does not incorporate any elements to enhance the pedestrian environment on Kennebec Street.
- Street lights and street trees are not currently shown in proposal.

Response

An entrance and sidewalk connection has been added at Building A on the side facing Kennebec Street. Street lights and street trees will be shown on the revised Landscape Plan. This will be provided under separate cover. The applicant's representative has scheduled a meeting with Kevin Thomas to finalize details of the street light design. The revised plans will be provided subsequent to this meeting.

Comment

A-7: Building Orientation – The primary facades and entrances of building 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.

- Building A should be revised to orient the primary façade and entrance(s) to the street.

Response

This was discussed at the meeting on March 25, 2015 and the plans for Building A have been amended to show a revised façade and an entry on Kennebec Street.

Principle B: Access and Circulation

Comment

B-2: Street Connectivity – New development shall coordinate with, intersect, and extend existing streets and sidewalks at multiple access points.

- Direct pedestrian access through the eastern side of the site connecting Kennebec Street and Marginal Way will formalize existing desire lines and coordinate with existing crosswalk locations.

Response

Please see response to previous comments. A sidewalk and pedestrian thoroughway has been provided on the eastern side of the site to address this.

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Comment

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.

- *Direct pedestrian access through the eastern side of the site connecting Kennebec Street and Marginal Way will formalize existing desire lines and coordinate with existing crosswalk locations providing a continuous travel corridor to modes in addition to automobiles.*

Response

Please see response above.

Comment

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 details and locations for street lights and street trees according to Site Plan and Technical Manual standards.*

Response

A revised Landscape Plan showing street trees and street lights will be provided under separate cover.

Comment

B-11: Lighting – Street lights along public streets shall be scaled to the size, traffic volume and use that is typical for that street, as defined in the street hierarchy in Standard B-1 Streets and Alleys.

- *Please provide details and locations for street lights according to Site Plan and Technical Manual standards.*

Response

Please see response to comment above.

Principle E: Architectural Design

Comment

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.

- *Building A should be revised to provide a primary entrance on Kennebec Street.*

Response

This was discussed at the meeting on March 25, 2015 and the plans for Building A have been amended to show a revised façade and an entry on Kennebec Street.

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Comment

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.

- *Building A South Elevation, which faces Kennebec Street, should be revised to provide windows.*

Response

This was discussed at the meeting on March 25, 2015 and the plans for Building A have been amended to show a revised façade and an entry on Kennebec Street.

Comment

E-12: Materials – Fiber cement panels shall only be used on portions of the building not visible from public right of way.

- *Applicant may either revise the material palette of the project or submit a waiver request from this Standard.*

Response

This was discussed at the meeting on March 25, 2015 and the Architectural Plans have been revised to show alternative materials.

Comment

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 storefront.*

Response

This was discussed at the meeting on March 25, 2015 and the plans for Building A have been amended to address this comment.

Comment

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.

- *Building A may have up to two signs.*
- *Building B may have up to four signs.*

Response

So noted.

Additional Submittals Required

The following additional materials should be provided in a revised submittal:

- *Final plans meeting the submission requirements of 14-527, including distances to property lines,*

FAY, SPOFFORD & THORNDIKE

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- *Revised survey responding to the comments of Bill Clark, the city's surveyor*

Comment

Please have State Plane Coordinates added for property corners, and the City monument along Marginal Way.

Response

A revised survey plan, showing the requested information will be provided under separate cover.

Comment

Property corners need to be set.

Response

So noted.

Comment

The City of Portland owns the parcels shown as owned by the State of Maine. I added the deed reference.

Response

These will be added to the revised survey plan.

Comment

The plan shows the sideline of Forest Avenue as "assumed". I have been doing research this week in the Archives and will provide info for them when I get good info and get it all tied into Portland Street, Brattle Street, and Kennebec Street.

Response

So noted.

If you have any questions with regards to the information provided, please contact our office.

Sincerely,

FAY, SPOFFORD & THORNDIKE



Andrew D. Johnston, P.E.
Principal Engineer

ADJ/cmd

Enclosures

c: Brad Fries

ATTACHMENTS



Portland Water District

FROM SEBAGO LAKE TO CASCO BAY

February 17, 2015

Fay, Spofford & Thorndike
778 Main Street, Suite 8
South Portland, ME 04106

Attn: Andrew D. Johnston, P.E.
Re: Proposed Redevelopment of Century Tire; Marginal Way, Portland
Ability to Serve with PWD Water

Dear Mr. Johnston:

The Portland Water District has received your request for an Ability to Serve determination for the noted site submitted on January 29, 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.

Please review this letter for any special conditions specified by the District and to determine the appropriate next steps to take to move your project through the submittal and approval process.

