49-A-1
165 Park Ave.
Sea Dogs Clubhouse
City of Portland

2007-0157

on Spreadsheet

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

2007-0157
Application I. D. Number

9/5/2007
Application Date

City Of Portland
Applicant

389 Congress St, Portland, ME 04101
Applicant's Mailing Address

Sea Dogs Clubhouse
Project Name/Description

Consultant/Agent

165 - 165 Park Ave, Portland, Maine
Address of Proposed Site

Applicant Ph: (207) 233-0350 Agent Fax:
Applicant or Agent Daytime Telephone, Fax

049 A001001
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 ☐ Apt 0 ☐ Condo 0 ☐ Other (specify)

Proposed Building square Feet or # of Units | Acreage of Site | R5 Zoning

Check Review Required:

☑ Site Plan (major/minor) ☐ Zoning Conditional - PB ☐ Subdivision # of lots
☐ Amendment to Plan - Board Review ☐ Zoning Conditional - ZBA ☐ Shoreland ☐ Historic Preservation ☐ DEP Local Certification
☐ Amendment to Plan - Staff Review ☐ Zoning Variance ☐ Flood Hazard ☐ Site Location
☐ After the Fact - Major ☐ Stormwater ☐ Traffic Movement ☐ Other
☐ After the Fact - Minor ☐ PAD Review ☐ 14-403 Streets Review

Fees Paid: Site Plan $400.00 Subdivision Engineer Review Date 9/6/2007

Planning Approval Status:

Reviewer

☐ **Approved** ☐ **Approved w/Conditions** See Attached ☐ **Denied**

Approval Date | Approval Expiration | Extension to | ☐ Additional Sheets Attached

☐ OK to Issue Building Permit — signature — date

Performance Guarantee ☐ **Required*** ☐ **Not Required**

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

☐ Performance Guarantee Accepted — date | amount | expiration date
☐ Inspection Fee Paid — date | amount
☐ Building Permit Issue — date
☐ Performance Guarantee Reduced — date | remaining balance | signature
☐ Temporary Certificate of Occupancy — date ☐ Conditions (See Attached) | expiration date
☐ Final Inspection — date | signature
☐ Certificate Of Occupancy — date
☐ Performance Guarantee Released — date | signature
☐ Defect Guarantee Submitted — submitted date | amount | expiration date
☐ Defect Guarantee Released — date | signature

City of Portland Site Plan Application

If you or the property owner owes real estate taxes, personal property taxes or user charges on any property within the City, payment arrangements must be made before permit applications can be received by the Inspections Division.

Address of Proposed Development: 165 Park Ave		Zone: R5	
Existing Building Size: 1,134 sq. ft.		Proposed Building Size: 9,891 sq. ft.	
Existing Acreage of Site: sq. ft.		Propsoed Acreage of Site: sq. ft.	
Tax Assessor's Chart, Block & Lot: Chart# 049 Block# A001001 Lot#	Property owner's mailing address: City of Portland 389 Congress St Portland ME 04101	Telephone #: 233-0350	
Consultant/Agent, mailing address, phone # & contact person:	Applicant's name, mailing address, telephone #/Fax#/Pager#: Bob Leeman 233-0350	Project name: Sea Dog Club house	

Fee For Service Deposit (all applications) _____ ($200.00)

Proposed Development (check all that apply)

___ New Building ___ Building Addition ___ Change of Use ___ Residential ___ Office ___ Retail
___ Manufacturing ___ Warehouse/Distribution ___ Parking lot
___ Subdivision ($500.00) + amount of lots____ ($25.00 per lot) $_____ + major site plan fee if applicable
___ Site Location of Development ($3,000.00)
(except for residential projects which shall be $200.00 per lot_____)
___ Traffic Movement ($1,000.00) ___ Storm water Quality ($250.00)
___ Section 14-403 Review ($400.00 + $25.00 per lot)
___ Other_____

Major Development (more than 10,000 sq. ft.)

___ Under 50,000 sq. ft. ($500.00)
___ 50,000 - 100,000 sq. ft. ($1,000.00)
___ Parking Lots over 100 spaces ($1,000.00)
___ 100,000 - 200,000 sq. ft. ($2,000.00)
___ 200,000 - 300,000 sq. ft. ($3,000.00)
___ Over 300,000 sq. ft. ($5,000.00)
___ After-the-fact Review ($1,000.00 + applicable application fee)

RECEIVED
SEP - 5 2007
City of Portland
Planning Division

Minor Site Plan Review

✓ Less than 10,000 sq. ft. ($400.00)
___ After-the-fact Review ($1,000.00 + applicable application fee)

Plan Amendments

___ Planning Staff Review ($250.00)
___ Planning Board Review ($500.00)

~ Please see next page ~

Who billing will be sent to: (Company, Contact Person, Address, Phone #)

Bob Leeman
City of Portland
389 Congress St
Portland ME 04101

Phone 874-8892
Cell 233-0350

Submittals shall include (7) separate folded packets of the following:

a. copy of application
b. cover letter stating the nature of the project
c. site plan containing the information found in the attached sample plans checklist
d. 1 set of 11 x 17 plans

Amendment to Plans: **Amendment applications should include 6 separate packets of the above (a, b, & c)**

ALL PLANS MUST BE FOLDED NEATLY AND IN PACKET FORM

Section 14-522 of the Zoning Ordinance outlines the process which is available on our web site: **portlandmaine.gov**

I hereby certify that I am the Owner of record of the named property, or that the owner of record authorizes the proposed work 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 a permit for work 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 permit at any reasonable hour to enforce the provisions of the codes applicable to this permit.

Signature of applicant:	Date: 9/5/07

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

Sea Dog Clubhouse

This project is to construct a new clubhouse for the Portland Sea Dogs. The building will be located beneath the existing Pavilion seating area. The purpose of this structure is to be used only as a team clubhouse for the tenants at Hadlock Field.

The foot print of this building is 5,610 square feet and a large portion of this will be within the foot print of the Pavilion seating area.

There is an existing fire hydrant within 500 feet of the proposed structure.

There is an existing sewer main within 20 feet of the proposed building.

There is an existing water main within 30 feet of the proposed building.

There will no drainage problems with this location, the City of Portland added a number of storm drains to this location two years ago.

This project is scheduled to be completed by April 1, 2008

We have receive approval from the State Fire Marshall.

We have submitted for a building permit with the City of Portland and hope to receive it so we can start construction on September 17, 2007.

This is a City project as is being sponsored by the Portland Sea Dogs. Because it is a City project it will be tax exempt and become property of the City when complete.

State of Maine
Department of Public Safety

Construction Permit

Reviewed for Barrier Free

16991

Sprinkled
Sprinkler Supervised

PORTLAND SEA DOGS CLUB HOUSE
Located at: 271 PARK ST.
PORTLAND
Occupancy/Use: ASSEMBLY CLASS C

Permission is hereby given to:

PORTLAND SEA DOGS

PO BOX 636
PORTLAND, ME 04101

to construct or alter the afore referenced building according to the plans hitherto filed with the Commissioner and now approved. No departure from application form/plans shall be made without prior approval in writing. This permit is issued under the provision of Title 25, Chapter 317, Section 2448 and the provisions of Title 5, Section 4594 - F. Nothing herein shall excuse the holder of this permit for failure to comply with local ordinances, zoning laws, or other pertinent legal restrictions. Each permit issued shall be displayed/available at the site of construction.

This permit will expire at midnight on the *15 th of February 2008*

Dated the 16 th day of August A.D. 2007

Commissioner

Copy-2 Architect

Comments:

CUYLER FEAGLES

PO BOX 301
FREEPORT, ME 04032

Location of New Building

Planning and Development Department
Lee D. Urban, Director

Planning Division
Alexander Jaegerman, Director

October 24, 2007

Mr. Robert Leeman
City of Portland
Public Assembly Facilities
389 Congress Street
Portland, ME 04101

Re: Hadlock Field Clubhouse Expansion; 271 Park Avenue

Dear Bob:

This letter is to confirm that on October 4, 2007, the Portland Planning authority approved an addition to Hadlock Field for a clubhouse as shown on the approved plan with the following conditions:

1. That the water line providing service into the project shall be clearly labeled on the plan.

2. That a plan or an appropriately labeled aerial photograph of the entire sports complex site shall be submitted.

3. A statement shall be submitted confirming the impervious surface area of the project site.

4. That the exterior material of the club house shall be reviewed and approved by the Planning Division. Note the Planning Division has not approved the exterior material shown on the submitted plans. No exterior material shall be installed unless the Planning Division has approved in writing the proposed material.

5. That the landscaping plan shall be subject to review and approval by the City Arborist.

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.

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

1. Where submission drawings are available in electronic form, the applicant shall submit any available electronic Autocad files (*.dwg), release 14 or greater, with seven (7) sets of the final plans.

2. Seven (7) final sets of plans must be submitted to and approved by the Planning Division and Public Works prior to the release of the building permit. If you need to make any modifications to the approved site plan, you must submit a revised site plan for staff review and approval.

3. 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. Requests to extend approvals must be received before the expiration date.

