

Listed below are key characters (in bold) for searching within this file.

Hold down the control key and select the “f” key. Enter either a key character from the list below or document name and select enter for a list of documents containing the search word you entered.

APL – all documents behind this target sheet pertain to the original application submitted by the Applicant.

REVIEW – all documents behind this target sheet pertain to those documents submitted to and from staff as part of the project review.

PBM1 – all documents behind this target sheet are any Planning Board memos with attachments that went to the Board.

PBR1 - all documents behind this target sheet are any Planning Board reports with attachments that went to the Board.

CC1 - all documents behind this target sheet are any City Council memos/reports that went to the City Council.

DRC1 - all documents behind this target sheet are those pertaining to the post review of the project by the Development Review Coordinator.

MISC1 - all documents behind this target sheet are those that may not be included in any of the categories above.

APL

**CITY OF PORTLAND, MAINE
DEVELOPMENT REVIEW APPLICATION
PLANNING DEPARTMENT PROCESSING FORM**

19990098

I. D. Number

Old Port Mang. Corp. Rite Aid

Applicant

30 Exchange Street, Portland, ME 04101

Applicant's Mailing Address

Barakos-Landino Design Group

Consultant/Agent

203-630-1406

203-630-2615

Applicant or Agent Daytime Telephone, Fax

7/22/99

Application Date

Rite Aid

Project Name/Description

713 Congress St, Portland, Maine

Address of Proposed Site

047-C-019, 047-C-032

Assessor's Reference: Chart-Block-Lot

Proposed Development (check all that apply): New Building Building Addition Change Of Use Residential
 Office Retail Manufacturing Warehouse/Distribution Parking Lot Other (specify)

11,180 sq. ft.

1.2 AC

B-2

Proposed Building square Feet or # of Units

Acreeage of Site

Zoning

Check Review Required:

Site Plan (major/minor) Subdivision # of lots PAD Review 14-403 Streets Review
 Flood Hazard Shoreland Historic Preservation DEP Local Certification
 Zoning Conditional Use (ZBA/PB) Zoning Variance Other

Fees Paid: Site Plan **\$500.00** Subdivision _____ Engineer Review _____ Date: **7/22/99**

Planning Approval Status:

Reviewer _____

Approved Approved w/Conditions See Attached Denied

Approval Date _____ Approval Expiration _____ Extension to _____ Additional Sheets Attached

OK to Issue Building Permit _____ signature _____ date _____

Performance Guarantee Required* Not Required

* No building permit may be issued until a performance guarantee has been submitted as indicated below

<input type="checkbox"/> Performance Guarantee Accepted	_____	_____	_____
	date	amount	expiration date
<input type="checkbox"/> Inspection Fee Paid	_____	_____	
	date	amount	
<input type="checkbox"/> Building Permit Issued	_____		
	date		
<input type="checkbox"/> Performance Guarantee Reduced	_____	_____	_____
	date	remaining balance	signature
<input type="checkbox"/> Temporary Certificate of Occupancy	_____	<input type="checkbox"/> Conditions (See Attached)	
	date		
<input type="checkbox"/> Final Inspection	_____	_____	
	date	signature	
<input type="checkbox"/> Certificate Of Occupancy	_____		
	date		
<input type="checkbox"/> Performance Guarantee Released	_____	_____	
	date	signature	
<input type="checkbox"/> Defect Guarantee Submitted	_____	_____	_____
	submitted date	amount	expiration date
<input type="checkbox"/> Defect Guarantee Released	_____	_____	
	date	signature	

Written Statement

For the land development project:

Proposed Rite Aid Pharmacy

Congress Avenue

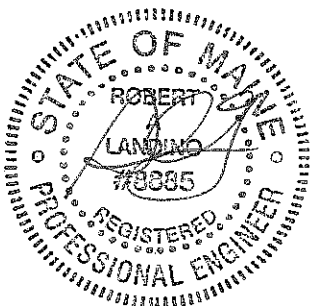
City of Portland, Cumberland County, Maine

Prepared for Submission to:
The City of Portland

Original Submission Date: July 22, 1999

Prepared for:
Rite Aid Corporation
30 Hunter Lane
Camp Hill, Pennsylvania

Prepared by:



BL Companies
Engineers Planners Landscape Architects Surveyors
355 Research Parkway
Meriden, CT 06450

Phone: (914)485-7088 Fax: (914) 485-7131

Developer

Gendron Commercial
30 Exchange Street
Portland, ME 04103

Introduction

The proposed project consists of the construction of an 11,180 gross square foot Rite-Aid Pharmacy with an accessory 59 space on-site parking facility, loading area and pharmacy drive-thru. The site is located north of the intersection of Congress Avenue and Dow Streets in the City of Portland, Cumberland County, Maine. Congress Avenue is also known as Maine Highway 22.

