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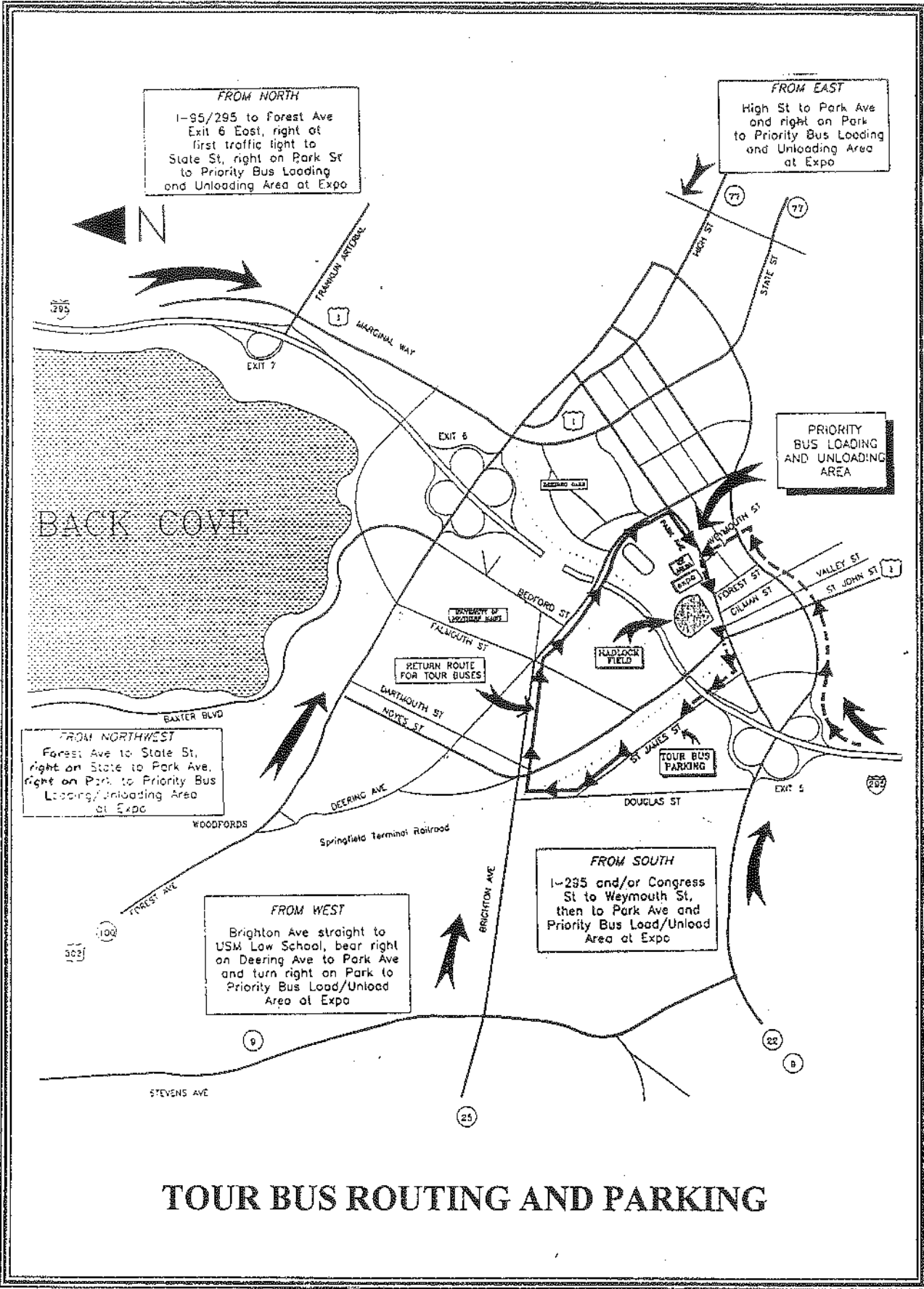
271 Park Avenue

Seating and Concession

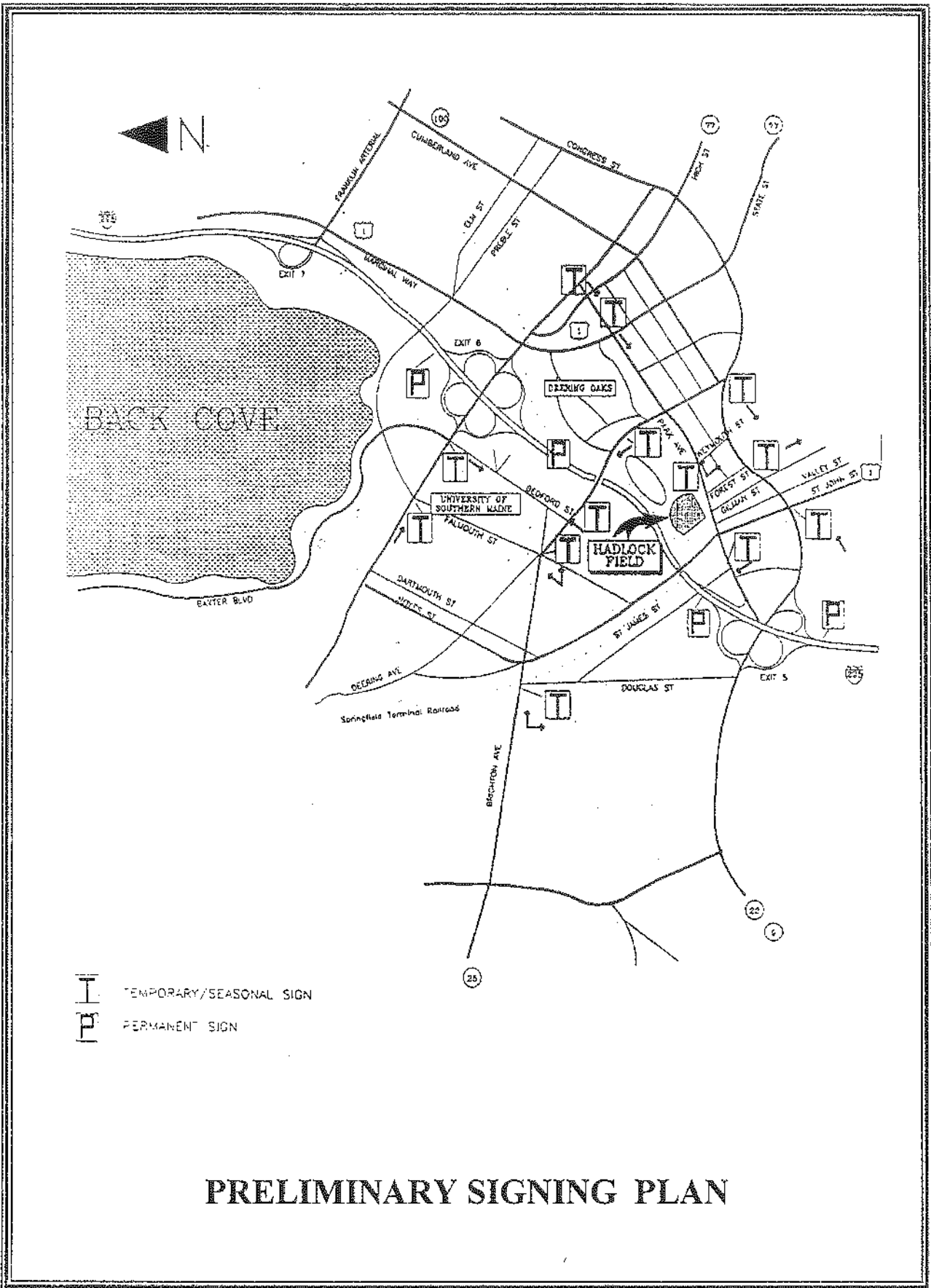
Haslock Stadium

Portland Sea Dogs

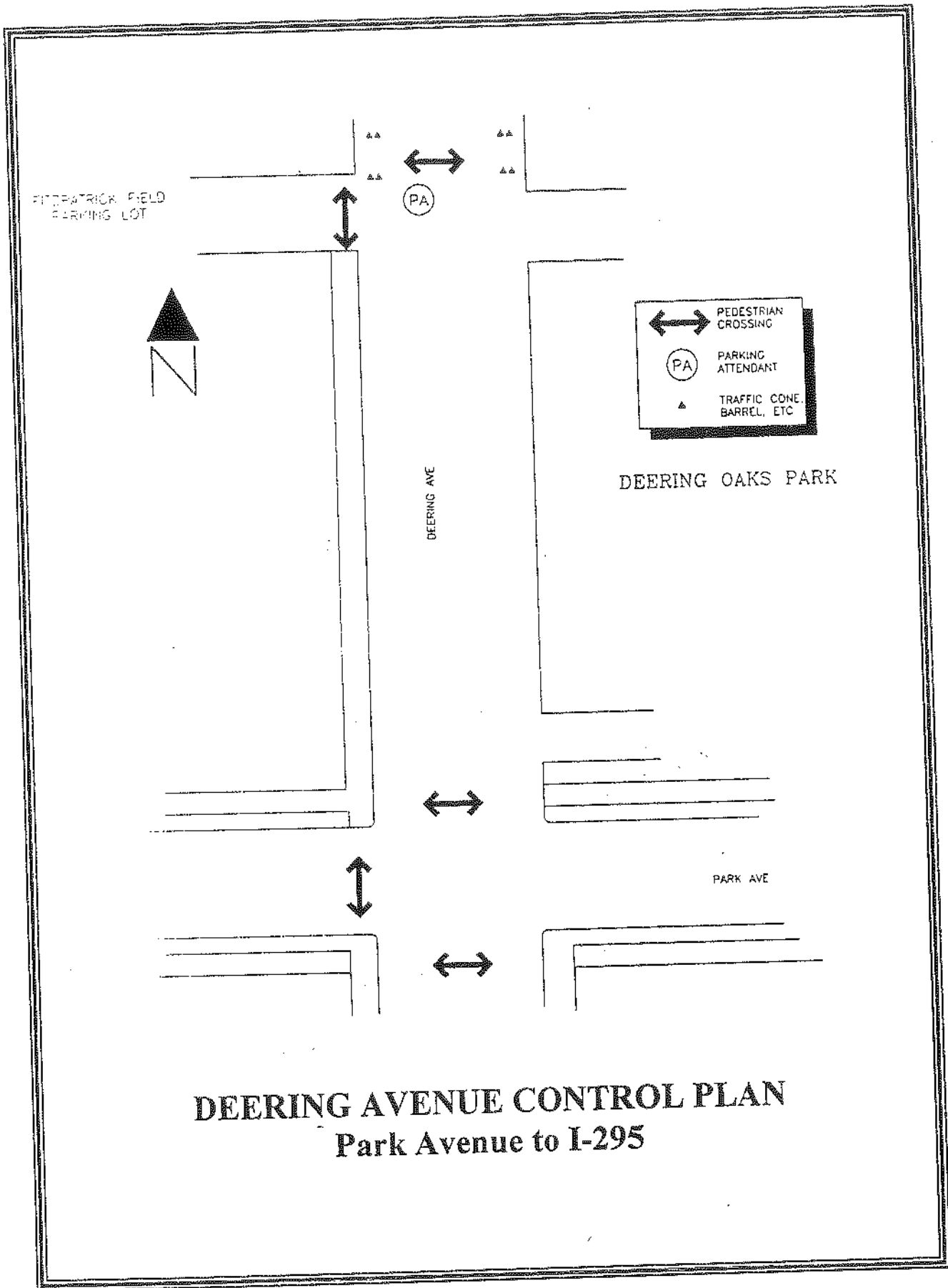
on Spreadsheet



TOUR BUS ROUTING AND PARKING



PRELIMINARY SIGNING PLAN



DEERING AVENUE CONTROL PLAN
Park Avenue to I-295

(detailed Control Plans are currently being developed)

HADLOCK FIELD

FOLLOW - UP REVIEW

of the

1994 Sea Dogs

PARKING & TRAFFIC OPERATIONS

I. Executive Summary

II. Traffic

III. Parking

IV. Marketing

V. Budget

VI. Conclusions/Recommendation for 1995

Prepared By: Hadlock Field Parking & Traffic Operations Committee
Mary Ann Theriault, Principal Traffic Engineer/Chairman

November 1994

I. EXECUTIVE SUMMARY

As John Boles of the Florida Marlins stated in his press conference on April 18th, "*Everything that was promised, was delivered.*" Following the season's opening game, Mr. Boles was very impressed with the fan support and overall operations. This supportive statement was a very good omen for the Hadlock Field Parking & Traffic Operations Committee.

During the entire premier baseball season, the City of Portland and the Portland Sea Dogs received *repeated positive comments* concerning the Parking & Traffic Operations for Hadlock Field. Throughout the season, a total of three minor complaints were handled by the Traffic Division: (1) a resident's request for no parking at his driveway, (2) a businesses request to slightly reduce the bus zone on St. James Street to allow for customer parking, and (3) the manager for Sonesta requested more frequent shuttle operations from their facility on High Street. The first two concerns were addressed and resolved immediately. The request from Sonesta was discussed in detail; however, the low ridership did not result in more bus service downtown (See Attachment # 1, 2).

Hadlock Field and the EXPO combined received 1 MILLION visitors over a course of a year (Sept. 1993-Sept. 1994) with virtually no significant parking and traffic problems. The entire committee continuously updated and fine-tuned the operations throughout the season. By mid-June, substantial base operations were in successful working order... thanks to all the participants hard work!

Overall, the committee feels successful in accomplishing their primary goal of "providing safe and efficient pedestrian, bicycle and vehicular operations" for the baseball season.

II. TRAFFIC

The following information details the finding of the random monitoring program as defined in the Hadlock Field Operations Handbook, pages 14 & 15:

Accident Data

The Portland Police Department researched a total of (22) accidents occurring within the study area from April 1 to September 5, 1994: (4) Park/High, (3) Park/Deering and (15) I-295/Forest Avenue. Only three of these accidents occurred on baseball game dates and all three were located at the I-295 off-ramp on Forest Avenue. This location has been identified as a high accident location to be corrected by MDOT in the Hadlock Field Traffic Study.

Signal Timing/Operations

The vehicular traffic arrived randomly 60-90 minutes prior to gametime and departed within minutes after the game. As anticipated, traffic cleared within 15-20 minutes; therefore, the Traffic Division did not deem it necessary to program any special timing for the area traffic signals. The bicycle traffic was very low due to the nighttime hours of most ballgames.

Hadlock, page 2...

Pedestrian Operations

Pedestrians arrived at the game in large numbers from both ends of Park Avenue. The pedestrian signals were continuously checked for proper operations. No problems were documented by the Traffic Division crews or the general public. With this current intracity location, it was very difficult to monitor pedestrian traffic. Were they simply walking from home or the various remote parking sites? Our committee estimates that many of the intown patrons walked to the game which is partially the reason for the "underutilized" downtown shuttle run.

Shuttle Program

A total of 25,370 (20,296 plus an estimated 25% for under 12 free) baseball fans rode on the Sea Dogs shuttle buses!

A total of 50,740 (40,592 plus the estimated 25%) passenger trips were completed by METRO for the first season; an average of 363 (290 plus the estimated 25%) two way riders per game. In March 1994, we had estimated 225 two way riders per game. The actual totals exceeded the estimation by 62%!

The Ramada Inn Lot was the most successful with the net cost per passenger of \$0.75; the Marginal Way Lot was second at \$1.62. The Sonesta/PO Park Route was the most underutilized run with a high cost of \$6.00 per passenger. The breakdown on the costs from METRO is enclosed as Attachment #1, 2.

The Maine Line Bus Service backed up METRO services with (3) buses on the weekdays, then was quickly narrowed down to (1) bus on the weekday games. Their service was equal to METRO in professionalism, cleanliness and promptness. All parties involved were pleased with their back-up service throughout the season.

III. PARKING

Due to the variety of choices, baseball fans had very little problems finding available parking in and around Hadlock Field. Randomly throughout the season, the parking sites were observed by the Traffic Division as well as other committee members. The following comments summarize our observations which are also part of the monitoring program:

On-Street

Citywide, we received three minor complaints and no additional request for one hour parking due to ballpark operations. Therefore, the Traffic Division staff felt it was unnecessary to perform a detailed parking count for the city streets (on overtime) as suggested in the monitoring program. The parking enforcement was minimal. Further detail can be provided by the Parking Division, if needed. On Deering Avenue, we had to add signs stating "Available Parking" before patrons utilized this unrestricted parking area. State Street Extension did not get utilized; however, St. James Street was highly used by baseball patrons. The bus parking was slightly reduced to allow for customer parking for the Carvel Company located at the corner of St. James Street and Park Avenue.

Hadlock, page 3...

On-Street, continued...

St. John Street, from Park Avenue to Falmouth Street, was also a prime location for on-street parking; however, the local residents did not call with complaints or request any parking changes.

Off-Street- Public

Hadlock Field, Lot A & B were filled to capacity+ every game. Lot B was expanded to include twice as many handicapped spaces (8 to 16) as well as provide a taxi drop off area. King School was not available for baseball parking due to the ongoing construction on the middle school facility. Fitzpatrick Parking Lot usually had 1-5 spaces available per game. Evidently, most patrons expected this lot to fill up first and didn't bother checking for available free parking.

Off-Street - Private

The USM lot was very underutilized on Bedford Street except during the Deering Oaks Festival/SeaDog Game dual event nights. Consequently, this dual event and others co-existed without any significant upset to the neighborhoods or traffic operations. Also, the USM-Marginal Way Lot and the Ramada Inn Lot were highly utilized as part of a successful shuttle program.

The Maine Medical Center parking facility was closed early in the season due to low volumes. The staff costs were evaluated and the committee recommended closing the garage. A letter from MMC complimented the City Staff and supported future coordination for special parking needs in this area (Attachment # 3).

Private Enterprise

As we had hoped, the "private-enterprise" parking opportunities flourished for the area businesses. Approximately thirteen businesses participated on a regular basis throughout the first season. The Maine Center for Cancer Medicine, 180 Park Avenue, recently published a very positive article stating their success and continued support for the next year (Attachment #4). Approximately half of the parking was managed as donations which added a positive light to the private parking alternative.

IV. MARKETING

The marketing plan was very successful in respect to the lack of traffic and parking problems. The patrons were well-informed and their parking choices were easy to understand. Random ads in the Portland Press were updated throughout the season while maintaining the same basic format. The Sea Dogs program was also a regular source for the parking alternatives.

The Portland Downtown District and Economic Development are planning to survey the (90+/-) coupon book participants through a follow-up mailing. The committee had suggested that this mailing hold a dual purpose of surveying the utilization of the coupons, as well as formal, sign up for next year. The committee is recommending that this booklet be paid by the merchants at a cost/materials rate of approximately \$25.00 each. The shuttle patrons were excited about the free booklets with the free upcoming Sea Dogs tickets being a big hit.

V. BUDGET

The detailed costs of the Hadlock Field Parking and Traffic Operations were \$37,442.00 for FY94 and \$47,671.00 for FY95 for a total of \$85,113.00 (per expenditure listings dated 10-12-94, Attachments # 5, 6).

The following chart breaks down the total costs:

\$67,775.00	Shuttle Program including Maine Line net costs (The breakdown of METRO costs is shown on Attachment #1, 2)
\$ 5,595.00	Portland Press Advertising
\$ 2,360.00	Printing Coupon Booklets
\$ 5,410.00	Payroll Costs - Maine Med. Parking Attendants/PCO's
<u>\$ 3,973.00</u>	<u>Maine Med. Security Charges</u>
<u>\$85,113.00</u>	<u>TOTAL</u>

VI. CONCLUSIONS/RECOMMENDATIONS FOR 1995

1. Repeat similar shuttle service at the Ramada Inn and USM-Marginal Way Lot. Review the continuation of the Downtown Shuttle run and make a decision as soon as possible. Prepare a bid for the back-up shuttle services.
2. Continue to utilize the shuttle coordinators at each Shuttle Lot as well as the shuttle dispatch at Hadlock Field.
3. More pro-active advance shuttle ticket sales to be coordinated with the Shuttle provider and the Sea Dogs staff possibly utilizing mascots in schools for April/May/June.
4. If the Deering Oaks Festival will be utilizing the Marginal Way Lot (for the next 5 years???), secure a back-up use of the MDOT newly, expanded rideshare lot for weekends/nights.
5. Continue with a similar Marketing Plan maintaining the same format for consistency. Possibly include the parking/traffic ad in the 1995 PW Calendar to be distributed in June 1995???
6. The Traffic Division should proceed with the budget request for installation of an overhead sign directly over the entrance crosswalk on Park Avenue (poles/foundations/sign needed).
7. Continue with the free Shuttle Coupon Booklet at the cost of \$25.00 per participant to cover printing/paper costs.
8. Continue to include the Parking & Traffic Plan/Ad in the Sea Dogs program for next year. Include shuttle information with advance game ticket sales both purchased at the ticket office and through the mail.
9. Provide a Police Officer dedicated to crossing the pedestrians at Park Avenue/Hadlock Entrance for before and after every game. Also, the use of barrels and warning signs are recommended for the centerline locations before and after the Police Officer.
10. Provide the Police Officer on duty with a Sea Dogs radio for improved radio coordination.
11. Continue to meet randomly with the Operations Committee to address and resolve any changes in the Parking & Traffic Operations, as needed.
12. Revert shuttle lane on Park Avenue, between Lot A & B, to "unrestricted parking" for the off-season months, Sept. 15 to April 1 for residential use.

eliminate

REVENUES AND COSTS PER SEADOGS SHUTTLE ROUTES
April Through September 1994

	P.O. Park Sonesta	Marginal Way	Ramada Inn	Total	Comments
COSTS					
Labor and Fringe:					
Drivers	7,814	10,872	15,288	33,974	
Dispatchers	3,537	3,538	3,538	10,613	Not Contingent on # of Routes
Coordinators	5,833	2,916	2,916	11,665	
Supervision	180	180	180	540	Initial Costs
	17,364	17,506	21,922	56,792	
Bus Mileage	3,858	6,173	9,259	19,290	
Materials and Supplies	232	238	238	2,213	One Time Costs
TOTAL COSTS	21,997	24,478	32,010	78,295	
REVENUES	1,692	5,764	12,840	20,296	Passengers One-Way
COSTS OVER REVENUES	20,305	18,714	19,170	57,999	
TOTAL PASSENGERS	3,384	11,628	25,680	40,592	
COSTS OVER REVENUES PER PASSENGER	8.00	1.62	0.76	1.43	

Assumptions for Labor and Fringe:

P.O. Park/Sonesta
Marginal Way (Does Not Include Marine Line)
Ramada Inn

1 Driver, 2 Coordinators
1 Driver, 1 Coordinator West Day Games
2 Drivers, 1 Coordinator SAT/Sun Games
2 Drivers, 1 Coordinator

Assumptions for Bus Mileage:

P.O. Park/Sonesta
Marginal Way
Ramada Inn

25 Miles Per Game
40 Miles Per Game (Does Not Include Marine Line)
60 Miles Per Game

SEADOGS SHUTTLE
 Total 1994 Passengers and Bus Mileage

Month	Games	P.O. PARK	SONESTA	TOTAL	MARGINAL WAY	RAMADA INN	TOTAL ALL ROUTES	GAME ATTEND.	% MILEAGE	BUS MILEAGE
April	6	239	280	379	1,036	1,638	3,053	33,386	9.1	1,045
May	16	175	166	341	1,143	2,348	3,832	70,336	5.5	1,730
June	13	110	173	283	794	2,079	3,166	69,844	4.5	1,448
July	17	265	164	429	1,489	3,378	5,296	99,463	5.3	2,168
Aug.	14	171	58	229	1,106	2,730	4,065	84,111	4.8	1,494
Sept.	4	22	9	31	196	667	894	19,995	4.5	502
	70	982	850	1,692	5,764	12,840	20,296	377,135	5.4	8,387

Less tickets rec'd: 441

19,855

ATTACH 7

MAINE MEDICAL CENTER

June 30, 1994

Mary Ann Theriault
Traffic, Principal Engineer
City of Portland
Traffic Division
65 Hanover Street
Portland, Me. 04101

Dear Mary,

Dave Young has informed me that the City has made the decision not to use the Maine Medical Center Garage for Sea Dog parking. This is understandable given the small number of fans that have chosen to use the garage.

I want to thank you and the members of the City Traffic Division that worked with us on this project. The team of city employees that worked on the garage did an outstanding job in accommodating both the fans and MMC employees.

It has been a pleasure to work with you in putting this together even though our participation in the parking plan has only been for a short time. Please let us know if we can be of service in the future.

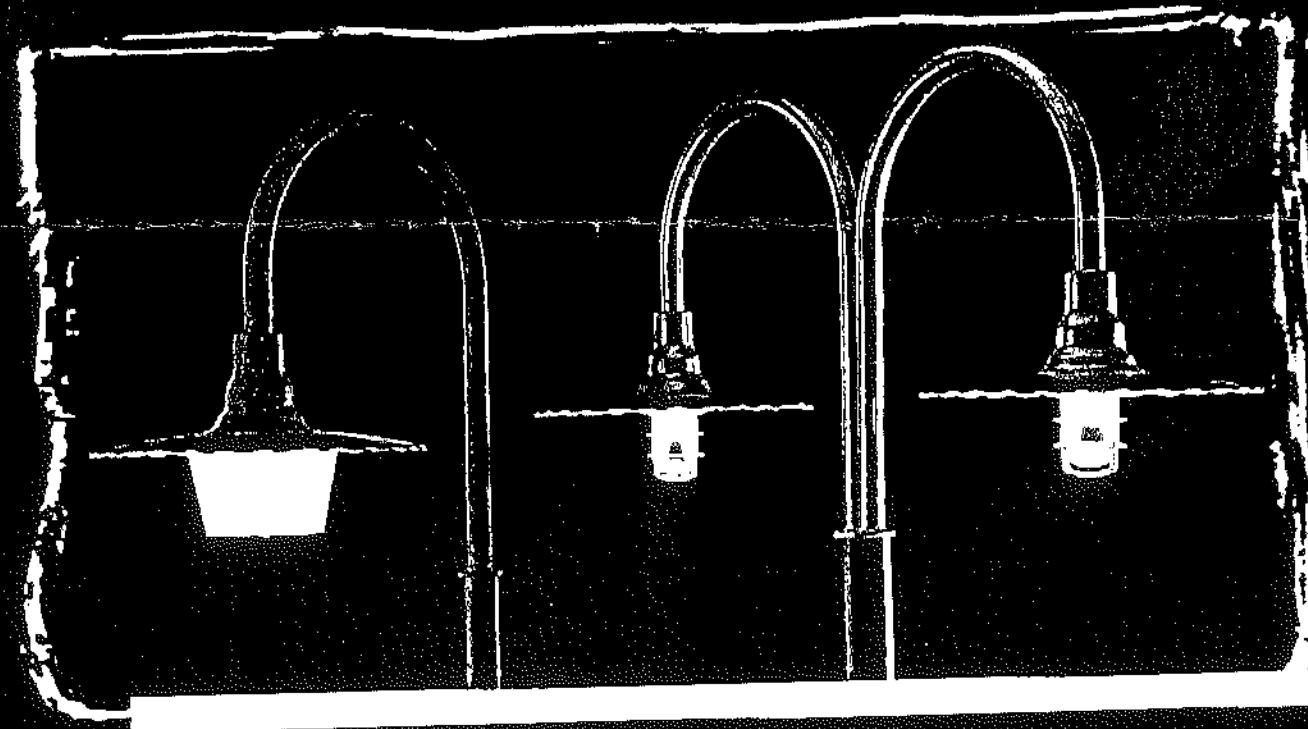
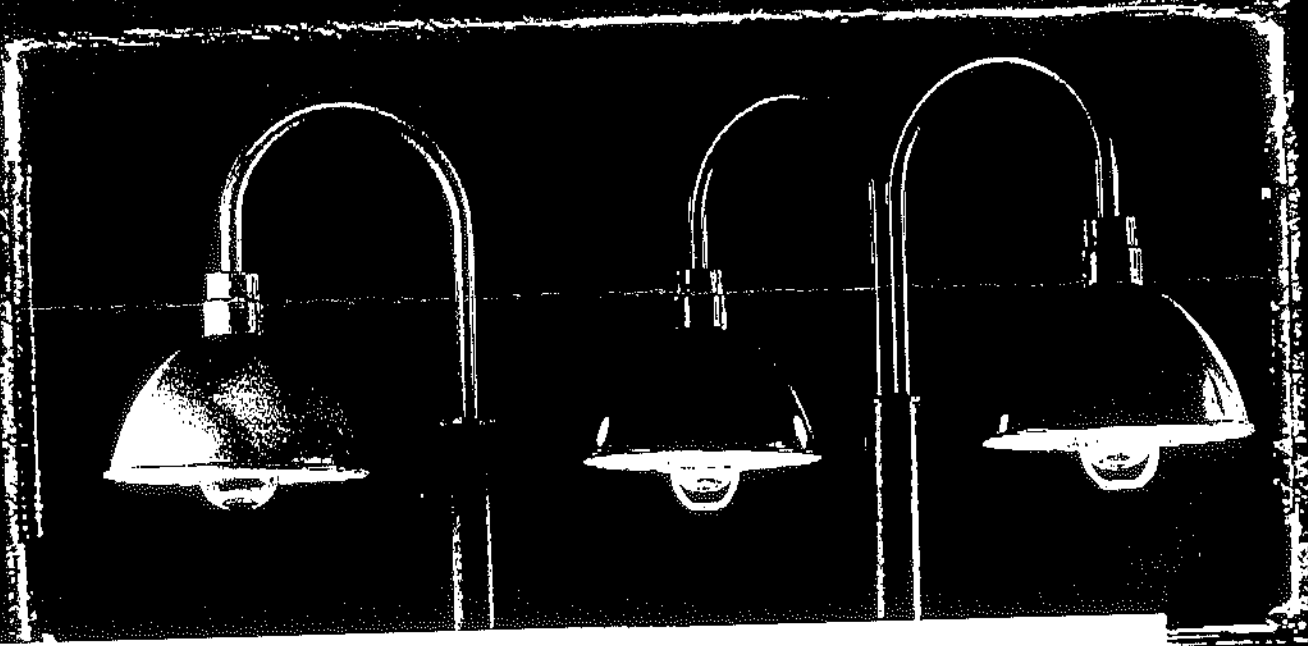
Sincerely,



Mike Swan, AVP Administrative Services
Maine Medical Center

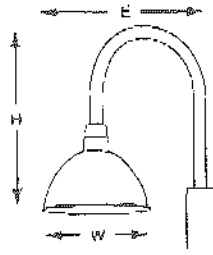
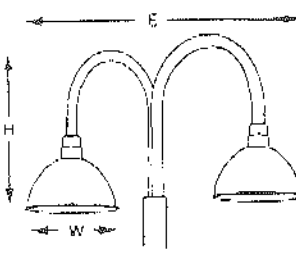
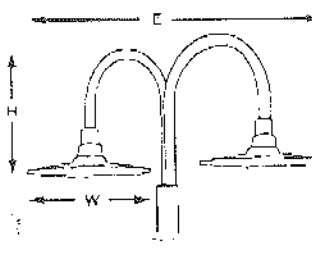
LURALINE

Post



LURALINE

Post

	CATALOG NUMBER	OPTIONAL DIFFUSERS†	STANDARD FINISHES	MAX. LAMP (INCAND.)	HEIGHT (H)	WIDTH (W)	EXT. (E)
 <p>14114P</p>	14114 P	CG, CPR, RF9, WPC	BL, DB, WH	200 W	21	14	22
	14114 P2	CG, CPR, RF9, WPC	DL, DB, WH	(2) 200 W	21	14	41
<p>*STANDARD MODELS - "BARE LAMP" - USE OF DIFFUSERS REDUCES MAX WATTAGE TO 100W.</p> <p>FLUORESCENT OPTIONS: -26Q/P, -26QE/P, -26QEV/P, -26QH/P, -26QVH/P, -28Q/P, -32TE/P, -32TEV/P, -42TE/P, -42TEV/P, -318OE/P††, -318OEV/P††, -318QH/P††, -318QVH/P††</p> <p>H.I.D. OPTIONS: /LU35/P, /LU35H/P, /LU35VH/P, /LU50/P, /LU50H/P, /LU50VH/P, /LU70/P††, /LU70H/P††, /LU100/P††, /LU100H/P††, /MH50H/P, /MH50VH/P, /MH70H/P††, /MH70VH/P††</p> <p>NOTE: BALLAST HOUSED IN 3" O.D. POLE. (MINIMUM 2 3/4" I.D. REQUIRED.)</p>							
 <p>14114P2</p>	<p>AT TURNS IN STAIRS</p>						
	RW20 P	CG, CPR, RF9, WPC	BL, DB, WH	200 W	19	20	25
<p>*STANDARD MODELS - "BARE LAMP" - USE OF DIFFUSERS REDUCES MAX WATTAGE TO 100W.</p> <p>FLUORESCENT OPTIONS: -9Q/P, -9QH/P, -9QVH/P, -13Q/P, -13QE/P, -13QEV/P, -13QH/P, -13QVH/P, -18Q/P, -18QE/P, -18QEV/P, -18QH/P, -18QVH/P, -22Q/P, -26TE/P, -26TEV/P, -32TE/P, -32TEV/P</p> <p>H.I.D. OPTIONS: /LU35/P, /LU35H/P, /LU35VH/P, /LU50/P, /LU50H/P, /LU50VH/P, /MH50H/P, /MH50VH/P</p> <p>NOTE: BALLAST HOUSED IN 3" O.D. POLE. (MINIMUM 2 3/4" I.D. REQUIRED.)</p> <p>THE FOLLOWING H.I.D. OPTIONS AVAILABLE ONLY WHEN USED WITH RF9 DIFFUSER: /LU70/P, /LU70H/P, /LU100/P, /LU100H/P, /MH70H/P, /MH70VH/P</p>							
 <p>RW20 PR2</p>	RW20 PR	CG, CPR, RF9, WPC	BL, DB, WH	200 W	19	20	64
	RW20 PR2	CG, CPR, RF9, WPC	BL, DB, WH	(2) 200 W	19	20	64
<p>*STANDARD MODELS - "BARE LAMP" - USE OF DIFFUSERS REDUCES MAX WATTAGE TO 100W.</p> <p>FLUORESCENT OPTIONS: -9Q/P, -9QH/P, -9QVH/P, -13Q/P, -13QE/P, -13QEV/P, -13QH/P, -13QVH/P, -18Q/P, -18QE/P, -18QEV/P, -18QH/P, -18QVH/P, -22Q/P, -26TE/P, -26TEV/P, -32TE/P, -32TEV/P</p> <p>H.I.D. OPTIONS: /LU35/P, /LU35H/P, /LU35VH/P, /LU50/P, /LU50H/P, /LU50VH/P, /MH50H/P, /MH50VH/P</p> <p>NOTE: BALLAST HOUSED IN 4" O.D. POLE. (MINIMUM 3 3/4" I.D. REQUIRED.)</p> <p>THE FOLLOWING H.I.D. OPTIONS AVAILABLE ONLY WHEN USED WITH RF9 DIFFUSER: /LU70/P, /LU70H/P, /LU100/P, /LU100H/P, /MH70H/P, /MH70VH/P</p>							

†ALL H.I.D. AND FLUORESCENT LIGHT SOURCES REQUIRE THE USE OF OPTIONAL DIFFUSERS.