4. Prior to construction, a pre-construction 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 pre-construction 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 Development Review Coordinator must be notified five (5) working days prior to date required for final site inspection. The Development Review Coordinator can be reached at the Planning Division at 874-8632. Please make allowances for completion of site plan requirements determined to be incomplete or defective during the inspection. This is essential as all site plan requirements must be completed and approved by the Development Review Coordinator prior to issuance of a Certificate of Occupancy. Please schedule any property closing with these requirements in mind.

If there are any questions, please contact Rick Knowland at 874-8725.

Sincerely,

Alexander Jaegerman
Planning Division Director

Electronic Distribution:

cc: Anita LaChance, Assistant City Manager
Lee D. Urban, Planning and Development Department Director
Alexander Jaegerman, Planning Division Director
Barbara Barhydt, Development Review Services Manager
Richard Knowland, Senior Planner
Philip DiPierro, Development Review Coordinator
Marge Schmuckal, Zoning Administrator
Jeanie Bourke, Inspections Division
Michael Bobinsky, Public Works Director
Kathi Earley, Public Works
Bill Clark, Public works
Jim Carmody, Transportation Manager
Michael Farmer, Public Works
Jeff Tarling, City Arborist
Captain Greg Cass, Fire Prevention
Assessor's Office
Approval Letter File

Hadlock Clubhouse Expansion

The majority of the new clubhouse is being placed under the Pavilion seating area. The remaining section of the clubhouse is raised 14' above ground and will not affect the impervious surface below it.

The exterior finish that we are recommending for the expansion will match the siding on the existing stadium. The siding will be metal siding provided by Ideal Roofing and the color shall be Forest Green. The only area of concern in the raised Bull Pen, on the wall against the Batting Cage we would like to use T1-11 siding painted to match the metal siding. This will allow all building lines to match and will be durable enough to handle being hit with a baseball. Although this is a different siding from the rest of the stadium it is only on one wall and not visible from the stands.

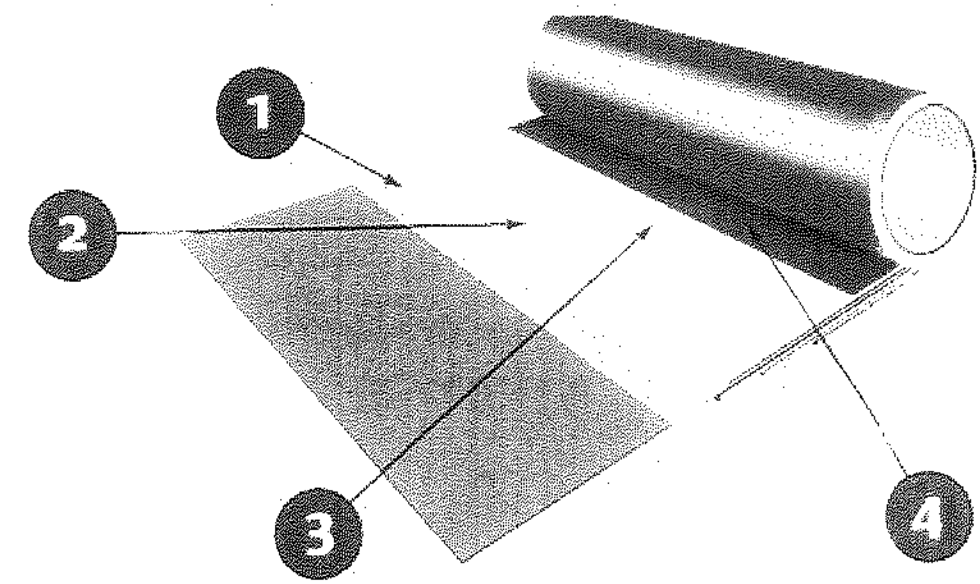
We will be working with Jeff Tarling, City Arborist to create a landscaping plan as soon as the snow is gone.

Residential Products

More Colors than a Rainbow!

Ideal Roofing's pre-painted steel roofing panels come in over 30 attractive colours enabling you to blend and match your new panels to your surrounding environment and to other building materials used on the same house.
For steep sloped roofs, accentuate the design of your home with Ideal's bright and vivid colours. For lower sloped roofs, use lighter colours to reflect the summer sun's blistering heat and keep your house cool.

4 COATS OF PROTECTION FOR LONGER LIFE



1. Zinc Coat (Galv G-90)
2. Zinc Phosphate Treatment
3. Primer Coat
4. Baked 8000+ Series Paint

YOUR CHOICE OF MATERIAL *Applicable only on the Ameri-Cana

Galvanized steel (Mill finish)	Galvalume Plus (Mill finish)	Pre-painted Galvanized Steel	*Aluminum Diamond Embossed
ASTM-A653 SS Grade 50, Z275 (G-90), Gauge 29 [illegible] and 26 [illegible]	ASTM-A792 SS Grade 50, AZ165 Gauge 29 [illegible]	8000 Series [illegible] ASTM-A653 SS Grade 50, Z275 (G-90), Gauge 29 [illegible] and 26 [illegible]	Gauge 25 [illegible]

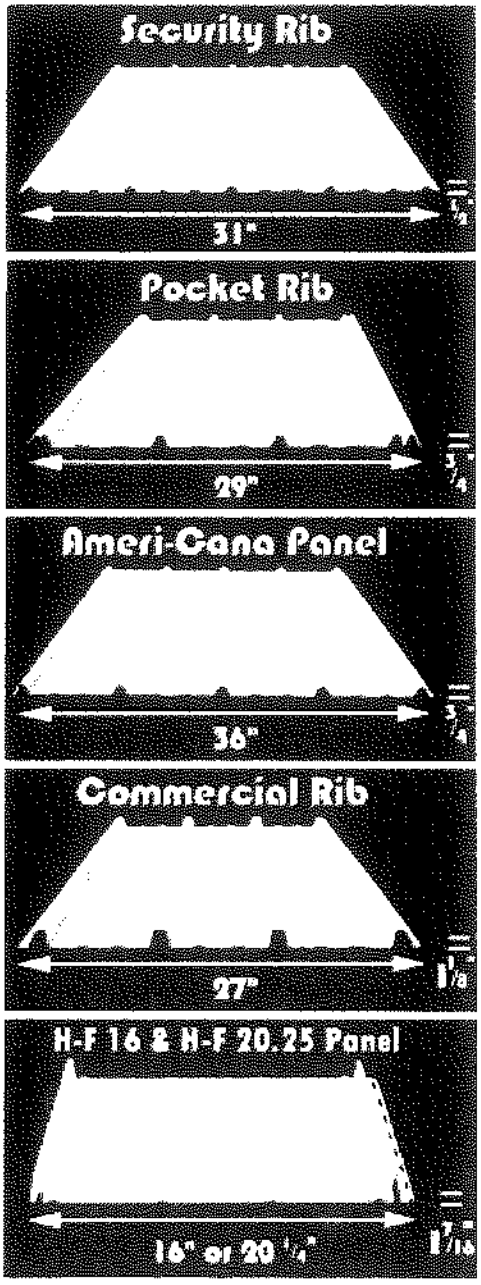
Ideal Roofing's pre-painted steel roofing panels come in various thicknesses ranging from .015 "; to .026"; They are made with tough G-90 galvanized pre-painted 8,000-Series steel in accordance with quality and performance specifications SC8-92 of the Canadian Sheet Steel Building Institute

Choose from a selection of four profiles, from the most enduring Security Rib panel, to the ever-popular Pocket Rib which combines a double rib system with the strength of 3/4" high ribs.

You may also consider the extra-strength and economy of the 36" wide full-hard steel Ameri-Cana panel.

There is the more traditional appearance of the Commercial Rib, closely resembling the old batten metal roofing without the clips and caps.

A new addition to our product line is the H-F 16 and H-F 20.25 Hidden Fastener Steel Roof Panel, a hidden fastener roofing system which combines the advanced 10,000 Series paint with Kynar 500 resin to give this product exceptional durability. It is also offered in 11 attractive colours.



19 ATTRACTIVE COLORS TO ENHANCE YOUR BUILDINGS

Colors not exactly as shown. See color card.


Tile Red QC 8259


Burgundy QC 8011

Polar White QC 8783


Heron Blue QC 8330

White QC 8317

Bone White QC 8273

Antique Linen QC 8696


Regent Grey QC 8730


Bright Red QC 8386

Tan QC 8315

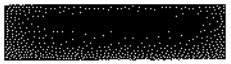
Stone Grey QC 8305

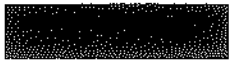

Red QC 8250


Slate Blue QC 8260


Royal Blue QC 8790


Medium Green QC 8329


Forest Green QC 8307


Charcoal QC 8306


Coffee QC 8326


Black QC 8262

The Planning Board Meeting is October 9th. Workshop items inlcude Westin Element Hotel, Contract Zone for 81 Danforth St, B-1b to R-7 map amendment for 192 to 202 Washington, R-5 Residential Amendments. Public hearing includes the Read Street rezoning and an amended plan for the Barclay Subdivision.