The proposed site consists of two parcels. The overall land area is 82,604 s.f. (1.44 acres) and the proposed building will cover an area of 11,180 s.f. The western parcel contains an existing, operating Rite Aid, while the eastern parcel contains an existing asphalt parking lot. Development of the pharmacy will require the demolition of the existing buildings and asphalt that are currently located on the parcels.

The proposed site is zoned B-2 (Business Community) under the City of Portland Zoning Code. The proposed use conforms to the zoning of the property and is consistent with the current use.

The property contains an easement deeded to the Central Maine Power Company in book 2134, page 111. The easement contains no existing power lines or appurtenances and will be vacated with the proposed development. The existing power lines that traverse the site will have to be relocated around the perimeter of the property.

Existing sanitary, water, electric, and telephone lines currently serve the subject property. The proposed development will utilize these existing utilities. There are also two existing entrances/exits, which will be used for the proposed project, that provide adequate ingress/egress to the site. Since the proposed pharmacy is larger than the existing pharmacy, and there will be a small increase in the number of employees, there will be a small increase in domestic solid waste generated. The solid waste is expected to be collected on a weekly basis. There will also be an on-site photo processing lab which will generate typically less than 5% of the total wastewater generated by the store. A "washless" process is employed in the lab which uses small amounts of stabilizers instead of large amounts of water. Some of the discharge from the photo lab will contain silver. However, the silver can be removed on-site or can be taken off-site for proper removal and disposal. These on-site photo labs are in widespread use and have posed no major problems historically. Therefore no problems are anticipated with this site.

The only approvals that need to be secured appear to be the City of Portland Planning Board and the Maine DOT.

The expected cost associated with the proposed development is as follows:

Site and associated work	\$500,000
Building and associated work	\$750,000
Total development cost	\$1,200,000

SEQUENCE OF CONSTRUCTION

The anticipated construction start date is Fall 1999 with a Spring 2000 completion. The proposed sequence of construction for the major aspects of the project are expected to take place as follows:

1. Installation of all erosion control measures.
2. Building demolition and removal. Pavement scarification and removal.
3. Construction staking of all building corners, utilities, access drives, and parking areas.
4. Earthwork and excavation/filling. Build retaining wall.
5. Foundation construction.
6. Remove sediment from behind silt fences and haybales.
7. Grub parking areas and access drives (concurrent with 9 and 10).
8. Construction of building (concurrent with 8 and 10).
9. Construction of utilities (concurrent with 8 and 9).
10. Paving of parking areas and driveways.
11. Final grading of slope areas.
12. Place 4" topsoil after final grading is complete.
13. Removal of erosion control measures as areas become stabilized.

TRIP GENERATION EVALUATION

Trip generation defines the number of trips attracted by a particular land use. Trip generation rates quantify a relationship between a physical attribute of the generator, typically building size, and site traffic volumes. These rates, normally determined from studies of like facilities, form the basis for estimating the number of trips generated by future development.

This site is somewhat unusual in that it will be redeveloped with the same land use, a Rite Aid pharmacy, and eliminate an adjacent 65 vehicle parking lot used by employees of Mercy Hospital. The existing Rite Aid pharmacy is about 7,050 square feet in area, and will be replaced by an 11,180 square foot building with drive through services.

Pharmacy peak hours generally coincide with the late afternoon commuter peak hour, say 4:00 to 5:00 PM. Based on information contained in the 6th edition of **Trip Generation**, published by the Institute of Transportation Engineers (ITE), a freestanding 11,180 square foot pharmacy, with drive through service, would be expected to generate about 116 (58 in, 58 out) afternoon peak hour trips. Morning peak hour trips would be much lower, 30 trips (17 in, 13 out).

A 7,050 square foot pharmacy without drive through service, the existing building, would be expected to generate about 23 (14 in, 9 out) morning peak hour trips and 54 (27 in, 27 out) afternoon peak hour trips.

These figures, however, reflect suburban environments where walking and transit are essentially non-existent. One would expect lower vehicular trip generation in the more urban environment of this section of Portland. Furthermore, the above trip generation

data does not represent a “before and after” study, where a pharmacy without a drive through is converted to one with such service. The traffic generated by expanding the building size and adding drive through services at an existing site with established client base might not be comparable to the difference between the two types of facilities at different sites.