NOTE: POSTS SOLD SEPARATELY - SEE PAGE 11 FOR ORDERING INFORMATION.

COMPACT SHIELDED WALLPACKS

NRG[®]31X/W7 SERIES POLYCARBONATE LENS

These units are designed to reduce or eliminate lamp brightness for applications with mounting heights of 6 to 12 feet. Cast aluminum housing provides secure mounting while polycarbonate lens offers vandal resistance.

FEATURES

NRG 31X SHIELDED LAMP

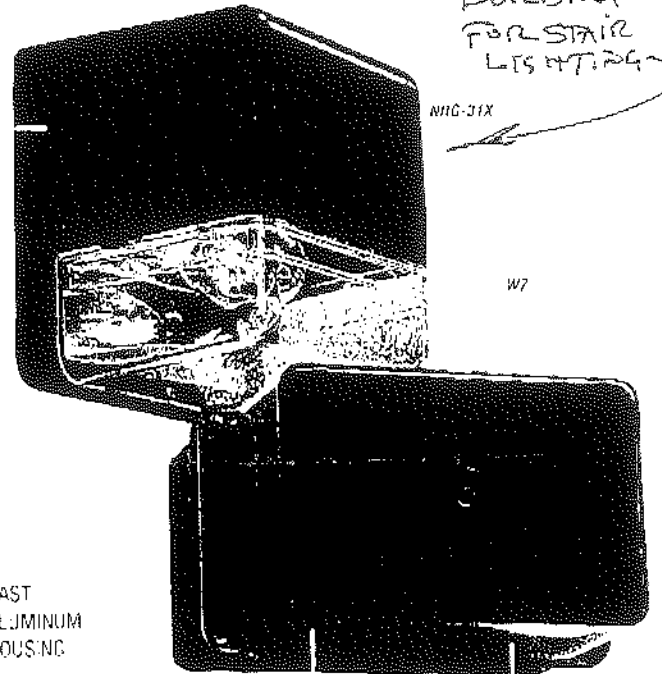
Lens is clear polycarbonate with recessed philips-drive stainless screws. Cast aluminum housing with powder coat protective finish. Mounts over recessed J-box by others. Specular reflector projects lumens out and down. Light trespass inhibitor allows additional field installed shielding. 50-70 watt HPS 120/277 volt, 50 watt MH 120/277 volt; lamp included. Dark bronze powder paint finish.

CSA certified for wet locations in North America.

W7 SERIES FULL CUTOFF

Clear polycarbonate lens with internal aluminum full cutoff shield. Four screw closure to housing gasket. Cast aluminum housing with 1/2" conduit hubs. Mounts over recessed J-box, includes hardware. Specular reflector around axial lamp provides sharp cutoff and no face brightness. Dark skies friendly! 70 watt HPS or metal halide QuadTap[™] (120, 208, 240, 277v); lamp included. Dark bronze powder paint finish.

UL listed for wet locations in North America.



CAST ALUMINUM HOUSING

PERFECT FOR LOW MOUNTING HEIGHTS

SPECULAR REFLECTOR PROVIDES SHARP CUTOFF

CLEAR POLYCARBONATE LENS

ORDERING INFORMATION

ORDERING EXAMPLE NRG-31X

Family	Series	Wattage/Source	Ballast	Weight
Catalog Number	Wattage	Voltage		lbs. kg
HIGH PRESSURE SODIUM				
NRG-311	50	120/277	AL-HPF	6.5 2.9
NRG-317	70	120/277	AL-HPF	7.5 3.4
METAL HALIDE				
NRG-315	50	120/277	AL-HPF	6.5 2.9

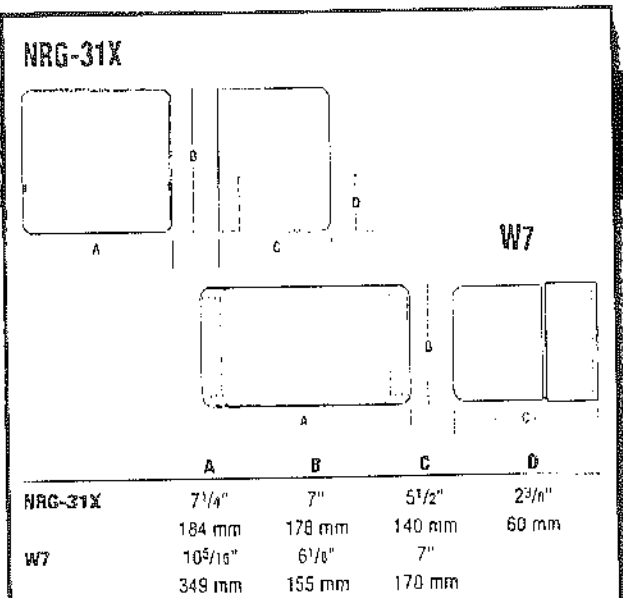
NOTE: All units have dark bronze powder paint finish, 120/277 dual voltage ballasts, and include medium base lamp.
NOTE: No options or accessories available.

ORDERING EXAMPLE W7

Series	Source	Voltage	Ballast	Weight
Catalog Number	Wattage	Voltage		lbs. kg
W750	70 HPS	QuadTap [™]	AL-HPF	8.0 3.6
W788	70 MH	QuadTap [™]	PLA	10.0 4.5

NOTE: All units have dark bronze powder paint finish, 120/277 dual voltage ballasts, and include medium base lamp.
NOTE: No options or accessories available.

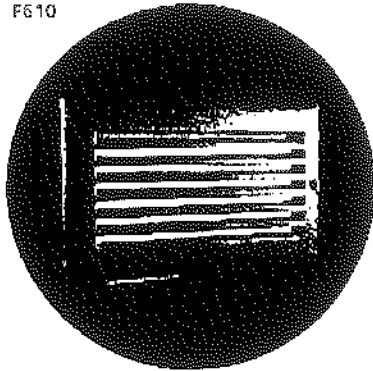
DIMENSIONS



F611/F610/432

Features

F610



- Cast aluminum construction for wet location applications. 432 is available in cast aluminum only, concrete pour construction. F611 and F610 have optional cast bronze construction and can be order for drywall or concrete pour locations. 432 has 1/2" wiring hubs while F611/F610 have 3/4" hubs.
- F611V5 is only offered in the 22 degree louvered face. 432 and F610 have either open glass face or louvered designs.
- Formed aluminum reflectors maximize output.
- Each series is offered in incandescent and compact fluorescent. See ordering information for selections.
- Standard finish is gray on 432 with optional dark bronze. F611 and F610 are offered in dark bronze, black, white and platinum. Optional cast bronze face has brushed satin finish.

Ordering Information Example: F610V3 - PLC13 - 120 - DBZ - XX

Series	Watts/Source	Volts	Finish	Options
F610V2	F610V2 Series Open Face	120V		Drywall ¹
F610V3	F610V3 Series Louvered Face	277V		Concrete Pour ²
F611V5	F611V5 Series Louvered Face	Multi-Tap (120/208/240/277V) 347V		Junction Box Through Wire Cast Bronze Face All Cast Bronze Fixture Fusing Lamp included.
F610V2 and F610V3	GX23-2 Base	Finish		
PLC13	Medium Base	DBZ	Dark Bronze	
60INC		BLK	Black	
F611V5	G23 Base	WHT	White	
PL7/9	Medium Base	SAL	Platinum	
40INC/T10				1 50 Hz 220/240V available. 2 Must select drywall or concrete pour.

STEPLIGHTS

AT STAIR FOR EMERGENCY LIGHTING

432



F611



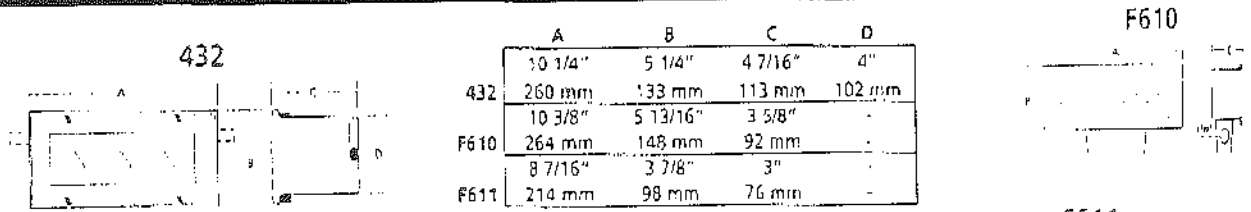
432 Series

Catalog Number	Lamp Type	Wattage	Lens Frame	Weight lbs. (kg)
432 ¹	Incandescent	75W max.	Glass lens with aluminum frame	6.5 (3)
432-21 ¹	Incandescent	75W max.	45° louvered aluminum frame	7 (3.2)
432-F9 ^{2,3}	Fluorescent	9W	Glass lens with aluminum frame	8 (3.6)
432-21-F9 ^{2,3}	Fluorescent	9W	45° louvered aluminum frame	9 (4.1)

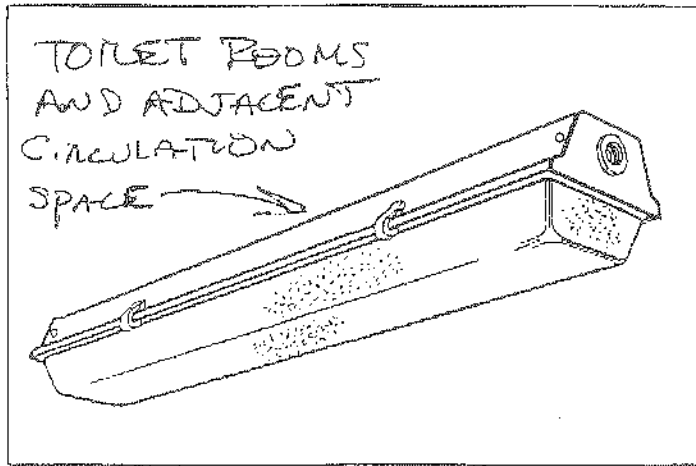
- 1 150" wiring needed.
- 2 Lamp included, PL-S type, 2-pin
- 3 277V available, consult factory for minimum quantity and pricing.

DEVINE DESIGN

Dimensions



Note: Rough-In for Drywall Installations
 F610 - 4 5/8" x 4 7/8" x 3 5/8"
 F611 - 7 3/16" x 3 3/8" x 3"



LU4-2 WL
LU8-2 WL
NAUTILUS
ENCLOSED AND GASKETED
RAPID START

Type: _____

Job Description: _____

FEATURES:

- U.L. listed for wet location.
- Aluminum housing for superior heat dissipation.
- Injection molded PVC ends.
- Polypropylene latches.
- 4' or 8' housings.
- One piece formed acrylic diffuser. Smooth outside for easy cleaning.
- Rotary lock lampholders.

SPECIFICATIONS:

Housing

Heavy die formed aluminum with a cast waterproof hub (1/2" thread). Fully gasketed.

Diffuser

Impact resistant acrylic. Smooth outside, prisms inside. Retained by injection molded polypropylene latches

Ballasts

Energy efficient, thermally protected, automatic resetting. Class P, high power factor, C.B.M., sound rated A, unless otherwise specified.

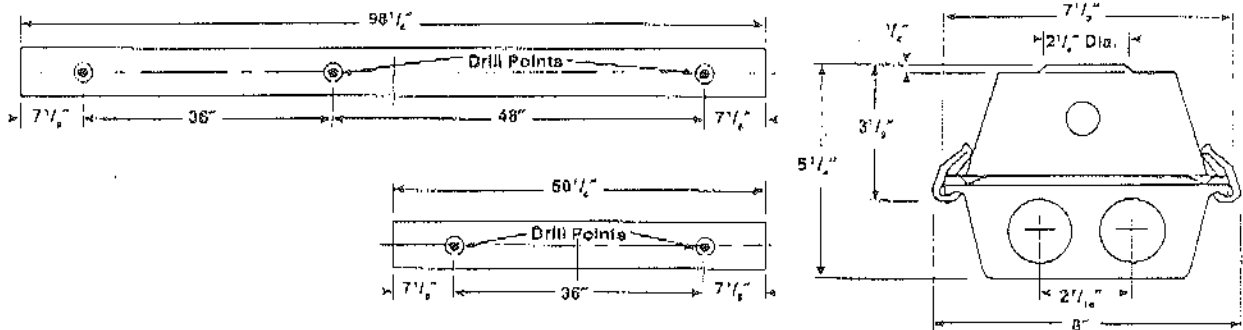
Finish

All parts pre-painted with high gloss baked white enamel, minimum reflectance 86%, applied over iron phosphate pre-treatment for maximum adhesion and corrosion resistance.

Labels

U.L. listed and labeled for wet location. (CSA approval available. Use Suffix "CSA").

Cross Section

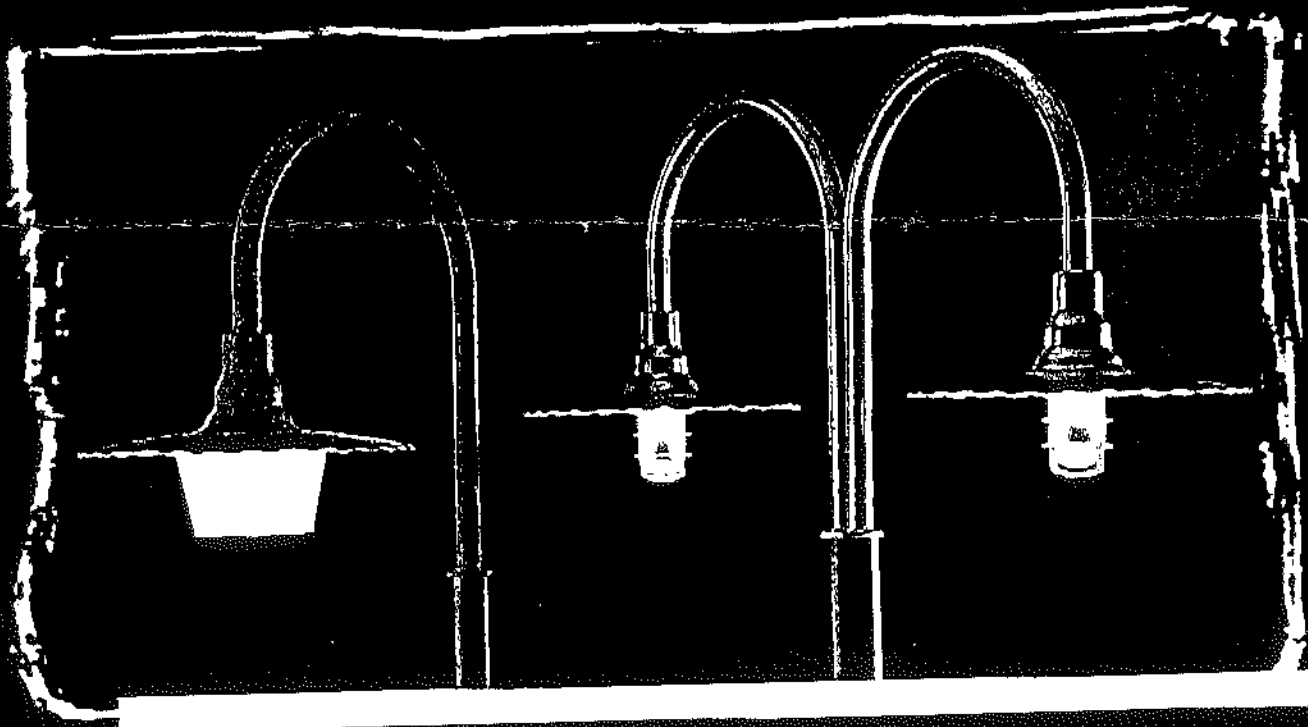
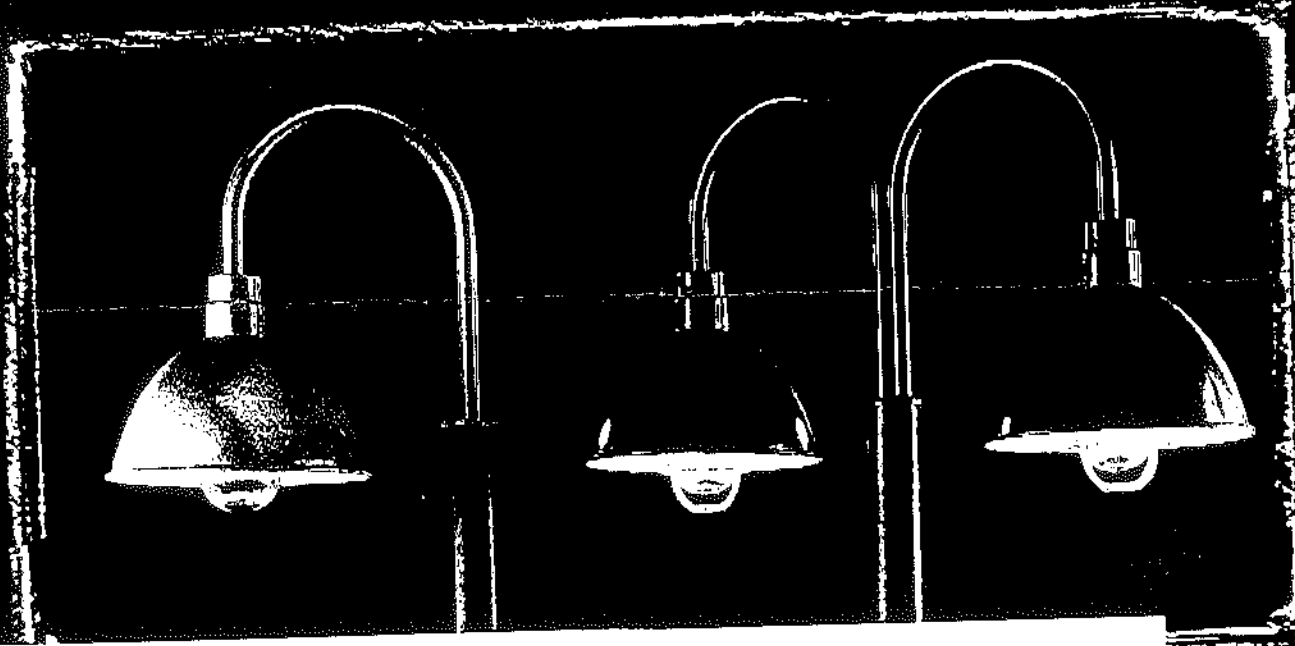


Note: Fixtures are designed for ceiling mounting only.

Note: All dimensions are in inches; dimensions are subject to change without notice. Please consult factory or check sample for verification.

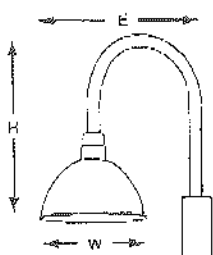

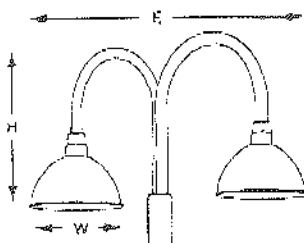
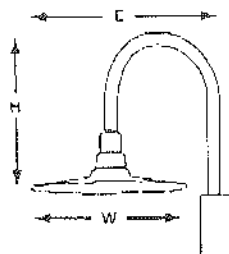

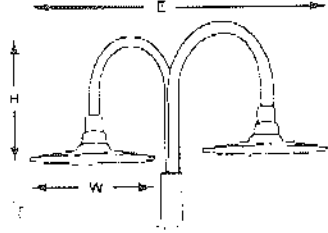

LURALINE

Post



LURALINE

Post

	CATALOG NUMBER	OPTIONAL DIFFUSERS†	STANDARD FINISHES	MAX. LAMP (INCAND.)*	HEIGHT (H)	WIDTH (W)	EXT. (E)
 <p>14114 P</p>	14114 P	CG, CPR, RF9, WPC	BL, DB, WH	200 W	21	14	22
	14114 P2	CG, CPR, RF9, WPC	BL, DB, WH	(2) 200 W	21	14	41
			*STANDARD MODELS - "BARE LAMP" - USE OF DIFFUSERS REDUCES MAX WATTAGE TO 100W. FLUORESCENT OPTIONS: -26Q/P, -26QE/P, -26QEV/P, -26QH/P, -26QVH/P, -26Q/P, -32TE/P, -32TEV/P, -42TE/P, -42TEV/P, -318QE/P††, -318QEV/P††, -318QH/P††, -318QVH/P†† H.I.D.OPTIONS: /LU35/P, /LU35H/P, /LU35VH/P, /LU50/P, /LU50H/P, /LU50VH/P, /LU70/P††, /LU70H/P††, /LU100/P††, /LU100H/P††, /MH50H/P, /MH50VH/P, /MH70H/P††, /MH70VH/P††				
NOTE: BALLAST HOUSED IN 3" O.D. POLE. (MINIMUM 2 3/4" I.D. REQUIRED.)							
 <p>14114P2</p>							
 <p>RW20 P</p>	RW20 P	CG, CPR, RF9, WPC	BL, DB, WH	200 W	19	20	25
			*STANDARD MODELS - "BARE LAMP" - USE OF DIFFUSERS REDUCES MAX WATTAGE TO 100W. FLUORESCENT OPTIONS: -9Q/P, -9QH/P, -9QVH/P, -13Q/P, -13QE/P, -13QEV/P, -13QH/P, -13QVH/P, -18Q/P, -18QE/P, -18QEV/P, -18QH/P, -18QVH/P, -22Q/P, -26TE/P, -26TEV/P, -32TE/P, -32TEV/P H.I.D.OPTIONS: /LU35/P, /LU35H/P, /LU35VH/P, /LU50/P, /LU50H/P, /LU50VH/P, /MH50H/P, /MH50VH/P				
NOTE: BALLAST HOUSED IN 3" O.D. POLE. (MINIMUM 2 3/4" I.D. REQUIRED.)							
THE FOLLOWING H.I.D. OPTIONS AVAILABLE ONLY WHEN USED WITH RF9 DIFFUSER: /LU70/P, /LU70H/P, /LU100/P, /LU100H/P, /MH70H/P, /MH70VH/P							
 <p>RW20 PR2</p>	RW20 PR	CG, CPR, RF9, WPC	BL, DB, WH	200 W	19	20	64
	RW20 PR2	CG, CPR, RF9, WPC	BL, DB, WH	(2) 200 W	19	20	64
		*STANDARD MODELS - "BARE LAMP" - USE OF DIFFUSERS REDUCES MAX WATTAGE TO 100W. FLUORESCENT OPTIONS: -9Q/P, -9QH/P, -9QVH/P, -13Q/P, -13QE/P, -13QEV/P, -13QH/P, -13QVH/P, -18Q/P, -18QE/P, -18QEV/P, -18QH/P, -18QVH/P, -22Q/P, -26TE/P, -26TEV/P, -32TE/P, -32TEV/P H.I.D.OPTIONS: /LU35/P, /LU35H/P, /LU35VH/P, /LU50/P, /LU50H/P, /LU50VH/P, /MH50H/P, /MH50VH/P					
NOTE: BALLAST HOUSED IN 4" O.D. POLE. (MINIMUM 3 3/4" I.D. REQUIRED.)							
THE FOLLOWING H.I.D. OPTIONS AVAILABLE ONLY WHEN USED WITH RF9 DIFFUSER: /LU70/P, /LU70H/P, /LU100/P, /LU100H/P, /MH70H/P, /MH70VH/P							

AT TURNS IN STAIRS

TALL H.I.D. AND FLUORESCENT LIGHT SOURCES REQUIRE THE USE OF OPTIONAL DIFFUSERS.
 NOTE: POSTS SOLD SEPARATELY - SEE PAGE 11 FOR ORDERING INFORMATION.

COMPACT SHIELDED WALLPACKS

NRG®31X/W7 SERIES POLYCARBONATE LENS

These units are designed to reduce or eliminate lamp brightness for applications with mounting heights of 6 to 12 feet. Cast aluminum housing provides secure mounting while polycarbonate lens offers vandal resistance.

FEATURES

NRG 31X SHIELDED LAMP

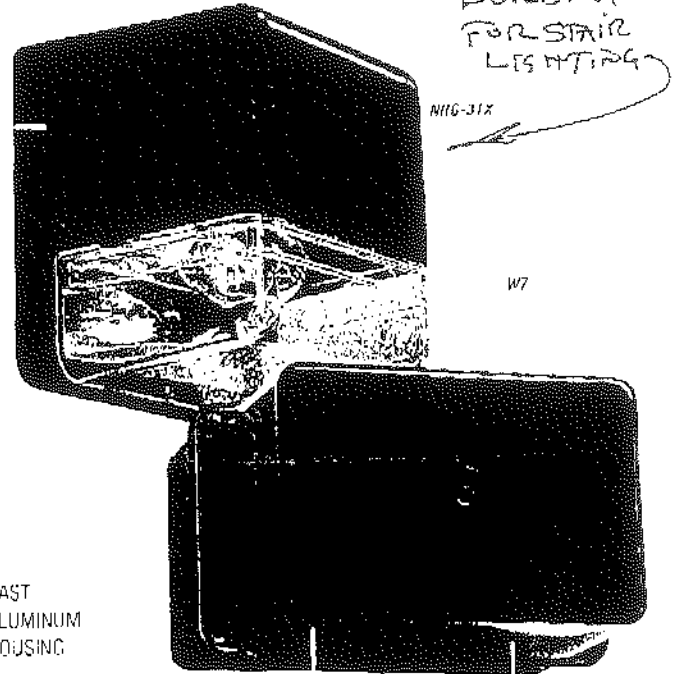
Lens is clear polycarbonate with recessed philips-drive stainless screws. Cast aluminum housing with powder coat protective finish. Mounts over recessed J-box by others. Specular reflector projects lumens out and down. Light trespass inhibitor allows additional field installed shielding. 50-70 watt HPS 120/277 volt, 50 watt MH 120/277 volt; lamp included. Dark bronze powder paint finish.

CSA certified for wet locations in North America.

W7 SERIES FULL CUTOFF

Clear polycarbonate lens with internal aluminum full cutoff shield. Four screw closure to housing gasket. Cast aluminum housing with 1/2" conduit hubs. Mounts over recessed J-box. Includes hardware. Specular reflector around axial lamp provides sharp cutoff and no face brightness. Dark skies friendly! 70 watt HPS or metal halide QuadTap™ (120, 200, 240, 277v); lamp included. Dark bronze powder paint finish.

UL listed for wet locations in North America.