A. Preliminary Reviews (Please share preliminary comments on new or revised plans distributed week before)

1. warren green...any more comments rk
2. 749 Congress Street...mc

B. Final Reviews - Major Site Plans (Planning Board Review)

1. Village at Ocean Gate - plat and plans meeting PB conditions.....bb

C. Final Review - Minor Site Plans (Administrative Review)

1. hadlock field locker room...rk
2. student housing..rk no more [illegible] plan
3. Camp Bow Wow- traffic comments.........jf

D. Pressing Issues

1. Hammond Lumber- review comments on plans circ. last week......jf
2. Barclay Ave sub div........clar. for Hearing..........jf

max stamp site
- dimension plan
- overhead
- water line
- location of light fixture
- building elevation

E. Exemptions and Miscellaneous Requests

1. DEP Environmental Protection - air monitoring- adjacent to Deering Oaks
2. Allagash Brewing Co. -shed- 50 Industrial Way
3. Expo - loading dock
4. Wind generator at 400 Riverside St.
5. 192 and 202 Washington....mc

F. Distribution of New Projects and Revised Plans

1. Forest Avenue Zone Change for bank and drive-through - Mardigan....MC
2. Florence House revisions esp re landscape...........jf
3. 81-85 Danforth Housing, Random Orbit....bb/cm

impervious

max coverage

#17 stormwater [illegible]

utility [illegible]

[illegible] condition of approval

Kaleidoscope® Vaportite Series

Wall Mount Compact Fluorescent Luminaire

NOTE: VANDAL RESISTANCE A PRIORITY

APPLICATIONS

- Restaurants, Taverns or Nightclubs, Food Courts, Atriums or Plazas, Malls, Retail Outlets, Stores, Athletic Clubs and Facilities, Theatres, Arenas, Stadiums, Amusement Parks.

CONSTRUCTION

- Precision die-cast aluminum electrical enclosure.
- Die cast aluminum ballast box.
- Heat and shock resistant, prismatic glass optical chamber with neoprene gasketing.
- Corrosion resistant Duraplex II White polyester powder coated finish.
- Optional designer finishes available. See inside back cover of ExceLine catalog.

ELECTRICAL

- Compact Fluorescent ballasts are Electronic HPF >95%, <10% THD.
- PLT four pin base GX24q-3(26/32W), GX24q-4(42W).
- Starting temperature: 0˚ F/-18˚ C.

OPTICS

- **Low glare clear prismatic glass globe standard.**
- Approximately 40% uplight.

MOUNTING

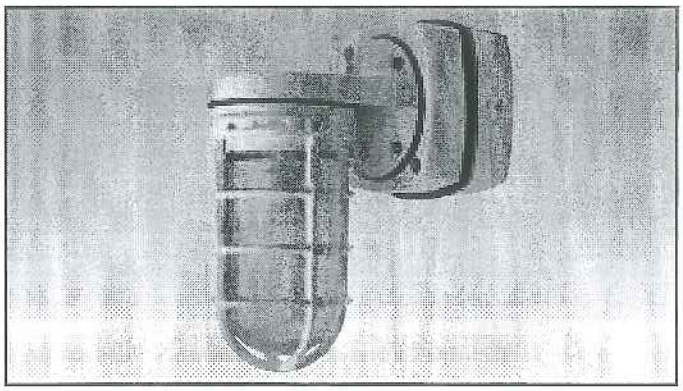
- 4/side, 1/back 1/2" NPT hubs.

WARRANTY/LISTINGS

- UL 1598 listed for wet locations-Globe down only.
- Published five year limited warranty.

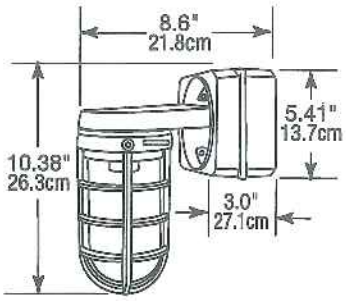
OPTIONS & ACCESSORIES — SEE END OF THIS SECTION.

PHOTOMETRICS — SEE REVERSE SIDE.



26 to 42 Watt (HF) Compact Fluorescent

Not for use in hazardous or classified locations
Not for recessed mounting



ORDERING GUIDE EXAMPLE: RLW26HFLAGC-4

c UL

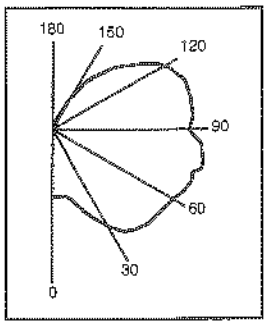
RLW	26	HF	L	AG	C		–	4
RLW							–	
Prefix	**Wattage**	**Source**	**Lamp**	**Globe**	**Cage**	**Options**		**Voltage**
RLW	26(PLT) 32(PLT) 42(PLT)	HF	L	AG=Amber[1] BG=Blue[1] CG=Clear G=Clear Prismatic GG=Green[1] LG=Lexan OG=Opal[1] RG=Ruby[1]	C	See options/acc's end of this section.		1=120 4=277

Product information is subject to change without notice.

[1]42W maximum on all colored globes.

ExceLine a GE Current THOMAS Company

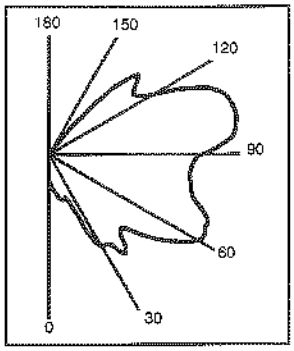
Kaleidoscope™ Vaportite Series



RL(#)200INGC
Lamp: 200W Incandescent, Frosted
Lumens: 3,910
Report #'s EX95061
Eff.= 85.0% S/MH= 2.3

Coefficients of Utilization												RF = 20
RC	80			50			30			10		0
RW	70	50	30	10	50	30	10	50	30	10	50	30	10	0
1	80	74	69	64	58	54	51	48	45	43	39	37	35	31
2	71	66	55	49	48	43	39	40	36	32	32	29	26	22
3	63	53	45	39	41	35	30	34	29	25	27	23	20	17
4	57	46	38	31	35	29	25	29	24	20	23	19	16	13
5	52	40	32	26	31	25	21	26	21	17	20	16	13	11
6	48	36	28	22	28	22	17	23	18	14	18	14	11	9
7	44	32	24	19	25	19	15	20	16	12	16	13	10	7
8	41	29	21	16	22	17	13	19	14	11	15	11	8	6
9	38	26	19	14	20	15	11	17	12	9	14	10	7	5
10	35	24	17	13	19	13	10	16	11	8	13	9	6	5

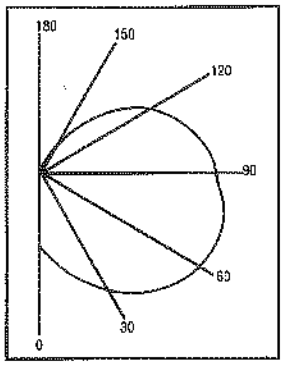
CANDLEPOWER DISTRIBUTION	
Deg.	C.P
0	153
10	158
20	194
30	257
40	299
50	307
60	320
70	341
80	348
90	312
100	323
110	322
120	292
130	230
140	165
150	76
160	18
170	3
180	0



RL(#)175MALGC-8
Lamp: 175W MH, Clear, Med. Base
Lumens: 15,000
Report # - EX95056
Eff.= 81.7% S/MH= 4.0

Coefficients of Utilization												RF = 20
RC	80			50			30			10		0
RW	70	50	30	10	50	30	10	50	30	10	50	30	10	0
1	76	71	68	62	54	51	49	44	42	40	35	33	32	27
2	67	59	52	47	45	40	36	36	33	30	28	26	23	19
3	60	50	43	37	38	33	28	31	26	23	24	20	18	14
4	54	44	36	30	33	27	23	26	22	18	20	17	14	11
5	49	38	30	24	29	23	19	23	18	15	18	14	11	8
6	45	34	26	20	25	20	16	20	16	12	16	12	9	7
7	42	30	23	17	23	17	13	18	14	10	14	10	8	5
8	38	27	20	15	20	15	11	16	12	9	13	9	7	5
9	36	24	18	13	19	13	10	15	11	8	12	8	6	4
10	33	22	16	11	17	12	9	14	10	7	11	7	5	3

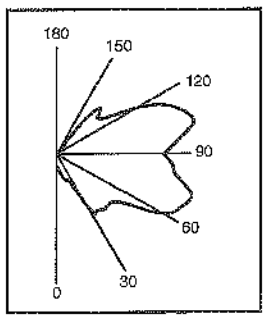
CANDLEPOWER DISTRIBUTION	
Deg.	C.P
0	221
10	330
20	404
30	867
40	889
50	1022
60	1377
70	1279
80	1144
90	1178
100	1507
110	1415
120	980
130	969
140	523
150	39
160	14
170	1
180	1



RL(#)32HFLGC
Lamp: 32W Compact Fluorescent
3,000K, Lumens: 2,400
Report # - EX95065
Eff.= 76.4 S/MH= 2.9