It is also well documented that not all trips to developments are “new” to the street system. Many trips, particularly at small retail/convenience sites, are classified as “pass by”, that is, already on the street, making an additional stop on the way to another primary destination, for example on the way home from work. While there is no precise method for determining the proportion of these pass by trips, studies indicate that they typically range from 20, to over 75 per cent of site traffic. Data in the **Trip Generation Handbook**, also published by the Institute of Transportation Engineers, indicates that both types of pharmacy have an average passby rate of about 50%. The following table provides an estimate of the net change in site traffic.

TRIP GENERATION ESTIMATE

	AM Peak Hour	PM Peak Hour
Existing Rite Aid	23	54
Proposed Rite Aid	30	116
Change	7	62
Less 50% Passby	-3	-31
Net New	4	31

The above table does not consider the impact of the elimination of the adjacent 65 vehicle parking lot. If one were to assume only a 50% space turn over during the peak hour, the resulting net traffic increase for the site would be negative during the morning peak hour, and essentially zero during the afternoon peak hour.

SURFACE DRAINAGE SUMMARY

Existing Drainage Patterns

The existing drainage patterns indicate that runoff from these two parcels sheet flows to three yard drains. One yard inlet drains to a 10” PVC pipe, while the other two drains outlet to 8” CIP pipes. From field observations, it appears that the 8” CIP pipes eventually merge downstream. The property generally slopes from the south (front) of the property to the north at a slope of approximately 2%-4%. The location of the drains as well as the existing topography is depicted on the Existing (Predevelopment) Drainage Area Map (ED-1).

Proposed Drainage Design

Site grading is designed to minimize excessive cuts and fills and to preserve, as closely as possible, the existing drainage patterns. The site will consist of a drainage system designed for the 10-year storm. The run-off from all sub-areas, which is illustrated on map PD-1, will be collected in an underground pipe system. One outlet (10”) employs a Vortech Stormwater Treatment system while the other (8”) outlets directly to the

existing pipe. Since the proposed storm water sewer system contains the 10 year storm, the objective has been accomplished.

SUMMARY FOR 2 YEAR EVENT:

OUTLET STRUCTURE	Q PRE (CFS)	Q POST (CFS)	CHANGE (CFS)	% CHANGE
8" CIP (COMBINED)	1.09	1.12	0.03	2.7
10" PVC	2.73	2.75	0.02	0.7

SUMMARY FOR 10 YEAR EVENT:

OUTLET STRUCTURE	Q PRE (CFS)	Q POST (CFS)	CHANGE (CFS)	% CHANGE
8" CIP (COMBINED)	1.90	1.94	0.04	2.1
10" PVC	4.73	4.66	-0.07	-1.5

SUMMARY FOR 25 YEAR EVENT:

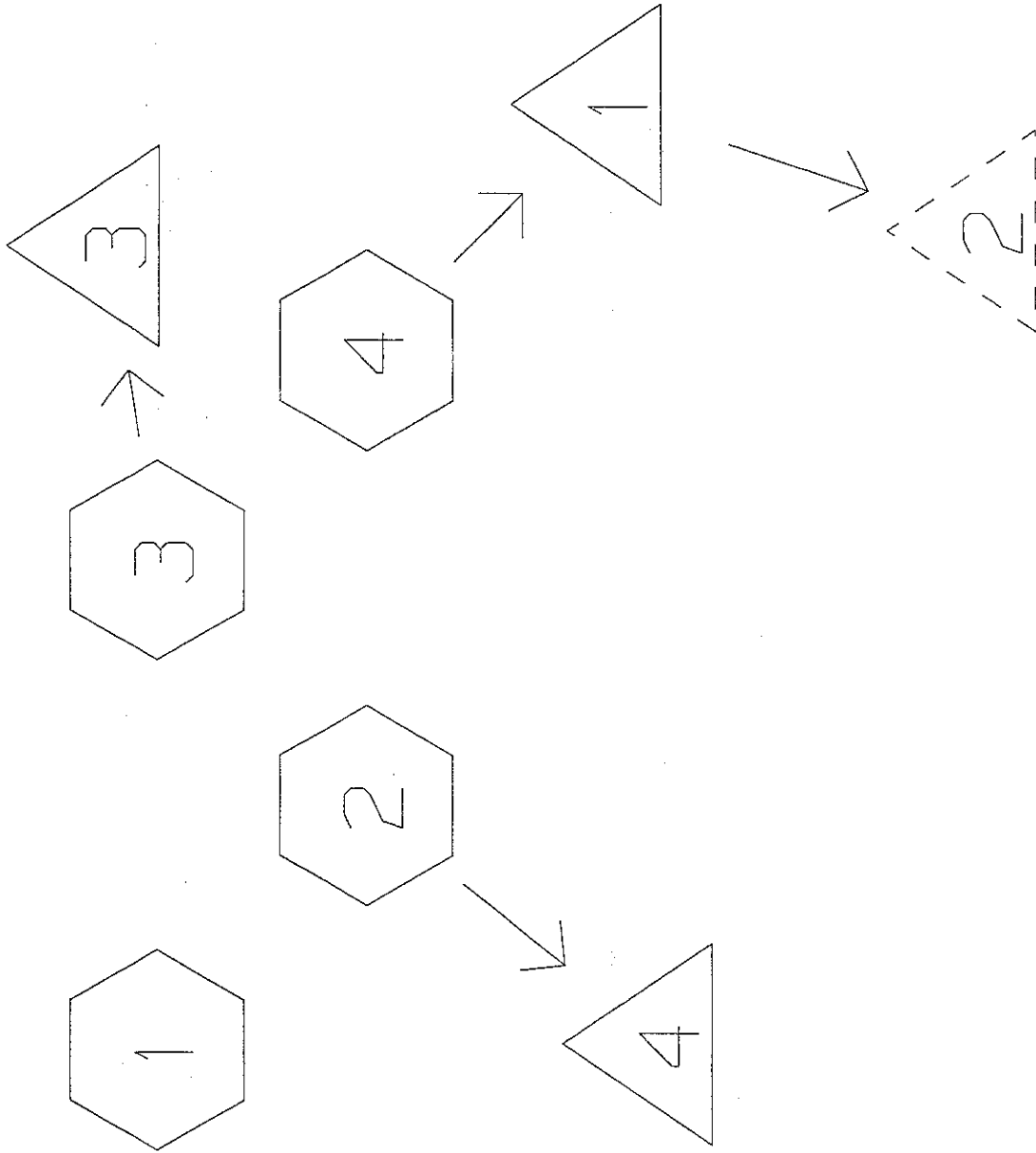
OUTLET STRUCTURE	Q PRE (CFS)	Q POST (CFS)	CHANGE (CFS)	% CHANGE
8" CIP (COMBINED)	2.29	2.31	0.02	0.9
10" PVC	5.76	5.50	-0.26	-4.7





Analysis Methodology

The report and study has been prepared using the SCS TR-20 method for proposed and existing conditions. All stormwater piping and structures have been evaluated for the 2, 10 and 25 year storm. All computer and hand calculations can be found in Appendix A. The city's objective of containing all stormwater runoff on site has been accomplished.

Conclusions

This report, as noted above, has been prepared to compliment the submitted project plans as well as to represent the technical basis for the designs presented herein. In consideration of the overall project, we conclude that all technical concerns and design parameters set forth by the City of Portland have and can be fully met.



 SUBCATCHMENT
 REACH
 POND
 LINK

Drainage Diagram for PORTLAND MAINE RITE AID
 Prepared by Barakos-Landino Design Group 21 Jul 99
 HydroCAD 4.00 000657 (c) 1986-1995 Applied Microcomputer Systems

TYPE III 24-HOUR RAINFALL= 4.5 IN

Prepared by Barakos-Landino Design Group

21 Jul 99

HydroCAD 4.00 000657 (c) 1986-1995 Applied Microcomputer Systems

SUBCATCHMENT 1 DRAINAGE AREA #1

PEAK= .2 CFS @ 11.98 HRS, VOLUME= .01 AF

ACRES	CN
.06	84

SCS TR-20 METHOD
 TYPE III 24-HOUR
 RAINFALL= 4.50 IN
 SPAN= 0-20 HRS, dt=.1 HRS

Method	Comment	Tc (min)
TR-55 SHEET FLOW	FLOW PATH FOR DRAINAGE AREA #1	.8
Smooth surfaces	n=.011 L=85' P2=2.6 in s=.0588 '/'	

SUBCATCHMENT 2 DRAINAGE AREA #2

PEAK= 1.2 CFS @ 12.00 HRS, VOLUME= .10 AF

ACRES	CN
.28	98

SCS TR-20 METHOD
 TYPE III 24-HOUR
 RAINFALL= 4.50 IN
 SPAN= 0-20 HRS, dt=.1 HRS

Method	Comment	Tc (min)
TR-55 SHEET FLOW	FLOW PATH FOR DRAINAGE AREA #2	3.0
Smooth surfaces	n=.011 L=193' P2=2.6 in s=.01 '/'	
CIRCULAR CHANNEL	FLOW PATH FOR DRAINAGE AREA #2	.2
8" Diameter	a=.35 sq-ft Pw=2.1' r=.167'	
s=.01 '/'	n=.015 V=3 fps L=38' Capacity=1 cfs	