CAST ALUMINUM HOUSING

PERFECT FOR LOW MOUNTING HEIGHTS

SPECULAR REFLECTOR PROVIDES SHARP CUTOFF

CLEAR POLYCARBONATE LENS

ORDERING INFORMATION

ORDERING EXAMPLE NRG-31X

NRG	31	S			
Family	Series	Wattage/Source			
Catalog Number	Wattage	Voltage	Ballast	Weight	
				lbs.	kg
HIGH PRESSURE SODIUM					
NRG-311	50	120/277	AL-HPF	6.5	2.9
NRG-317	70	120/277	AL-HPF	7.5	3.4
METAL HALIDE					
NRG-315	50	120/277	AL-HPF	6.5	2.9

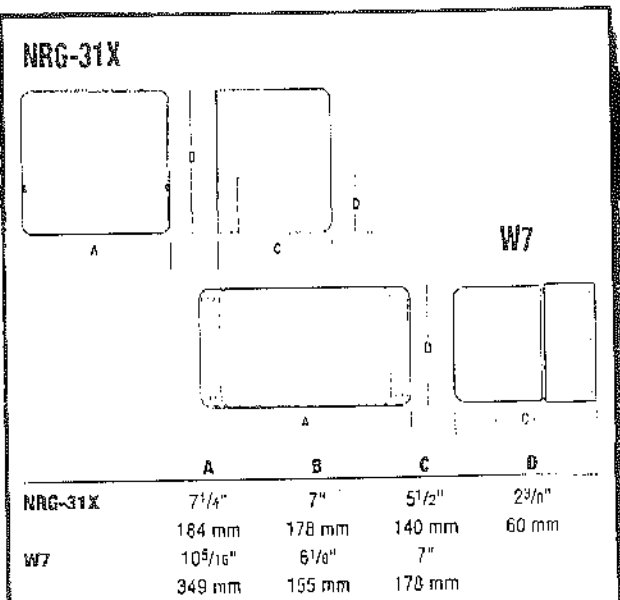
NOTE: All units have dark bronze powder paint finish, 120/277 dual voltage ballasts, and include medium base lamp.
NOTE: No options or accessories available.

ORDERING EXAMPLE W7

W7	H	S			
Series	Source	Voltage			
Catalog Number	Wattage	Voltage	Ballast	Weight	
				lbs.	kg
W758	70 HPS	QuadTap™	AL-HPF	8.0	3.6
W7H8	70 MH	QuadTap™	PLA	10.0	4.5

NOTE: All units have dark bronze powder paint finish, 120/277 dual voltage ballasts, and include medium base lamp.
NOTE: No options or accessories available.

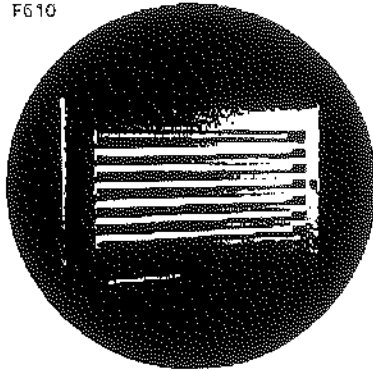
DIMENSIONS



F611/F610/432

Features

F610



- Cast aluminum construction for wet location applications. 432 is available in cast aluminum only, concrete pour construction. F611 and F610 have optional cast bronze construction and can be order for drywall or concrete pour locations. 432 has 1/2" wiring hubs while F611/F610 have 3/4" hubs.
- F611V5 is only offered in the 22 degree louvered face. 432 and F610 have either open glass face or louvered designs.
- Formed aluminum reflectors maximize output.
- Each series is offered in incandescent and compact fluorescent. See ordering information for selections.
- Standard finish is gray on 432 with optional dark bronze. F611 and F610 are offered in dark bronze, black, white and platinum. Optional cast bronze face has brushed satin finish.

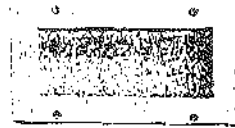
Ordering Information Example: F610V3 - PLC13 - 120 - DBZ - XX

Series	Watts/Source	Volts	Finish	Options
F610V2	F610V2 Series Open Face	120V		
F610V3	F610V3 Series Louvered Face	277V		
F611V5	F611V5 Series Louvered Face	277V		
		347V		
			Dark Bronze	
			Black	
			White	
			Platinum	
				1 50 Hz 220/240V available
				2 Must select drywall or concrete pour.

STEPLIGHTS

AT STAIR FOR EMERGENCY LIGHTING

432



F611



432 Series

Catalog Number	Lamp Type	Wattage	Lens Frame	Weight (lbs./kg)
432 ¹	Incandescent	75W max.	Glass lens with aluminum frame	6.5 (3)
432-21 ¹	Incandescent	75W max.	45° louvered aluminum frame	7 (3.2)
432-F9 ^{2,3}	Fluorescent	9W	Glass lens with aluminum frame	8 (3.6)
432-21-F9 ^{2,3}	Fluorescent	9W	45° louvered aluminum frame	9 (4.1)

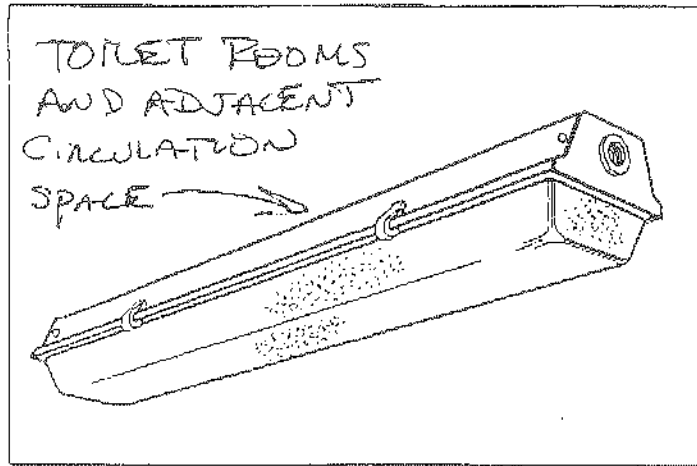
- 1 150' wiring needed.
- 2 Lamp included, PL-5 type, 2-pin
- 3 277V available, consult factory for minimum quantity and pricing.

DEVINE DESIGN

Dimensions

	A	B	C	D
432	10 1/4"	5 1/4"	4 7/16"	4"
	260 mm	133 mm	113 mm	102 mm
F610	10 3/8"	5 13/16"	3 5/8"	-
	264 mm	148 mm	92 mm	-
F611	8 7/16"	3 7/8"	3"	-
	214 mm	98 mm	76 mm	-

Note: Rough-in for Drywall Installations
 F610 - 4 5/8" x 4 7/8" x 3 5/8"
 F611 - 7 3/16" x 3 3/8" x 3"



LU4-2 WL
LU8-2 WL
NAUTILUS
ENCLOSED AND GASKETED
RAPID START

Type: _____

Job Description: _____

FEATURES:

- U.L. listed for wet location.
- Aluminum housing for superior heat dissipation.
- Injection molded PVC ends.
- Polypropylene latches.
- 4' or 8' housings.
- One piece formed acrylic diffuser. Smooth outside for easy cleaning.
- Rotary lock lampholders.

SPECIFICATIONS:

Housing

Heavy die formed aluminum with a cast waterproof hub (1/2" thread). Fully gasketed.

Diffuser

Impact resistant acrylic. Smooth outside, prisms inside. Retained by injection molded polypropylene latches.

Ballasts

Energy efficient, thermally protected, automatic resetting. Class P, high power factor, C.B.M., sound rated A, unless otherwise specified.

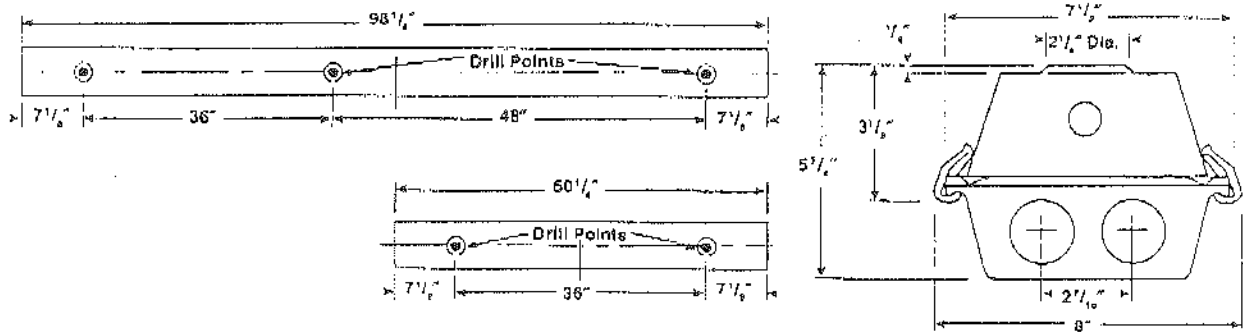
Finish

All parts pre-painted with high gloss baked white enamel, minimum reflectance 86%, applied over iron phosphate pre-treatment for maximum adhesion and corrosion resistance.

Labels

U.L. listed and labeled for wet location. (CSA approval available. Use Suffix "CSA").

Cross Section

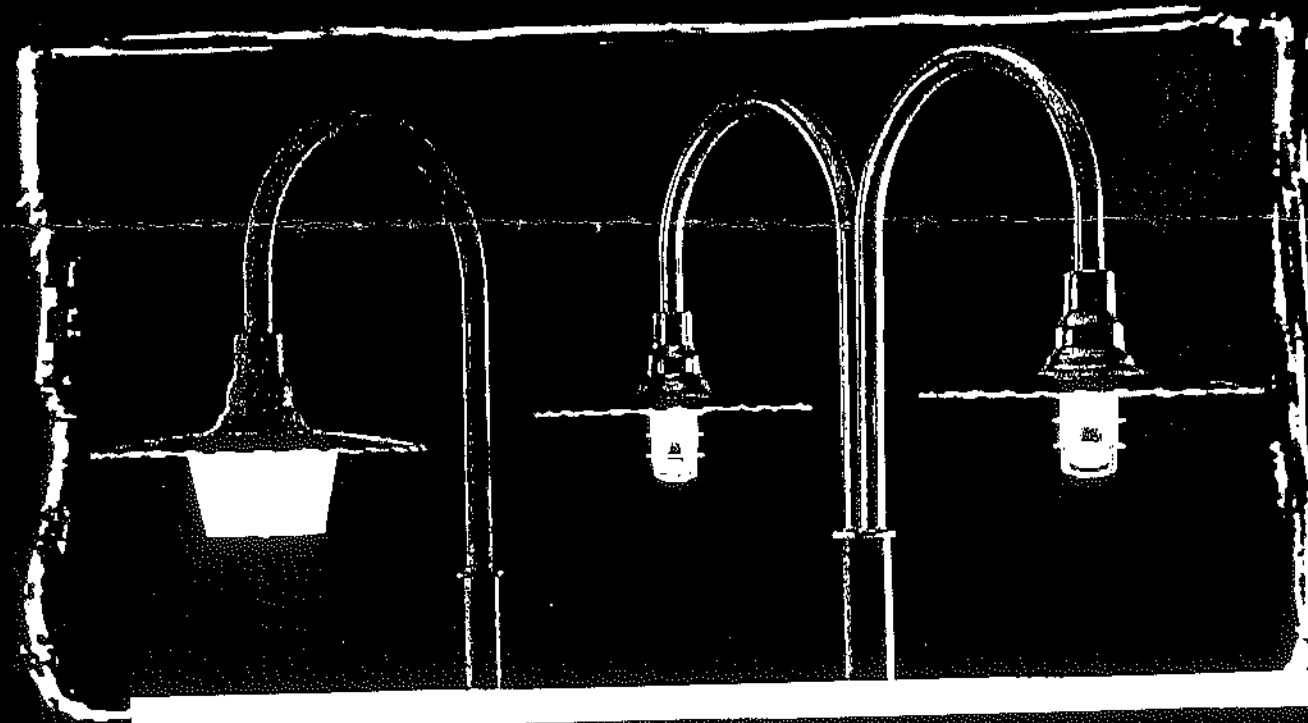
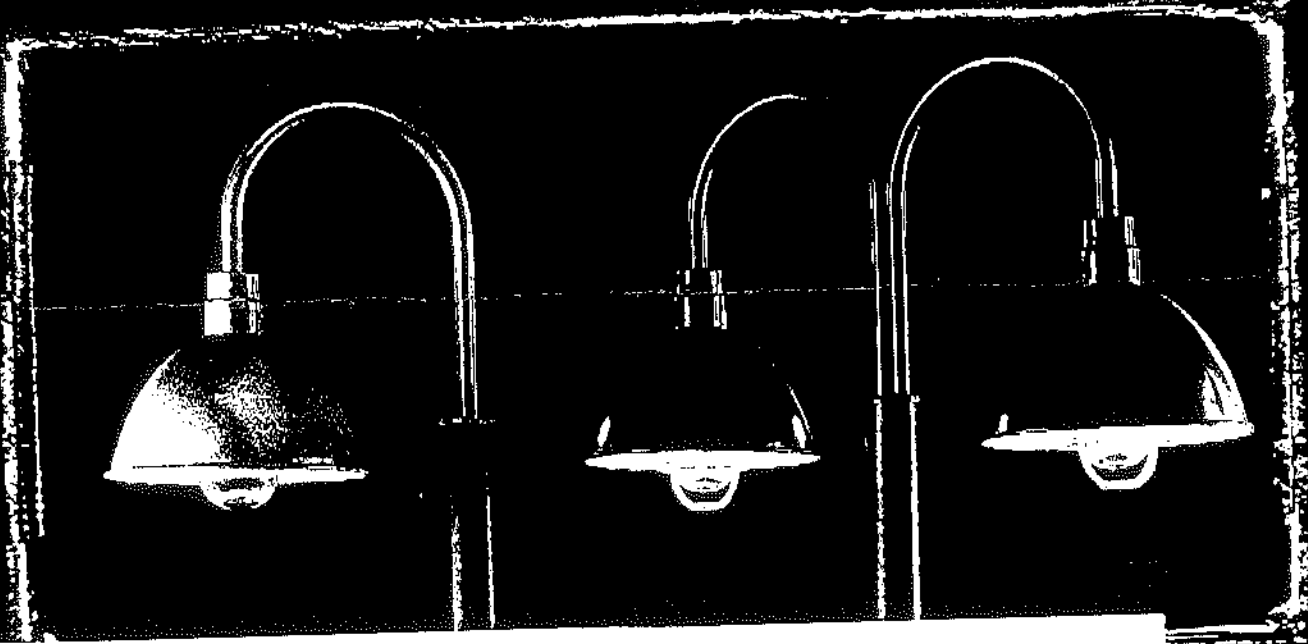


Note: Fixtures are designed for ceiling mounting only.

Note: All dimensions are in inches; dimensions are subject to change without notice. Please consult factory or check sample for verification.

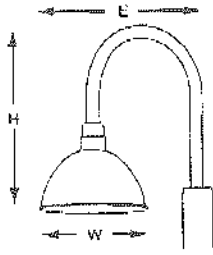

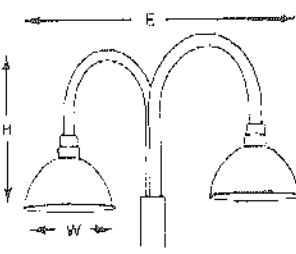
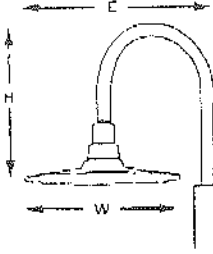

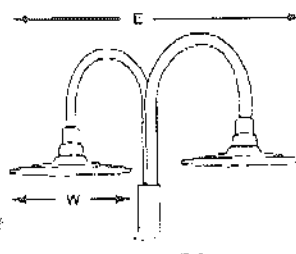

LURALINE

Post



LURALINE

Post

	CATALOG NUMBER	OPTIONAL DIFFUSERS†	STANDARD FINISHES	MAX. LAMP (INCAND.)*	HEIGHT (H)	WIDTH (W)	EXT. (E)
 <p>14114 P</p>	14114 P	CG, CPR, RF9, WPC	BL, DB, WH	200 W	21	14	22
	14114 P2	CG, CPR, RF9, WPC	BL, DB, WH	(2) 200 W	21	14	41
			*STANDARD MODELS - "BARE LAMP" - USE OF DIFFUSERS REDUCES MAX WATTAGE TO 100W. FLUORESCENT OPTIONS: -26Q/P, -26QE/P, -26QEV/P, -26QH/P, -26QVH/P, -28Q/P, -32TE/P, -32TEV/P, -42TE/P, -42TEV/P, -51BQE/P††, -310QEV/P††, -318QH/P††, -318QVH/P†† H.I.D. OPTIONS: /LU35/P, /LU35H/P, /LU35VH/P, /LU50/P, /LU50H/P, /LU50VH/P, /LU70/P††, /LU70H/P††, /LU100/P††, /LU100H/P††, /MH50H/P, /MH50VH/P, /MH70H/P††, /MH70VH/P††				
			NOTE: BALLAST HOUSED IN 3" O.D. POLE (MINIMUM 2 3/4" I.D. REQUIRED.)				
 <p>14114P2</p>							
			AT TURNS IN STAIRS				
 <p>RW20 P</p>	RW20 P	CG, CPR, RF9, WPC	BL, DB, WH	200 W	19	20	25
			CG, CPR, RF9, WPC	BL, DB, WH	(2) 200 W	19	20
			*STANDARD MODELS - "BARE LAMP" - USE OF DIFFUSERS REDUCES MAX WATTAGE TO 100W. FLUORESCENT OPTIONS: -9Q/P, -9QH/P, -9QVH/P, -13Q/P, -13QE/P, -13QEV/P, -13QH/P, -13QVH/P, -18Q/P, -18QE/P, -18QEV/P, -18QH/P, -18QVH/P, -22Q/P, -26TE/P, -26TEV/P, -32TE/P, -32TEV/P H.I.D. OPTIONS: /LU35/P, /LU35H/P, /LU35VH/P, /LU50/P, /LU50H/P, /LU50VH/P, /MH50H/P, /MH50VH/P THE FOLLOWING H.I.D. OPTIONS AVAILABLE ONLY WHEN USED WITH RF9 DIFFUSER: /LU70/P, /LU70H/P, /LU100/P, /LU100H/P, /MH70H/P, /MH70VH/P NOTE: BALLAST HOUSED IN 3" O.D. POLE. (MINIMUM 2 3/4" I.D. REQUIRED.)				
			NOTE: BALLAST HOUSED IN 3" O.D. POLE. (MINIMUM 2 3/4" I.D. REQUIRED.)				
			THE FOLLOWING H.I.D. OPTIONS AVAILABLE ONLY WHEN USED WITH RF9 DIFFUSER: /LU70/P, /LU70H/P, /LU100/P, /LU100H/P, /MH70H/P, /MH70VH/P				
 <p>RW20 PR2</p>	RW20 PR	CG, CPR, RF9, WPC	BL, DB, WH	200 W	19	20	64
	RW20 PR2	CG, CPR, RF9, WPC	BL, DB, WH	(2) 200 W	19	20	64
			*STANDARD MODELS - "BARE LAMP" - USE OF DIFFUSERS REDUCES MAX WATTAGE TO 100W. FLUORESCENT OPTIONS: -9Q/P, -9QH/P, -9QVH/P, -13Q/P, -13QE/P, -13QEV/P, -13QH/P, -13QVH/P, -18Q/P, -18QE/P, -18QEV/P, -18QH/P, -18QVH/P, -22Q/P, -26TE/P, -26TEV/P, -32TE/P, -32TEV/P H.I.D. OPTIONS: /LU35/P, /LU35H/P, /LU35VH/P, /LU50/P, /LU50H/P, /LU50VH/P, /MH50H/P, /MH50VH/P NOTE: BALLAST HOUSED IN 4" O.D. POLE. (MINIMUM 3 3/4" I.D. REQUIRED.)				
			NOTE: BALLAST HOUSED IN 4" O.D. POLE. (MINIMUM 3 3/4" I.D. REQUIRED.)				
			THE FOLLOWING H.I.D. OPTIONS AVAILABLE ONLY WHEN USED WITH RF9 DIFFUSER: /LU70/P, /LU70H/P, /LU100/P, /LU100H/P, /MH70H/P, /MH70VH/P				

†ALL H.I.D. AND FLUORESCENT LIGHT SOURCES REQUIRE THE USE OF OPTIONAL DIFFUSERS.

NOTE: POSTS SOLD SEPARATELY - SEE PAGE 11 FOR ORDERING INFORMATION.

COMPACT SHIELDED WALLPACKS

NRG[®]31X/W7 SERIES POLYCARBONATE LENS

These units are designed to reduce or eliminate lamp brightness for applications with mounting heights of 6 to 12 feet. Cast aluminum housing provides secure mounting while polycarbonate lens offers vandal resistance.

FEATURES

NRG 31X SHIELDED LAMP

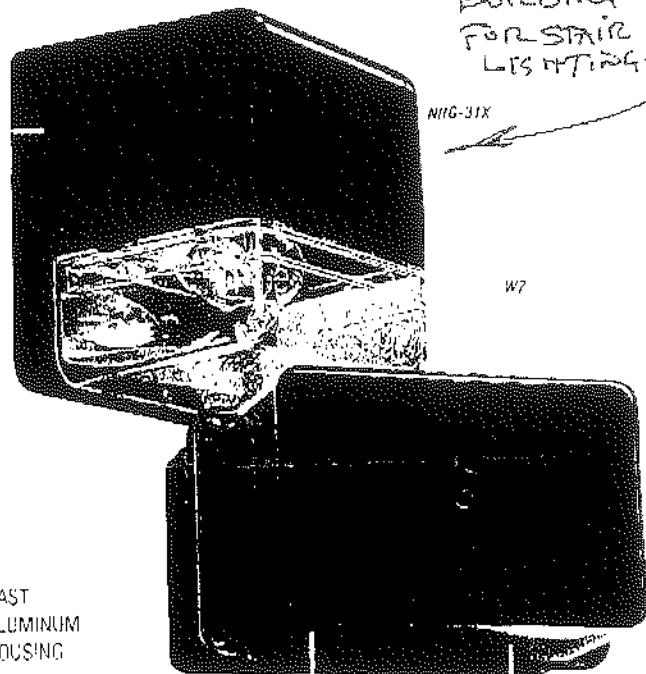
Lens is clear polycarbonate with recessed philips-drive stainless screws. Cast aluminum housing with powder coat protective finish. Mounts over recessed J-box by others. Specular reflector projects lumens out and down. Light trespass inhibitor allows additional field installed shielding. 50-70 watt HPS 120/277 volt, 50 watt MH 120/277 volt; lamp included. Dark bronze powder paint finish.

CSA certified for wet locations in North America.

W7 SERIES FULL CUTOFF

Clear polycarbonate lens with internal aluminum full cutoff shield. Four screw closure to housing gasket. Cast aluminum housing with 1/2" conduit hubs. Mounts over recessed J-box. Includes hardware. Specular reflector around axial lamp provides sharp cutoff and no face brightness. Dark skies friendly! 70 watt HPS or metal halide QuadTap[®] (120, 208, 240, 277v); lamp included. Dark bronze powder paint finish.

UL listed for wet locations in North America.



PERFECT FOR LOW
MOUNTING HEIGHTS

SPECULAR REFLECTOR
PROVIDES SHARP CUTOFF

CLEAR
POLYCARBONATE
LENS

ORDERING INFORMATION

ORDERING EXAMPLE NRG-31X

NRG	31	S			
Symbol	Series	Wattage/ Source			
Catalog Number	Wattage	Voltage	Ballast	Weight	
				lbs.	kg
HIGH PRESSURE SODIUM					
NRG-311	50	120/277	AL-HPF	6.5	2.9
NRG-317	70	120/277	AL-HPF	7.5	3.4
METAL HALIDE					
NRG-315	50	120/277	AL-HPF	6.5	2.9

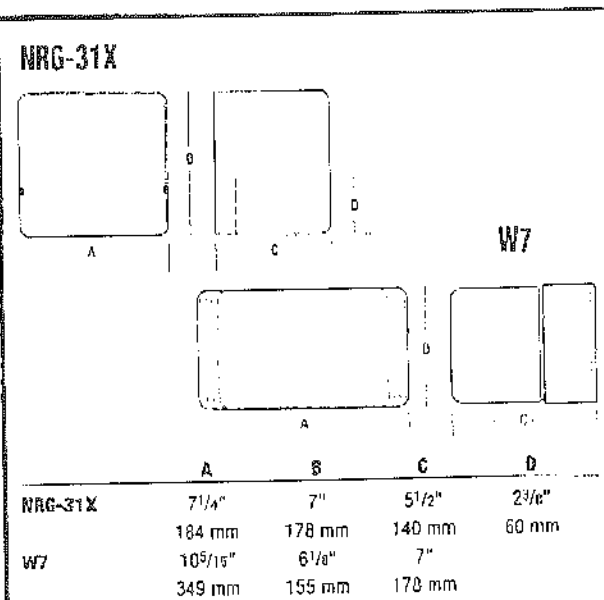
NOTE: All units have dark bronze powder paint finish, 120/277 dual voltage ballasts, and include medium base lamp.
NOTE: No options or accessories available.

ORDERING EXAMPLE W7

W7	H	B			
Series	Source	Voltage			
Catalog Number	Wattage	Voltage	Ballast	Weight	
				lbs.	kg
W7SB	70 HPS	QuadTap [®]	AL-HPF	8.0	3.6
W7HR	70 MH	QuadTap [®]	PLA	10.0	4.5

NOTE: All units have dark bronze powder paint finish, 120/277 dual voltage ballasts, and include medium base lamp.
NOTE: No options or accessories available.

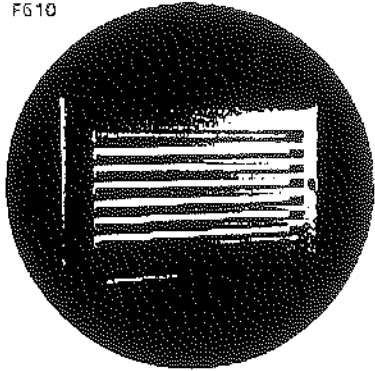
DIMENSIONS



F611/F610/432

Features

F610



- Cast aluminum construction for wet location applications. 432 is available in cast aluminum only, concrete pour construction. F611 and F610 have optional cast bronze construction and can be order for drywall or concrete pour locations. 432 has 1/2" wiring hubs while F611/F610 have 3/4" hubs.
- F611V5 is only offered in the 22 degree louvered face. 432 and F610 have either open glass face or louvered designs.
- Formed aluminum reflectors maximize output.
- Each series is offered in incandescent and compact fluorescent. See ordering information for selections.
- Standard finish is gray on 432 with optional dark bronze. F611 and F610 are offered in dark bronze, black, white and platinum. Optional cast bronze face has brushed satin finish.

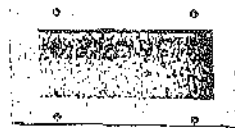
Ordering Information Example: F610V3 - PLC13 - 120 - DBZ - XX

Series	Watts/Source	Volts	Finish	Options
F610V2	F610V2 Series Open Face	120V		Drywall ¹
F610V3	F610V3 Series Louvered Face	277V		Concrete Pour ¹
F611V5	F611V5 Series Louvered Face	277V		Junction Box Through Wet
		347V		Cast Bronze Face
				All Cast Bronze Fixture
				Fusing
				Lamp Included.
Wattage/Source		Finish		
F610V2 and F610V3	GX23-2 Base	DBZ	Dark Bronze	
PLC13	Medium Base	BLK	Black	
60INC		WHT	White	
F611V5	G23 Base	SAL	Platinum	
PL7/9				1 50 Hz 220/240V available
40INC/T10	Medium Base			2 Must select drywall or concrete pour.

STEPLIGHTS

AT STAIR FOR EMERGENCY LIGHTING

432



F611



432 Series

Catalog Number	Lamp Type	Wattage	Lens Frame	Weight lbs./Lgt
432 ¹	Incandescent	75W max.	Glass lens with aluminum frame	6.5 (3)
432-21 ¹	Incandescent	75W max.	45° louvered aluminum frame	7 (3.2)
432-F9 ^{2,3}	Fluorescent	9W	Glass lens with aluminum frame	3 (3.6)
432-21-F9 ^{2,3}	Fluorescent	9W	45° louvered aluminum frame	9 (4.1)

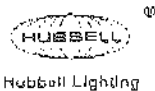
- 1 150" wiring needed.
- 2 Lamp included, PL-S type, 2-pin
- 3 277V available, consult factory for minimum quantity and pricing.

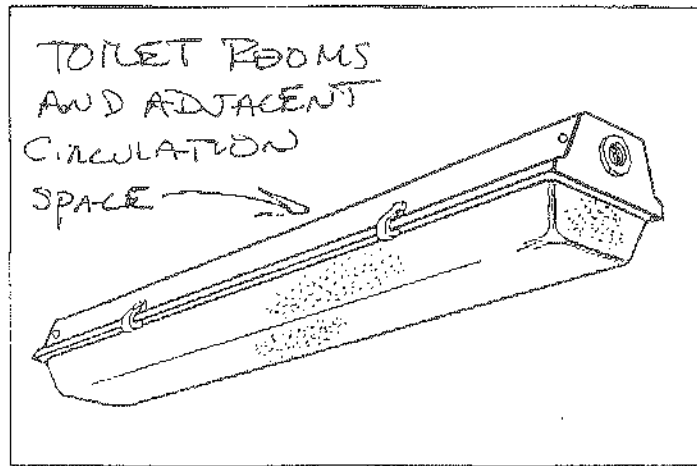
DEVINE DESIGN

Dimensions

	A	B	C	D
432	10 1/4"	5 1/4"	4 7/16"	4"
	260 mm	133 mm	113 mm	102 mm
F610	10 3/8"	5 13/16"	3 5/8"	-
	264 mm	148 mm	92 mm	-
F611	8 7/16"	3 7/8"	3"	-
	214 mm	98 mm	76 mm	-

Note: Rough-In for Drywall Installations
 F610 - 9 5/8" x 4 7/8" x 3 5/8"
 F611 - 7 3/16" x 3 3/8" x 3"





LU4-2 WL
LU8-2 WL
NAUTILUS
ENCLOSED AND GASKETED
RAPID START

Type: _____

Job Description: _____

FEATURES:

- U.L. listed for wet location.
- Aluminum housing for superior heat dissipation.
- Injection molded PVC ends.
- Polypropylene latches.
- 4' or 8' housings.
- One piece formed acrylic diffuser. Smooth outside for easy cleaning.
- Rotary lock lampholders.

SPECIFICATIONS:

Housing

Heavy die formed aluminum with a cast waterproof huc (1/2" thread). Fully gasketed.

Diffuser

Impact resistant acrylic. Smooth outside, prisms inside. Retained by injection molded polypropylene latches.

Ballasts

Energy efficient, thermally protected, automatic resetting, Class P, high power factor, C.B.M., sound rated A, unless otherwise specified.