Coefficients of Utilization												RF = .20
RC	80			50			30			10		0
RW	70	50	30	10	50	30	10	50	30	10	50	30	10	0
1	72	66	62	57	52	49	46	43	41	39	36	34	32	28
2	63	55	49	43	43	38	34	36	32	29	29	26	23	20
3	57	47	40	34	36	31	27	30	26	22	24	21	18	15
4	51	41	33	27	32	26	22	26	22	18	21	17	14	11
5	47	36	28	23	28	22	18	23	18	15	18	15	12	9
6	43	32	24	19	25	19	15	20	16	12	16	13	10	7
7	39	29	21	16	22	17	13	18	14	11	14	11	8	6
8	36	25	19	14	20	15	11	16	12	9	13	10	7	5
9	34	23	17	12	18	13	10	15	11	8	12	9	6	4
10	31	21	15	11	17	12	8	14	10	7	11	8	5	4

CANDLEPOWER DISTRIBUTION	
Deg.	C.P
0	65
10	78
20	99
30	123
40	149
50	171
60	185
70	193
80	194
90	182
100	179
110	164
120	144
130	117
140	80
150	41
160	9
170	0
180	1



RL(#)150LXCLGC-8
Lamp: 150W Comfort™ HPS, Clear, Med. Base
Lumens: 12,000
Report #'s EX95059
Eff.= 81.4% S/MH= 4.3

Coefficients of Utilization												RF = 20
RC	80			50			30			10		0
RW	70	50	30	10	50	30	10	50	30	10	50	30	10	0
1	75	70	65	60	54	50	47	44	41	39	35	33	31	27
2	66	58	51	45	44	39	35	36	32	28	28	25	22	18
3	59	49	41	35	37	31	27	30	25	22	23	20	17	13
4	54	42	34	28	32	26	21	25	21	17	20	16	13	10
5	49	37	29	23	28	22	17	22	18	14	17	13	10	7
6	44	33	25	19	25	19	15	20	15	11	15	11	8	6
7	41	29	22	16	22	16	12	18	13	10	13	10	7	5
8	38	26	19	14	20	14	11	16	11	8	11	8	5	4
9	35	24	17	12	18	13	9	14	10	7	11	6	5	3
10	33	22	15	11	16	11	8	13	9	6	10	7	5	3

CANDLEPOWER DISTRIBUTION	
Deg.	C.P
0	124
10	197
20	282
30	647
40	751
50	708
60	1136
70	1265
80	1068
90	963
100	1228
110	1254
120	902
130	532
140	451
150	36
160	13
170	3
180	3

From: Rick Knowland
To: Bob Leeman
Date: 9/13/2007 9:20:53 AM
Subject: hadlock field

Bob, We discussed the hadlock field project at yesterdays staff meeting. No new comments were generated except for the Dan Goyette comment in his email and my previous comment about having a much clearer site plan for the development area. Also do not forget about the written site plan statements that need to be submitted (sec. 14-52599(c)) that all applicants need to submit.

I did have one further comment regarding the exterior facade. A review of the nonbrick material used at hadlock field and the various outbuildings that have been built over the years indicates the material whether wood or metal has a vertical orientation. For example board and batten is used for a number of the structures at hadlock. The submitted plan indicates a horizontal clapboard orientation along the facade. Was consideration given to a material that would be vertically oriented? I don't think it matters what kind of material you use (cementitous, wood, metal) but the horizontal orientation is clearly a deviation from the norm at hadlock except for the restroom building.

Should additional issues arise I will forward them to you accordingly. I did talk to Capt. Cass about the project. You may want to update him on your progress since you are going to need a building permit soon. He had not previously seen the site plan package that I showed him yesterday.

CC: Alex Jaegerman ; Barbara Barhydt

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

2008-0186
Application I. D. Number

12/31/2008
Application Date

Portland Sea Dogs
Applicant

271 Park Avenue, Portland, ME 04101
Applicant's Mailing Address

New Grill Shack
Project Name/Description

Consultant/Agent

271 - 271 Park Ave, Portland, Maine
Address of Proposed Site

Applicant Ph: (207) 874-9300 Agent Fax:
Applicant or Agent Daytime Telephone, Fax

049 A001001
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 ☐ Apt 0 ☐ Condo 0 ☐ Other (specify)

800 | 0 | Zoning
Proposed Building square Feet or # of Units | Acreage of Site | Proposed Total Disturbed Area of the Site

Check Review Required:

☑ Site Plan (major/minor) ☐ Zoning Conditional - PB ☐ Subdivision # of lots ☐ Design Review
☐ Amendment to Plan - Board Review ☐ Zoning Conditional - ZBA ☐ Shoreland ☐ Historic Preservation ☐ DEP Local Certification
☐ Amendment to Plan - Staff Review ☐ Zoning Variance ☐ Flood Hazard ☐ Site Location
☐ After the Fact - Major ☐ Stormwater ☐ Traffic Movement ☐ Housing Replacement
☐ After the Fact - Minor ☐ PAD Review ☐ 14-403 Streets Review ☐ Other

Fees Paid: Site Plan $400.00 Subdivision Engineer Review Date 12/31/2008

Zoning Approval Status:

Reviewer

☐ Approved ☐ Approved w/Conditions See Attached ☐ Denied

Approval Date | Approval Expiration | Extension to | ☐ Additional Sheets Attached

☐ Condition Compliance | signature | date

Performance Guarantee ☐ Required* ☐ Not Required

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

☐ Performance Guarantee Accepted — date | amount | expiration date

☐ Inspection Fee Paid — date | amount

☐ Building Permit Issue — date

☐ Performance Guarantee Reduced — date | remaining balance | signature

☐ Temporary Certificate of Occupancy — date | ☐ Conditions (See Attached) | expiration date

☐ Final Inspection — date | signature

☐ Certificate Of Occupancy — date

☐ Performance Guarantee Released — date | signature

☐ Defect Guarantee Submitted — submitted date | amount | expiration date

☐ Defect Guarantee Released — date | signature

STATE OF MAINE
DEPARTMENT OF ENVIRONMENTAL PROTECTION

JOHN ELIAS BALDACCI
GOVERNOR

DAWN R. GALLAGHER
COMMISSIONER

May 9, 2005

Richard Knowland, Planner
City of Portland
389 Congress St.
Portland, ME 04101

RE: Hadlock Field Improvements
DEP #L-18389-26-E - D

Dear Rick:

This letter is to inform you that the Department of Environmental Protection has received the Notification of Application Acceptance concerning the application of Portland Baseball, Inc., regarding proposed improvements to Hadlock Field. The Department is satisfied that the notice provisions of 38 M.R.S.A. Section 489-A Subsection 8 for Municipal Review of Development have been satisfied by the City of Portland and the applicant. Based upon its review of the notice and application, the Department will not be exercising jurisdiction over this application pursuant to 38 M.R.S.A. Section 489-A Subsection 9. However, this determination of non-jurisdiction does not apply to any Natural Resources Protection Act (NRPA) issues that may relate to the proposed project

If the application is amended prior to the municipality taking final action, another Notification of Application Acceptance may be required. Please contact me should this occur. The municipality is also required to submit one copy of the record of review and basis of decision within 40 working days of the final action by the reviewing authority.

If you have any questions concerning this, please call me at 822-6335.

Sincerely,

Marybeth Richardson, project manager
Division of Land Resource Regulation
Bureau of Land and Water Quality

C: File

AUGUSTA
17 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0017
(207) 287-7688
RAY BLDG., HOSPITAL ST.

BANGOR
106 HOGAN ROAD
BANGOR, MAINE 04401
(207) 941-4570 FAX: (207) 941-4584

PORTLAND
312 CANCO ROAD
PORTLAND, MAINE 04103
(207) 822-6300 FAX: (207) 822-6303

PRESQUE ISLE
1235 CENTRAL DRIVE, SKYWAY PARK
PRESQUE ISLE, MAINE 04769-2094
(207) 764-0477 FAX: 764-1507

web site: www.maine.gov/dep

ZONE DATA

ZONE: RECREATION AND OPEN SPACE (R-OS)

USE: TEMPORARY CONCESSION BUILDING (ACCESSORY USE FOR PUBLIC ATHLETIC FIELD, PERMITTED USE)

BUILDING AREA BEING DEVELOPED: 693 SF

ADDITIONAL PAVING: 83 SF

MAXIMUM IMPERVIOUS COVERAGE: 75%

CRITERIA	REQUIRED	PROVIDED
MINIMUM LOT SIZE:	2 AC.	22.3 AC.
ACCESSORY STRUCTURE	<2500 SF	693 SF
BUILDING SETBACKS:		
FRONT	25'	29'+/-
SIDE	12'	185'1/
REAR	25'	25'+/-
BUILDING HEIGHT	35'	12'
IMPERVIOUS SURFACE	75% MAX (16.73 AC.)	<60%
IMPERVIOUS INCREASE		+776 SF (.03%)

