

Assessment plan prepared by Bruce Hyman, Public Services Bicycle and Pedestrian Coordinator.

(iii) Where drive up features such as gasoline pumps, vacuum cleaners and menu/order boards are permitted, they shall not extend nearer than twenty five (25) feet to the street line. The site must have stacking capacity for vehicles waiting to use these service features without impeding on-site vehicular circulation or creating hazards to vehicular circulation on adjoining streets. ***Not applicable.***

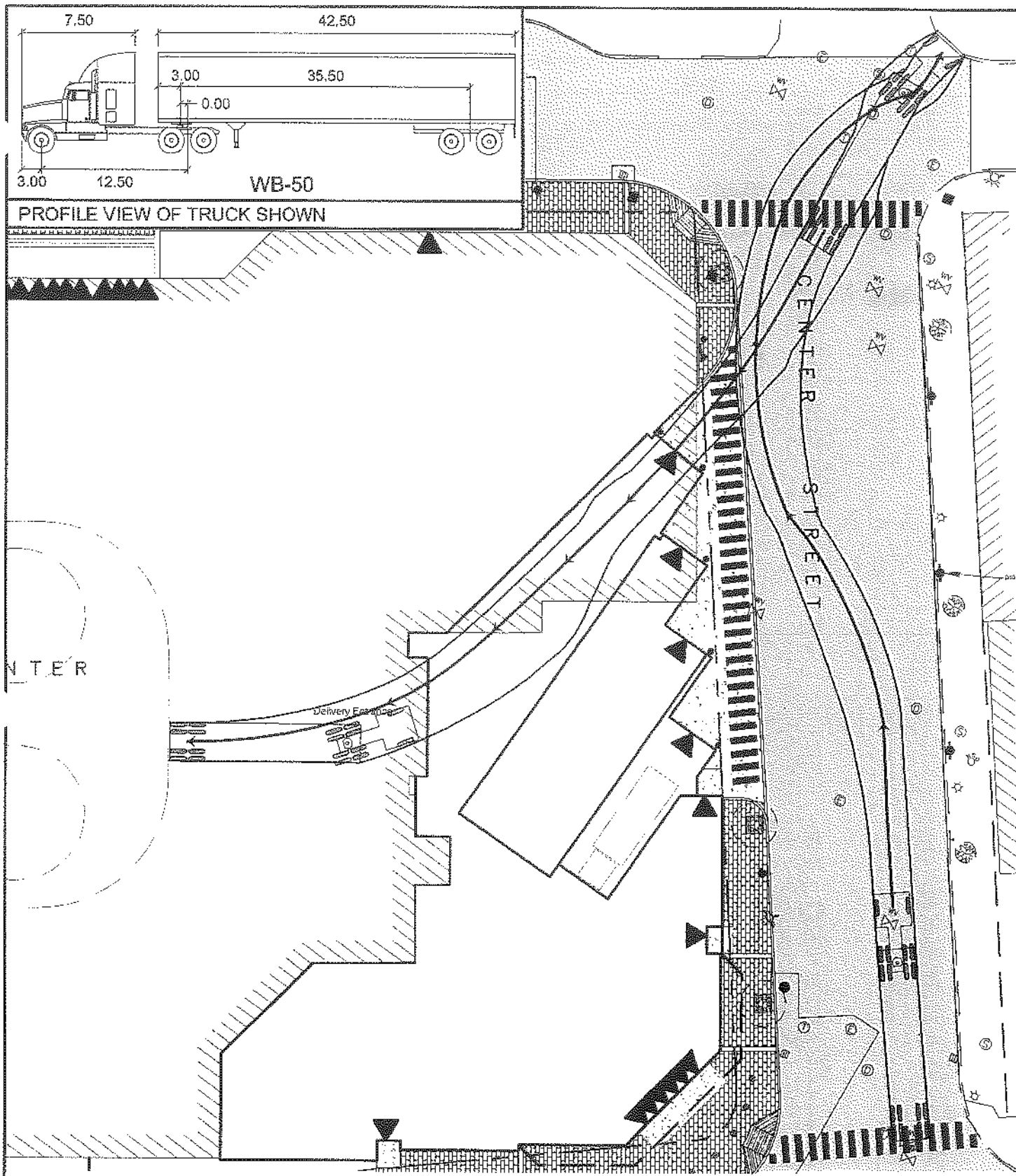
b. Loading and Servicing.