Total Length= 231 ft Total Tc= 3.2

SUBCATCHMENT 3 DRAINAGE AREA #3

PEAK= .7 CFS @ 11.99 HRS, VOLUME= .05 AF

ACRES	CN
.15	98

SCS TR-20 METHOD
 TYPE III 24-HOUR
 RAINFALL= 4.50 IN
 SPAN= 0-20 HRS, dt=.1 HRS

Method	Comment	Tc (min)
TR-55 SHEET FLOW	FLOW PATH FOR DRAINAGE AREA #3	1.4
Smooth surfaces	n=.011 L=136' P2=2.6 in s=.0316 '/'	
CIRCULAR CHANNEL	FLOW PATH FOR DRAINAGE AREA #3	.2
8" Diameter	a=.35 sq-ft Pw=2.1' r=.167'	
s=.01 '/'	n=.015 V=3 fps L=38' Capacity=1 cfs	

Total Length= 174 ft Total Tc= 1.6

TYPE III 24-HOUR RAINFALL= 4.5 IN

Prepared by Barakos-Landino Design Group

21 Jul 99

HydroCAD 4.00 000657 (c) 1986-1995 Applied Microcomputer Systems

SUBCATCHMENT 4

DRAINAGE AREA #4

PEAK= 4.9 CFS @ 12.00 HRS, VOLUME= .36 AF

ACRES	CN
.96	98
.14	89
1.10	97

SCS TR-20 METHOD
 TYPE III 24-HOUR
 RAINFALL= 4.50 IN
 SPAN= 0-20 HRS, dt=.1 HRS

Method	Comment	Tc (min)
TR-55 SHEET FLOW	FLOW PATH FOR DRAINAGE AREA #4	2.8
Smooth surfaces n=.011 L=258'	P2=2.6 in s=.022 '/'	
CIRCULAR CHANNEL	FLOW PATH FOR DRAINAGE AREA #4	.3
10" Diameter a=.55 sq-ft Pw=2.6' r=.208'		
s=.013 '/' n=.012 V=4.96 fps L=92' Capacity=2.7 cfs		
Total Length= 350 ft		Total Tc= 3.1

TYPE III 24-HOUR RAINFALL= 4.5 IN

Prepared by Barakos-Landino Design Group

21 Jul 99

HydroCAD 4.00 000657 (c) 1986-1995 Applied Microcomputer Systems

POND 1

Qin = 0.0 CFS @ 0.00 HRS, VOLUME= 0.00 AF
Qout= 0.0 CFS @ 0.00 HRS, VOLUME= 0.00 AF, ATTEN= 0%, LAG= 0.0 MIN

Table with columns: ELEVATION (FT), AREA (AC), INC.STOR (AF), CUM.STOR (AF), METHOD. Values include PEAK STORAGE = 0.00 AF, PEAK ELEVATION= 0.0 FT, FLOOD ELEVATION= 0.0 FT, START ELEVATION= 0.0 FT, SPAN= 0-20 HRS, dt=.1 HRS

ROUTE INVERT OUTLET DEVICES

POND 3

Qin = 0.0 CFS @ 0.00 HRS, VOLUME= 0.00 AF
Qout= 0.0 CFS @ 0.00 HRS, VOLUME= 0.00 AF, ATTEN= 0%, LAG= 0.0 MIN

Table with columns: ELEVATION (FT), AREA (AC), INC.STOR (AF), CUM.STOR (AF), METHOD. Values include PEAK STORAGE = 0.00 AF, PEAK ELEVATION= 0.0 FT, FLOOD ELEVATION= 0.0 FT, START ELEVATION= 0.0 FT, SPAN= 0-20 HRS, dt=.1 HRS