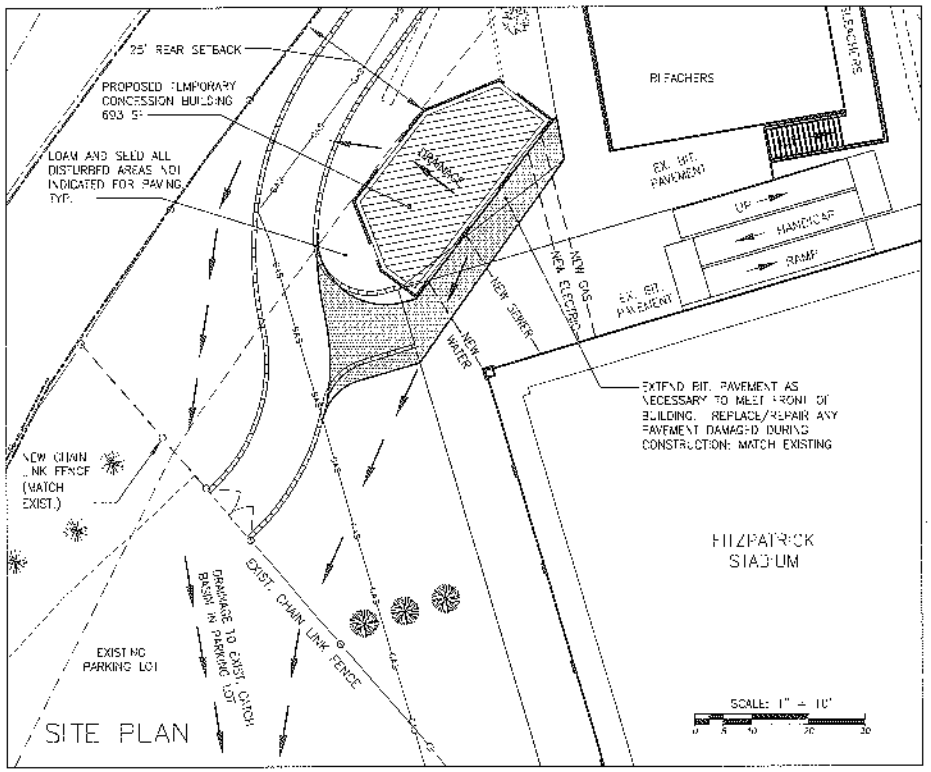
NOTES

1. BASE PLAN INFORMATION DERIVED FROM "BOUNDARY LINE RELOCATION PLAN," PROVIDED BY THE CITY OF PORTLAND PUBLIC WORKS DEPARTMENT, DATED JUNE, 2005.

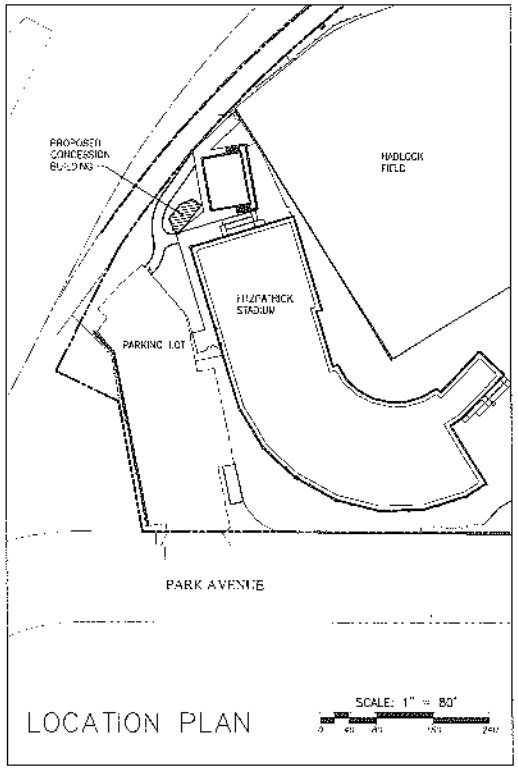
2. FIELD VERIFY LOCATION OF ALL STRUCTURES, UTILITIES, AND SITE ELEMENTS PRIOR TO CONSTRUCTION

3. ALL UTILITIES TO CONFORM TO PORTLAND STANDARD AND D.O.T. SPECIFICATIONS.

5. COORDINATE WORK WITH PORTLAND D.P.W.



SITE PLAN



LOCATION PLAN

DOMUS ARCHITECTS
PO BOX 301
FREEPORT, MAINE
04032
TEL 207-865-1212
FAX 207-865-XXXX
WWW.DOMUSARCHITECTS.NET

NOTES/ REVISIONS

- ESTABLISH WATER PIT LOCATION

HADLOCK FIELD CONCESSION STAND

PORTLAND, ME

APPLICANT:
PORTLAND SEA DOGS
271 PARK AVENUE
PORTLAND, ME 04102

PRINT STATUS:
SITE PERMITTING
3/9/09

Fax

PORTLAND Sea Dogs

To: Bill Sauter
Fax: 774-0565
Phone:

From: Jim Herbert
Fax:
Phone:

Date: 12/17/08
Subject:

Comments:

2009 Portland Sea Dogs Schedule

Sea Dogs Ticket Office 207-879-9500
www.seadogs.com

APRIL

SUN	MON	TUE	WED	THU	FRI	SAT
			1	2	3	4
5	6	7	8	9 CT 6:00	10 CT 6:00	11 CT 1:00
12 CT 1:00	13 NB 6:00	14 NB 6:00	15 NB 6:00	16 BI	17 BI	18 BI
19 BI	20 NB	21 NB	22 NB	23 CT 6:00	24 CT 6:00	25 CT 1:00
26 CT 1:00	27	28 BI 6:00	29 BI 6:00	30 BI 5:00		

MAY

SUN	MON	TUE	WED	THU	FRI	SAT
					1 CT	2 CT
3 CT	4 BI	5 BI	6 BI	7 BI	8 NB 7:00	9 NB 1:00
10 NB 1:00	11 TR	12 TR	13 TR	14 NB	15 NB	16 NB
17 NB	18	19 NH 6:00	20 NH 6:00	21 NH 12:00	22 CT 6:00	23 CT 1:00
24 CT 1:00	25 CT 1:00	26 NH	27 NH	28 NH	29 CT	30 CT

JUNE

SUN	MON	TUE	WED	THU	FRI	SAT
31 CT	1 BI 6:00	2 BI 6:00	3 BI 6:00	4 BI 12:00	5 TR 7:00	6 TR 6:00
7 TR 1:00	8	9 ER	10 ER	11 ER	12 AK	13 AK
14 AK	15	16 ER 7:00	17 ER 7:00	18 ER 6:00	19 AK 7:00	20 AK 5:00
21 AK 1:00	22	23 CT	24 CT	25 CT	26 NH	27 NH
28 NH	29 NH	30 NB 7:00				

JULY

SUN	MON	TUE	WED	THU	FRI	SAT
			1 NB 7:00	2 NB 7:00	3 NB 6:00	4 NH
5 NH	6 NH	7 BI 7:00	8 BI 7:00	9 BI 7:00	10 NH 7:00	11 NH 6:00
12 NH 1:00	13 NH 12:00	14 ALL STAR BREAK	15 STAR BREAK	16 TR	17 TR	18 TR
19 TR	20 NB	21 NB	22 NB	23 NB	24 NH 7:00	25 NH 6:00
26 NH 1:00	27 RE	28 RE	29 RE	30 RE	31 HB	

AUGUST

SUN	MON	TUE	WED	THU	FRI	SAT
						1 HB
2 HB	3	4 AL 7:00	5 AL 7:00	6 AL 12:00	7 BO 7:00	8 BO 6:00
9 BO 1:00	10	11 AL	12 AL	13 AL	14 BO	15 BO
16 BO	17	18 RE 7:00	19 RE 7:00	20 RE 7:00	21 HB 7:00	22 HB 6:00
23 HB 1:00	24 HB 7:00	25 BI	26 BI	27 BI	28 NH	29 NH

SEPTEMBER

SUN	MON	TUE	WED	THU	FRI	SAT
30 NH	31 NH	1 TR 6:00	2 TR 6:00	3 TR 5:00	4 NH 7:00	5 NH 5:00
6 NH 1:00	7 NH 1:00					

Now You're Thinking! PATRIOT SUBARU

Home | Away

THE BAY — The Flagship Station of the Portland Sea Dogs

AK	Akron Aeros (Indians)
AL	Altoona Curve (Pirates)
BI	Binghamton Mets (Mets)
BO	Bowie Baysox (Orioles)
CT	Connecticut Defenders (Giants)
ER	Erie SeaWolves (Tigers)
HB	Harrisburg Senators (Nationals)
NB	New Britain Rock Cats (Twins)
NH	New Hampshire Fisher Cats (Blue Jays)
RE	Reading Phillies (Phillies)
TR	Trenton Thunder (Yankees)

PORTLAND MAINE BASEBALL, INC. • P.O. BOX 636 • PORTLAND, ME 04104
PHONE (207) 874-9300 • FAX (207) 780-0317 • www.seadogs.com
CLASS AA AFFILIATE OF THE BOSTON RED SOX

#POR7 Portland Maine Baseball Inc

Summary Sheet (S247)	
Check Date :	09/19/2008-1
Period Range :	08/31/2008 TO 09/13/2008
Week Number :	Week #38