(i) All developments served by delivery or other service vehicles shall provide a clear route and travel way geometric design that permits safe turning and backing for the maximum vehicle length that would service the development and does not impede site access, vehicle circulation, pedestrian movements or parking. ***Loading functions will remain at the east from Center Street, but will be expanded and upgraded. First, the main loading ramp will be rotated about 45 degrees to the north. By moving the entry point, the ramp will start further uphill creating a more subtle slope and increasing the ramp length to ensure vehicles do not project into the right-of-way. The existing concourse stairs will be moved further away from the loading circulation to provide appropriate clearance to the event floor. Two new loading docks will also be added as well as a separate zone for trash. Each zone will be enclosed behind roll-up doors for weather protection and security. Turning radii for truck loading off Center Street are provided in Section 8. Trucks will enter the loading dock area northbound on Center Street from Spring Street and will leave the loading dock area northbound on Center Street and then eastbound on Free Street, southbound on Temple Street to Commercial Street. Turning radii are not provided leaving the loading dock area. Instead, video and images taken during the upcoming James Taylor concert will be provided under separate cover documenting the fact that full size trucks will be able to negotiate the turn from Center Street to Free Street.***

c. Sidewalks.

(i) All proposed developments shall provide sidewalks along all frontages in accordance with Sections 14-498 and 14-499 of the City Code, installed to City specifications as described in Section 1 of the Technical Manual. An applicant may request a waiver from curb and sidewalk installation requirements if they meet applicable waiver criteria listed in Section 14-506 (b) of the City Code. ***Existing sidewalks and curbs on Spring Street, Center Street and Free Street will be reconstructed as specified in Section 1 of the Technical Manual. According to the City Sidewalk Replacement Materials Map (Technical Manual Appendix 15.1), sidewalk replacement material shall be brick with an asphalt apron per Figure I-9 and Figure I-10. The applicant is requesting a waiver to construct a concrete sidewalk and extended curb cut on Center Street in front of the loading dock area. The concrete sidewalk will be stamped and painted to distinguish it as a pedestrian area (see Section 7 – Waivers for additional information).***

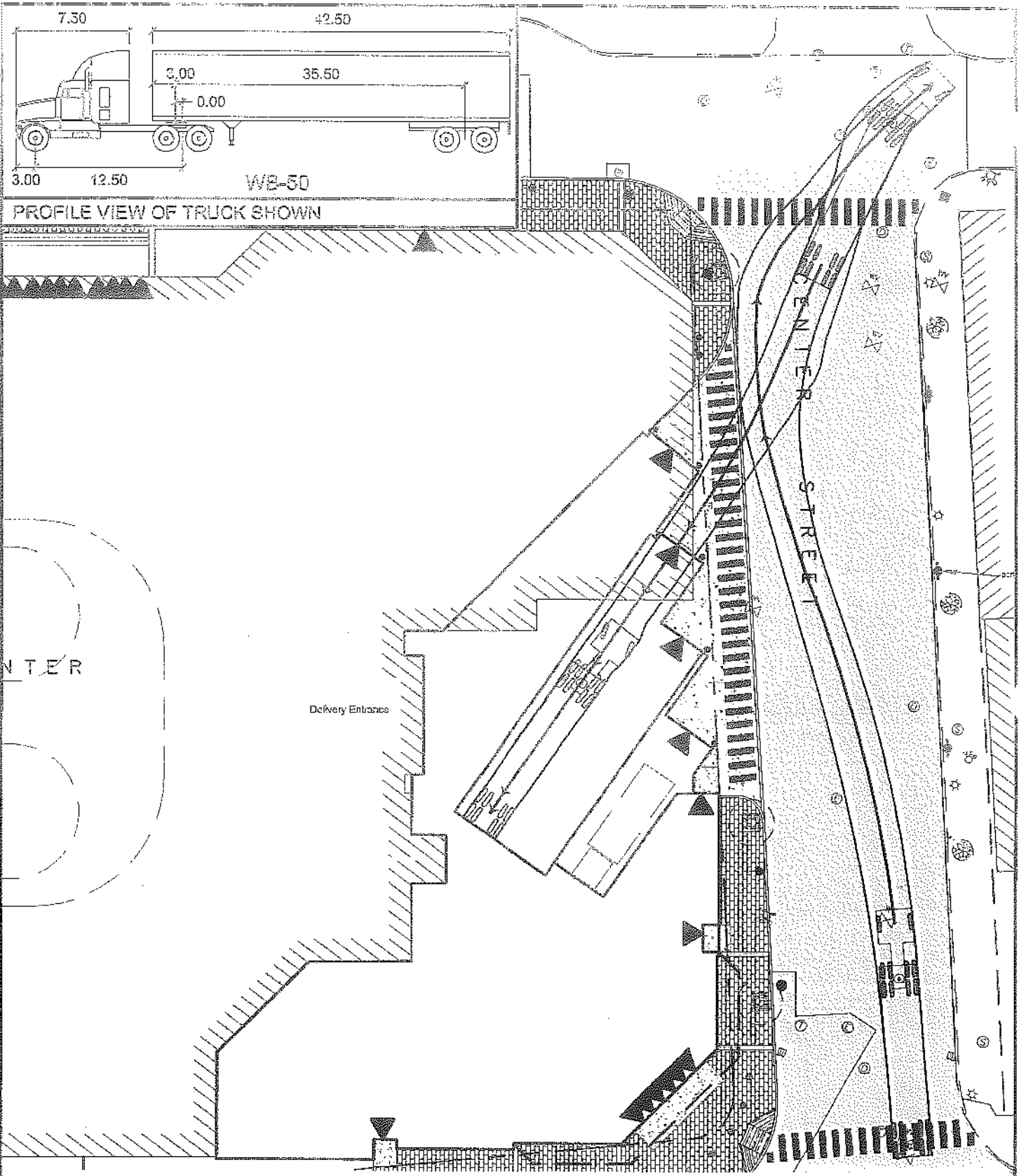


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DATE:	05.11.12	

PROJECT: CUMBERLAND COUNTY CIVIC CENTER RENOVATION
DELIVERY AT LOADING DOCK - RAMP
SHEET TITLE:

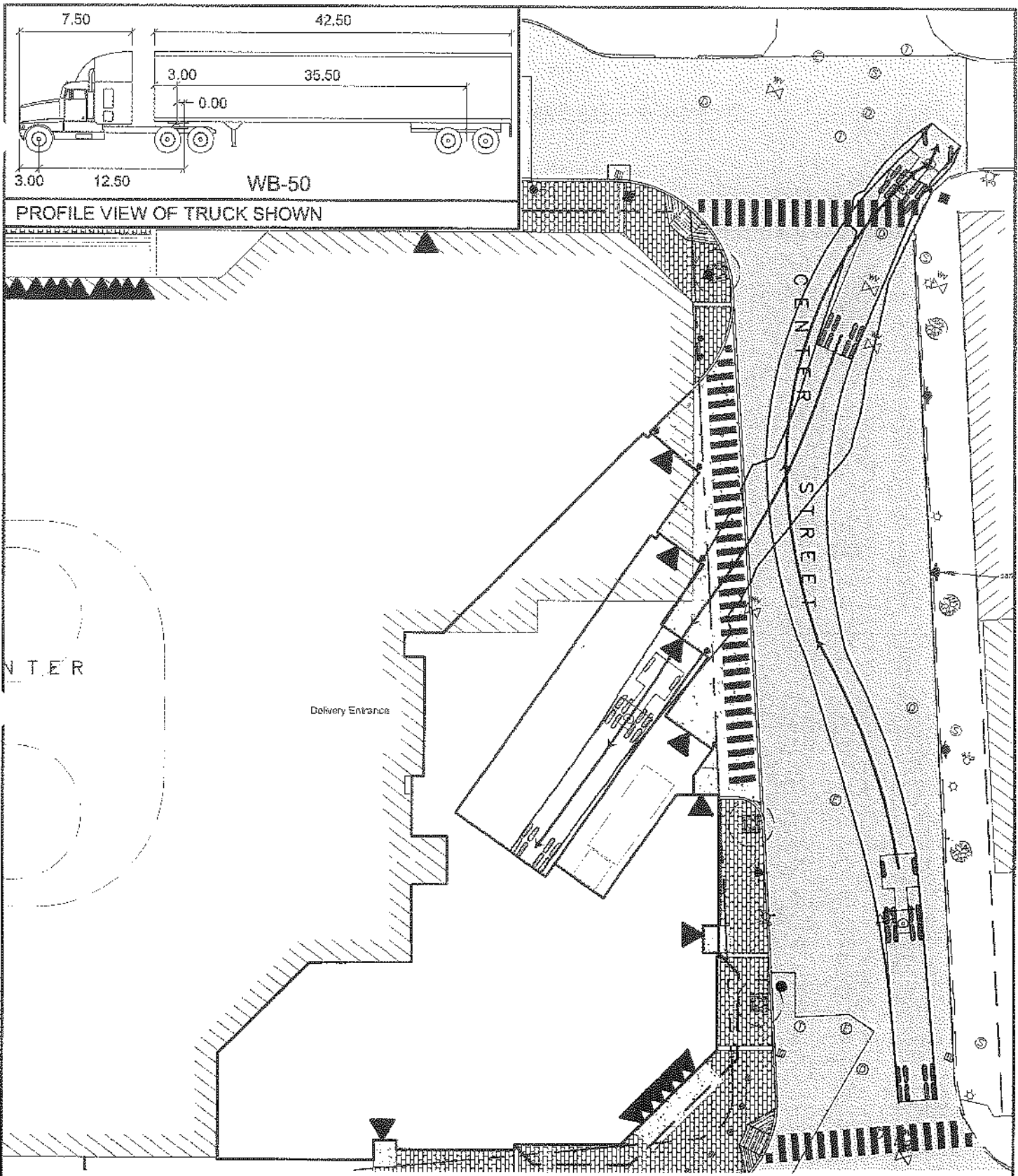


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 SHEET TITLE: DELIVERY AT LOADING DOCK - BAY #1



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FIGURE #3	

PROJECT: CUMBERLAND COUNTY CIVIC CENTER RENOVATION

SHEET TITLE: DELIVERY AT LOADING DOCK - BAY #2