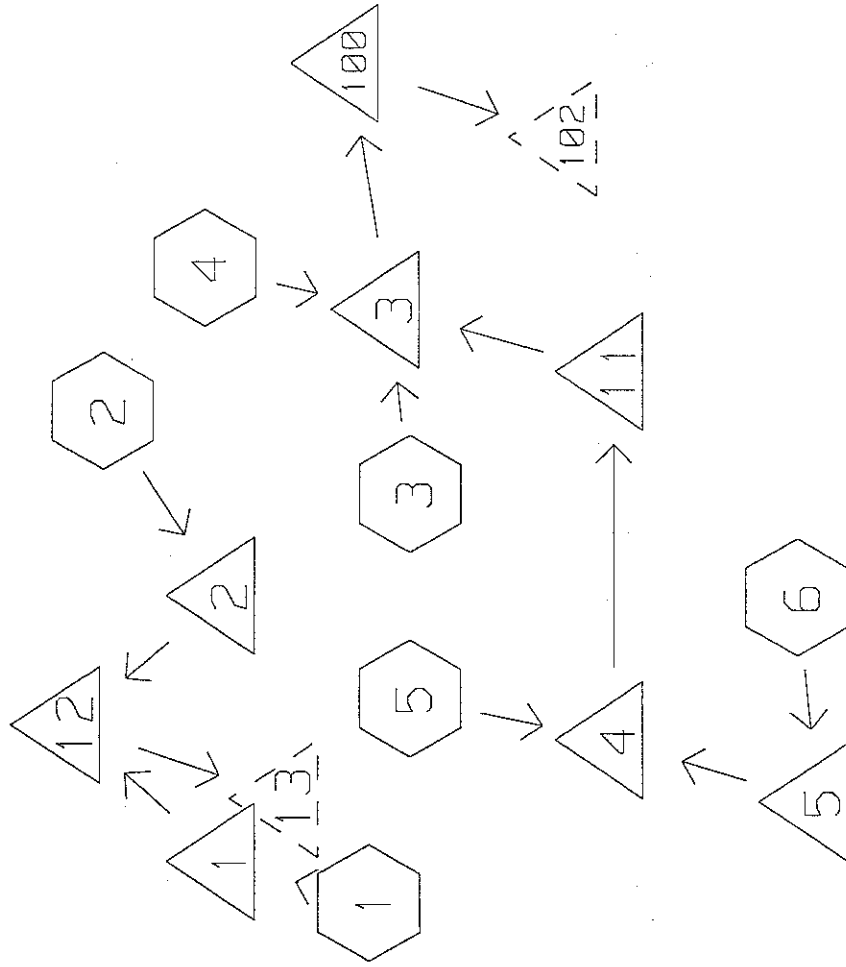
ROUTE INVERT OUTLET DEVICES





POND 4

Qin = 0.0 CFS @ 0.00 HRS, VOLUME= 0.00 AF
Qout= 0.0 CFS @ 0.00 HRS, VOLUME= 0.00 AF, ATTEN= 0%, LAG= 0.0 MIN

Table with columns: ELEVATION (FT), AREA (AC), INC.STOR (AF), CUM.STOR (AF), METHOD. Values include PEAK STORAGE = 0.00 AF, PEAK ELEVATION= 0.0 FT, FLOOD ELEVATION= 0.0 FT, START ELEVATION= 0.0 FT, SPAN= 0-20 HRS, dt=.1 HRS