Tax Type	Rate	Tax ID	Wages	Amount	# EE's	Frequency
Federal Taxes						
Federal	----------	010478171	1,080,192.21	2,764.12	14	Semi-Weekly
EE OASDI	0.062000	010478171	18,576.91	1,151.76	14	Semi-Weekly
EE Medicare	0.014500	010478171	1,080,192.21	15,662.84	14	Semi-Weekly
ER OASDI	0.062000	010478171	18,576.91	1,151.76	14	Semi-Weekly
ER Medicare	0.014500	010478171	1,080,192.21	15,662.84	14	Semi-Weekly
Total 941 Liabilities					***36,393.32***	
ER FUI	0.008000	010478171	0.00		14	Quarterly
Total Federal Taxes					***36,393.32***	
State Withholding						
ME State Withholding		01-047817100	1,080,192.21	1,188.00	14	Follow fed.
Total State Withholding					***1,188.00***	
Total Employee Taxes				20,766.72		
Total Employer Taxes				16,814.60		
Total Tax Liability					***37,581.32***	
Regular checks				4,116.33		
Manual checks				0.00		
3rd Party Checks				0.00		
Void Checks				0.00		
Direct Deposit Checks				12,309.16		
Total Net Payroll					***16,425.49***	
Agency Checks				0.00		
Agency Checks DD				0.00		
Agency Checks Void				0.00		
Billing Impound				60.66		
Total Workers Comp				0		
Total Payroll Liability					***54,067.47***	
Tax Deposit Checks			Tax deposit to be made by Bangor Payroll			
Tax Deposit Checks Void			Tax deposit to be made by Bangor Payroll			
Total Check/Direct Deposits				16,486.15		
Total Direct Deposits				12,309.16		
Total Amount Debited from your Account					***54,067.47***	

Bangor Payroll
phone: 207-942-3300
fax: 207-990-3116
e-mail: Bangorpayroll@bangor.com

Date Printed: 09/17/2008 2:48:14 PM

General Building Permit Application

If 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.

Location/Address of Construction:		
Total Square Footage of Proposed Structure/Area: 800 Sq ft	Square Footage of Lot: 275,000	Number of Stories: 1
Tax Assessor's Chart, Block & Lot Chart# 19 Block# A Lot# 1	Applicant *must be owner, Lessee or Buyer* Name: Portland Sea Dogs Address: 271 Park Ave City, State & Zip: Portland ME 04101	Telephone: 207-874-9300
Lessee/DBA (If Applicable)	Owner (if different from Applicant) Name Address City, State & Zip	Cost Of Work: $ 40,000 C of O Fee: $ Total Fee: $

Current legal use (i.e. single family): Commercial Number of Residential Units: N/A
If vacant, what was the previous use?
Proposed Specific use: Concession Stand
Is property part of a subdivision? If yes, please name
Project description:

Contractor's name: Scott Labreque Construction
Address: 1350 Riverside St.
City, State & Zip: Portland ME Telephone:
Who should we contact when the permit is ready: Telephone:
Mailing address:

Please submit all of the information outlined on the applicable Checklist. Failure to do so will result in the automatic denial of your permit.

In order to be sure the City fully understands the full scope of the project, the Planning and Development Department may request additional information prior to the issuance of a permit. For further information or to download copies of this form and other applications visit the Inspections Division on-line at www.portlandmaine.gov, or stop by the Inspections Division office, room 315 City Hall or call 874-8703.

I hereby certify that I am the Owner of record of the named property, or that the owner of record authorizes the proposed work 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 a permit for work 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 permit at any reasonable hour to enforce the provisions of the codes applicable to this permit.

Signature: Date: 12/4/08

This is not a permit; you may not commence ANY work until the permit is issue

Revised 9-26-08

Development Review Application
Portland, Maine
Department of Planning and Development, Planning Division and Planning Board

Address of Proposed Development: 271 PARK AVE.

Zone:

Project Name: NEW GRILL SHACK

Existing Building Size: 60,000 sq. ft.		Proposed Building Size: 500 sq. ft.	
Existing Acreage of Site: 275000 sq. ft.		Proposed Acreage of Site: 800 sq. ft.	

Proposed Total Disturbed Area of the Site: 800 sq. ft. *

* If the proposed disturbance is greater than one acre, then the applicant shall apply for a Maine Construction General Permit (MCGP) or Chapter 500, Stormwater Management Permit with the Maine Department of Environmental Protection (DEP).

Tax Assessor's Chart, Block & Lot:	Property Owners Name/ Mailing address:	Telephone #: 207 874 9300
Chart # 49. Block # A Lot # 1	PORTLAND SEA DOGS 271 PARK AVE. PORTLAND, ME 04102.	Cell Phone #:
Consultant/Agent Name, Mailing Address, Telephone #, Fax # and Cell Phone # :	**Applicant's Name/ Mailing Address:**	**Telephone #:** 207 874 9300
	PORTLAND SEA DOGS 271 PARK AVE. PORTLAND, ME 04102.	Cell Phone #:

Fee for Service Deposit (all applications) ✓ ($200.00)

Proposed Development (check all that apply)

✓ New Building ___ Building Addition ___ Change of Use ___ Residential ___ Office ___ Retail
___ Manufacturing ___ Warehouse/Distribution ___ Parking lot
___ Subdivision ($500.00) + amount of lots____ ($25.00 per lot) $_____ + major site plan fee if applicable
___ Site Location of Development ($3,000.00)
(except for residential projects which shall be $200.00 per lot_____)
___ Traffic Movement ($1,000.00) ___ Storm water Quality ($250.00)
___ Section 14-403 Review ($400.00 + $25.00 per lot)
___ Other_____

~ Please see next page ~

Major Development (more than 10,000 sq. ft.)

___ Under 50,000 sq. ft. ($500.00)
___ 50,000 - 100,000 sq. ft. ($1,000.00)
___ Parking Lots over 100 spaces ($1,000.00)
___ 100,000 - 200,000 sq. ft. ($2,000.00)
___ 200,000 - 300,000 sq. ft. ($3,000.00)
___ Over 300,000 sq. ft. ($5,000.00)
___ After-the-fact Review ($1,000.00 + applicable application fee)

Minor Site Plan Review

✓ Less than 10,000 sq. ft. ($400.00)
___ After-the-fact Review ($1,000.00 + applicable application fee)

Plan Amendments

___ Planning Staff Review ($250.00)
___ Planning Board Review ($500.00)

Billing Address: (name, address and contact information)

PORTLAND SEA DOGS
271 PARK AVE.
PORTLAND, ME 04102.

Submittals shall include **seven (7) folded** packets containing of the following materials:

A. Copy of the application.
B. Cover letter stating the nature of the project.
C. Written Submittal (Sec. 14-525 2. (c), including evidence of right, title and interest.
D. A standard boundary survey prepared by a registered land surveyor at a scale not less than one inch to 100 feet.
E. Plans and maps based upon the boundary survey and containing the information found in the attached sample plan checklist.
E. Copy of the checklist completed for the proposal listing the material contained in the submitted application.
F. In addition to the seven (7) sets of documents listed above, one (1) set of the site plans reduced to 11 x 17 must be submitted.

Portland's development review process and requirements are outlined in the Land Use Code (Chapter 14), which includes the Subdivision Ordinance (Section 14-491) and the Site Plan Ordinance (Section 14-521). Portland's Land Use Code is on the City's web site: www.portlandmaine.gov. Copies of the ordinances may be purchased through the Planning Division.

I hereby certify that I am the Owner of record of the named property, or that the owner of record authorizes the proposed work 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 a permit for work described in this application is issued, I certify that the Planning Authority and Code Enforcement's authorized representative shall have the authority to enter all areas covered by this permit at any reasonable hour to enforce the provisions of the codes applicable to this permit.

This application is for site review only; a Performance Guarantee, Inspection Fee, Building Permit Application and associated fees will be required prior to construction.

Signature of Applicant:	Date:
	12/4/08

PORTLAND
Sea Dogs

December 4, 2008

Dept. of Planning and Development
Portland City Hall
389 Congress St.
Portland, ME 04101

To Whom It May Concern:

The Portland Sea Dogs propose to build a new concession building in the vacant area behind the LF stands at Hadlock Field. It will mirror the 1st Base grill stand. Our hope is that in reducing the amount of patrons using the 1st Base grill stand it will help improve the 1st Base egress area.