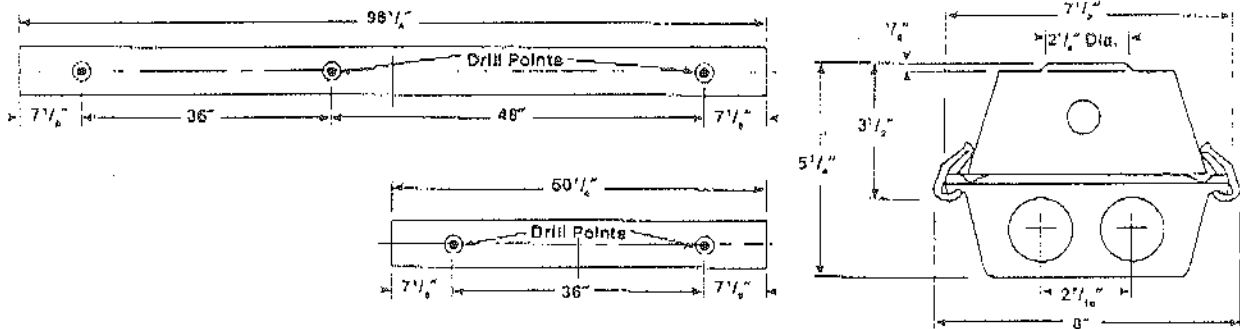
Finish

All parts pre-painted with high gloss baked white enamel, minimum reflectance 86%, applied over iron phosphate pre-treatment for maximum adhesion and corrosion resistance.

Labels

U.L. listed and labeled for wet location. (CSA approval available. Use Suffix "CSA").

Cross Section

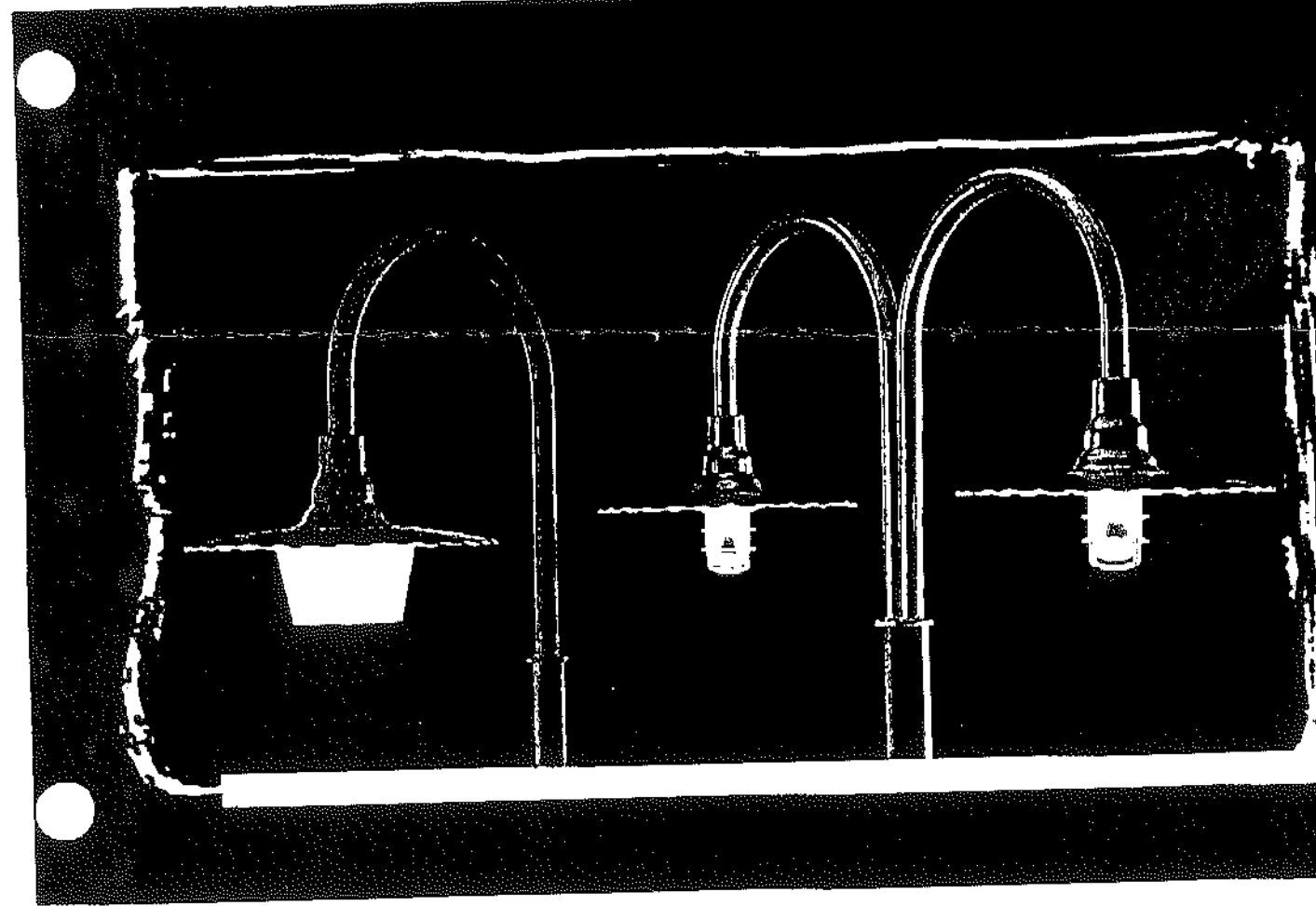
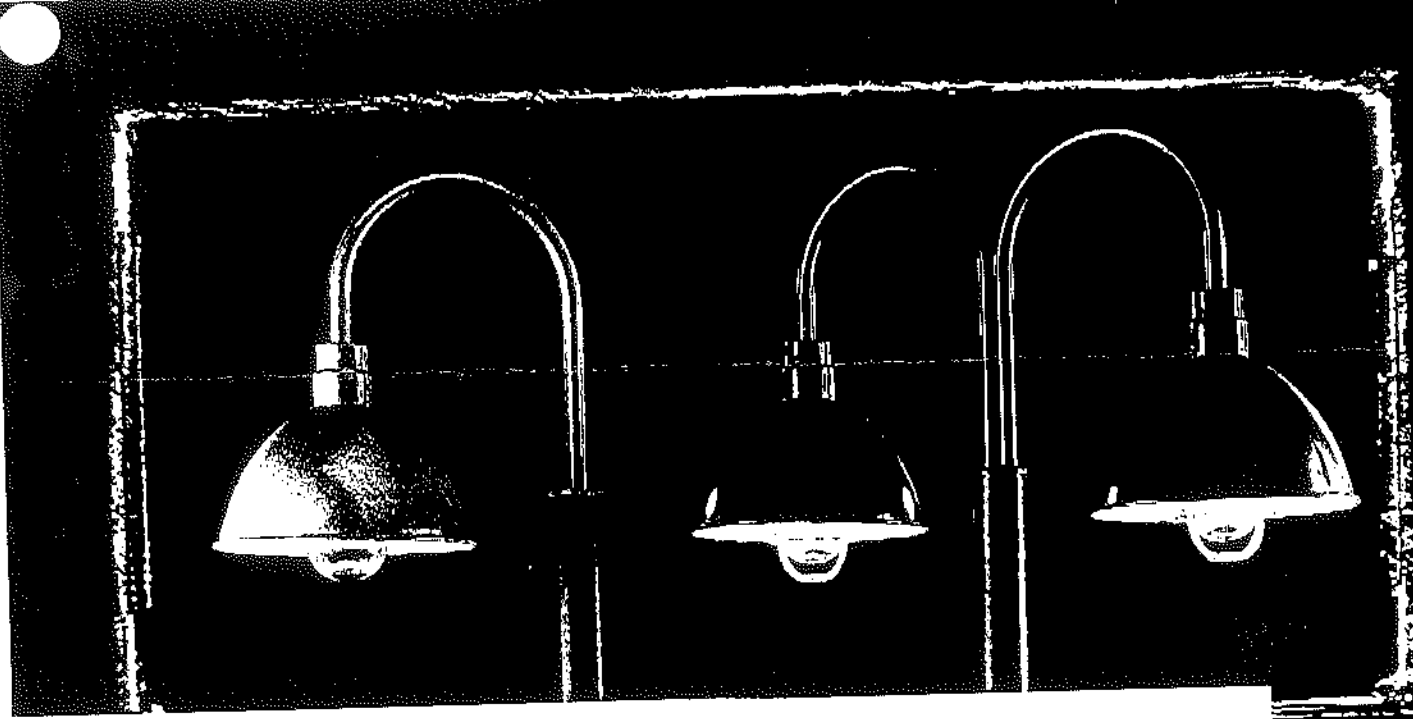


Note: Fixtures are designed for ceiling mounting only.

Note: All dimensions are in inches; dimensions are subject to change without notice. Please consult factory or check sample for verification.

LURALINE

Post



A picnic area is proposed on the far northerly side of the property adjacent to the stadium (near the railroad property). This is divided into two sections, the first space would be rented by private groups; the second would be available for the general public.

The locker room facilities of the Expo will be used by the baseball teams. A fenced-in area (about 65 feet long) adjacent to the stadium will provide access to the Expo.

The City has retained the services of Portland Design Team Architects to develop a design concept for the facade of the stadium. A perspective of the stadium is shown as Attachment C. An important design element of the stadium is how the lower level of the grandstand is enclosed and wraps around the stadium as viewed from Park Avenue.

The design incorporates a metal seam shed roof (colored) to provide cover for the concourse facilities. The wall of the lower grandstand (12 feet high) would be constructed of concrete block. The metal seam material would be extended down the concrete block wall several feet to visually lower the perceived height of the wall. The steel support members of the stadium would be covered with brick from the top of the wall to the ground. These would in effect form wide columns that would help break up the long expanse of the wall. The original Expo building incorporates pillar like patterns in the front and rear facade of the building.

The design incorporates a major entranceway into the stadium. It includes the utilization of colored metal panels, brick and concrete block.

The submitted facade plan represents the minimum level of improvements proposed by the City. Portland Design Team is in the process of assisting the City in determining the type of concrete blocks or patterns that might be used for the wall. The facade design also allows the City the option to further develop the "entrance facade" of the stadium which Portland Design Team has been working on. The basic theme and design of the stadium provides an appropriate design for the ball park and the neighboring area. Should there be significant refinements or changes to the facade, the plan could be referred to the Board for review at a later date.

As discussed previously, to meet requirements of the Site Location Law, all development on the site since 1970 must be considered in this review. This development includes the Ice Arena (1984), a modular classroom at King Junior High School (1987) and the press box at Fitzpatrick Stadium. To provide background information on these projects, Attachments E include a copy of the Planning Board report for the Ice Arena and the modular classroom projects. Traffic, circulation, drainage and utility concerns are addressed in these reports. All three of these projects are fully functional and presently demonstrate the capability of meeting the Site Plan (Site Location Law) standards.

Staff Review

The proposal has been reviewed for compliance with the Site Plan Ordinance and Recreation Open Space Development Standards of the Land Use Code. The plan has been reviewed by Building Inspection Services, Fire Department and the Planning Department.

A. Site Plan Review

1/2. Traffic

A traffic and parking study has been submitted by the applicant. This document has been previously distributed (yellow cover). The traffic analysis has included a review of traffic conditions in the vicinity of the site including safety and traffic capacity issues. Two key study area intersections (Park Avenue/Deering Avenue and Park Avenue/St. John Street) were found to operate at an acceptable level of service "D" or better during both pre-game and post-game peak travel conditions provided that minor roadway striping occurs. The necessary roadway striping will take place in 1993.

The report's conclusions and recommendations are outlined on pages 9-11 of the report. One of the report's recommendations is that a Field Operations Handbook be developed to implement a number of the recommendations.

The City has contracted with an independent Traffic Consultant (William Eaton) to review the traffic report prepared by the City's Traffic Division. This has been done to assure that the traffic analysis and recommendation subject to Site Location Law are appropriately addressed. The Maine Department of Transportation, the agency that normally reviews traffic issues for the DEP in a State Site Location Law, has been consulted with in this process. Mr. Eaton gave a presentation to the Board of his report at the last workshop. See Attachment F. A summary of the report's findings are shown on page 6. The highlights of the report's findings are shown below:

- * Protected traffic associated with the Ball Park can be accommodated on streets in the vicinity of the Field at acceptable levels of service;
- * Parking supply proposed is adequate;
- * A single crosswalk should be established on Park Avenue at the main entrance of the Ball Park, and that a crossing guide and adequate street lighting be provided;
- * Adequate lighting should be installed in the vicinity of the Stadium for pedestrian safety.

Since the Board's last workshop, the City has received feedback from the DEP that the City's traffic study should have traced traffic beyond the immediate area of the stadium.

At a meeting held on March 12, 1993, attended by City, Maine Department of Environmental Protection and Maine Department of Transportation staff, 27 additional intersections were identified which will require an analysis of traffic conditions. The City has collected field data on 23 of these intersections. The additional 4 intersections will be surveyed shortly. It is expected within several weeks that all of the necessary traffic analysis will be completed. The City's findings will then be forwarded to MDOT and DEP for review.

The applicant is facing a tight time schedule for construction of the ball park. The ball park must be constructed and be ready for occupancy in one year. In order to meet this timeframe, the project must be initiated as soon as possible. Since the required traffic analysis is well under way and nearing completion, it is recommended that the following site plan condition of approval be considered for the stadium by the Board.

The City Traffic Engineer shall complete the traffic study and review thereof for all intersections as jointly determined by MDEP, MDOT and the City within forty-five (45) days of the date of this approval and any identified deficiencies that require mitigation shall be identified prior to the forty-five (45) day period and a plan of improvement prepared prior to the issuance of a Certificate of Occupancy.

This condition would require that all of the traffic analysis be completed including identification of any deficiencies within forty-five (45) days of the Planning Board approval. A plan of improvements for these deficiencies would need to be prepared prior to the issuance of a Certificate of Occupancy for the ball park. This condition is consistent with the discussions that the City, MDOT and MDEP held on March 12th.

Parking

The parking report (see blue cover page in the traffic study) indicates that 1,693 parking spaces will be required if the 6,000 seat stadium is fully occupied. It is estimated (Institute of Transportation Engineers and ENO Foundation for Transportation, Inc.) that 85% of stadium spectators will arrive by private automobile. Data from the Professional Baseball Association recommends one parking space per three attendees for a baseball game (see figure 3). This yields a net demand of 1,693 spaces for Hadlock Field (see table 1). It is expected, however, that there will be only six sell-outs during the baseball season.

The site plan indicates that there are 58 parking spaces on the Hadlock Field site for Lot A and 29 parking spaces for Lot B. However, by using attendant controlled (tandem) parking, the Hadlock Field parking lot could yield 108 spaces for Lot A and 50 spaces for Lot B (see figure 6); Fitzpatrick Stadium (403 spaces); and King School (215 spaces), for a total of 776 spaces. These three lots combined provide enough parking needs for an average attendance ballgame. At a minimum, two parking lot attendants would need to be assigned to direct vehicles in a tandem arrangement. The King School lot will require minor construction for a 300 foot thru-drive to effectively use tandem parking.

The report indicates that there are 462 on-street unrestricted parking spaces recommended for ballgame use (portions of Deering Avenue, Park Avenue and State Street and all of St. James Street).

Municipal off-street parking in Deering Oaks, Hadlock Field (lot A) and St. James Street lot would add another 545 spaces.

Parking described in the three previous paragraphs would total 1,720 regular spaces and 2,229 tandem spaces, well above the 1,693 spaces projected demand for a sellout (see table 3). The City has also identified an additional exceeding 2,000 spaces in private lots near the stadium (see table 5). These spaces include Maine Medical Center (500 spaces after 5:00 p.m.), USM campus (Bedford Street parking lot, 500 during the summer), and other parking lots that can be used during off-hours. The City has had preliminary discussions with several of these property owners on their interest in baseball parking. The USM/Marginal Way parking lot (369 spaces) could be used during the summer with a shuttle service.

The Zoning Ordinance does not have a parking standard for stadiums. However, under the development standards section of the R-OS Zone (section 14-158(7)), parking is addressed.

"Off-street parking shall conform to the requirements of Division 20 of this article, where applicable. Otherwise, off-street parking adequate to serve projected employee and visitor needs shall be provided. Parking needs projections provided by the applicant or the Planning Department should be considered in the review."

The applicant has provided documentation indicating a projected parking demand in the parking report. The Board, in reviewing this standard, will need to determine whether the projected demand and parking facilities are appropriate.

One of the policy statements of the R-OS Zone is to preserve and protect open space. Rather than developing large new parking lots in a city park, the City is proposing to use existing parking facilities in the area so that massive black top parking areas will not be required. This is consistent with the stated city land use policy of preserving open spaces zoned R-OS.

3. Bulk, Location or Height of proposed structures and proposed uses thereof will not cause health or safety problems as to existing uses in the neighborhood.

There are no known health and safety problems associated with the proposed use including impacts related to a reduction in light, air, significant wind impact and any significant snow loading on any neighboring structure. The proposed stadium is located a minimum 145 feet from the nearest off-site building which forestalls such concerns. Safety issues related to traffic are addressed in section 1 of this report.

4. Bulk, Location or Height of proposed structures minimizes, to the extent feasible, any substantial diminution in the value or utility to neighboring structures:

The project will not cause a substantial diminution in the value or utility to neighboring structures.

The proposed development is located on a large site with existing buildings and fields that function as a major sports complex facility. The project will create a new stadium structure for the existing Hadlock Field.

The apparent bulk of the building is reduced by its circular shape, limited depth and the fact that the grandstand is the only enclosed portion of the building. The height of the stadium is less than that of the Expo.

5. Sewers, Sanitary and Storm Drains, Water, Solid Waste Disposal

Sanitary sewer and storm drain needs for the development will be met by connecting into the Alms House sewer interceptor that runs through the property. The sewer has adequate capacity to meet the anticipated storm and wastewater needs of the development. See Attachment D.

The Portland Water District has indicated the ability to serve the site. See Attachment D.

Two dumpsters are provided on the site. A projection of solid waste generated by the development is shown as Attachment D.

6. Landscaping

The landscaping plan has substantially been revised since the Board's last workshop. The City retained a Landscape Architect, Todd Richardson, to develop a new landscaping plan for the site. The revised landscaping plan is shown as Attachment B. A planting list is shown as Attachment B-2. A model of the landscaping plan will be available at Tuesday's meeting.

The revised landscaping plan reorganizes the planting scheme into a series of planters. Most of the landscaping previously proposed in the plaza and paved areas are now to be planted in planters. These planters help provide significant green areas within the plaza, increases the trees probability of a longer and healthier life, provides informal seating opportunities and defines the circulation on the site. The plan considers the plaza as an integral part of the site, the gateway into the stadium. The design and landscaping of the plaza also reinforces the site as a greenbelt of public open space and recreation facilities that runs from Deering Oaks (Forest Avenue) to this property. It also helps reinforce a linkage of the Olmstead plan which called for a landscape arborway from Deering Oaks to the Western Promenade.

Other changes in the landscaping plan include preserving the large Maple tree adjacent to the small parking lot and the Expo, a new landscaped island in the middle of the large parking lot with 2 canopy trees; landscaping within the picnic areas; and grass along the face of the Expo adjacent to the small parking lot.

The landscaping plan provides a well designed concept that treats the stadium, circulation, landscaping and plaza as one element. Further details will need to be developed such as the material of the planters and other design elements. Should there be significant revisions or refinements, the plan could be referred to the Board for review at a later date.

The two (2) dumpsters shown on the site will be enclosed with a solid wood fence.

Fencing on the site include a 65 foot long chainlink fence between the stadium and the Expo. Chainlink fencing is also proposed for the picnic area adjacent to the stadium. The plan indicates that the fencing in both areas will be slatted to abstract vision and shall be black vinyl material fabric."

7. Existing Vegetation

The portion of the site effected by the proposed construction is void of any significant vegetation except for a large Maple tree near Park Avenue between the proposed stadium and the Expo. The City proposes to conserve this tree as part of the site plan.

8. Soil and Drainage, Erosion and Sedimentation Control

The two new parking lots proposed on the site will be served by a new storm drain system. Each parking lot will have a catchbasin connecting into a stormdrain (12 inch pipe) that will flow into the Alms House interceptor sewer that runs through the property.

A portion of the existing storm drains on the site will be incorporated into floor drains for the stadium.

An erosion and sedimentation control plan has been submitted (see Attachment H). The plan protects the disturbed areas during construction from erosion and sedimentation concerns. Areas designated as grass will be loamed and seeded.

R.W. Gillespie and Associates conducted a soils investigation on the site. A copy of the report is shown as Attachment I. The report includes an elevation of subsurface conditions, geotechnical data and recommendations for the stadium's foundation.

Melodie Esterberg, Development Review Coordinator, finds the plan acceptable. Her comments are shown on Attachment J.

9. Lighting

The site plan does not identify and exterior lighting for the plaza and parking lot area. It is expected that lighting fixtures will be proposed for these areas at a later date.

The current ballfield lighting will need to be upgraded to the standards required by the Professional Baseball Association. (See Attachment K). Currently there are 7 light poles within the ballpark at 90 foot heights. It is expected that the applicant will need to add new fixtures to the four outfield poles and replace the infield fixtures with an equal number of more efficient lamps. The infield poles will be replaced because the current locations interfere with the new grandstand structures. The new lamp fixtures are much more efficient in directing light to the field while minimizing spillover off-site. The City will engage a lighting consultant to determine the specific needs for on-field lighting at the baseball stadium.

It is suggested that an exterior lighting plan be submitted by the applicant as a condition of approval.

10. Fire

The Fire Department has reviewed and approved fire-related concerns. Should tandem parking be used, the Fire Department would require that fire lanes be established at key locations. This is summarized in a memo from the Fire Chief (see Attachment L). These requirements would be incorporated into the Operation's Manual for the site.

11. Infrastructure

The proposed development is designed to be consistent with infrastructure existing or planned by the City.

B. Recreation Open Space Standards

1. Landscaping

See Site Plan Review, Section 6.

2. Natural features

The most significant natural feature within the project site is the existing large Maple tree adjacent to the large parking lot. Open space will be conserved except for the parking areas adjacent to the stadium. The remaining open space (ballfields, Fitzpatrick Field) on the site will not be disturbed.

3. Screening and landscaping of loading and parking areas

Landscaping and screening of loading and parking areas has been addressed. See Site Plan Review, Section 6. The City has avoided creating a large expanse of paved surface by utilizing existing parking facilities which preserves existing green spaces on the property.

4. Siting of structures to avoid significant views

From Park Avenue there are no significant views within the project site. The most significant view of the site will be from I-295 which will be preserved with this project.

5. Storage of commodities and equipment

All commodities or equipment will be stored inside the stadium or in other enclosed structures.

6. Screening of active recreation areas, reasonable distance from residences

The footprint of the ballfield will remain unchanged. The outer perimeter of the ballfield is enclosed which provides a level of screening from adjacent residential properties.

7. Parking

Parking has been provided that meets the projected needs of the facility. See Site Plan Review, Section 1.

MOTIONS FOR THE BOARD TO CONSIDER

On the basis of plans and materials submitted by the applicant and on the basis of information contained in Planning Report #07-93 relevant to the standards for Site Plan and Recreation-Open Space Development Standard Review, the Board finds:

**Site Review Pre-Application
Multi-Family/Attached Single Family Dwellings/Two-Family Dwelling
or Commercial Structures and Additions Thereto**

In the interest of processing your application in the quickest possible manner, please complete the information below for Site Plan Review

NOTEIf you or the property owner owes real estate or personal property taxes or user charges on ANY PROPERTY within the City, payment arrangements must be made before permits of any kind are accepted.**

PORTLAND SEA DOGS
Applicant

OCTOBER 31, 2001
Application Date

P.O. BOX 636 PORTLAND, ME 04104
Applicant's Mailing Address

HADLOCK STADIUM
Project Name/Description

MITCHELL & ASSOCIATES BOB METCALF
Consultant/Agent

271 PARK AVENUE
Address Of Proposed Site

774-4427 FAX 874-2460
Applicant/Agent Daytime telephone and FAX

49A1
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) EXPANSION OF SEATING AND NEW 420 SF CONCESSION STAND

SEATING 931 SF CONCESSION 420 SF
Proposed Building Square Footage and /or # of Units Acreage of Site

RECREATION OPEN SPACE
Zoning

Major Site Plan _____ Minor Site Plan X

ROS

You must include the following with you application:

- 1) A Copy of Your Deed or Purchase and Sale Agreement
- 2) 9 sets of Site Plan packages containing the information found in the attached sample plans and checklist.

(Section 14-522 of the Zoning Ordinance outlines the process, copies are available for review at the counter, photocopies are \$ 0.25 per page)

I hereby certify that I am the Owner of record of the named property, or that the proposed work is authorized by the owner of record and that I have been authorized by the owner to make this application as his/her authorized agent. I agree to conform to all applicable laws of this jurisdiction. In addition, if an approval for the proposed project or use described in this application is issued, I certify that the Code Official's authorized representative shall have the authority to enter all areas covered by this approval at any reasonable hour to enforce the provisions of the codes applicable to this approval.

Signature of applicant: <u>[Signature]</u>	Date: <u>OCT 31, 2001</u>
--------------------------------------------	---------------------------

Site Review Fee: Major \$500.00 Minor 400.00

This application is for site review ONLY, a Building Permit application and associated fees will be required prior to construction.

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

2001-0297

Application I. D. Number

10/31/2001

Application Date

Hadlock Stadium

Project Name/Description

Portland Sea Dogs

Applicant

PO Box 636, Portland, ME 04104

Applicant's Mailing Address

Mitchell & Assoc/Bob Metcalf

Consultant/Agent

Agent Ph: 774-4427

Agent Fax: 874-2460

Applicant or Agent Daytime Telephone, Fax

271 - 271 Park Ave, Portland, Maine

Address of Proposed Site

049 A001001

Assessor's Reference: Chart-Block-Lot

Approval Conditions of Planning

- 1 1. That the site plan shall be approved by the City Public Assembly Facilities Division.

11/5/01

TO: BOB METCALF

FROM: RICK KNOWLAND

RE: HADLOCK FIELD

BOB - STAFF COMMENTS ON THE HADLOCK FIELD REVISIONS GENERATED TO DATE.

1. WILL THERE BE SPACE TO MAINTAIN THE SEWER MANHOLE BY THE SEAT EXPANSION? PLEASE EXPLAIN.
2. HOW ARE THE SEATS GOING TO FIT IN WITH THE SCOREBOARD SIGN POST?
3. TIE IN STORMWATER NEAR THE PROPOSED CONCESSION STAND TO THE INFILTRATION DRAIN UNDER THE COVERED PICNIC AREA.
4. THE ^{NEW} CONCESSION STAND BUILDING - WHAT SHAPE IS THE ROOF? DEPENDING ON THE SHAPE OF THE ROOF, IT WILL AFFECT WHERE THE STORMWATER LANDS, WHERE IS THE STORMWATER INTENDED TO GO?
5. CLARIFY THE LOCATION AND IMPROVEMENTS OF THE REMAINING SERVICE DRIVEWAY.

MITCHELL & ASSOCIATES

LANDSCAPE ARCHITECTS

November 27, 2001

Mr. Rick Knowland, Senior Planner
City of Portland
389 Congress Street
Portland, Maine 04101

Re: Hadlock Stadium

Dear Rick,

The following correspondence is in regards to staff comments that you and Jim Seymour provide to us on November 19th, concerning the proposed improvements at Hadlock Stadium. We have revised the plans and prepared the following responses to address those comments:

- We have revised the architectural siding on the proposed concession building to correspond to the detail found in the other detached structures located in the stadium. Please refer to the architectural plans prepared by Brian E. Duffy Associates.
- The plan has been revised to address the drainage issue adjacent to the Expo Building that Jim Seymour raised. A 2 foot wide stone drip strip has been added along the face of the Expo and we are proposing to provide a perforated under-drain and an area drain (NDS catch basin) that will be connected to the existing perimeter drain along right field. To provide this connection, a sleeve will be jacked under the existing concrete pavement that will allow the drainpipe to be extended.
- Jim Seymour also recommended that we install an under-drain behind the proposed retaining wall associated with the concession building. A perimeter under-drain has been added to the backside of the retaining wall to relieve potential hydrostatic pressure and freeze thaw impacts on the wall. The under-drain will be connected to the proposed stone drip edge drain system.
- The staff has recommended that the applicant provide a bituminous overlay of the existing sidewalk that connects to the recently paved sidewalk leading to Fitzpatrick Stadium. The applicant has agreed to overly the sidewalk.
- Jim Seymour requested that we indicate erosion control measures on the Site Plan. We have provided silt fence where appropriate and will provide permanent stabilization as required.

Mr. Rick Knowland

Page 2

- We were asked to confirm that the paved access/walkway leading from the picnic area to the Fitzpatrick Stadium access drive was no longer required. This walkway is not required to access the picnic area or the Expo. The previous approval for Hadlock Stadium required that access to the rear of the Expo be provided from the private parking lot located between the Expo and Hadlock Stadium, this access is still being maintained.

There also has been a modification to the location of the concession stand to respond to a request from Frank Latorre of the Expo. We have shifted the building 6 feet to the northeast to provide more separation from the Expo to address concerns over winter ice and snow conditions.

Enclosed for your review are the following:

- Revised Amended Site Plan Revision dated November 27, 2001
- Revised Architectural Plans Sheets --&-- prepared by Brian E. Duffy Associates

We have delivered a set of the plans and responses directly to Jim Seymour at Sebago Technics as requested. We trust that the responses and revisions address the staff concerns. Should you have any questions or comments please do not hesitate to contact our office.

Sincerely,
Mitchell & Associates



Robert B. Metcalf

Enclosure

Cc Charlie Eschbach
Brian Duffy

MITCHELL & ASSOCIATES
LANDSCAPE ARCHITECTS

October 29, 2001

Mr. Rick Knowland, Planner
City of Portland
389 Congress Street
Portland, Maine 04101

Re: Hadlock Stadium Picnic Area Seating and Concession Expansion

Dear Rick,

The Portland Sea Dogs Organization is requesting approval for several proposed site improvements to the picnic area behind the Expo Building. As we discussed prior to our previous submission for staff review, the extent of the work to be under taken this year is subject to budget issues. The decision regarding the improvements to be under taken this fall has subsequently been made. The following is a breakdown of the proposed site improvements:

- Expand the existing seating area behind the Expo Building from 130 seats to 250 by adding 120 new seats. The expansion will require additional paving below the expansion areas in order to construct new seating. We have delineated the expansion on the site plan; also we have enclosed an architectural plan for the proposed improvements prepared by Brian E. Duffy Associates.
- The expansion will require relocation of the existing plant material situated behind the existing seating. The material will be relocated to an area on the northeast side of the Expo Building. Refer to the revised site plan for plant relocation.
- Construct a new wood frame concession stand adjacent to the northeast corner of the Expo Building. The structure will require that a concrete retaining wall and slab be constructed.
- Expand the picnic area to the easterly side of the existing picnic pavilion. This will require the removal on an existing bituminous sidewalk, re-grading and placing bark mulch over a crushed stone drainage layer.
- As a result of the proposed improvements portions of existing chain link fence will be relocated to enclose and redefine the expanded picnic area.

THE STAPLES SCHOOL
70 CENTER STREET
PORTLAND, MAINE 04101

Telephone (207) 774-4427
Fax (207) 874-2460
E-Mail mitchell@nlis.net

- An existing bituminous sidewalk that connects the access drive to Fitzpatrick Stadium with the existing picnic area is to be removed. A new bituminous curb is proposed along the edge of the access drive to control and redirect run off that currently flows toward the existing picnic area causing erosion.
- To address existing roof runoff during the baseball season we are proposing to install underground drain collectors from gutter downspouts on the picnic shelter. A new replacement gutter is to be installed that will be removed on a seasonal basis to avoid the problem with winter ice conditions. These drain collectors will be tied into the existing perimeter drain located on the first base side of the picnic structure.