Existing Site Service

According to District records, the project site does currently have existing water service. Our records indicate that there are three services at this site: 1) A 2-inch diameter copper water service line from the main in Marginal Way; 2) A 1-inch diameter copper water service line from the main in Kennebec Street; and 3) A 6-inch diameter cast iron fire service from the main in Kennebec Street. These services are located as shown on the attached water service cards. 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 an 8-inch diameter water main on the south side of Marginal Way (material type change as indicated on the attached infrastructure map), a 6-inch cast iron water main on the north side of Kennebec Street, and a 20-inch cast iron water main on the south side of Kennebec Street as well as a public fire hydrant located adjacent to the site.

The current data from the nearest hydrant with flow test information is as follows:

Hydrant Location: Kennebec Street 70' east of Brattle Street
Hydrant Number: POD-HYD00240
Last Tested: 9/13/2011
Static Pressure: 106 psi
Residual Pressure: Not Measured
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. 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 ability to serve request indicated that the total estimated water demand for the proposed mixed use commercial site is 2,270 gallons per day. 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 the MEANS group to request a hydrant flow test and we will work with you to get more complete data.

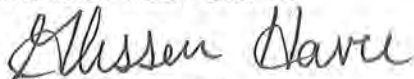
Conditions of Service

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. The existing 6-inch fire service at this site is currently inactive. Our records indicate that at some point a domestic service line was tapped off the fire service line on private property. This configuration does not meet current District standards and will not be allowed to persist. 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 1-inch and 2-inch services) or removing the 6-inch gate valve and capping the tee (for the 6-inch service).

New services may be installed from the 8-inch main in Marginal Way or the 20-inch main in Kennebec Street. The District has plans to abandon the 6-inch main in Kennebec Street; therefore new connections to this main will not be permitted. Please note that only one meter and one bill will be associated to each domestic service line. This one master meter would be located in a common space that all tenants could gain access to if necessary.

As your project progresses, we advise that you submit any preliminary design plans to the MEANS group for review of the water service line configuration. We will work with you or your representative to ensure that the design meets our current standards. If the District can be of further assistance in this matter, please let us know.

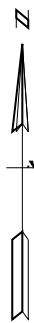
Sincerely,
Portland Water District



Glissen Havu, E.I.
Design Engineer

Statistics

| Description | Symbol | Avg | Max | Min | Max/Min | Avg/Min | Avg/Max |
|---------------|--------|--------|--------|--------|---------|---------|---------|
| Overall Site | + | 0.9 fc | 2.6 fc | 0.0 fc | N/A | N/A | 0.3:1 |
| Parking/Drive | X | 1.2 fc | 2.6 fc | 0.4 fc | 6.5:1 | 3.0:1 | 0.5:1 |



CENTURY TIRE PORTLAND

Designer

Date

2/11/2015

Scale

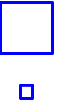
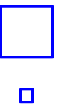

1" = 35'

Drawing No.

Summary



CENTURY TIRE PORTLAND

| Luminaire Schedule | | | | | | | | | | | |
|---|-------|----------|------------------------|----------------|---|---|--------------|----------------------|-----------------|-------------------|---------|
| Symbol | Label | Quantity | Manufacturer | Catalog Number | Description | Lamp | Number Lamps | Filename | Lumens Per Lamp | Light Loss Factor | Wattage |
|  | S1 | 6 | KIM LIGHTING | EKG3P35-80L3K | EKG LED PICO-PRISM DIE-CAST ALUMINUM HOUSING AND LENS FRAME. ANODIZED DECK WITH PICO-PRISMS. | 80 DIODES. 3000K. | 1 | ekg4013p35-80l3k.ies | 6334.497 | 1 | 94 |
|  | S2 | 2 | KIM LIGHTING | EKG1P35-80L3K | EKG LED PICO-PRISM DIE-CAST ALUMINUM HOUSING AND LENS FRAME. ANODIZED DECK WITH PICO-PRISMS. | 80 DIODES. 3000K. | 1 | ekg4011p35-80l3k.ies | 6517.096 | 1 | 94 |
|  | S3 | 17 | HUBBELL LIGHTING, INC. | LCC-12LU-5K-1 | CAST BROWN PAINTED METAL HOUSING, FLAT DIFFUSE METAL CIRCUIT BOARD MOUNTING PLATE, TWO CIRCUIT BOARDS EACH WITH 6 LEDS, ONE CLEAR HEMISPHERICAL PLASTIC OPTIC BELOW EACH LED, CLEAR FLAT GLASS LENS IN CAST BROWN PAINTED METAL DOOR FRAME. WALL MOUNT 10' AFG. | TWELVE WHITE LIGHT EMITTING DIODES (LEDS), VERTICAL BASE-UP POSITION. | 12 | LCC-12LU-5K-1.ies | 68.3649 | 1 | 12.8 |

Designer

Date
2/11/2015

Scale
1" = 35'
Drawing No.

Summary