Sincerely,

Jim Heffley
Vice President and Assistant General Manager

PORTLAND MAINE BASEBALL, INC. • P.O. BOX 636 • PORTLAND, ME 04104
PHONE (207) 874-9300 • FAX (207) 780-0317 • www.seadogs.com
CLASS AA AFFILIATE OF THE 2004 WORLD SERIES CHAMPIONS BOSTON RED SOX

DOMUS ARCHITECTS

PO BOX 301
FREEPORT, MAINE
04032

TEL 207-865-1272
FAX 207-865-XXXX
WWW.DOMUSARCHITECTS.NET

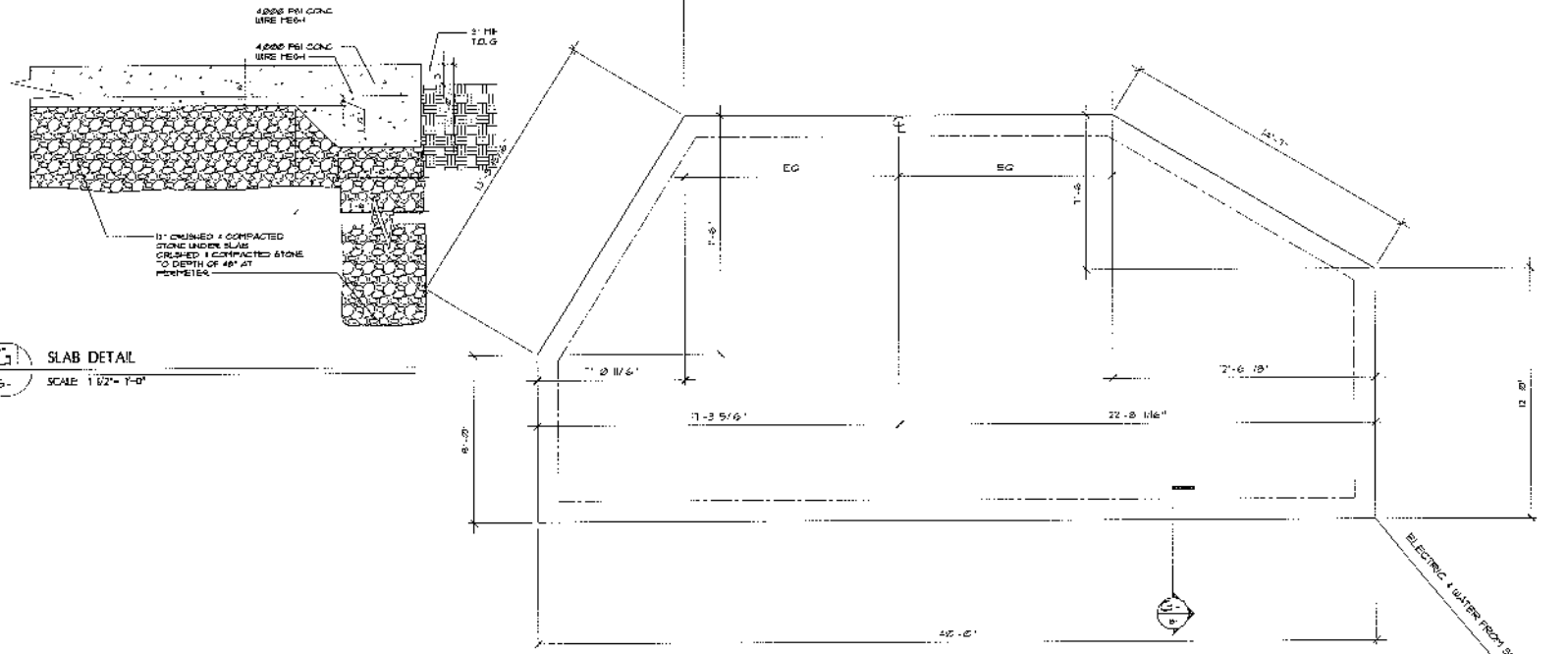
NOTES/ REVISIONS

PORTLAND SEA DOGS
TEMPORARY CONCESSION STAND

PRINT STATUS: ISSUED FOR DESIGN REVIEW
10/5/08

S-1

FOUNDATION PLAN



G1 / S- SLAB DETAIL
SCALE: 1 1/2"= 1'-0"

A1 / S-1 SLAB PLAN
SCALE: 1/4"= 1'-0"

Major Development (more than 10,000 sq. ft.)

____ Under 50,000 sq. ft. ($500.00)
____ 50,000 - 100,000 sq. ft. ($1,000.00)
____ Parking Lots over 100 spaces ($1,000.00)
____ 100,000 - 200,000 sq. ft. ($2,000.00)
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____ Planning Board Review ($500.00)

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PORTLAND SEA DOGS
271 PARK AVE
PORTLAND, ME 04102

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Signature of Applicant:	Date:
[signature]	12/4/08

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Existing Acreage of Site: 275000 sq. ft.		Proposed Acreage of Site: 500 sq. ft.	

Proposed Total Disturbed Area of the Site: 500 sq. ft. *

* If the proposed disturbance is greater than one acre, then the applicant shall apply for a Maine Construction General Permit (MCGP) or Chapter 500, Stormwater Management Permit with the Maine Department of Environmental Protection (DEP).

Tax Assessor's Chart, Block & Lot:	Property Owners Name/ Mailing address:	Telephone #: 207 874 9300
Chart # 49 Block # A Lot # 1	PORTLAND SEA DOGS 271 PARK AVE. PORTLAND, ME 04102.	Cell Phone #:
Consultant/Agent Name, Mailing Address, Telephone #, Fax # and Cell Phone # :	**Applicant's Name/ Mailing Address:**	**Telephone #:** 207 874 9300
	PORTLAND SEA DOGS 271 PARK AVE. PORTLAND, ME 04102.	Cell Phone #:

Fee for Service Deposit (all applications) ✓ ($200.00)

Proposed Development (check all that apply)

✓ New Building ___ Building Addition ___ Change of Use ___ Residential ___ Office ___ Retail
___ Manufacturing ___ Warehouse/Distribution ___ Parking lot
___ Subdivision ($500.00) + amount of lots____ ($25.00 per lot) $_____ + major site plan fee if applicable
___ Site Location of Development ($3,000.00)
(except for residential projects which shall be $200.00 per lot_____)
___ Traffic Movement ($1,000.00) ___ Storm water Quality ($250.00)
___ Section 14-403 Review ($400.00 + $25.00 per lot)
___ Other_____

~ Please see next page ~

Gorrill-Palmer Consulting Engineers, Inc.
Traffic and Civil Engineering Services

PO Box 1237
15 Shaker Rd.
Gray, ME 04039

207-657-6910
FAX: 207-657-6912
E-Mail:mailbox@gorrillpalmer.com

June 23, 2005

Mr. Rick Knowland
City of Portland – Planning Dept.
389 Congress Street
Portland, ME 04101

RE: Response to Comments
Hadlock Field – Portland, Maine

Dear Rick:

Gorrill-Palmer Consulting Engineers, Inc. is pleased to respond to the review comments made by Tom Errico of Wilbur Smith Associates dated June 21st, 2005 and again on June 23rd, 2005 regarding the above referenced project. For ease of review, each comment has been repeated below followed by our response.

June 21st, 2005 comments by Tom Errico

Comment 1 *– It is my understanding that the MMC garage is no longer used for games.*

Response – The MMC main garage off of Gilman Street, is not currently utilized for games. However, the MOB facility on Congress Street and the parking lot near former Logan Paint are utilized for Sea Dogs parking. It should be noted that MMC has publicly stated that it is willing to provide parking at the Gilman Street facility in the future if it is desired by the Sea Dogs and/or the City.

Comment 2 *– Is the USM garage utilized for games?*

Response – This garage is not currently utilized for games. However, in a February 22, 2005 memo, USM has offered use of 500 spaces of the garage for parking. This agreement is enclosed with the updated parking management plan.

Comment 3 *– What happens at the lots operated by businesses during game days? Seems like the supply would be less.*

Response – The calculations completed for the business lots did not include all potential parking; for example, the McDonald's calculations only included parking in the auxiliary lot to the north of the restaurant. As such, the total potential parking supply would actually be greater when many businesses are closed. Also, demand for day games is typically lower than that for evening games.

Comment 4 *– I need to coordinate with John Peverada about some of the lots noted. John is out of until tomorrow, and I am out until Thursday. I hope to meet with John on Thursday and have final comments later that day.*

Response – Our office looks forward to any additional comments to be provided by Mr. Errico.

Comment 5 *– How much of the noted lots are truly utilized and how much park on-street? I suspect that a large portion of park on-street, which results in the neighborhood complaints. I think an action plan should be developed that addresses the residential parking issue.*

Response – It has been noted, particularly at neighborhood meetings, that parking by Sea Dogs patrons does take place on residential streets. This is not encouraged by the Sea Dogs or Public Assembly Facilities (PAF) staff, and the updated Plan has several recommendations to increase public awareness of other parking facilities. If these measures do not prove effective, the remaining solution would be stickered parking, although this measure has not been supported by residents.

Comment 6 *– If parking lots are being used for staff and players, they should not be included in the total supply. Parking demand is based upon seating capacity.*

Response – The 30 and 15 spaces referenced for Hadlock Lots A and B respectively are those not designated for use by Sea Dogs players and staff; the number of spaces required for staff and players (18 and 13 for Lots A and B respectively) was provided by PAF staff.

Comment 7 *– If events occur at the Expo and the Ice Arena, where do they park?*

Response – As discussed in the updated Parking Management Plan, overlapping events do occur on a sporadic basis. In this case, PAF staff directs Sea Dogs parking to MOB facilities (and in the future, to USM facilities), while retaining the nearby lots for Expo/Ice Arena/Fitzpatrick events. Based on conversations with PAF, highly attended games and major Expo events are not scheduled simultaneously, so as to avoid oversaturation of the parking supply.