The issue of impervious cover had been raised during staff review of the submitted concept plan. Per your request we have reviewed the previous Amended Site Plan applications and approvals for improvements to the stadium. In 1997 the city granted approval for several site improvements listed as follows:

Amended Site Plan 1997

Phase One

- Provide 234 additional seats added to the right field grandstand, including the relocation of the existing handicap access ramp and the installation of an enclosed handicap lift. (constructed in 1997)
- Construct a covered concession stand to replace the open air sausage stand, reconfigure the existing parking and realign the existing fence enclosing this area of the stadium. (an enclosed wood structure was constructed in 1997)
- Construction of a 32 feet by 84 feet picnic shelter to replace the seasonal awning. (the picnic shelter was constructed in 1997)
- Erect a new scoreboard along the right field side of the stadium behind the picnic area seating. (the score board was erected in 1997)

Phase Two

- Replace the existing 130 picnic area seats with a new 319-seat grandstand picnic area seating. This was to have been a concrete structure with fixed seating similar to other grandstand sections of the stadium. (this work was never completed)
- Construct a concrete slab under the new picnic shelter. (the concrete slab has yet to be installed)

Rick Knowland

Page 3

- Construct a permanent concession structure for the sausage stand located behind the first base grandstand seating. (the original design was replaced with the existing wood structure)

The improvements proposed by the 1997 plan were in conformance with the permitted impervious cover for the sports complex that includes Fitzpatrick Stadium. The total increased impervious cover approved in 1997 was 4,444 SF of which only 2,688 SF has been constructed. The proposed new impervious cover is 1,957 SF minus 773 SF of existing bituminous sidewalk paving being removed. The total new paving/impervious area will be 1,184 SF. Based upon the previous approved 1997 improvements to Hadlock Stadium, improvements that were not completed leaves a net available impervious balance of 1,756 SF that can be utilized.

Enclosed for your review are the following:

- Existing Conditions Plan
- Amended Site Plan, Layout, Grading And Planting
- Architectural Plans; expanded seating and concession building
- 1997 Approval Letter
- 1997 Approved Amended Site Plan
- Section detail of Perimeter Infiltration Drain installed in 1997

As we have discussed, the Sea Dogs Organization is anxious to begin this work as soon as possible to avoid winter concrete construction. We would appreciate your ability to review this with city staff at the earliest convenience. Should you have any questions or comments, please do not hesitate to call me.

Sincerely,
Mitchell & Associates



Robert B. Metcalf

Enclosure

Cc Charlie Eshbach
Brian Duffy



CITY OF PORTLAND

January 13, 1997

Mr. Robert Metcalf
Mitchell and Associates
70 Center Street
Portland ME 04101

Re: Hadlock Field, 271 Park Avenue

Dear Mr. Metcalf:

On January 13, 1997 the Portland Planning Authority granted approval of an amendment to the Hadlock Field site plan. The approval is subject to the following conditions:

1. The final design and material of all fencing shall be reviewed and approved by the Planning Department.
2. Prior to site construction of the new picnic area grand stand, the existing vegetation requiring removal shall be transplanted at the expense of the Sea Dogs at a locations determined by the City Arborist.
3. The three white pines adjacent to the picnic area shall be transplanted at the expense of the Sea Dogs at a location determined by the City Arborist.

The approved amendments to the site plan include expansion of existing grand stand seating along the first base line behind the Sea Dogs dug out, construction of a kiosk, construction of a picnic shelter along the right field line, and an expansion of picnic area grandstand seating (from 128 seats to 319 seats) and other revisions specified in the submitted site plans.

This letter approves revisions to the Hadlock Field site plan including local review under the site location of development law, originally approved by the Planning Board on March 23, 1993.

Please note the following provisions and requirements for all site plan approvals:

1. The site plan approval will be deemed to have expired unless work in the development has commenced within one (1) year of the approval or within a time period agreed upon in writing by the City and the applicant. A one year extension may be granted by this department if requested by the applicant in writing prior to the expiration date of the site plan.

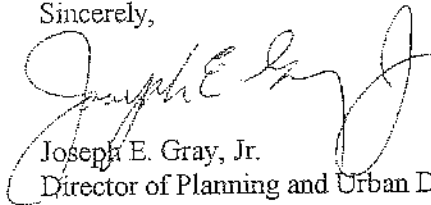
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2. A performance guarantee in a form acceptable to the City of Portland and an inspection fee equal to 1.7% of the performance guarantee will have to be posted before beginning any site construction or issuance of a building permit.
3. A defect guarantee, consisting of 10% of the performance guarantee, must be posted before the performance guarantee will be released.
4. Prior to construction, a preconstruction meeting shall be held at the project site with the contractor, development review coordinator, Public Work's representative and owner to review the construction schedule and critical aspects of the site work. At that time, the site/building contractor shall provide three (3) copies of a detailed construction schedule to the attending City representatives. It shall be the contractor's responsibility to arrange a mutually agreeable time for the preconstruction meeting.
5. If work will occur within the public right-of-way such as utilities, curb, sidewalk and driveway construction, a street opening permit(s) is required for your site. Please contact Carol Merritt at 874-8300, ext. 8828. (Only excavators licensed by the City of Portland are eligible.)

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

If there are any questions, please contact the Planning Staff.

Sincerely,



Joseph E. Gray, Jr.
Director of Planning and Urban Development

cc: Alexander Jaegerman, Chief Planner
Richard Knowland, Senior Planner
P. Samuel Hoffses, Chief of Building Inspections
Marge Schmuckai, Zoning Administrator
Kathi Staples PE, City Engineer
Development Review Coordinator
William Bray, Deputy Director/City Traffic Engineer
Jeff Tarling, City Arborist
Natalie Burns, Associate Corporation Counsel
Lt. Gaylen McDougall, Fire Prevention
Mary Gresik, Building Permit Secretary
Kathleen Brown, Assistant Director of Economic Development
Susan Doughty, Assessor's Office
Approval Letter File
Charles Eschbach, Portland Sea Dogs, P.O. Box 636, Portland, ME 04104
Larry Mead, Superintendent of Parks and Recreation
Frank LaTorre, Division Director of Public Assembly Buildings

MITCHELL & ASSOCIATES
LANDSCAPE ARCHITECTS

January 15, 1997

Mr. Richard Knowland, Senior Planner
City of Portland Planning Department
389 Congress Street
Portland, Maine 04101

RE: HADLOCK STADIUM

Dear Rick:

This correspondence is in regards to our conversation concerning the Portland Sea Dogs request to phase some of the proposed expansion plans recently approved by the City. As you know, the proposed expansion plans are part of a long range plan for future growth of the stadium. Due to those plans, this initial phase must be structurally designed to accommodate those future plans. The development cost for all of the approved work has exceeded the anticipated budget for the 1997 season, therefore the Sea Dogs are requesting to phase in several improvements over the next several seasons. Timing of these phases obviously is dependent upon a capital improvement budget related to season profits.

The following project elements are to be phased:

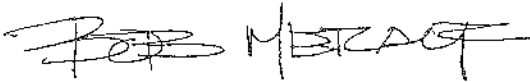
- **Concession Kiosk** - This structure will be added at a future date which has not been determined at this time.
- **Chain Link Fence** - For immediate plans, the existing wood fence will be relocated along the new fence alignment as shown on the Site Plan and will also enclose the area around the kiosk following the roof line footprint of the proposed concession kiosk. New fence will be considered at the time of construction for the kiosk. The entry gates shall be installed as shown on the plan, however, at this time the original chain link gate assembly will be used.
- **Electric and Air Conditioner Enclosure** - This area will be fenced in as indicated on the plan, however, until the new fence is selected the enclosure will be the same chain link mesh as the entry gates.
- **Enclosed Storage Area** - For the present time the enclosed storage area below the grandstand is to be eliminated from the project and will be included for construction in a later phase.

Mr. Richard Knowland
Page 2

- **Concrete Paving** - The new concrete paving in the area below the new grandstand seating will be delayed until future development of the kiosk. The existing bituminous paving will remain and the unpaved portion under the former ramp will receive new bituminous paving. Due to the asphalt plants production season and the opening day schedule, this area will have a stone dust surface until the Sea Dogs are on a spring road trip, then paving will occur.
- **Picnic Shelter** - Due to the winter construction season and the inability to reuse the existing concrete pads as planned, this area will be surfaced with bark mulch for the 1997 season. The concrete slab will be poured during the construction phase for the picnic area grandstand seating.

We have enclosed an updated Site Plan that has been annotated to reflect these changes. Should you have any questions or comments, please do not hesitate to contact our office.

Sincerely,
Mitchell & Associates



Robert B. Metcalf

Enclosure

cc: Charles Esbach
Mike Fagerson
Brian Duffy

MITCHELL & ASSOCIATES
LANDSCAPE ARCHITECTS

May 15, 1997

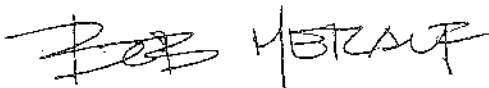
Mr. Michael Claus, P.E.
City of Portland Public Works
55 Portland Street
Portland, Maine 04101

RE: HADLOCK STADIUM IMPROVEMENTS

Dear Mike,

At your request we have prepared a series of sketches and details to construct the extension of the retaining wall at Hadlock Stadium for your review. As we discussed, I spoke with Rick Knowland, Senior Planner in the City Planning Department concerning these improvements. Rick indicated they would require staff review, however he did not see this being a major issue or time requirement. Please review these sketches and comment on any changes you may wish to make. Once you have approved the plans we can submit them to the Planning Department for staff review. Upon staff approval you may proceed with the improvements. Should you have any questions, please do not hesitate to call me.

Sincerely
Mitchell & Associates



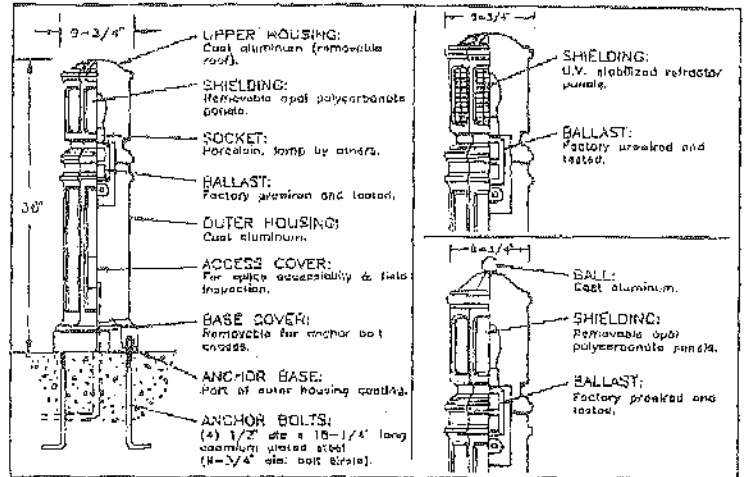
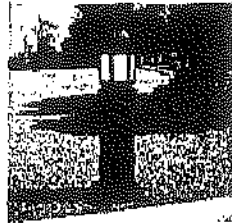
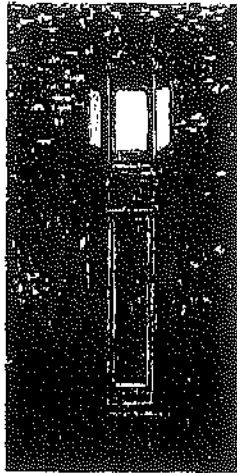
Robert Metcalf

Enclosure

TB36 OB36

9" Cast Aluminum Bollard

This member of HADCO's bollard family helps to give you total flexibility in designing a lighting system that meets your needs. The TB incorporates the same features that have made our bollard family an award-winning specification series — tamper-resistant stainless fasteners, powdercoat finishes, flexibility in optical assemblies and lamping, and optional finish-panel combinations.



General Specifications

HOUSING: Outer housing constructed of 4 1/8" dia. cast aluminum extrusion (.125). Upper top is anchored with four 1/2" dia. cadmium-plated steel anchor rods with clear or opal acrylic panels.

OPTICS: Refractor panels, louvers or opal panels.

MOUNTING: Housing mounted directly to four 1/2" dia. cadmium-plated steel anchor rods and incorporates a slipover base cover that fits over the mounting hardware.

FINISH: Durable powdercoat finish electrostatically applied and bonded by heat fusion thermosetting.

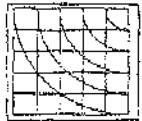
ELECTRICAL: Porcelain socket-medium base, 4kv pulse rated. Ballast is Constant Wattage Autotransformer or Reactor type, HPF, 120 volt only (208/240/277 volts available, consult factory).

WARNING: Some local interpretations of the National Electrical Code, Section 210-6, only permit the use of 120 volt fixtures when they are mounted below 8 feet. Check with local authorities before specifying alternate voltages.

LABELS: UL (suitable for Wet Locations)

Photometric Application Data

ISOFOOTCANDLE CHART

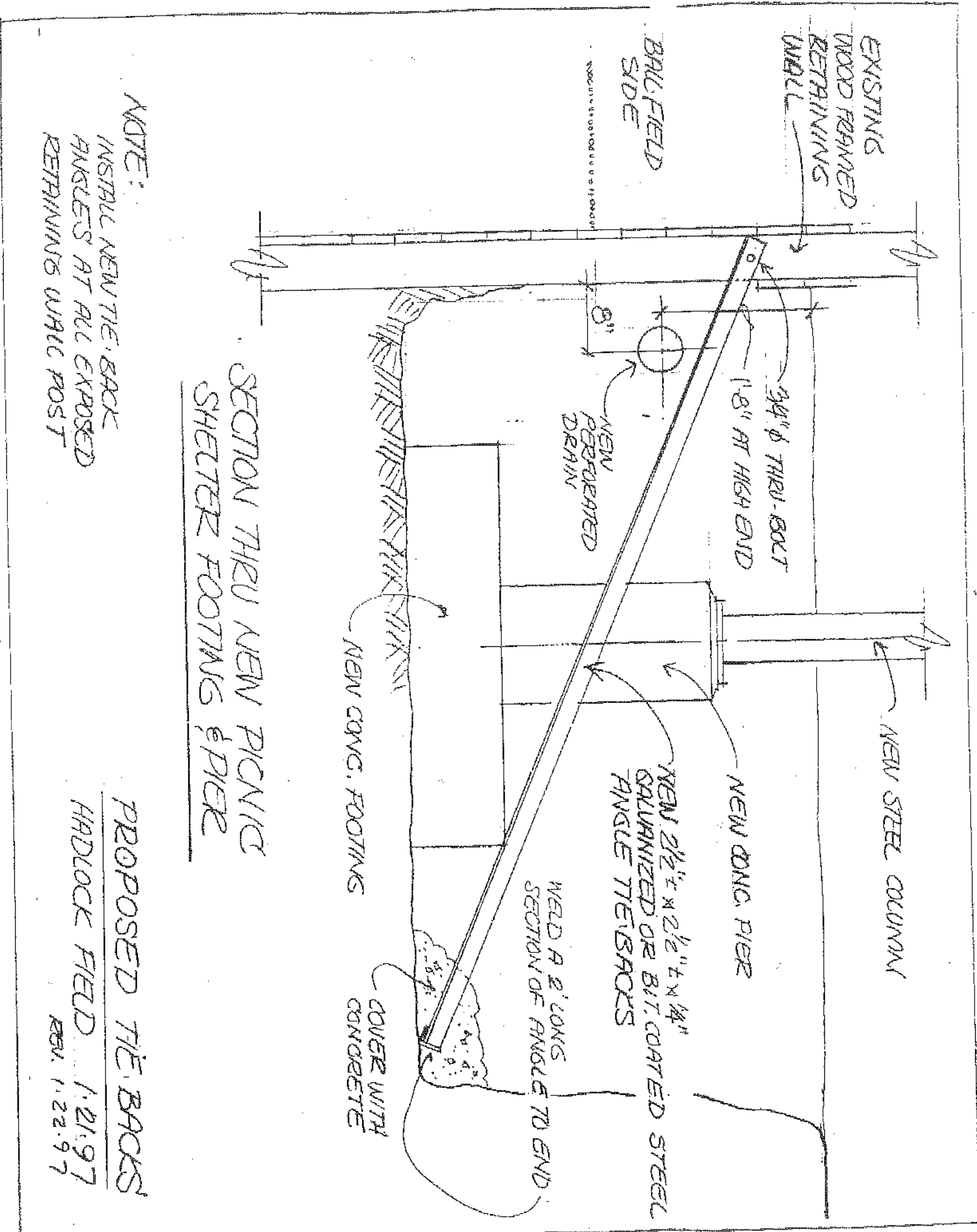


	Refractor Panels					Louvers					Opal Panels				
	100W	50W	100W	100W	70W	100W	50W	100W	100W	70W	100W	50W	100W	100W	70W
	Incan.	MH	MH	MV	HPS	Incan.	MH	MH	MV	HPS	Incan.	MH	MH	MV	HPS
2'	2.6	5.0	12.5	5.9	8.6	7.2	13.3	34.9	15.4	23.8	1.9	3.7	9.2	4.3	6.3
4'	1.1	2.0	4.9	2.5	3.6	2.4	4.8	11.6	5.9	7.9	1.0	1.9	4.8	2.3	3.3
6'	0.4	0.8	1.9	0.9	1.3	0.8	1.6	3.9	1.9	2.6	0.4	0.8	1.9	0.9	1.3
8'	0.2	0.4	0.9	0.4	0.6	0.2	0.4	0.2	0.4	0.7	0.2	0.4	0.9	0.4	0.7
10'	0.02	0.03	0.09	0.05	0.07	0.05	0.09	0.2	0.1	0.1	0.01	0.01	0.05	0.02	0.03

Ordering Guide

CATALOG NUMBER	FINISH (A) Black (G) Verde (H) Bronze	LENS & DISTRIBUTION (B5) Refractive, Type V (TL) Clear, Louvers (LO) Opal, Symmetric	WATTAGE	VOLTAGE		WATTAGE	LAMP
				(E) 120 HPF	(H) 277 HPF		
TB36	(Specify)	(Specify)	I	E only	100W	INC	A-19
TB36	(Specify)	(Specify)	F-28	(Specify)	28W	PL	Quad
TB36	(Specify)	(Specify)	S	(Specify)	50W	MH	E-17
TB36	(Specify)	(Specify)	N	(Specify)	100W	MH	E-17
TB36	(Specify)	(Specify)	C	(Specify)	100W	MV	E-17
TB36	(Specify)	(Specify)	H	(Specify)	70W	HPS	E-17
OB36	(Specify)	(Specify)	I	E only	100W	INC	A-19
OB36	(Specify)	(Specify)	F-28	(Specify)	28W	PL	Quad
OB36	(Specify)	(Specify)	S	(Specify)	50W	MH	E-17
OB36	(Specify)	(Specify)	N	(Specify)	100W	MH	E-17
OB36	(Specify)	(Specify)	C	(Specify)	100W	MV	E-17
OB36	(Specify)	(Specify)	H	(Specify)	70W	HPS	E-17

207-874-2460



SECTION THRU NEW PICNIC
SHELTER FOOTING & PIER

NOTE:
INSTALL NEW TIE BACK
ANGLES AT ALL EXPOSED
RETAINING WALL POST

PROPOSED TIE BACKS
HARDLOCK FIELD 1.21.97
REV. 1.22.97

MITCHELL & ASSOCIATES

LANDSCAPE ARCHITECTS

January 8, 1997

Mr. Richard Knowland, Senior Planner
City of Portland
Planning Department
389 Congress Street
Portland, Maine 04101

RE: HADLOCK STADIUM EXPANSION

Dear Rick:

This correspondence and attached documentation are in regards to planning staff and city personnel review comments that you provided to us the other day. We have revised the site plan by adding the notes as requested and have made a minor revision to the proposed improvements. As discussed, the proposed ramp, stair and handicap lift arrangement has been redesigned. The ramp will be eliminated altogether and replaced with stairs, the handicap lift will be accessible at grade, access to the stadium will be from the platform extension as originally shown. We have met with Chief McDougal of the fire department concerning this change and he prefers this scheme to the ramp and stair arrangement.

The following are responses to staff comments.

- 1. The overall design of the proposed stadium expansion should maintain continuity with the existing stadium and sports complex.**

The intent of the expansion project is to maintain and enhance the continuity of the stadium. Materials and configuration of the expansion has been carefully thought out as a larger master plan for future growth of the stadium services. The architecture is a repetition of the stadium theme in use of materials, alignment and function. In fact, the proposed replacement of the existing picnic area seating will now architecturally link this seating area to the existing stadium.

- 2. Proposed grandstand seating area along first base should incorporate the same brick column detail found in the existing stadium.**

As we discussed, this project evolved from an in depth study of stadium expansion options. The expansion of the proposed grandstand seating is the

first stage of long range plans to expand the stadium seating and a terraced picnic area. The intent of the long range plan is to carry the architecture of the stadium into the facade of the future expansion. At that point in time the brick clad columns would be incorporated into the design. To provide the brick columns at this stage would be out of scale and not in keeping with the long term plans.

3. **Concern was raised with the use of the proposed chain link fence. Staff requested more information.**

We have enclosed a product brochure to describe the chainlink fence. The proposed fence will be a 1 inch mesh, vinyl coated dark green colored fence and gates. In the event this selection is not acceptable, the Sea Dogs will reinstall the existing wood panel fence previously installed by the city.

4. **Staff is concerned with the design of the picnic structure. They feel that the design needs to be studied more. They prefer to see hip ends to reduce the appearance of a carport type structure. They are also concerned with the red roof color and have requested a color sample.**

To respond to this concern, Charles Eschbach of the Portland Sea Dogs will be meeting on Thursday, January 9, 1997 with Bob Ganley, City Manager and Frank Latorre, Manager of the Expo to review the roof color sample and discuss the design of the picnic structure.

5. **The staff is requesting a section through the proposed picnic grandstand seating to show materials and how it will look. They also would like to see the brick veneer carried through along the stadium face.**

A section through the proposed picnic area seating has been prepared to show the materials to be used. The design is intended to match that of the existing stadium. The sides of the grandstand are enclosed with a concrete wall. The same vinyl chainlink railings used in the existing stadium will also be used to enclose the seating area. The rear wall facing the Expo will be a wood frame construction clad with the same green seamed metal panels. There will be several doors located to allow access to the storage area below.

6. **Staff also questioned the status of existing vegetation along the present picnic area seating and where it would be relocated.**

As agreed to, we have placed a note on the Site Plan indicating that when the picnic area seating project is scheduled for construction, the existing vegetation requiring removal will be relocated to a location on the sports complex as determined by the City Arborist.

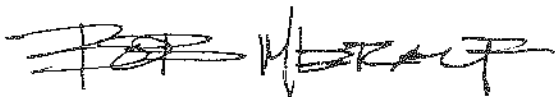
Mr. Richard Knowland
Page 3

The following documents are attached:

- Two copies of the revised Site Plan
- Two copies of the picnic area seating section
- Color brochure of chainlink fence

We trust this documentation satisfies your concerns regarding the overall intent of the proposed expansion plans for Hadlock Stadium. Should you have any questions or comments regarding this information, please do not hesitate to contact me.

Sincerely,
Mitchell & Associates

A handwritten signature in black ink, appearing to read "R. B. Metcalf", written in a cursive style.

Robert B. Metcalf

Enclosure

cc: Charles Eschbach
Mike Fagerson
Brian Duffy

MITCHELL & ASSOCIATES

LANDSCAPE ARCHITECTS

December 31, 1996

Mr. Richard Knowland, Senior Planner
City of Portland
Planning Department
389 Congress Street
Portland, Maine 04101

RE: HADLOCK STADIUM EXPANSION

Dear Rick:

This correspondence is in regards to your recent comments and staff review for the proposed phased improvements for Hadlock Stadium. I have obtained additional information to respond to questions concerning new lighting, new speakers for the P.A. system and materials to be used in the expansion. I also spoke with Steve Bushey of DeLuca-Hoffman concerning his review comments and I have responded to these comments below.

Enclosed for your review are: new lighting information, a statement from Gardner Sound Systems, regarding new speakers for the public address system and Bill Eaton's Traffic Report Letter and a sketch showing the relocation of 3 white pines.

The following comments address specific questions:

New Lighting

New light fixtures will be provided to illuminate the access ramp and walkway beneath the new grandstand seating. The proposed fixtures will be mounted under the grandstand seating and concealed from view. See attached cut sheet and plan view.

New Public Address Speakers

As indicated previously, the existing speaker poles are being relocated to the new grandstand area. In addition, to control the quality and direction of sound, the single higher volume speakers are being replaced by two (per pole) smaller more controllable speakers. See attached letter from Gardner Sound Systems, Inc.

Materials For Proposed Expansion

Proposed Concession Kiosk: The proposed concession kiosk will be constructed utilizing the same materials found in the existing stadium. The block wall will be the same splitface masonry block, color to match the stadium. The roof support will be steel tube columns painted green, and the roof will be the same green seamed metal roofing panels found throughout the stadium.

Proposed Grandstand Seating: The materials used in the construction of the new seating are shown on the section included in our original submission, color and material will match the existing stadium. The back fence along the top row of seating will continue to be the black vinyl chainlink fence used in the stadium. The enclosure for the storage area behind the access ramp will be clad with the same green metal seamed panels.

Proposed New Fence: The proposed new fence for the grandstand and concession area will be a green vinyl clad 1 inch mesh chain link fence. The fence areas include the enclosure around the electric service and HVAC system, the new gates between the existing stadium and new concession kiosk and from the new concession kiosk to the existing wood gates adjacent to the Expo building. A more detailed cut sheet of the fence will be coming under separate cover.

Proposed Picnic Area Grandstand: The materials will be a combination of cast in place as well as precast concrete to match the existing stadium. Seating will match existing stadium seating.

Review Comments from Steve Bushey, Development Review Coordinator

1. The trench drain proposed within the concession kiosk will be a center point drain connected to the existing 15 inch PVC storm drain between CB #2 and CB #3. A wye connection will be used to connect to the existing pipe.
2. Regarding additional spot elevations; to maintain positive drainage to CB #2 and CB #3, a larger scale construction drawing will be prepared to provide sufficient spot elevations for the contractor to construct and maintain positive drainage to all structures in the vicinity of the proposed improvements. A copy of this plan will be provided for your records.
3. Regarding the picnic area drainage; the proposed trench drain and perforated pipe will connect to a solid 8 inch PVC pipe at the end of the existing retaining wall. From the end of the retaining wall the solid 8

Mr. Richard Knowland

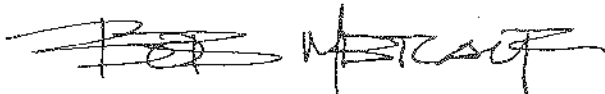
Page 3

inch PVC pipe will be connected into CB #5. This existing structure is part of the drainage system at Hadlock and Fitzpatrick Stadiums. CB #5 connects to the existing Alms House sewer system. No additional drains are proposed within the picnic shelter. Final grades around the picnic shelter will be adjusted to maintain positive flow toward the trench drain or to continue as existing overland flow to CB #5.

4. Regarding the existing white pine to be relocated; the three white pines shall be relocated to the slope area between the existing concrete walk and the fence along the bituminous walkway to the Expo Building. See attached sketch.

I trust this information will satisfy your comments and those of staff. Should you have any additional questions or comments please do not hesitate to contact me.

Sincerely,
Mitchell & Associates

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

Robert B. Metcalf

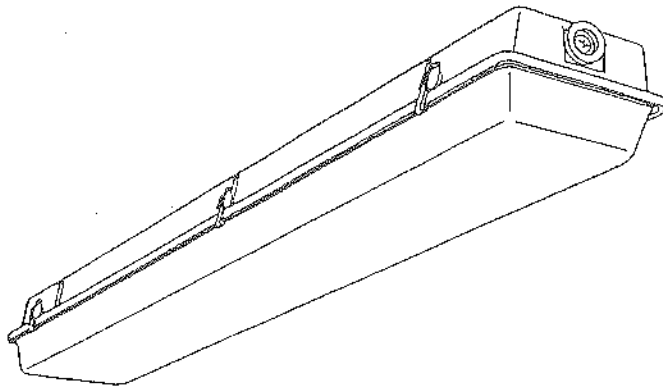
Enclosure

cc: Mike Fageron
Brian Duffy

DUST/MOISTURE WET LOCATION FIXTURE
4' or 8' LENGTH ■ 2 LAMPS ■ SLIMLINE

DMW 248/296

FEATURES



DMW 248 shown.

- Impact-resistant, UV-resistant, reinforced polyester housing
- Acrylic diffuser standard, vandal-resistant diffuser optional
- Diffuser secured to fully-gasketed housing by captive, cam-action latches, six per 4' unit, ten per 8' unit
- For unit or row installation, surface or suspended mounting
- Wet location fittings standard on ends, optional on top for stem hanging
- UL listed for horizontal mounting in wet locations

SPECIFICATIONS

Ballast

Thermally-protected, resetting, Class P, HPF type 1 ballast standard. Sound rating C, CBM approved in standard combinations. U.L. listed.

Wiring & Electrical

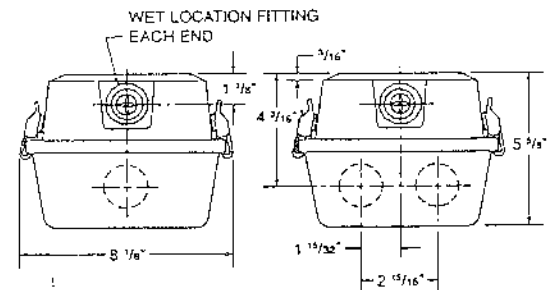
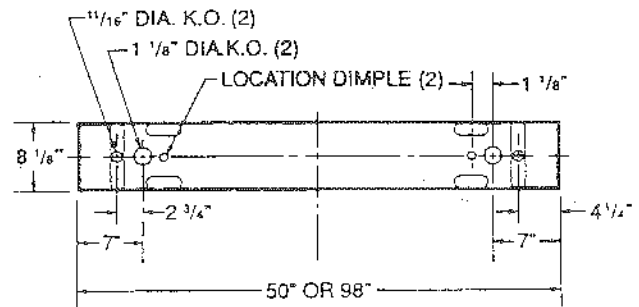
AWM, FTN or THHN wire used throughout, rated for required temperatures. Input watts (standard)(energy-saving) DMW 248 (85)(NA); DMW 296 (153)(143).

Materials

Metal parts die-formed from code-gauge steel. Standard and optional diffusers feature pebbled interior pattern and smooth exterior.

Finish

Five-stage, iron-phosphate pre-treatment ensures superior adhesion and rust resistance. All painted parts finished with high gloss baked enamel.