ROUTE INVERT OUTLET DEVICES



 SUBCATCHMENT
 REACH
 POND
 LINK

TYPE III 24-HOUR RAINFALL= 5.4 IN

Prepared by Barakos-Landino Design Group

21 Jul 99

HydroCAD 4.00 000657 (c) 1986-1995 Applied Microcomputer Systems

SUBCATCHMENT 1 DRAINAGE AREA #1

PEAK= 2.0 CFS @ 12.02 HRS, VOLUME= .17 AF

ACRES	CN	
.41	98	ASPHALT PARKING LOT

SCS TR-20 METHOD
 TYPE III 24-HOUR
 RAINFALL= 5.4 IN
 SPAN= 0-20 HRS, dt=.1 HRS

Method	Comment	Tc (min)
DIRECT ENTRY	FLOW PATH #1	5.0

SUBCATCHMENT 2 Not described

SUBCATCHMENT 3 BUILDING DRAINAGE AREA

PEAK= 1.3 CFS @ 12.02 HRS, VOLUME= .11 AF

ACRES	CN	
.26	98	BUILDING ROOF

SCS TR-20 METHOD
 TYPE III 24-HOUR
 RAINFALL= 5.4 IN
 SPAN= 0-20 HRS, dt=.1 HRS

Method	Comment	Tc (min)
DIRECT ENTRY	FLOW PATH	5.0

SUBCATCHMENT 4 DRAINAGE AREA #3

PEAK= .5 CFS @ 12.02 HRS, VOLUME= .05 AF

ACRES	CN	
.11	98	ASPHALT PARKING LOT

SCS TR-20 METHOD
 TYPE III 24-HOUR
 RAINFALL= 5.4 IN
 SPAN= 0-20 HRS, dt=.1 HRS

Method	Comment	Tc (min)
DIRECT ENTRY	FLOW PATH	5.0

SUBCATCHMENT 5 DRAINAGE AREA #4

PEAK= 3.7 CFS @ 12.02 HRS, VOLUME= .29 AF

ACRES	CN	
.61	98	ASPHALT & HOUSE ROOFS
.14	89	GRASS AREA
.75	96	

SCS TR-20 METHOD
 TYPE III 24-HOUR
 RAINFALL= 5.4 IN
 SPAN= 0-20 HRS, dt=.1 HRS

Method	Comment	Tc (min)
DIRECT ENTRY	FLOW PATH	5.0

TYPE III 24-HOUR RAINFALL= 5.4 IN

Prepared by Barakos-Landino Design Group

21 Jul 99

HydroCAD 4.00 000657 (c) 1986-1995 Applied Microcomputer Systems

SUBCATCHMENT 6

DRAINAGE AREA #5

PEAK= .4 CFS @ 12.02 HRS, VOLUME= .04 AF

<u>ACRES</u>	<u>CN</u>	
.09	98	ASPHALT PARKING LOT

SCS TR-20 METHOD
 TYPE III 24-HOUR
 RAINFALL= 5.4 IN
 SPAN= 0-20 HRS, dt=.1 HRS

<u>Method</u>	<u>Comment</u>	<u>Tc (min)</u>
DIRECT ENTRY	FLOW PATH	5.0

POND 1

Not described

Qin = 2.0 CFS @ 12.02 HRS, VOLUME= .17 AF
Qout= 2.0 CFS @ 12.02 HRS, VOLUME= .17 AF, ATTEN= 0%, LAG= 0.0 MIN

<u>ELEVATION</u>	<u>AREA</u>	<u>INC.STOR</u>	<u>CUM.STOR</u>
(FT)	(AC)	(AF)	(AF)

- METHOD

PEAK STORAGE = 0.00 AF
PEAK ELEVATION= 0.0 FT
FLOOD ELEVATION= 0.0 FT
START ELEVATION= 0.0 FT
SPAN= 0-20 HRS, dt=.1 HRS

ROUTE INVERT OUTLET DEVICES

POND 2

Not described

Qin = 0.0 CFS @ 0.00 HRS, VOLUME= 0.00 AF
Qout= 0.0 CFS @ 0.00 HRS, VOLUME= 0.00 AF, ATTEN= 0%, LAG= 0.0 MIN

<u>ELEVATION</u>	<u>AREA</u>	<u>INC.STOR</u>	<u>CUM.STOR</u>
(FT)	(AC)	(AF)	(AF)

- METHOD

PEAK STORAGE = 0.00 AF
PEAK ELEVATION= 0.0 FT
FLOOD ELEVATION= 0.0 FT
START ELEVATION= 0.0 FT
SPAN=

ROUTE INVERT OUTLET DEVICES

POND 3

Not described

Qin = 6.0 CFS @ 12.02 HRS, VOLUME= .48 AF
Qout= 6.0 CFS @ 12.02 HRS, VOLUME= .48 AF, ATTEN= 0%, LAG= 0.0 MIN

<u>ELEVATION</u>	<u>AREA</u>	<u>INC.STOR</u>	<u>CUM.STOR</u>
(FT)	(AC)	(AF)	(AF)

- METHOD

PEAK STORAGE = 0.00 AF
PEAK ELEVATION= 0.0 FT
FLOOD ELEVATION= 0.0 FT
START ELEVATION= 0.0 FT
SPAN= 0-20 HRS, dt=.1 HRS

ROUTE INVERT OUTLET DEVICES

POND 4

Not described

Qin = 4.1 CFS @ 12.02 HRS, VOLUME= .33 AF
Qout= 4.1 CFS @ 12.02 HRS, VOLUME= .33 AF, ATTEN= 0%, LAG= 0.0 MIN

ELEVATION (FT)	AREA (AC)	INC.STOR (AF)	CUM.STOR (AF)
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- METHOD
PEAK STORAGE = 0.00 AF
PEAK ELEVATION= 0.0 FT
FLOOD ELEVATION= 0.0 FT
START ELEVATION= 0.0 FT
SPAN= 0-20 HRS, dt=.1 HRS