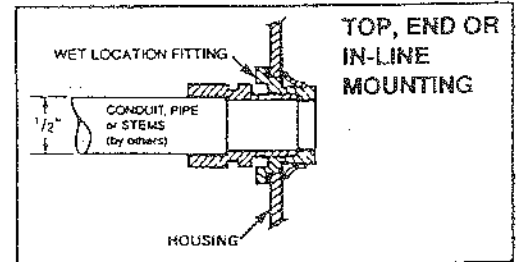
Dimensions and specifications subject to change without notice.

UL listed

Fixture guaranteed for one year against mechanical defects in manufacture.

MOUNTING DATA
SURFACE MOUNTING

Drill holes at location dimples through housing and channel. Attach to surface using fasteners and sealing washers appropriate to ceiling material. See ACCESSORIES on reverse side for hanging devices



Approval

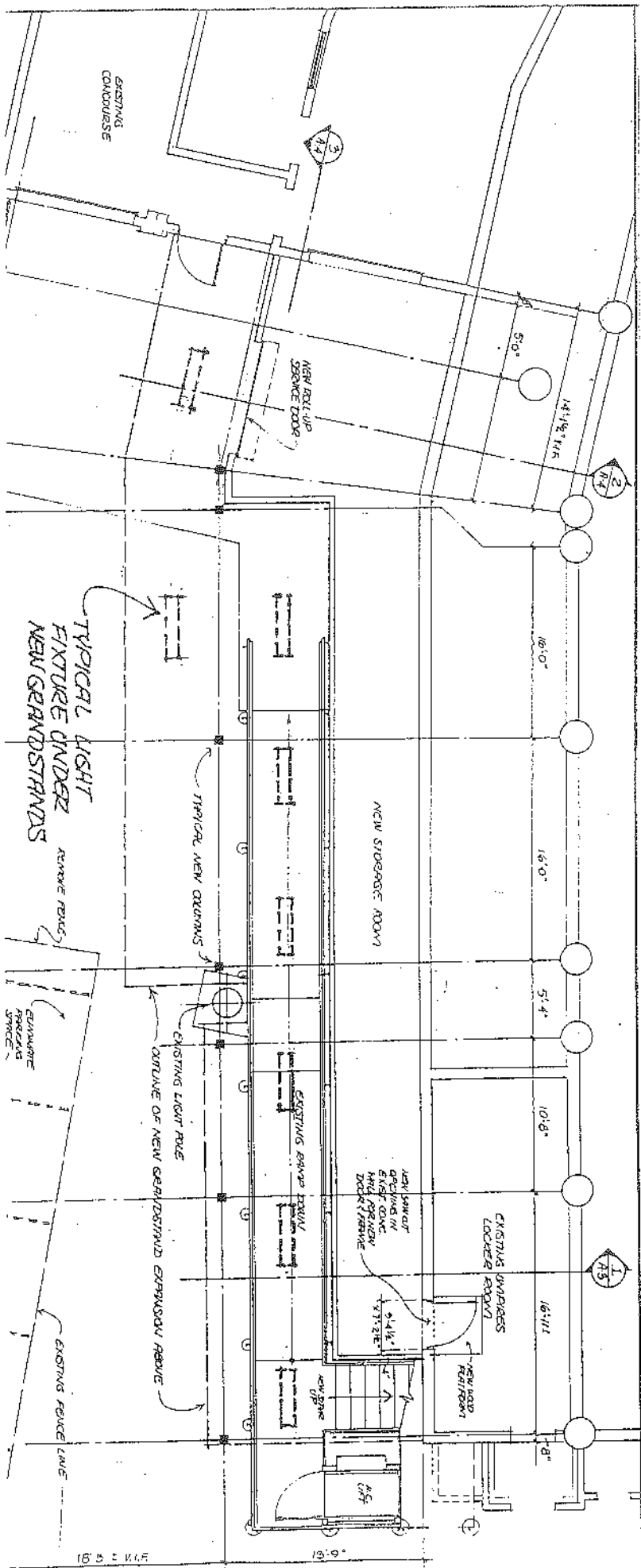
Job Information

PORTLAND SEA DOGS • HADLOCK FIELD

Type _____
 (Specify 120V, 277V)

80 TO 100 WATTS EACH





LOWER LEVEL PLAN

PORTLAND SEA DOGS • HADDOCK RIVER

GARDNER SOUND SYSTEMS, INC.

Box 770
Hopkinton, New Hampshire 03229
TEL (603) 224-0229
FAX (603) 746-4662

December 30, 1996

Brian E. Duffy
T.F.H. Architects
100 Commercial Street
Portland, ME 04101

**RE: Relocating P.A. Speakers and Poles
at the Hadlock Baseball Field**

Dear Brian:

This is a brief overview of the proposed new locations for the First Baseline Grandstand P.A. Speakers.

By moving the two existing speaker poles to the top edge of the proposed grandstand expansion (approx. 21' closer to Park Ave. at the 7 row addition and 15' at the 5 row addition), little or no difference should be perceived on Park Avenue. Using two horns per pole, focused in a wide pattern should allow for a reduction in volume (vs. the existing single high volume horns), while offering greater intelligibility for the fans. In addition, these positions will make it possible to focus the horn "hot spots" into the grass of the infield to help keep the sound in the park.

Please feel free to call if you have further questions.

Sincerely,



Chris Gardner



EATON TRAFFIC ENGINEERING
2 Miranda Street • Brunswick • Maine • 04011
Tel. 207 / 725-9805 • FAX 207 / 725-9773

December 27, 1996

Robert Metcalf
Mitchell & Associates
70 Center Street
Portland, Maine 04101

Re: Hadlock Stadium Expansion - Traffic/Parking Impact

Dear Bob:

I have reviewed the proposed expansion of Hadlock Stadium with regard to potential traffic and/or parking impacts. It is my understanding that the existing seating capacity of 6,500 will be expanded to accommodate 6,610 spectators by 1998. Using the estimation procedures utilized in the original traffic impact study prepared for Hadlock Field in 1993, this number of seats would be projected to add 93 spectators arriving by private automobile. Assuming average vehicle occupancy of 3 persons per vehicle, this would reflect a demand for 62 vehicle-trips (31 arriving, 31 departing), with a parking demand for 31 spaces.

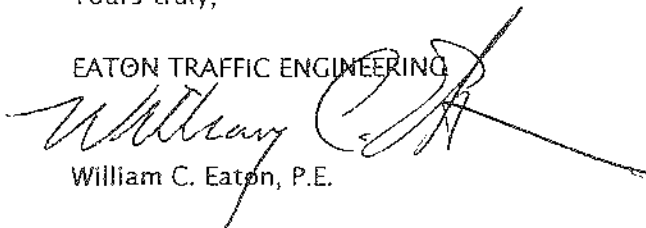
A review of pre- and post-game conditions conducted by the Hadlock Field Parking and Traffic Operations Committee during the 1994 season indicated that there was no increase in accident frequency during the baseball season as compared to previous years, game traffic cleared the area in the vicinity of the field within 15-20 minutes of the end of a game, and that no modifications to traffic signal operation at intersections in the vicinity of the field were necessary to accommodate game traffic. No parking supply problems were identified as a result of spectator parking, and, in fact, some of the facilities originally planned for use during games were closed due to lack of demand.

The proposed expansion reflects an increase in spectator capacity of less than 2 percent. Given the situation that no existing traffic or parking deficiency has been associated with current operations, it is my opinion that the proposed minor expansion is not likely to cause any new significant impacts.

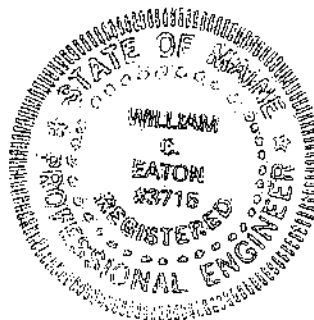
I trust that the above addresses your needs in this matter. Should you have any questions or require any additional information, please contact me.

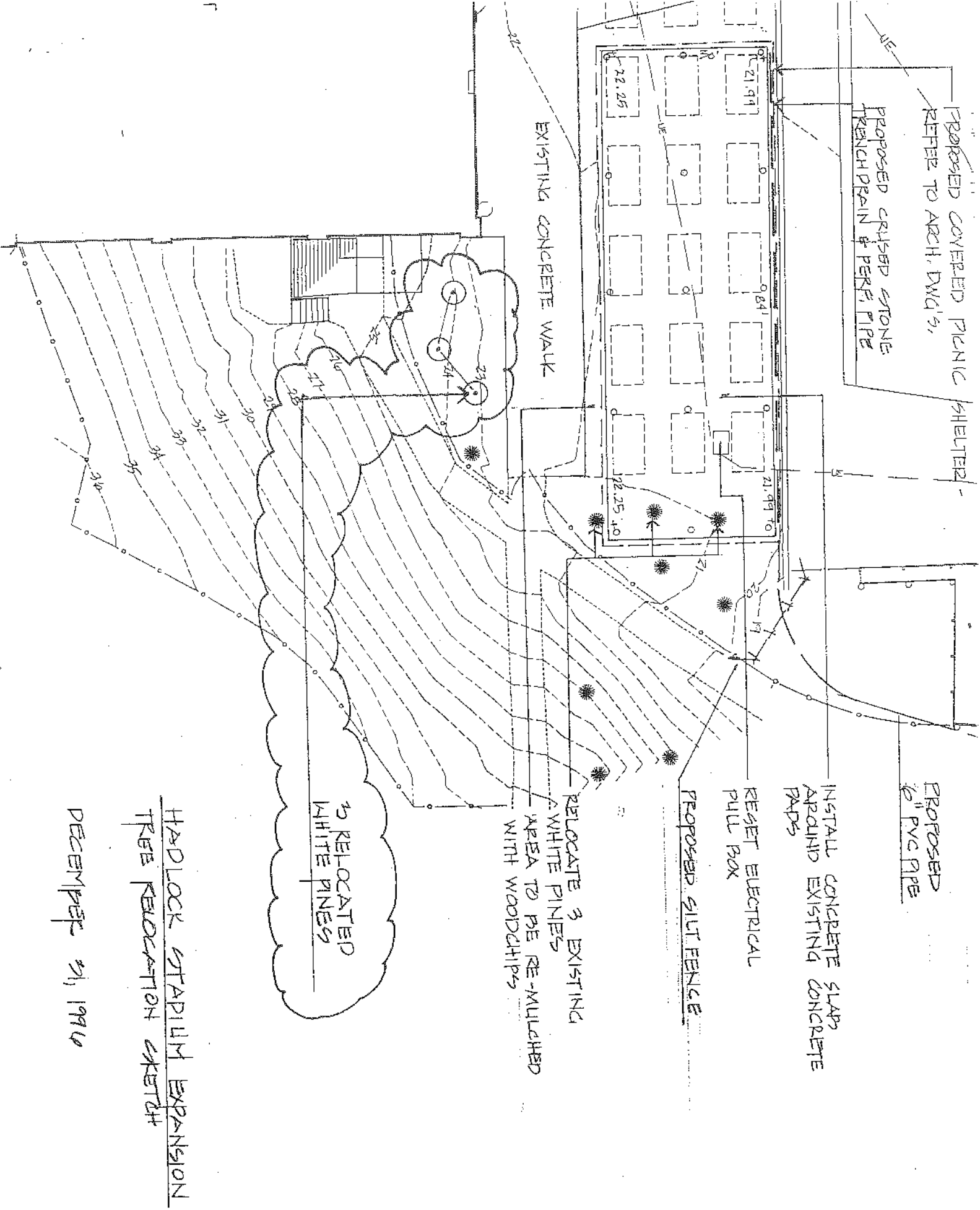
Yours truly,

EATON TRAFFIC ENGINEERING



William C. Eaton, P.E.





HADLOCK STADIUM EXPANSION
TREE RELOCATION SKETCH

DECEMBER 21, 1990

MITCHELL & ASSOCIATES
LANDSCAPE ARCHITECTS

December 19, 1996

Mr. Richard Knowland, Senior Planner
Planning Department
City of Portland
389 Congress Street
Portland, Maine 04101

RE: HADLOCK STADIUM IMPROVEMENTS

Dear Rick:

On behalf of the Portland Sea Dogs, we are pleased to submit the following Amended Site Plan application for Hadlock Stadium. As you are aware, the overwhelming support for the Sea Dogs baseball team has encouraged the Sea Dogs owners to continue to make improvements to the stadium facilities to provide better service to patrons of the ballpark. This proposal includes stadium improvements which are planned as a two stage construction project. The first phase is scheduled to be completed for the 1997 season, the second phase scheduled for completion for the 1998 season.

Phase One improvements include the following:

- A new seating section, 234 seats added to the right field grandstand, including a revised access ramp, an enclosed handicap lift and two new riser pole mounted speakers to replace the existing speakers. This will require the removal of 34 existing seats located along the existing walkway.
- A covered concession stand to replace the present open air sausage concession including new fencing and realignment of the parking.
- A 30 foot by 84 foot picnic shelter to replace the seasonal awning.
- A new score board located behind the existing picnic area seating that will align with the proposed new picnic area grandstand seating.

Phase Two improvements include the following:

- New grandstand seating for the picnic area, 319 seats.

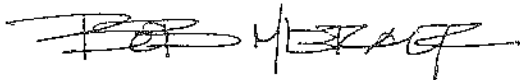
Richard Knowland
Page 2.

Enclosed for your review are the following documents:

Amended Site Plan
Existing Conditions Plan
Architectural Perspective
Architectural Plans and Detail Sections
Copy of New Score Board

As you know the Portland Sea Dogs Organization is anxious to begin this project in order to have it completed by the beginning of the 1997 season. As we have discussed, this project has been evolving since the end of August of this year and has developed into the plan before you. Should you have any questions concerning the proposed plans, please do not hesitate to contact me.

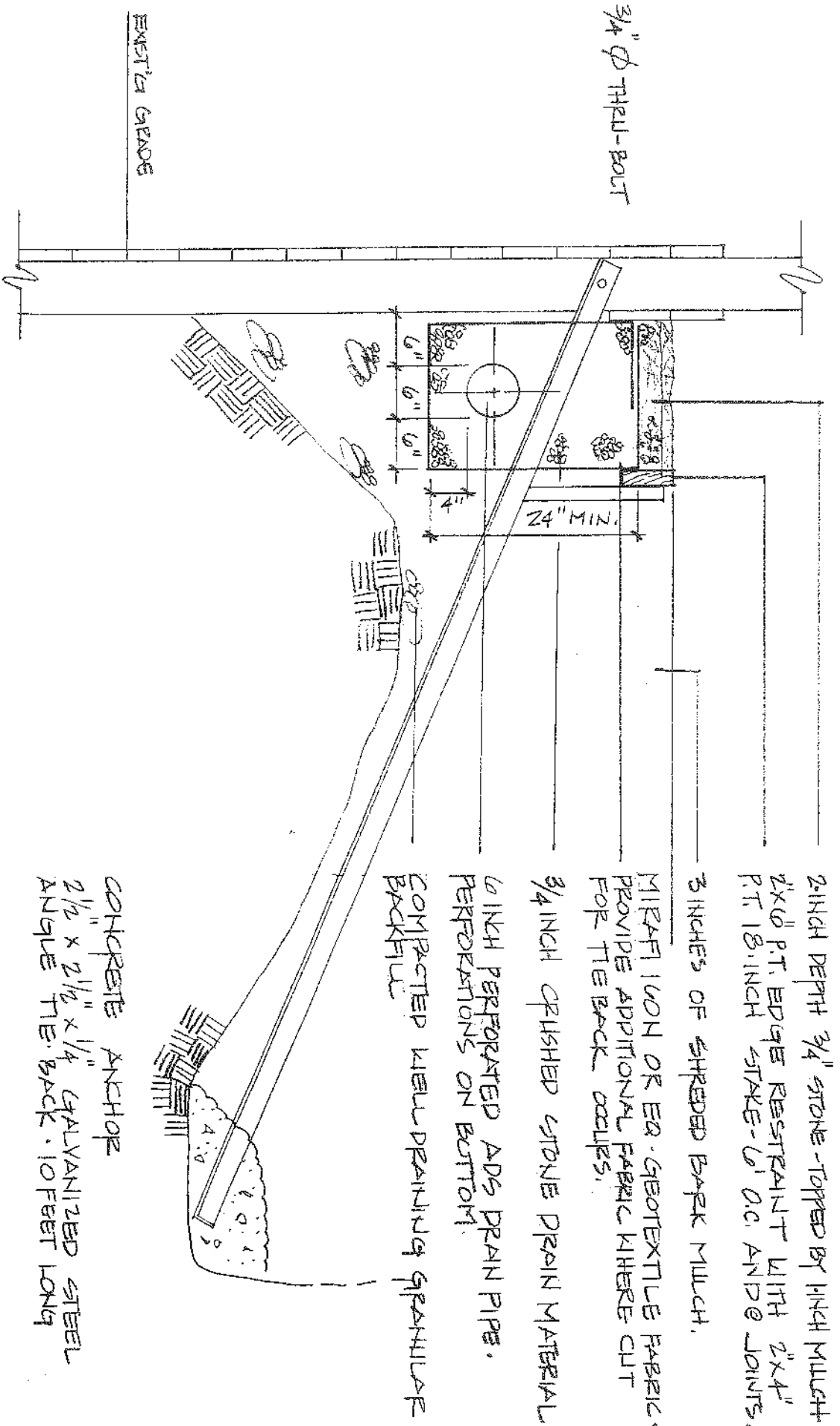
Sincerely,
Mitchell & Associates



Robert B. Metcalf

Enclosure

CC Mike Fagerson
Brian Duffy



SECTION THRU RETAINING WALL
 NOT TO SCALE

2 INCH DEPTH 3/4" STONE-TOPPED BY 1 INCH MULCH
 2X6" PT. EDGES RESTRAINT WITH 2X4"
 PT. 18 INCH STAKE-6" O.C. AND @ JOINTS.
 3 INCHES OF SHREDED BARK MULCH.

MIRAFILON OR EQ. GEOTEXTILE FABRIC.
 PROVIDE ADDITIONAL FABRIC WHERE CUT
 FOR TIE BACK OCCURS.

3/4 INCH POLISHED STONE DRAIN MATERIAL
 LINK PERFORATED ADS DRAIN PIPE.
 PERFORATIONS ON BOTTOM.

COMPACTED WELL DRAINING GRANULAR
 BACKFILL

CONCRETE ANCHOR
 2 1/2" x 2 1/2" x 1/4" GALVANIZED STEEL
 ANGLE TIE BACK .10 FEET LONG

PERIMETER DRAIN & TIE BACK
HADLOCK FIELD

MITCHELL & ASSOCIATES
 MAY 15, 97

MITCHELL & ASSOCIATES
LANDSCAPE ARCHITECTS

November 7, 2001

Mr. Rick Knowland, Senior Planner
City of Portland
389 Congress Street
Portland, Maine 04101

Re: Hadlock Stadium
Via fax transmission

Dear Rick,

The following responses are in regards to the Staff comments that you provide to us on November 5, 2001.

1. Will there be space to maintain the sewer manhole by the seat expansion? Please explain.
 - **The construction of the new seating platform over the sewer manhole will be a removable section. Please refer to the architectural drawings, section E on sheet A-2.**
2. How are the seats going to fit in with the scoreboard signpost?
 - **There will be no seat where the sign post for the score board occurs.**
3. Tie in stormwater near the proposed concession stand to the infiltration drain under the covered picnic area.
 - **There are no gutters proposed on the new concession stand. Stormwater will sheet flow as it presently does toward the picnic structure. The reason for the gutter and collection system on the picnic structure is to prevent a concentration of water from eroding and saturating the area adjacent to the downspouts that have created a problem in the past.**
4. The new concession stand building – what shape is the roof, it will affect where the storm water lands. Where is the stormwater intended to go?

THE STAPLES SCHOOL
70 CENTER STREET
PORTLAND, MAINE 04101

Telephone (207) 774-4427
Fax (207) 874-2460
E-Mail mitchell@nlis.net

- **First, the new concession stand will have a hip roof (see sheet A-3 of the architectural drawings) with runoff shedding off all sides of the building. The runoff from the front and two sides will sheet flow toward the existing picnic shelter and expanded area as it presently does. The runoff from the rear portion will fall to the reconstructed sidewalk area behind the new retaining wall and sheet along the wall toward the expanded picnic area where runoff presently flows from the existing walk.**
5. Clarify the location and improvements of the remaining service driveway.
- **The service drive that has access to Fitzpatrick Stadium was located in the field by offset tape measurement and is shown as an approximate location since it is not located by survey. The only proposed improvement is to add a section of bituminous curb along the westerly side of the drive to redirect run-off toward an existing catch basin located along the rear of the stadium fence. Presently the runoff flows toward the picnic area and has been creating erosion action.**

We trust that these responses address the staff comments. Should you have any additional comments or questions please do not hesitate to contact me. As you know, the Sea Dogs want to begin this work as soon as possible in order to finish the necessary concrete work before the cold weather sets in. Thank you for your cooperation with expediting the review of this request.

Sincerely,
Mitchell & Associates



Robert B. Metcalf

Cc Charlie Eshbach
Brian Duffy

Rick Knowland - Hadlock Field

From: Rick Knowland
To: Internet:rmetcalf@mitchellassociates.biz
Date: 01/14/2005 11:31 AM
Subject: Hadlock Field
CC: Marge Schmuckal

Bob, Here are some updated comments on Hadlock Field. Some of these I mentioned to you the other day at our field visit to Hadlock Field.

1. Need a site plan of the complex with an insert of the project area footprint. The one submitted with the traffic report would work.
2. Need an elevation of what the grandstand and restroom building will look like from the Fitzpatrick side. Also indicate what the materials will be.
3. What is the sq.ft of the specific project area footprint?
4. A reminder that any signs will require a building permit from the Building Inspection Office. Since a major sponsor is involved in terms of signage would suggest you contact Marge Schmuckal concerning sign permits and regulations asap.
5. I'll contact Jeff Tarling to confirm earlier discussion on proposed landscaping. Indicate the number of large pine trees that will be taken down. Also plan should reflect measures to protect the exististing pine tree closest to the project area that will be saved.
6. Exterior lighting specs and location.

Bob, please call if you have any questions.

MITCHELL & ASSOCIATES

LANDSCAPE ARCHITECTS

November 27, 2001

Mr. Rick Knowland, Senior Planner
City of Portland
389 Congress Street
Portland, Maine 04101

Re: Hadlock Stadium

Dear Rick,

The following correspondence is in regards to staff comments that you and Jim Seymour provide to us on November 19th, concerning the proposed improvements at Hadlock Stadium. We have revised the plans and prepared the following responses to address those comments:

- We have revised the architectural siding on the proposed concession building to correspond to the detail found in the other detached structures located in the stadium. Please refer to the architectural plans prepared by Brian E. Duffy Associates.
- The plan has been revised to address the drainage issue adjacent to the Expo Building that Jim Seymour raised. A 2 foot wide stone drip strip has been added along the face of the Expo and we are proposing to provide a perforated under-drain and an area drain (NDS catch basin) that will be connected to the existing perimeter drain along right field. To provide this connection, a sleeve will be jacked under the existing concrete pavement that will allow the drainpipe to be extended.
- Jim Seymour also recommended that we install an under-drain behind the proposed retaining wall associated with the concession building. A perimeter under-drain has been added to the backside of the retaining wall to relieve potential hydrostatic pressure and freeze thaw impacts on the wall. The under-drain will be connected to the proposed stone drip edge drain system.
- The staff has recommended that the applicant provide a bituminous overlay of the existing sidewalk that connects to the recently paved sidewalk leading to Fitzpatrick Stadium. The applicant has agreed to overly the sidewalk.
- Jim Seymour requested that we indicate erosion control measures on the Site Plan. We have provided silt fence where appropriate and will provide permanent stabilization as required.

Mr. Rick Knowland

Page 2

- We were asked to confirm that the paved access/walkway leading from the picnic area to the Fitzpatrick Stadium access drive was no longer required. This walkway is not required to access the picnic area or the Expo. The previous approval for Hadlock Stadium required that access to the rear of the Expo be provided from the private parking lot located between the Expo and Hadlock Stadium, this access is still being maintained.

There also has been a modification to the location of the concession stand to respond to a request from Frank Latorre of the Expo. We have shifted the building 6 feet to the northeast to provide more separation from the Expo to address concerns over winter ice and snow conditions.

Enclosed for your review are the following:

- Revised Amended Site Plan Revision dated November 27, 2001
- Revised Architectural Plans Sheets --&-- prepared by Brian E. Duffy Associates

We have delivered a set of the plans and responses directly to Jim Seymour at Sebago Technics as requested. We trust that the responses and revisions address the staff concerns. Should you have any questions or comments please do not hesitate to contact our office.

Sincerely,
Mitchell & Associates



Robert B. Metcalf

Enclosure

Cc Charlie Eschbach
Brian Duffy

MITCHELL & ASSOCIATES
LANDSCAPE ARCHITECTS

June 14, 2005

Mr. Rick Knowland, Senior Planner
City of Portland
389 Congress Street
Portland, Maine 04101

**Re: Hadlock Stadium
Right Field Grandstand Expansion**

Dear Rick,

On behalf of the Sea Dogs Organization, we are pleased to submit the following revised documentation for construction of a new grandstand seating and concession area located on the right field side of Hadlock Stadium. This correspondence has been modified since our previous submission of February 15, 2005. The plans have been revised to address recent site improvements undertaken by the city. The overall plan is substantially the same as previously submitted to the planning board in February of 2005. Minor modifications include a relocated sidewalk from the EXPO as requested by the city. As you are aware, the access drive to Fitzpatrick Stadium was relocated by the city and the existing sanitary and storm drain system was upgraded to address conflicts and to provide access to the Alme's House Sewer.

As you know, a MDOT Modified Traffic Movement Permit was approved for the increase seating that has been added, including the present application since the stadium opened. Gorrill-Palmer Consulting Engineers are in the process of updating the original Traffic and Parking Management Plan for Hadlock Stadium and will be submitting separately. A neighborhood information meeting has been scheduled for June 15, 2005, 6:30 PM in the Portland Room at Hadlock Stadium. Notices were sent out accordingly to the list of abutters provided to our office.

The proposed project has been modified since our initial submission, in December 2004, and most recently as stated above to reflect site improvements made to Fitzpatrick Stadium. The proposed raised platform (December 2004 submission) over the existing picnic area was eliminated, the proposed concession stand has been relocated to the north side of the grandstand, and a new wood platform will be constructed for the concession stand that will connect to an existing platform. The project as presently proposed consist of the following improvements:

- Construction of a 390 seat, café style seating, grandstand with a 272 square foot concession stand located on an attached platform on the north side of the new grandstand. The area of the grandstand and platform is 5,880 square feet.
- Construct a new 1,173 square feet toilet facility to serve the proposed grandstand expansion and picnic area as well as to provide public toilet facilities for Fitzpatrick Stadium. The new toilet facilities will be constructed as two separate sections under one roof and will serve both men and women. Access from Fitzpatrick will be limited to the section closest to the stadium during games at Hadlock. The entire facility will be available for major events occurring at Fitzpatrick Stadium when not in conflict with Sea Dog games.
- Relocate the home bullpen under the new grandstand with a vehicle access gate to the field for access by ground maintenance.
- Provide new handicap access from the picnic area to the new toilet facility to serve the new grandstand and picnic area. The handicap access will also serve as egress from Fitzpatrick Stadium to Hadlock Stadium as needed.
- New site lighting will be limited to pedestrian scale pole mounted fixtures along the handicap access ramp, fixtures under the grandstand for the toilet area and for the bullpen. A wall light will be provided to illuminate the sign for the toilet facility and external fixtures will be used to illuminate the wall sign for Hadlock Stadium located on the back wall of the grandstand.
- The new US Cellular sponsor sign, presently located behind the home team bullpen, will be relocated on the back wall of the grandstand facing Hadlock. The sign will be internally lit with an opaque back and will only be illuminated during games at Hadlock. As indicated above, there will be a wall mounted sign located on the Fitzpatrick Stadium side of the US Cellular sign that will be externally illuminated. **The architectural drawings have been corrected to reflect that the extension of the grandstand structure above the 45-FT height limit is required to support the sign.**

Rick Knowland

Page 3

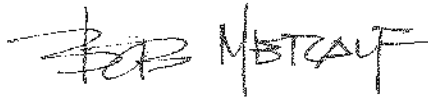
- As part of the city improvements, the vehicle access drive to Fitzpatrick Stadium was relocated, the vehicle access drive to Hadlock Field was eliminated, and a new sidewalk was installed for access to Fitzpatrick Stadium from the Expo building. This sidewalk will be relocated again during construction of the grandstand to accommodate for placement of a new retaining wall and for pedestrian access to Hadlock.
- The landscape plan has not been revised; we have tried to reach Jeff Tarling to review the site changes made by the city before we revise the Planting Plan. We will resubmit a new plan once we have reviewed the site conditions with Jeff Tarling.

Enclosed for your review are the following:

- Site Plan Set; Existing Conditions Plan, Amended Site Plan, Layout and Planting Plan, Grading and Drainage Plan and Site Details
- Architectural Plan set prepared by Brian E. Duffy Associates

Should you have any questions or comments, please do not hesitate to call me. We look forward to meeting with you and the Planning Board on June 28, 2005 for the Public Hearing.

Sincerely,
Mitchell & Associates



Robert B. Metcalf

Enclosure

Cc Charlie Eshbach
Peter Drivas
Brian Duffy
Tom Gorrill

MITCHELL & ASSOCIATES
LANDSCAPE ARCHITECTS

October 12, 2005

Mr. Rick Knowland, Senior Planner
Planning Department
389 Congress Street
Portland, Maine 04101

RE: Hadlock Field Improvements

Dear Rick:

This correspondence concerns the Planning Board Condition of Approval to update the Emergency Evacuation Plan for Hadlock Field. As you will see the enclosed plan is for "Procedure Incidental to Receipt of Bomb Threat". Section VI "Evacuate" procedures directs staff to go their primary or stairway exit to direct personal and visitors to designated areas of the stadium. There is no detail within this plan that identifies specific areas of the stadium. The new grandstand area shall have personnel assigned, as is the case throughout the stadium, to direct visitors to appropriate locations. According to the Seadog's staff, the ball field is the major area where people are directed to. The new grandstand and toilet area has a 6 foot gate opening in the right field wall to provide emergency access onto the field. We should note that the State Fire Marshall has approved the plan for the grandstand.

Also we have included a schematic plan of the stadium indicating where staff will direct visitors to evacuate to.

We trust that the above response addresses the Condition of Approval. Should you have any questions or additional comments, please do not hesitate to call.

Sincerely,
Mitchell & Associates



Robert B. Metcalf

Enclosure

cc: Charlie Eshbach
Peter Drivas
Brian Duffy

PORTLAND SEADOGS

Hadlock Field

PROCEDURE INCIDENTAL TO RECEIPT OF BOMB THREAT

I. INTRODUCTION

With the increase in bomb threats, it is incumbent upon us to have a plan of action to intelligently determine the actuality of such a situation. Once the feasibility exists, it will be necessary to have an orderly plan of action. Consequently, the following procedures will be implemented effective right away at Hadlock Field.

II. NOTIFICATION

One of the most important aspects of this operation is the amount and type of information obtained by the recipient of the telephone call / letter.

A. When a telephone call is received either directly or indirectly, whoever talks to the caller should record:

1. Date and time of call.
2. Exact language used.
3. Male, female; adult, child, estimated age and race
4. Speech: slow, rapid, normal, excited, loud, disguised, broken, sincere.
5. Background noises.
6. Name of person receiving the call.
7. Note if the caller indicates knowledge of the building by his descriptions of locations.
8. Ask when the bomb will explode and where it is located.
9. Notify Charlie Eschbach or Security Supervisor on Duty
10. Follow instructions.

B. When a bomb threat is received through the mail, the person opening the letter should:

1. Place the letter in a tray to be picked up for analysis.
2. Immediately notify Charlie Eshbach or Security Supervisor on Duty which will notify the police department
3. Fill out as much information in Section II, Subsection A, as possible.
4. Follow instructions.

III. SEARCH

Since everyone is knowledgeable of what belongs in his/her immediate perimeter, it is necessary for personnel to remain at their respective stations to alert searching parties to any foreign object placed around.

A. The office of Charlie Eshbach, shall be designated as the Command Center.

1. The bomb threat search shall be coordinated and controlled from this office.

B. The entire search staff (Pre Selected) along with Public Assembly Facilities Security Staff on duty with the Police dept. shall ensure a thorough search of the entire area of the facility.

1. Divide the Stadium into areas.
2. Assign key personnel designated as Area Coordinators who shall be responsible for searching their assigned location(s).
3. The search of the Stadium should be thorough, eliminating those places which are locked and inaccessible to the public, until the remainder of the area has been searched.
4. If the caller indicates the area in which the bomb is located, this area should receive immediate attention.
5. Tight security should be maintained on each area searched until the entire search is completed.

IV. LOCATE

Should a suspected article be found, personnel should remain calm and alert.

- A. Do Not Touch It.
- B. Notify Lead Person(s) in charge.
- C. Do not divulge the information to anyone
- D. Continue to search until the entire area has been thoroughly examined.

V. ISOLATE

To protect the scene and prevent injury, it is necessary to isolate the area.

- A. Clear the area of all unnecessary personnel.
- B. Once an area has been searched, excuse the employee(s)
 1. The employee(s) will report to the command center in Charlie's office and remain there for further orders.
- C. If suspected object is found, isolate the object.

VI. EVACUATE

To prevent utter chaos and personal injury, personnel and visitors should remain calm and exit in an orderly fashion when the order to evacuate has been given by Charlie Eshbach, or on site Security Supervisor.

- A. Personnel shall proceed to the corridor and calmly walk to their primary or stairway exit.
 1. The primary exit shall be determined by the location of the suspected device.
 2. Before leaving, Personnel shall:
 - a. Disconnect electric equipment
 - b. Leave office doors open and lights on.
- B. Personnel shall proceed single file through the primary or stairway exit.

1. Utilize the handrail and proceed down the stairs in single file
 2. Maintain a calm and orderly pace while in the stairwell.
 3. Upon reaching the first floor, personnel shall proceed through the exit to designated holding areas
- C. During all phases of an emergency evacuation, personnel shall not utilize:
1. The passenger elevators on each floor
 2. The freight elevator.

VIII. REGROUP

In order to account for all personnel and visitors and ensure that no one is left in the building, a regrouping procedure is necessary.

- A. Personnel, upon exiting, shall proceed to the designated area and regroup with other personnel from the same section.
- B. Remain at this location awaiting further instructions from the lead Supervisor.

IX. DAMAGE CONTROL MEASURES

Taken upon discovery of suspicious objects and/or bomb.

- A. Damage control measures are those steps taken to minimize the damage resulting from the detonation or ignition of a bomb. While it is often difficult to precisely estimate the destructive potential of a bomb, there are available to a limited number of procedures that may limit damage to the building and equipment.
 1. Evacuation: depending upon the size and nature of the bomb will determine what may have to be evacuated. When any question exists, evacuation should be ordered for a distance of at least 300 feet from the premises, that affords protection from flying glass and debris

2. Venting: windows and doors should be opened in order to vent the blast if detonation should take place.
3. Removal of Flammables: any materials that might ignite and contribute to fire damage if detonation should occur.

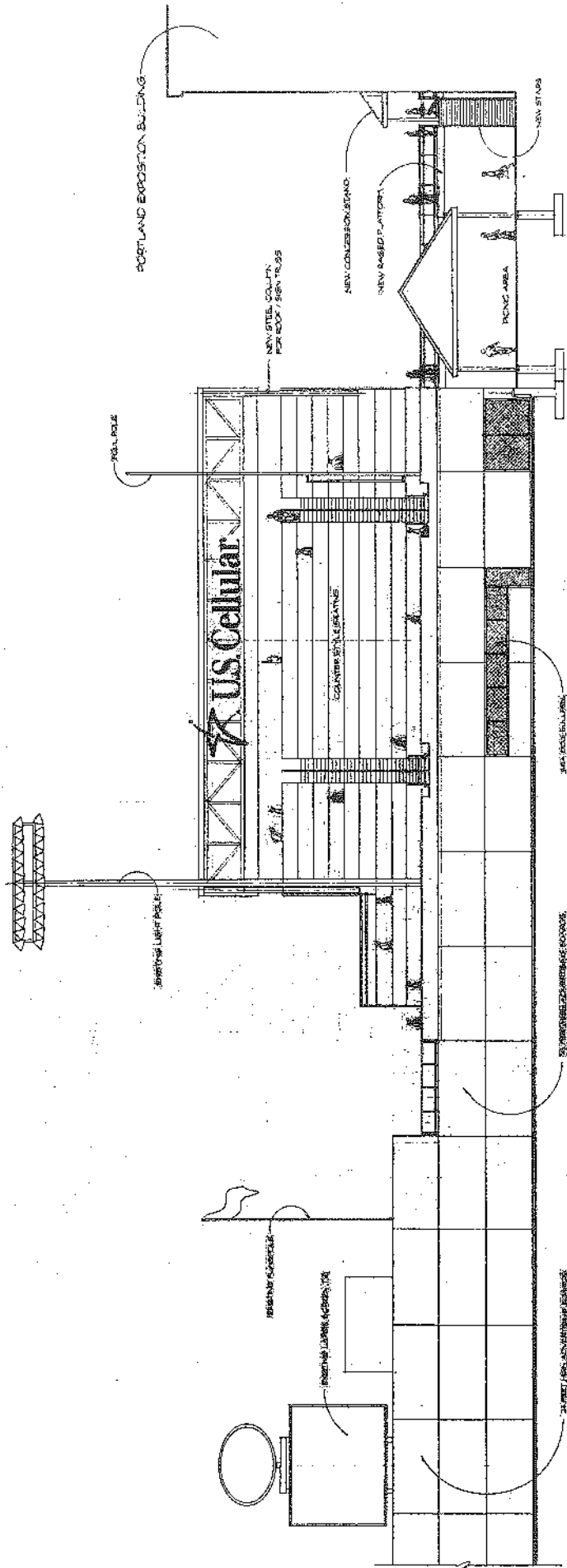
X RETURN

Absolutely no one is to return into the building under any circumstances until so authorized by Charlie or the Security Director on duty.

- A. Once the condition is declared safe and the order is given to resume normal duties, the Security Director on duty shall assign a supervisor to respond to the evacuation area to instruct the personnel and visitors to return to duty or to the facility.

XI NEWS MEDIA

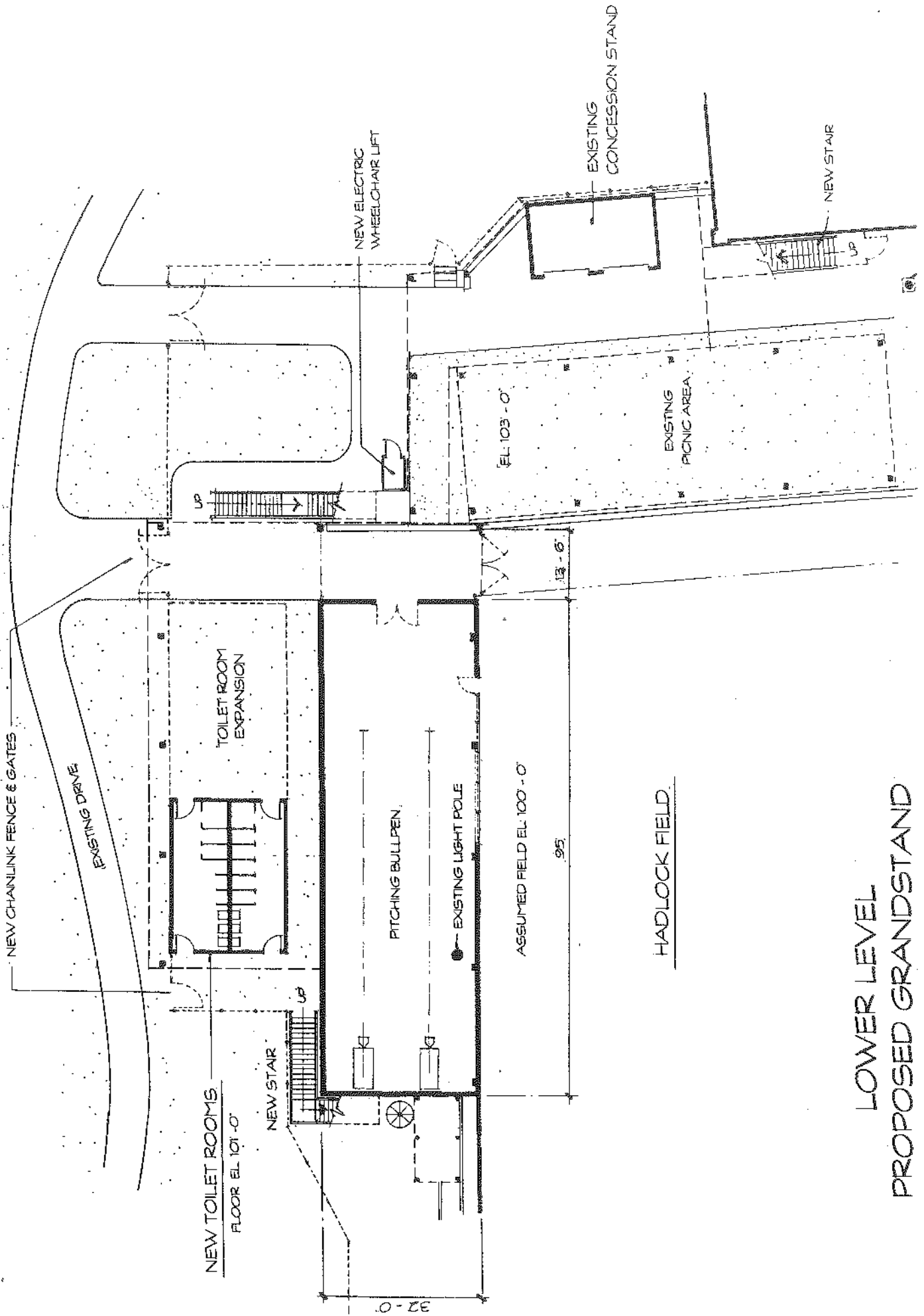
- A. It is of paramount importance that all inquiries by the news media be directed to the SeaDogs Press, Media & Public Relations Staff Member.
- B. All other persons should be instructed not to discuss the situation with outsiders, especially the news media.
- C. The purpose of this provision is to furnish the news media with accurate information and to see that additional bomb threat calls are not precipitated by irresponsible statements from uninformed sources.



ELEVATION OF PROPOSED RIGHT FIELD GRANDSTAND

REVISED OCT. 6, 2004
 JUN 11, 2004

PROPOSED RIGHT FIELD RENOVATIONS
 PORTLAND SEA DOGS
 HADLOCK FIELD • PORTLAND, MAINE



LOWER LEVEL
 PROPOSED GRANDSTAND

HADLOCK FIELD



CITY OF PORTLAND

April 19, 1995

Ms. Linda Kokemuller
Maine Department of Environmental Protection
Land Quality Control
312 Canco Road
Portland, ME 04103

Dear Linda:

On March 6, 1995 the Portland Planning Authority approved an amendment to the Hadlock Field site plan involving a 502 seat bleacher addition. See Attachments A, B, C and D for municipal notification of final action, approval letter, and a planning staff report of review finding and other background information.

The project involved a 4,200 sq. ft. addition (concrete pad) to the existing Hadlock Field. It is located on the far northwesterly corner of the facility.

Should you have any questions concerning this material, please call me.

Sincerely,

Richard Knowland
Senior Planner

cc: Joseph E. Gray, Jr., Director of Planning and Urban Development
~~A~~lexander Jaegerman, Chief Planner



EATON TRAFFIC ENGINEERING

2 Miranda Street • Brunswick • Maine • 04011
Tel. 207 / 725-9805 • FAX 207 / ~~725-9804~~
725-9773

December 27, 1996

Robert Metcalf
Mitchell & Associates
70 Center Street
Portland, Maine 04101

Re: Hadlock Stadium Expansion - Traffic/Parking Impact

Dear Bob:

I have reviewed the proposed expansion of Hadlock Stadium with regard to potential traffic and/or parking impacts. It is my understanding that the existing seating capacity of 6,500 will be expanded to accommodate 6,610 spectators by 1998. Using the estimation procedures utilized in the original traffic impact study prepared for Hadlock Field in 1993, this number of seats would be projected to add 93 spectators arriving by private automobile. Assuming average vehicle occupancy of 3 persons per vehicle, this would reflect a demand for 62 vehicle-trips (31 arriving, 31 departing), with a parking demand for 31 spaces.

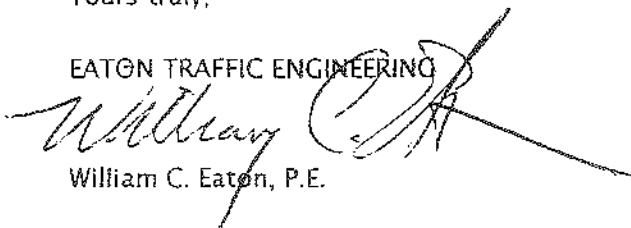
A review of pre- and post-game conditions conducted by the Hadlock Field Parking and Traffic Operations Committee during the 1994 season indicated that there was no increase in accident frequency during the baseball season as compared to previous years, game traffic cleared the area in the vicinity of the field within 15-20 minutes of the end of a game, and that no modifications to traffic signal operation at intersections in the vicinity of the field were necessary to accommodate game traffic. No parking supply problems were identified as a result of spectator parking, and, in fact, some of the facilities originally planned for use during games were closed due to lack of demand.

The proposed expansion reflects an increase in spectator capacity of less than 2 percent. Given the situation that no existing traffic or parking deficiency has been associated with current operations, it is my opinion that the proposed minor expansion is not likely to cause any new significant impacts.

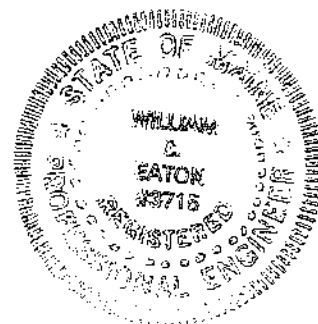
I trust that the above addresses your needs in this matter. Should you have any questions or require any additional information, please contact me.

Yours truly,

EATON TRAFFIC ENGINEERING



William C. Eaton, P.E.





EATON TRAFFIC ENGINEERING

2 Miranda Street • Brunswick • Maine • 04011
Tel. 207 / 725-9805 • FAX 207 / 725-9874
725-9773

December 27, 1996

Robert Metcalf
Mitchell & Associates
70 Center Street
Portland, Maine 04101

Re: Hadlock Stadium Expansion - Traffic/Parking Impact

Dear Bob:

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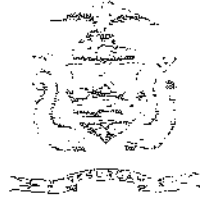
I trust that the above addresses your needs in this matter. Should you have any questions or require any additional information, please contact me.

Yours truly,

EATON TRAFFIC ENGINEERING


William C. Eaton, P.E.





CITY OF PORTLAND

February 6, 1997

Ms. Linda Kokemuller
Maine Department of Environmental Protection
Land Quality Control
Portland, ME 04103

RE: Hadlock Field

Dear Linda:

This letter is to confirm that the Portland Planning Authority has approved a revision to the Hadlock Field site plan. The proposal will result in a net increase of 178 seats. Specific improvements include expanding grandstand seating, providing an open air picnic shelter and replacing and expanding seating for the picnic area grandstand seating.

Please note the following attachments:

- A) Notification of Final Action Form, dated 2-5-97
- B) Portland Planning Authority Letter of Approval, dated 1-13-97
- C) Staff Review Memos
- D) Final Site Plan

Should you have any questions concerning this material, please call me.

Sincerely,

A handwritten signature in cursive script, appearing to read "Richard Knowland".

Richard Knowland
Senior Planner

cc: Joseph E. Gray, Jr., Director of Planning and Urban Development
Alexander Jaegerman, Chief Planner

0:\PLAN\CORRESP\RICK\LETTERS\2-6KKMLR.SAP2\10\97



CITY OF PORTLAND
Planning and Urban Development Department

MEMORANDUM

TO: Frank LaTorre, Director of Public Assembly Facilities

FROM: Richard Knowland, Senior Planner

DATE: March 18, 1997

RE: Hadlock Field

As you are aware, the Sea Dogs are proposing a temporary sausage stand rather than constructing a permanent kiosk which was shown on an earlier plan. The details of the stand are attached. This stand would replace the existing sausage stand located between Hadlock and the Expo. The temporary stand has been constructed so it can be disassembled. Apparently the Sea Dogs intend to build the permanent kiosk for the 1999 season.

From a regulatory point of view, I don't have a problem with this structure assuming it is temporary. I will be signing off on the site plan revision shortly. Please let me know if you have any problems or concerns with the final plans.

cc: Joseph E. Gray, Jr., Director of Planning and Urban Development
Alexander Jaegerman, Chief Planner
Robert Ganley, City Manager

MITCHELL & ASSOCIATES

LANDSCAPE ARCHITECTS

March 12, 1997

Mr. Richard Knowland, Senior Planner
Planning Department
City of Portland
389 Congress Street
Portland, Maine 04101

RE: HADLOCK STADIUM IMPROVEMENTS

Dear Rick:

This correspondence is in regards to our recent discussions concerning the temporary concession stand to be located on the east side of the existing stadium. As we discussed, this structure will be located in the same vicinity as the original approved permanent structure. In accordance with the state health code requirements, this structure will have potable water for a wet sink, gray water disposal connected to the existing stadium and electrical service.

The structure has been designed to be disassembled and stored at the end of the season if required, however, the Sea Dogs would like to leave the structure in place until the permanent concession stand is phased in.

The following information has been proposed for your review:

- Building elevations
- Letter from the Portland Sea Dogs re: Temporary Status

A copy of the elevations has been submitted for review by Mr. Sam Hoffses, Director of Building Inspections to amend the original building permit.

Should you have any questions or comments, please do not hesitate to contact me.

Sincerely,
Mitchell & Associates



Robert B. Metcalf

Enclosure

cc: Mike Fagerson



March 12, 1997

Rick Knowland
Planning Department
City of Portland
389 Congress St.
Portland ME 04101

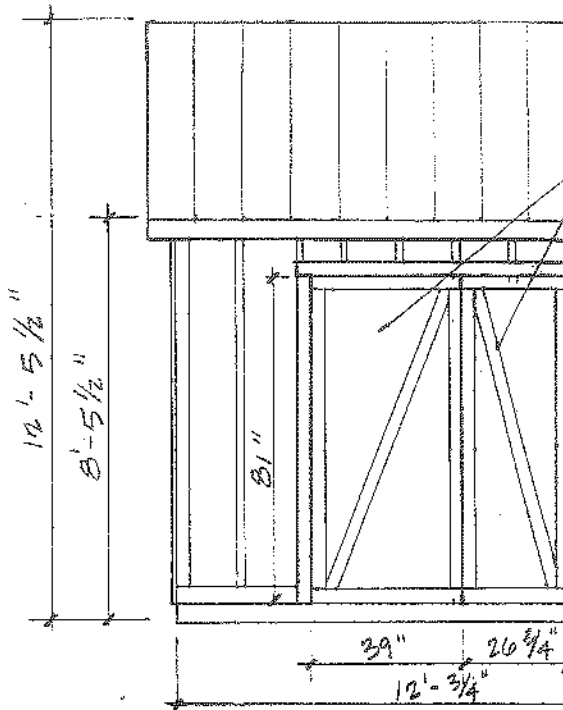
Dear Rick:

In regards to our temporary "Sausage Stand" which will be set up just outside of the concourse on the first base side: We have and are making some improvements to Hadlock Field. This year, we erected a picnic shelter and installed more box seats. Next year we would like to do more work in the picnic area. For the 1999 season we are looking to make the "Sausage Stand" a more permanent one.

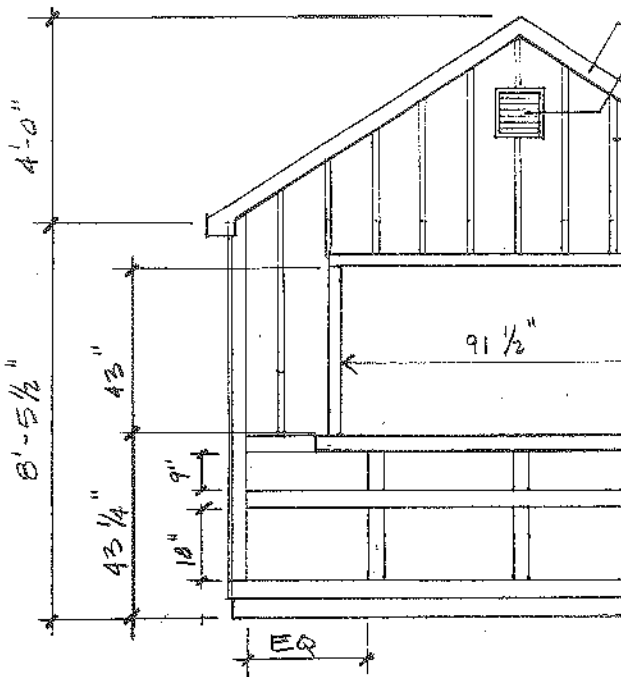
We would like to make these improvements more rapidly, but due to financial constraints we are looking to do this in stages. Thank you for your attention.

Sincerely,


Michael L. Fagerson
Director of Stadium Operations



PARK A
Scale 1/4



STADIUM
Scale 1/4

GENERAL NOTES

1. The proposed temporary concession stand shall be located in the same vicinity as the approved permanent stand.
2. The structure has been designed to be disassembled in sections.
3. The structure shall be painted using the same color scheme present in the existing stadium.

FRAMING NOTES:

- Base: Floor joist are 2" x 6"-16" O.C.
Headers are 2"x6"
- Flooring/Deck 3/4" CDX Plywood
- Wall Framing 2"x4"-16" O.C.
- Sheathing 1/2" AC Plywood
- Trimboards common pine
- Roof Rafters & Joist 2"x6"-16" O.C.
- Roof Sheathing (Option 1) 1"x3" strapping 12" O.C. with seamed metal roofing
(Option 2) 1/2" CDX plywood with seamed metal roofing.
- Window Panels 1/2" AC Plywood

OCK STADIUM

D TEMPORARY CONCESSION STAND : ELEVATIONS

Mitchell & Associates
Rich Aluminum

Date: March 13, 1997

The proposed project has been modified since our initial submission, in December 2004, and most recently as stated above to reflect site improvements made to Fitzpatrick Stadium. The proposed raised platform (December 2004 submission) over the existing picnic area was eliminated, the proposed concession stand has been relocated to the north side of the grandstand, and a new wood platform will be constructed for the concession stand that will connect to an existing platform. The project as presently proposed consist of the following improvements:

- Construction of a 390 seat, café style seating, grandstand with a 272 square foot concession stand located on an attached platform on the north side of the new grandstand. The area of the grandstand and platform is 5,880 square feet.
- Construct a new 1,173 square feet toilet facility to serve the proposed grandstand expansion and picnic area as well as to provide public toilet facilities for Fitzpatrick Stadium. The new toilet facilities will be constructed as two separate sections under one roof and will serve both men and women. Access from Fitzpatrick will be limited to the section closest to the stadium during games at Hadlock. The entire facility will be available for major events occurring at Fitzpatrick Stadium when not in conflict with Sea Dog games.
- Relocate the home bullpen under the new grandstand with a vehicle access gate to the field for access by ground maintenance.
- Provide new handicap access from the picnic area to the new toilet facility to serve the new grandstand and picnic area. The handicap access will also serve as egress from Fitzpatrick Stadium to Hadlock Stadium as needed.
- New site lighting will be limited to pedestrian scale pole mounted fixtures along the handicap access ramp, fixtures under the grandstand for the toilet area and for the bullpen. A wall light will be provided to illuminate the sign for the toilet facility and external fixtures will be used to illuminate the wall sign for Hadlock Stadium located on the back wall of the grandstand.
- The new US Cellular sponsor sign, presently located behind the home team bullpen, will be relocated on the back wall of the grandstand facing Hadlock. The sign will be internally lit with an opaque back and will only be illuminated during games at Hadlock. As indicated above, there will be a wall mounted sign located on the Fitzpatrick Stadium side of the US Cellular sign that will be externally illuminated. **The architectural drawings have been corrected to reflect that the extension of the grandstand structure above the 45-FT height limit is required to support the sign.**

- As part of the city improvements, the vehicle access drive to Fitzpatrick Stadium was relocated, the vehicle access drive to Hadlock Field was eliminated, and a new sidewalk was installed for access to Fitzpatrick Stadium from the Expo building. This sidewalk will be relocated again during construction of the grandstand to accommodate for placement of a new retaining wall and for pedestrian access to Hadlock.
- The landscape plan has not been revised; we have tried to reach Jeff Tarling to review the site changes made by the city before we revise the Planting Plan. We will resubmit a new plan once we have reviewed the site conditions with Jeff Tarling.

Enclosed for your review are the following:

- Site Plan Set; Existing Conditions Plan, Amended Site Plan, Layout and Planting Plan, Grading and Drainage Plan and Site Details
- Architectural Plan set prepared by Brian E. Duffy Associates

Should you have any questions or comments, please do not hesitate to call me. We look forward to meeting with you and the Planning Board on June 28, 2005 for the Public Hearing.

Sincerely,
Mitchell & Associates

A handwritten signature in black ink, appearing to read "R B METCALF". The signature is stylized with a large, sweeping initial "R" and "B" followed by the name "METCALF" in a more regular, blocky script.

Robert B. Metcalf

Enclosure

Cc Charlie Eshbach
Peter Drivas
Brian Duffy
Tom Gorrill

Beal's

HADLOCK MOTION

copy for Rick, Alex
Penning

Plan to be start of 2006 session ①

The applicant shall work with
the Applicant shall work with the

City to identify ^{affected} ~~affected~~ ^{street} streets

assessing the need for and parameters

of appropriate ^{parking} parking restrictions

② Applicant's ^{consultants} consultants shall formulate ^{formulate to} a recommended ~~to the~~ City a parking ^{restri-} restrictions program; and

③ Should the City not adopt ^{adopt} said plan or a ^{similar} similar plan, shall ^{limit} limit attendance ^{to the} to the current, 6,975 seating capacity.

JUL 01 2005

Beal's

HADLOCK MATHEMATICS

copy for Rick, Alex
Penny

from the start of 2003 see ①

The Application shall work with the

city to identify affected areas

ensuring the need for and benefits

of appropriate parking restrictions

② Department's ~~application~~ shall include

a research report on the City's parking
a research program; and

③ Should the City not adopt

such plan or a study
or is not otherwise required to do

so, the City shall report to the

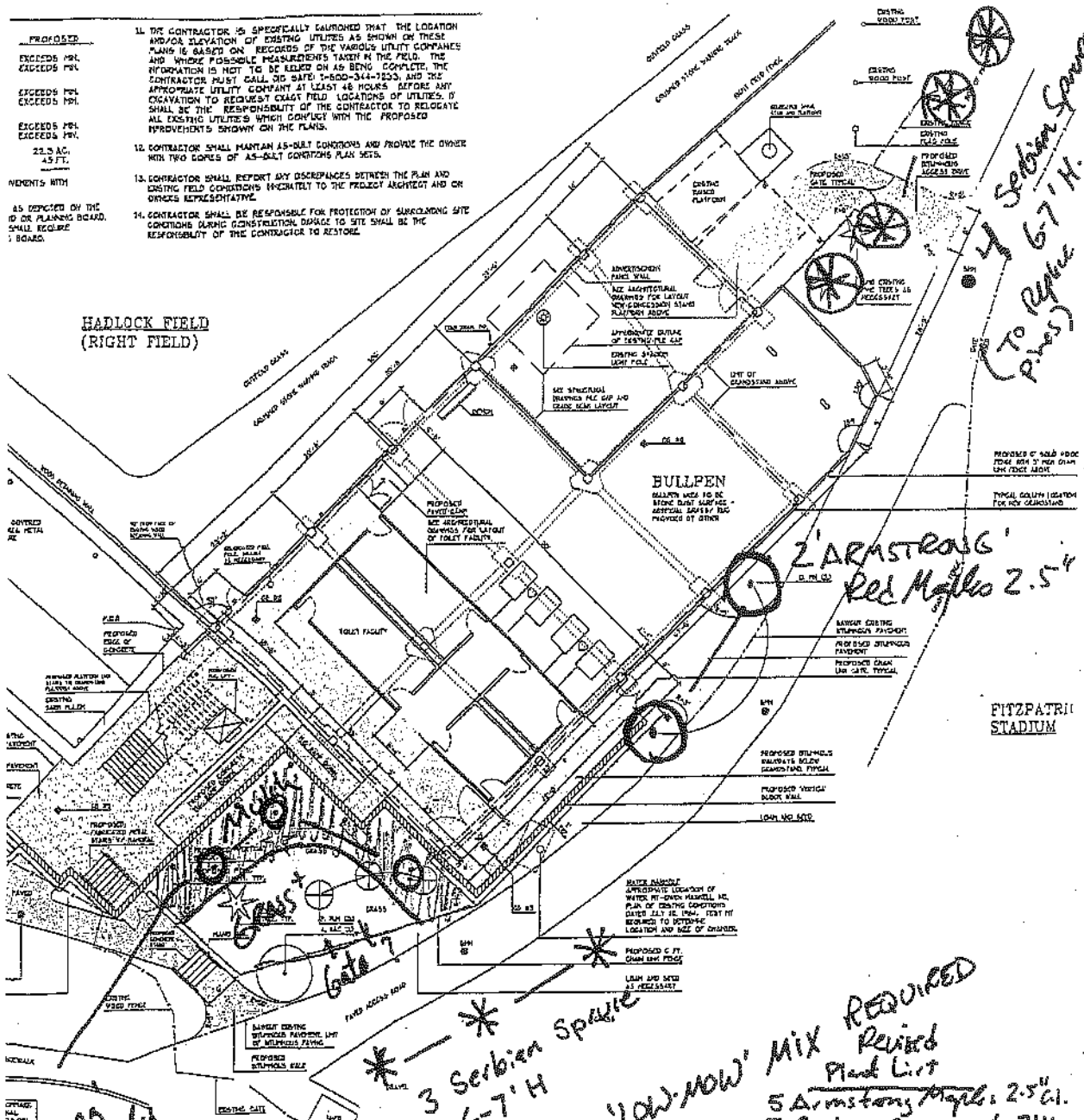
JEFF TAYLOR, CITY ARBORIST, SKETCH COMMENTS

2-18-05

PROPOSED
EXCEEDS 10%
EXCEEDS 10%
EXCEEDS 10%
EXCEEDS 10%
23.5 AC.
45 FT.
INMENTS WITH
AS DEPICTED BY THE
OR DR PLANNING BOARD.
SHALL REQUIRE
BOARD.