ROUTE INVERT OUTLET DEVICES

POND 5

Not described

Qin = .4 CFS @ 12.02 HRS, VOLUME= .04 AF
Qout= .4 CFS @ 12.02 HRS, VOLUME= .04 AF, ATTEN= 0%, LAG= 0.0 MIN

ELEVATION (FT)	AREA (AC)	INC.STOR (AF)	CUM.STOR (AF)
-------------------	--------------	------------------	------------------

- METHOD
PEAK STORAGE = 0.00 AF
PEAK ELEVATION= 0.0 FT
FLOOD ELEVATION= 0.0 FT
START ELEVATION= 0.0 FT
SPAN= 0-20 HRS, dt=.1 HRS

ROUTE INVERT OUTLET DEVICES

POND 11

Not described

Qin = 4.1 CFS @ 12.02 HRS, VOLUME= .33 AF
Qout= 4.1 CFS @ 12.02 HRS, VOLUME= .33 AF, ATTEN= 0%, LAG= 0.0 MIN

ELEVATION (FT)	AREA (AC)	INC.STOR (AF)	CUM.STOR (AF)
-------------------	--------------	------------------	------------------

- METHOD
PEAK STORAGE = 0.00 AF
PEAK ELEVATION= 0.0 FT
FLOOD ELEVATION= 0.0 FT
START ELEVATION= 0.0 FT
SPAN= 0-20 HRS, dt=.1 HRS

ROUTE INVERT OUTLET DEVICES

POND 12

Not described

Qin = 2.0 CFS @ 12.02 HRS, VOLUME= .17 AF
Qout= 2.0 CFS @ 12.02 HRS, VOLUME= .17 AF, ATTEN= 0%, LAG= 0.0 MIN

<u>ELEVATION</u>	<u>AREA</u>	<u>INC.STOR</u>	<u>CUM.STOR</u>
<u>(FT)</u>	<u>(AC)</u>	<u>(AF)</u>	<u>(AF)</u>

- METHOD

PEAK STORAGE = 0.00 AF
PEAK ELEVATION= 0.0 FT
FLOOD ELEVATION= 0.0 FT
START ELEVATION= 0.0 FT
SPAN= 0-20 HRS, dt=.1 HRS

ROUTE INVERT OUTLET DEVICES

POND 100

Not described

Qin = 6.0 CFS @ 12.02 HRS, VOLUME= .48 AF
Qout= 6.0 CFS @ 12.02 HRS, VOLUME= .48 AF, ATTEN= 0%, LAG= 0.0 MIN

<u>ELEVATION</u>	<u>AREA</u>	<u>INC.STOR</u>	<u>CUM.STOR</u>
<u>(FT)</u>	<u>(AC)</u>	<u>(AF)</u>	<u>(AF)</u>

- METHOD

PEAK STORAGE = 0.00 AF
PEAK ELEVATION= 0.0 FT
FLOOD ELEVATION= 0.0 FT
START ELEVATION= 0.0 FT
SPAN= 0-20 HRS, dt=.1 HRS

ROUTE INVERT OUTLET DEVICES

MISC1

OLD PORT MANAGEMENT CORPORATION, INC.

Real Estate Development and Investment

12 BROOK STREET

WELLESLEY, MASSACHUSETTS 02482-6601

TELEPHONE (781) 431-7060

FACSIMILE (781) 431-7073

August 5, 1999

Ms. Marge Schmuckal
Zoning Administrator
City of Portland
389 Congress Street
Portland, ME 04101

Re: Application for site Plan Approval for Planned New Rite Aid Store at 713
Congress Street, Portland, Maine

Dear Ms. Schmuckal:

Thank you for sending the letter to Douglas Carr regarding our application for Site Plan Approval for a new Rite Aid building at 713 Congress Street in Portland.

At about the same time as we made the filing for Site Plan Approval, I met with Kandice Talbot of the Planning Department and a representative of the Historic District Commission. As a result of that meeting, we became aware of the fact that the proposed new building was set too far back from Congress Street, both because of the zoning requirements and the HDC requirements. I am also aware that there is currently a moratorium on allowing drive-throughs in Portland and that it is possible that a drive-through may not be allowed for a new building.

We have sent a letter to Rite Aid setting forth the situation and have also enclosed a copy of your letter. My suspicion is that Rite Aid will wish to submit revised plans. In the meantime, please could you arrange for our application for Site Plan Approval for the new Rite Aid building to be put on hold until we hear back from Rite Aid as to how it wishes to proceed.

Please call me at 781-431-7060 if you have any further comments or wish to discuss the situation further with us.

Very truly yours

J. Robert Connor

J. Robert Connor

Received 8/9/99