11. THE CONTRACTOR IS SPECIFICALLY WARNED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND WHERE POSSIBLE MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING COMPLETE. THE CONTRACTOR MUST CALL 800-848-1120, AND THE APPROPRIATE UTILITY COMPANY AT LEAST 48 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.
12. CONTRACTOR SHALL MAINTAIN AS-BUILT CONDITIONS AND PROVIDE THE OWNER WITH TWO COPIES OF AS-BUILT CONDITIONS PLAN SETS.
13. CONTRACTOR SHALL REPORT ANY DISCREPANCIES BETWEEN THE PLAN AND EXISTING FIELD CONDITIONS IMMEDIATELY TO THE PROJECT ARCHITECT AND ON OAKS REPRESENTATIVE.
14. CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTION OF SURROUNDING SITE CONDITIONS DURING CONSTRUCTION. DAMAGE TO SITE SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RESTORE.

HADLOCK FIELD
(RIGHT FIELD)



4 Serbian Spruce
(To Replace
Pines)

2 'ARMSTRONG'
Red Maple 2.5"

FITZPATRICK
STADIUM

* * *
3 Serbian Spruce
6-7' H
* GRASS - 'LOW-MOW' MIX

REQUIRED
Revised
Plant List
5 'ARMSTRONG' Maple 2.5"
7 Serbian Spruce 6-7' H

PLANT LIST

SYD	CITY	POTENTIAL NAME	COMMON NAME	HS
A. CAF	1	TRIFOLIUM		
C. PUN	3	ACER RUBRA 'NUTTALL PLANT'	AUTUMN PLANE MAPLE	2' 2"
C. PN	2	PIEA PLANCHS	COLORADO BLUE SPRUCE	5'-6"
		QUERCUS FALLENB.	PN OAK	7' 2"

5 'ARMSTRONG'
Red Maple
2.5" Cal.



Parking Management Plan

Executive Summary

Purpose

This Parking Management Plan, updated in 2005, is intended to provide Hadlock and its employees with current information regarding parking of vehicles in a safe, efficient and orderly manner. It should be viewed as a supplement to the 1994 Hadlock Field Operations Handbook, an overall guide prepared for all aspects of ball park operation. It should be noted that the Handbook itself states that monitoring of operations and updating to the plan are integral to the success of Hadlock's operations.

At the time of the preparation of this updated plan, the Sea Dogs propose to add 390 seats to their existing 6,975-seat capacity, resulting in a total capacity of 7,365 seats. As a result, the City has requested that an updated parking management plan be provided.

Update

The update to the plan is based on information provided by the Portland Sea Dogs, Public Assembly Facilities division, other City Staff, and the Public. As previously discussed, while this information is intended to update the existing plan, this is by no means a "final" plan. It is expected that as the facility continues operations into the future, transportation and parking demands, as well as parking facilities, will change. As these issues arise, the Plan will be updated.

Comments

In order to ensure the continued effectiveness of operations, it is encouraged that questions, comments and concerns be directed to the Sea Dogs. The Sea Dogs can be contacted at (207) 874-9300. This number will provide direct access to staff, parking information, and will assist anyone wishing to discuss parking issues.

Off-Street Parking Locations

City/Sea Dogs Facilities

The Sea Dogs currently utilize several public or Sea Dog-controlled lots for parking:

- A. Hadlock Lot A (Hadlock Lot): Located adjacent to Hadlock, this lot is restricted to staff and vehicles with handicapped plates or placards on game days.
- B. Hadlock Lot B (Sea Dogs Gated Lot): Also located adjacent to Hadlock, this lot is restricted to players and staff on game days.
- C. Ice Arena Lot: This lot is located between the Portland Expo and municipal Ice Arena.
- D. Fitzpatrick Lot: This lot is located behind the Ice Arena Lot, toward Fitzpatrick Stadium.
- E. King Middle Lot: This lot, which has a front and back portion, is adjacent to King Middle School.
- H. Maine Med Two: Located on the Logan Point side of Congress Street, this is a fenced-in parking lot.
- I. Maine Med One: The garage for the Congress Street Medical Building, patrons are allowed to access this facility via its Forest Street entrance.

These lots are operated directly by Public Assembly Facilities (PAF) staff. A \$5.00 per car fee is assessed at all PAF lots. In the future, MMC will open another nearby garage on Congress Street, and this location will also provide parking to Sea Dogs patrons.

Major Private Facilities

Patrons coming to Sea Dogs games are also provided with access to other facilities:

- F. University of Southern Maine: Located on Bedford Street, this garage recently became available to Sea Dogs patrons. While operating hours have this facility closing at 11:00 PM during the week and 4:30 PM on weekends, the conferences division at USM can arrange to have operations remain active during all game times.
- Other Miscellaneous Lots: Listed in the parking supply tabulations, numerous independent lots provide parking for profit or fundraising.

The USM lot is operated independently of PAF (City) staff, but City staff has the option to direct vehicles to this lot in the event that all City-controlled lots are full.

Other Private Facilities

Several other local businesses provide parking in small surface lots in the area. These are monitored and maintained by these businesses.

The locations of each of the City-operated facilities as well as the privately-operated facilities are shown on Figure 1 following this page.

Parking Demand

Based on estimates compiled in previous Hadlock traffic and parking studies, approximately 85 percent of patrons are expected to arrive by private vehicle. Five percent arrive by bus, and the remaining ten percent of the patrons are either dropped off by taxi/limo/private vehicle or walk. Utilizing a rate of three persons per private vehicle, this translates to a demand for 2,087 spaces.

Parking Supply

As previously discussed, there are numerous off-street parking facilities:

Off-Street Supply:

1	Lot Adjacent to Hadlock A:	42 spaces [†]
2	Shalom House:	39 spaces [†]
3	Rich Aluminum:	54 spaces [†]
4	Hardwood Flooring (near Jail):	23 spaces [†]
5	McDonalds:	20 spaces [†]
6	Sullivan Tire:	64 spaces [†]
7	Amatos:	26 spaces [†]
8	Langs:	36 spaces [†]
9	Key Bank:	23 spaces [†]
10	Sportsman's Grill:	42 spaces [†]
11	Iris Network:	54 spaces [†]
12	Park Ave. Medical:	57 spaces [†]
A	Hadlock Lot A:	50 spaces*
B	Hadlock Lot B:	15 spaces [†]
C	Ice Arena Lot	52 spaces*
D	Fitzpatrick Lot:	170 spaces*
E	King School Lot:	79 spaces*
F	USM Garage:	500 spaces [†]
G	USM Law Lot (Preliminary):	148 spaces [†]
H	MMC 2 (Congress Lot):	109 spaces [†]
I	MMC 1 (MOB Parking):	205 spaces [†]

Total for Off-Street Parking: 1,808 spaces

*Denotes information from City staff; †denotes obtained from aerial photography.

On-street parking is available at the following locations:

On-Street Supply:

Deering Avenue (Park-Washburn):	141 spaces
State St. (Deering Oaks WS only):	45 spaces
<u>St. James Street:</u>	<u>209 spaces</u>
Total for On-Street Parking:	395 spaces

Total Supply:	Total for Off-Street Parking:	1,808 spaces
	<u>Total for On-Street Parking:</u>	<u>395 spaces</u>
	Total Parking Supply:	2,203 spaces

Based on the above numbers, supply exceeds demand by 116 spaces. In addition, some on-street parking is available on Park Avenue and Congress Streets, as well as Deering Oaks. Therefore, it is anticipated that the projected parking demand for a sell-out game will be satisfied.

Staff Operations

City Staff

City staff provide a presence at each of the City-operated lots, and remain at each lot until an hour into the game. In the case of the MMC lots, staff are on site for the full duration of the game. When a lot reaches capacity, a 'LOT FULL' sign is posted notifying drivers of the situation. As discussed, staff remain at the lots, and can provide drivers with information about remaining lots with space. All staff are in radio contact to ensure that communication between all lots takes place. If in the event that all lots are full (such as an All-Star game or other unusual event), the staff has the option to inform drivers of on-street parking, but this only takes place when all other parking is unavailable.

Police Officer

There is a police officer on site for every game. This officer is at the Park Avenue crosswalk before and after each game, and has a radio to keep in communication with Sea Dogs/City staff.

Advance Tickets

Most drivers are made aware of parking locations through printed directions that arrive with advance tickets. (As many games are sold out prior to game day, the majority of patrons receive this information.)

Signage

Signs informing patrons arriving in Portland display the Sea Dogs logo in various parts of the city, and direct them toward the Hadlock area. In addition to this signage, temporary directional signage is also placed on game day directing patrons to the off-street parking facilities. As discussed in the City Staff portion of the Management Plan, 'LOT FULL' signs are posted as each lot reaches capacity.

HADLOCK FIELD
FOLLOW - UP REVIEW
of the
1994 Sea Dogs
PARKING & TRAFFIC OPERATIONS

I. Executive Summary

II. Traffic

III. Parking

IV. Marketing

V. Budget

VI. Conclusions/Recommendation for 1995

*Prepared By: Hadlock Field Parking & Traffic Operations Committee
Mary Ann Theriault, Principal Traffic Engineer/Chairman*

November 1994

I. EXECUTIVE SUMMARY

As John Boles of the Florida Marlins stated in his press conference on April 18th, "...*Everything that was promised, was delivered.*" Following the season's opening game, Mr. Boles was very impressed with the fan support and overall operations. This supportive statement was a very good omen for the Hadlock Field Parking & Traffic Operations Committee.

During the entire premier baseball season, the City of Portland and the Portland Sea Dogs received *repeated positive comments* concerning the Parking & Traffic Operations for Hadlock Field. Throughout the season, a total of three minor complaints were handled by the Traffic Division: (1) a resident's request for no parking at his driveway, (2) a businesses request to slightly reduce the bus zone on St. James Street to allow for customer parking, and (3) the manager for Sonesta requested more frequent shuttle operations from their facility on High Street. The first two concerns were addressed and resolved immediately. The request from Sonesta was discussed in detail; however, the low ridership did not result in more bus service downtown (See Attachment # 1, 2).

Hadlock Field and the EXPO combined received 1 MILLION visitors over a course of a year (Sept. 1993-Sept. 1994) with virtually no significant parking and traffic problems. The entire committee continuously updated and fine-tuned the operations throughout the season. By mid-June, substantial base operations were in successful working order... thanks to all the participants hard work.

Overall, the committee feels successful in accomplishing their primary goal of "providing safe and efficient pedestrian, bicycle and vehicular operations" for the baseball season.

II. TRAFFIC

The following information details the finding of the random monitoring program as defined in the Hadlock Field Operations Handbook, pages 14 & 15:

Accident Data

The Portland Police Department researched a total of (22) accidents occurring within the study area from April 1 to September 5, 1994: (4) Park/High, (3) Park/Deering and (15) I-295/Forest Avenue. Only three of these accidents occurred on baseball game dates and all three were located at the I-295 off-ramp on Forest Avenue. This location has been identified as a high accident location to be corrected by MDOT in the Hadlock Field Traffic Study.

Signal Timing/Operations

The vehicular traffic arrived randomly 60-90 minutes prior to gametime and departed within minutes after the game. As anticipated, traffic cleared within 15-20 minutes; therefore, the Traffic Division did not deem it necessary to program any special timing for the area traffic signals. The bicycle traffic was very low due to the nighttime hours of most ballgames.

Hadlock, page 2...

Pedestrian Operations

Pedestrians arrived at the game in large numbers from both ends of Park Avenue. The pedestrian signals were continuously checked for proper operations. No problems were documented by the Traffic Division crews or the general public. With this current intracity location, it was very difficult to monitor pedestrian traffic. Were they simply walking from home or the various remote parking sites? Our committee estimates that many of the intown patrons walked to the game which is partially the reason for the "underutilized" downtown shuttle run.

Shuttle Program

A total of 25,370 (20,296 plus an estimated 25% for under 12 free) baseball fans rode on the Sea Dogs shuttle buses!

A total of 50,740 (40,592 plus the estimated 25%) passenger trips were completed by METRO for the first season; an average of 363 (290 plus the estimated 25%) two way riders per game. In March 1994, we had estimated 225 two way riders per game. The actual totals exceeded the estimation by 62%!

The Ramada Inn Lot was the most successful with the net cost per passenger of \$0.75; the Marginal Way Lot was second at \$1.62. The Sonesta/PO Park Route was the most underutilized run with a high cost of \$6.00 per passenger. The breakdown on the costs from METRO is enclosed as Attachment #1, 2.

The Maine Line Bus Service backed up METRO services with (3) buses on the weekdays, then was quickly narrowed down to (1) bus on the weekday games. Their service was equal to METRO in professionalism, cleanliness and promptness. All parties involved were pleased with their back-up service throughout the season.

III. PARKING

Due to the variety of choices, baseball fans had very little problems finding available parking in and around Hadlock Field. Randomly throughout the season, the parking sites were observed by the Traffic Division as well as other committee members. The following comments summarize our observations which are also part of the monitoring program:

On-Street

Citywide, we received three minor complaints and no additional request for one hour parking due to ballpark operations. Therefore, the Traffic Division staff felt it was unnecessary to perform a detailed parking count for the city streets (on overtime) as suggested in the monitoring program. The parking enforcement was minimal. Further detail can be provided by the Parking Division, if needed. On Deering Avenue, we had to add signs stating "Available Parking" before patrons utilized this unrestricted parking area. State Street Extension did not get utilized; however, St. James Street was highly used by baseball patrons. The bus parking was slightly reduced to allow for customer parking for the Carvel Company located at the corner of St. James Street and Park Avenue.

Hadlock, page 3...

On-Street, continued...

St. John Street, from Park Avenue to Falmouth Street, was also a prime location for on-street parking; however, the local residents did not call with complaints or request any parking changes.

Off-Street- Public

Hadlock Field, Lot A & B were filled to capacity+ every game. Lot B was expanded to include twice as many handicapped spaces (8 to 16) as well as provide a taxi drop off area. King School was not available for baseball parking due to the ongoing construction on the middle school facility. Fitzpatrick Parking Lot usually had 1-5 spaces available per game. Evidently, most patrons expected this lot to fill up first and didn't bother checking for available free parking.

Off-Street - Private

The USM lot was very underutilized on Bedford Street except during the Deering Oaks Festival/SeaDog Game dual event nights. Consequently, this dual event and others co-existed without any significant upset to the neighborhoods or traffic operations. Also, the USM-Marginal Way Lot and the Ramada Inn Lot were highly utilized as part of a successful shuttle program.

The Maine Medical Center parking facility was closed early in the season due to low volumes. The staff costs were evaluated and the committee recommended closing the garage. A letter from MMC complimented the City Staff and supported future coordination for special parking needs in this area (Attachment # 3).

Private Enterprise

As we had hoped, the "private-enterprise" parking opportunities flourished for the area businesses. Approximately thirteen businesses participated on a regular basis throughout the first season. The Maine Center for Cancer Medicine, 180 Park Avenue, recently published a very positive article stating their success and continued support for the next year (Attachment #4). Approximately half of the parking was managed as donations which added a positive light to the private parking alternative.

IV. MARKETING

The marketing plan was very successful in respect to the lack of traffic and parking problems. The patrons were well-informed and their parking choices were easy to understand. Random ads in the Portland Press were updated throughout the season while maintaining the same basic format. The Sea Dogs program was also a regular source for the parking alternatives.

The Portland Downtown District and Economic Development are planning to survey the (90+/-) coupon book participants through a follow-up mailing. The committee had suggested that this mailing hold a dual purpose of surveying the utilization of the coupons, as well as formal, sign up for next year. The committee is recommending that this booklet be paid by the merchants at a cost/materials rate of approximately \$25.00 each. The shuttle patrons were excited about the free booklets with the free upcoming Sea Dogs tickets being a big hit.

Hadlock, page 4...

V. BUDGET

The detailed costs of the Hadlock Field Parking and Traffic Operations were \$37,442.00 for FY94 and \$47,671.00 for FY95 for a total of \$85,113.00 (per expenditure listings dated 10-12-94, Attachments # 5, 6).

The following chart breaks down the total costs:

\$67,775.00	Shuttle Program including Maine Line net costs (The breakdown of METRO costs is shown on Attachment #1, 2)
\$ 5,595.00	Portland Press Advertising
\$ 2,360.00	Printing Coupon Booklets
\$ 5,410.00	Payroll Costs - Maine Med. Parking Attendants/PCO's
<u>\$ 3,973.00</u>	<u>Maine Med. Security Charges</u>
<u>\$85,113.00</u>	<u>TOTAL</u>

VI. CONCLUSIONS/RECOMMENDATIONS FOR 1995

1. Repeat similar shuttle service at the Ramada Inn and USM-Marginal Way Lot. Review the continuation of the Downtown Shuttle run and make a decision as soon as possible. Prepare a bid for the back-up shuttle services.
2. Continue to utilize the shuttle coordinators at each Shuttle Lot as well as the shuttle dispatch at Hadlock Field.
3. More pro-active advance shuttle ticket sales to be coordinated with the Shuttle provider and the Sea Dogs staff possibly utilizing mascots in schools for April/May/June.
4. If the Deering Oaks Festival will be utilizing the Marginal Way Lot (for the next 5 years???), secure a back-up use of the MDOT newly, expanded rideshare lot for weekends/nights.
5. Continue with a similar Marketing Plan maintaining the same format for consistency. Possibly include the parking/traffic ad in the 1995 PW Calendar to be distributed in June 1995???
6. The Traffic Division should proceed with the budget request for installation of an overhead sign directly over the entrance crosswalk on Park Avenue (poles/foundations/sign needed).
7. Continue with the free Shuttle Coupon Booklet at the cost of \$25.00 per participant to cover printing/paper costs.
8. Continue to include the Parking & Traffic Plan/Ad in the Sea Dogs program for next year. Include shuttle information with advance game ticket sales both purchased at the ticket office and through the mail.
9. Provide a Police Officer dedicated to crossing the pedestrians at Park Avenue/Hadlock Entrance for before and after every game. Also, the use of barrels and warning signs are recommended for the centerline locations before and after the Police Officer.
10. Provide the Police Officer on duty with a Sea Dogs radio for improved radio coordination.
11. Continue to meet randomly with the Operations Committee to address and resolve any changes in the Parking & Traffic Operations, as needed.
12. Revert shuttle lane on Park Avenue, between Lot A & B, to "unrestricted parking" for the off-season months, Sept.15 to April 1 for residential use.

REVENUES AND COSTS PER SEADOGS SHUTTLE ROUTES
 April Through September 1994

	P.O. Park Sonoma	Marginal Way	Ranada Inn	Total	Comments
COSTS					
LABOR and FRINGS:					
Drivers	7,914	10,872	15,289	33,974	
Dispatchers	3,637	3,638	3,638	10,913	Not Contingent on # of Routes
Coordinators	5,833	2,916	2,916	11,665	
Supervision	180	180	180	540	Initial Costs
	17,364	17,506	21,922	56,792	
Blue W/Merge	3,858	8,173	9,259	19,290	
Materials and Supplies	737	738	738	2,213	One Time Costs
TOTAL COSTS	21,997	24,478	32,010	78,295	
REVENUES					
	1,692	5,784	12,840	20,296	Passengers One-Way
COSTS OVER REVENUES	20,305	18,714	19,170	57,999	
TOTAL PASSENGERS	3,384	11,628	25,680	40,692	
COSTS OVER REVENUES PER PASSENGER	6.00	1.62	0.75	1.43	

Assumptions for Labor and Frings:
 P.O. Park/Sonoma: 1 Driver, 2 Coordinators
 Marginal Way (Does Not Include Maine Line): 1 Driver, 1 Coordinator
 Ranada Inn: 2 Drivers, 1 Coordinator

Assumptions for Blue W/Merge:
 P.O. Park/Sonoma: 25 Miles Per Game
 Marginal Way: 40 Miles Per Game (Does Not Include Maine Line)
 Ranada Inn: 60 Miles Per Game

SEADOGS SHUTTLE
Total 1994 Passengers and Bus Mileage

Month	Games	P.O. PARK	SONESTA	TOTAL	MARGINAL WAY	RAMADA INN	TOTAL ALL ROUTES	GAME ATTEND.	% MILEAGE	BUS
April	6	239	280	379	1,036	1,638	3,053	33,386	9.1	1,045
May	16	175	166	341	1,143	2,348	3,832	70,336	5.5	1,730
June	13	110	173	283	794	2,079	3,156	69,844	4.5	1,448
July	17	265	164	429	1,489	3,378	5,296	99,463	5.3	2,168
Aug.	14	171	58	229	1,106	2,730	4,065	84,111	4.8	1,494
Sept.	4	22	9	31	196	667	894	19,995	4.5	502
	70	982	850	1,692	5,764	12,840	20,296	377,135	5.4	8,387

Less tickets rec'd: 441

19,855

MAINE MEDICAL CENTER

June 30, 1994

Mary Ann Theriault
Traffic Principal Engineer
City of Portland
Traffic Division
65 Hanover Street
Portland, Me. 04101

Dear Mary,

Dave Young has informed me that the City has made the decision not to use the Maine Medical Center Garage for Sea Dog parking. This is understandable given the small number of fans that have chosen to use the garage.

I want to thank you and the members of the City Traffic Division that worked with us on this project. The team of city employees that worked on the garage did an outstanding job in accommodating both the fans and MMC employees.

It has been a pleasure to work with you in putting this together even though our participation in the parking plan has only been for a short time. Please let us know if we can be of service in the future.

Sincerely,



Mike Swan, AVP Administrative Services
Maine Medical Center

DISCOVERY WEEKEND DATES SET

MCREF continues its 14-year sponsorship of Discovery Weekend, a seminar for cancer patients and their loved ones. Weekends will be held during the coming year on: September 30 - October 2, 1994, January 27-29, 1995, and May 12-14, 1995. During the weekend, participants explore new skills and insights for dealing with cancer. Trained professionals share their expertise and present information on communication, processing a medical diagnosis, family concerns, stress, and spirituality. A panel of other cancer patients share their knowledge and experience. Dr. Jake Hannemann is Medical Director. For more information contact the Foundation at 773-2533 or Jude Hannemann at 767-2494.

Maine Cancer Research & Education Foundation News is published periodically to inform concerned citizens about past successes and future plans of the Foundation.

In our 1994-95 editions, specific cancers will be addressed in each issue. The focus of this issue is breast cancer. The Winter 1995 issue will discuss prostate cancer.

Address correspondence to:
Jayne A. Soles, Executive Director, PO
Box 553 DTS, Portland, Maine
04112-0553. 207-773-2533.

FOR YOU FOR LIFE - BREAST HEALTH EDUCATION

Maine Cancer Research and Education Foundation joined other health organizations in sponsoring a breast health information booth near Filene's at the Maine Mall during National Breast Cancer Awareness Month in October. Educational literature about breast self-exams, mammograms, breast cancer, and advances in research were available. Volunteers and professionals from the sponsoring organizations staffed the booth during the first week of October. *For You For Life* was sponsored by: Maine Medical Center, Maine Mall, Maine Cancer Research & Education Foundation, Maine Center for Cancer Medicine and Maine Breast Cancer Coalition.



The Maine Cancer Research and Education Foundation appreciates the efforts of the following volunteers who helped with Foundation activities and Discovery Weekend during the 1993 Fiscal Year:

- | | |
|--------------------------|-------------------------|
| • Dave & Alice Anderson | • Barbara Wood |
| • Mary Lou Carroll | • Carole Bruce |
| • Peter Fitzpatrick | • Debbie Correveau |
| • Arlene Hamilton | • Joan & Leslie Gordon |
| • Patty Jackson | • Jake & Jude Hannemann |
| • Aleta Kilborn | • Dick & Betty Kennedy |
| • Fr. Bob MacDonald | • Theresa King |
| • Suzanne McWilliam | • Shirley Mason |
| • Grace Moulton | • Paul Morin |
| • Betty Norton | • Tom Noll |
| • The Rev. Dick Sheesley | • Joe Richards |
| • Pam Szalajeski | • Pat Sweatt |
| | • Jim Tomney |

SEA DOGS BENEFIT PARKING RAISES \$3000 FOR CANCER PROGRAMS

Summer days and baseball season are behind us now, but over \$3000 raised by Maine Cancer Research and Education Foundation at their benefit parking at the Portland Sea Dogs home games will continue to provide support for Maine cancer research and education programs. With the generous use of the parking lot at the Maine Center for Cancer Medicine on Park Avenue, Jim Stanhope and volunteer Pat Sweatt collected benefit parking fees from hundreds of baseball fans. MCREF sincerely appreciates the loyal customers who returned numerous times for convenient parking and support of cancer research at the same time. We hope to see you again next year!

F444

MODE: ACT

CITY OF PORTLAND
CITY EXPENDITURE REVIEWING SYSTEM

DATE: 10-12-94
TIME: 12:10:49

FUND: 94101 CITY EXPENDITURES - FISCAL YEAR 94
ACCOUNT: 13 02 03 BASEBALL PARKING

CODE	ACCOUNT TITLE	APPROPRIATION	TOTAL EXPENDED	BALANCE	PCT
01300	TEMPORARY HELP	0.00	3,277.38	3,277.38-	0
02200	TEMPORARY SERVICES	0.00	260.00	260.00-	0
02531	HIRED EQUIPMENT	0.00	6,500.00	6,500.00-	0
02620	LOCAL TRANS BUS	0.00	20,986.08	20,986.08-	0
02710	ADVERTISING EXPENSE	0.00	3,972.00	3,972.00-	0
02740	PRINTING EXPENSE	0.00	2,359.75	2,359.75-	0
03160	MINOR EQUIPMENT	0.00	86.31	86.31-	0
FULL ACCOUNT 13 02 03		0.00	<u>37,441.52</u>	37,441.52-	0

ACCOUNT: 13 03 00 ELM STREET GARAGE

01210	HOURLY PAYMENTS	139,397.00	144,112.15	4,715.15-	103
01300	TEMPORARY HELP	4,410.00	9,412.16	5,002.16-	213

CONTINUE: []

FY95

MODE: ACT

CITY OF PORTLAND
CITY EXPENDITURE REVIEWING SYSTEM

DATE: 10-12-94
TIME: 12:18:26

FUND: 95101 CITY EXPENDITURES - FISCAL YEAR 95
ACCOUNT: 13 02 03 BASEBALL PARKING

CODE	ACCOUNT TITLE	APPROPRIATION	TOTAL EXPENDED	BALANCE	PCT
01300	TEMPORARY HELP	0.00	2,132.95	2,132.95-	0
01500	TERMINATION PAYMENTS	0.00	0.00	0.00	0
01600	WORKERS COMPENSATION	0.00	0.00	0.00	0
02200	TEMPORARY SERVICES	0.00	3,712.68	3,712.68-	0
02531	HIRED EQUIPMENT	0.00	39,882.90	39,882.90-	0
02710	ADVERTISING EXPENSE	0.00	1,623.00	1,623.00-	0
03230	WEARING APPAREL	0.00	319.20	319.20-	0
FULL ACCOUNT 13 02 03		0.00	47,670.73	47,670.73-	0

ACCOUNT: 13 03 00 ELM STREET GARAGE

01210	HOURLY PAYMENTS	128,392.00	42,560.65	85,831.35	33
01300	TEMPORARY HELP	5,000.00	637.77	4,362.23	13

CONTINUE: []

37 441.52

85,112.25

ATTACH. 6

1995 Portland Sea Dogs Home Schedule

Thursday, April 6	Binghamton
Friday, April 7	Binghamton
Tuesday, April 18	Canton
Wednesday, April 19	Canton
Thursday, April 20	Canton
Friday, April 21	Bowie
Saturday, April 22	Bowie
Sunday, April 23	Bowie
Friday, May 5	Binghamton
Saturday, May 6	Binghamton
Sunday, May 7	Binghamton
Monday, May 8	Harrisburg
Tuesday, May 9	Harrisburg
Wednesday, May 10	Harrisburg
Thursday, May 11	Harrisburg
Friday, May 12	Trenton
Saturday, May 13	Trenton
Sunday, May 14	Trenton
Monday, May 22	Reading
Tuesday, May 23	Reading
Wednesday, May 24	Reading
Thursday, May 25	New Haven
Friday, May 26	New Haven
Saturday, May 27	New Haven
Sunday, May 28	New Haven
Monday, May 29	New Britain
Tuesday, May 30	New Britain
Wednesday, May 31	New Britain
Friday, June 9	Harrisburg
Saturday, June 10	Harrisburg
Sunday, June 11	Harrisburg
Monday, June 12	Norwich
Tuesday, June 13	Norwich
Wednesday, June 14	New Britain
Thursday, June 15	New Britain
Friday, June 23	Trenton
Saturday, June 24	Trenton
Sunday, June 25	Trenton
Monday, June 26	Trenton
Saturday, July 1	New Haven
Sunday, July 2	New Haven
Monday, July 3	New Haven
Tuesday, July 4	Norwich
Wednesday, July 5	Norwich
Thursday, July 6	Norwich
Friday, July 7	Norwich
Saturday, July 8	New Britain
Sunday, July 9	New Britain
Monday, July 17	Canton
Tuesday, July 18	Canton
Wednesday, July 19	Canton
Thursday, July 20	Canton
Friday, July 21	Norwich
Saturday, July 22	Norwich
Sunday, July 23	Norwich

Friday, August 4	Bowie
Saturday, August 5	Bowie
Sunday, August 6	Bowie
Monday, August 7	Bowie
Tuesday, August 8	Binghamton
Wednesday, August 9	Binghamton
Monday, August 21	Binghamton
Tuesday, August 22	Binghamton
Wednesday, August 23	New Britain
Thursday, August 24	New Britain
Wednesday, August 30	New Haven
Thursday, August 31	New Haven
Friday, September 1	Reading
Saturday, September 2	Reading
Sunday, September 3	Reading
Monday, September 4	Reading

FOR MORE INFORMATION
CALL (207) 879-9500

- Binghamton Mets (New York Mets)
- Bowie Bay Sox (Baltimore Orioles)
- Canton-Akron Indians (Cleveland Indians)
- Harrisburg Senators (Montreal Expos)
- New Britain Twins (Minnesota Twins)
- New Haven Ravens (Colorado Rockies)
- Norwich Navigators (New York Yankees)
- Portland Sea Dogs (Florida Marlins)
- Reading Phillies (Philadelphia Phillies)
- Trenton Thunder (Boston Red Sox)



ATTACH. 7