June 21st, 2005 comments by Tom Errico

Comment 1 *- The estimate of parking supply is based upon use of both on-street and off-street parking sources. As noted in the Plan, adequate parking is provided. I concur with this conclusion. I would note that the distribution of on-street versus off-street parking likely varies between games. The parking supply noted is strictly a summary of possible locations where vehicles can park. Actual usage of the facilities is not known, and therefore it is difficult to assess actual conditions. The single biggest concern is impacts to abutting residential neighborhoods. John Peverada has indicated that few complaints are received at the Parking Department. It is my understanding that there have been meetings between the City, the Portland Sea Dogs, and Portland residents on addressing residential on-street parking issues. I would suggest that this*

work effort continues. I would also note that the MaineDOT Traffic Movement Permit specifies that the applicant work with the surrounding neighborhoods to ensure that on street parking does not have negative impacts on the residents.

Response – The Parking Management Plan provides several recommendations regarding parking, ranging from including parking information with advance tickets to announcing parking information during games. We concur that this is an ongoing issue that requires continuing attention.

***Comment 2** - The proposed parking supply seems to be based upon a typical night game. The applicant should provide information on the parking supply adequacy during day games.*

Response – The majority of day games take place during weekends when parking availability for off-street parking locations is, if anything greater than during evening games. Day games on a weekday are uncommon, with only six scheduled for the 2005 season. Parking availability is somewhat reduced during the day at many of the parking locations. Based on conversations with the Sea Dogs, parking demand is significantly reduced for the following reasons:

- The two day games prior to the season peak (July/August) do not have significant attendance.
- Day games during the summer get 40-50 buses (with 50 attendees per bus), reducing the number of vehicles requiring parking.
- Season ticket holders do not typically attend weekday games.

It is our opinion that for the reasons stated above and the rarity of such games that the parking supply should prove adequate.

***Comment 3** - Parking facilities being used by staff, employees, and team players/coaches should not be included in the supply calculation. The parking demand calculation is based upon attending patrons.*

Response – Please refer to our response to Comment 6 from the June 21st comments; the parking supply does not include spaces utilized by staff or Sea Dogs players, as provided to our office by PAF staff.

***Comment 4** - During periods when the Ice Arena, Fitzpatrick Stadium, and the Portland Expo have activities, how is parking accommodated for those facilities?*

Response – Please refer to our response to Comment 7 from the June 21st comments. In addition, the Parking Management Plan now contains significant discussion on managing conflicts with coinciding events.

Gorrill-Palmer Consulting Engineers, Inc. appreciates the opportunity to respond to these comments and looks forward to your review of our responses. Should you have any questions or require any additional information, please feel free to contact us.

Sincerely,

Gorrill-Palmer Consulting Engineers, Inc.

Jeremiah J. Bartlett, P.E.
Project Engineer

Enclosure

CC: Tom Errico, Wilbur Smith Associates
Bob Metcalf, Mitchell and Associates

6-23-05

JJB/rmg/JN1179.01/KnowlandC&R06-22-05

Gorrill-Palmer Consulting Engineers, Inc.
Traffic and Civil Engineering Services

PO Box 1237
15 Shaker Rd.
Gray, ME 04039

207-657-6910
FAX: 207-657-6912
E-Mail:mailbox@gorrillpalmer.com

June 30, 2005

Mr. Rick Knowland
City of Portland
389 Congress Street
Portland, ME 04021

Re: Contract Amendment
Conditions of Approval Requirements
Hadlock Field
Portland, Maine

Dear Rick:

In addition to the original scope of services provided by our office for the Hadlock Field expansion, our office has provided responses to comments by Tom Errico as well as attended two additional meetings. Also, as part of the conditions of Planning Board approval and the MaineDOT traffic movement permit, our office has proposed the additional work necessary to complete the pedestrian survey required for the expansion.

Additional Scope of Services

In addition to the responses to comments and meetings, Gorrill-Palmer Consulting Engineers, Inc. anticipates completing the following additional scope of services:

1. Complete field observations of pedestrian routes to and from the major parking areas serving Hadlock. Note these locations for deficiencies, including but not limited to: ADA compliance, visibility, wayfinding signage, condition, widths and gaps in sidewalks and grades.
2. Retain the services of a lighting consultant, who will complete the following:
   - Observe lighting conditions in the evening following a game along major pedestrian routes.
   - Measure light levels along these routes.
   - Complete recommendations for ensuring adequate lighting.
3. Complete pedestrian observations prior to and immediately following a weekday game on Tuesday, July 19 at 7:00 PM and again prior to and immediately following a weekend game on Sunday, July 31 at 1:00 PM at the following locations:
   - The intersection of Deering Avenue and Park Avenue
   - The intersection of St. John Street and Park Avenue
   - The crosswalk across from Hadlock Field

   Observations will include number of pedestrian crossings, conflicting crossings, and crossings not at designated crosswalks. In addition to these three locations, an engineer will monitor the overall pedestrian operations throughout the study area. These observations will take place 90 minutes before the game to game time and immediately following a game to one hour following the game.

4. Compile the data and observations and complete a letter detailing the findings. In addition to the findings, the letter will contain recommendations for the potential of changes to crosswalks, pedestrian signal heads, sidewalk upgrades, improved signage, and ADA compliance.
5. Attend one meeting with the Client and/or the City of Portland.

Fee

Gorrill-Palmer Consulting Engineers, Inc. will complete the work outlined in this proposal on an hourly rate basis not to exceed $4,900.00, which brings the contract total to $7,900.00. This fee does not include the cost of the lighting consultant, the cost of which is forthcoming and will be provided under separate cover. All other terms and conditions of our current contract dated June 9, 2005 would remain in force.

This proposal does not include any type of permitting or offsite improvements. A separate proposal will be prepared for this work, if necessary. The fee excludes any fees, design and response to review or opposition comments or additional meetings. Additional work will be billed in accordance with our standard hourly rates.

Timetable

Gorrill-Palmer Consulting Engineers, Inc. will begin work on this project upon receipt of the signed contract as well as approval from the City's Acting Traffic Engineer and MaineDOT. We intend to complete the plan by the end of September.

However, there are many factors outside Gorrill-Palmer Consulting Engineers, Inc.'s control which may affect our ability to complete the services to be provided under this Agreement. Gorrill-Palmer Consulting Engineers, Inc. will perform these services with reasonable diligence and expediency consistent with sound professional practices.

Closing

Should you find this amendment to be acceptable, please indicate by signing below and returning one copy to us. Please contact us with any questions you may have.

Sincerely,

Gorrill-Palmer Consulting Engineers, Inc.

Thomas L. Gorrill, P.E., PTOE

Accepted for City of Portland:

_____

Rick Knowland Date

Copy: Bob Metcalf, Mitchell and Associates

From: Rick Knowland
To: Bob Leeman
Date: 12/12/2007 4:24:01 PM
Subject: Hadlock Field

Bob, Thanks for the revised submission on Hadlock Field.

The submitted information was submitted in reference to the October 24, 2007 site plan approval letter and related conditions of approval for the proposed Hadlock Field clubhouse.

condition #2...The labeled aerial photograph is acceptable and addresses this condition of approval.

condition#3...The statement confirming the impervious surface area of the site is acceptable and addresses this condition of approval.

condition #4...The revised exterior metal siding material is acceptable (Ideal Roofing, forest green in color) and addresses this condition of approval.

condition #5...You have indicated that you will be consulting with the City Arborist on landscaping issues.

CC: Alex Jaegerman ; Barbara Barhydt

PORTLAND MAINE

Strengthening a Remarkable City, Building a Community for Life • www.portlandmaine.gov

Planning and Development Department
Lee D. Urban, Director

Planning Division
Alexander Jaegerman, Director

October 24, 2007

Mr. Robert Leeman
City of Portland
Public Assembly Facilities
389 Congress Street
Portland, ME 04101

Re: Hadlock Field Clubhouse Expansion; 271 Park Avenue

Dear Bob:

This letter is to confirm that on October 4, 2007, the Portland Planning authority approved an addition to Hadlock Field for a clubhouse as shown on the approved plan with the following conditions:

1. That the water line providing service into the project shall be clearly labeled on the plan.

2. That a plan or an appropriately labeled aerial photograph of the entire sports complex site shall be submitted.

3. A statement shall be submitted confirming the impervious surface area of the project site.

4. That the exterior material of the club house shall be reviewed and approved by the Planning Division. Note the Planning Division has not approved the exterior material shown on the submitted plans. No exterior material shall be installed unless the Planning Division has approved in writing the proposed material.

5. That the landscaping plan shall be subject to review and approval by the City Arborist.

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.

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

1. Where submission drawings are available in electronic form, the applicant shall submit any available electronic Autocad files (*.dwg), release 14 or greater, with seven (7) sets of the final plans.

2. Seven (7) final sets of plans must be submitted to and approved by the Planning Division and Public Works prior to the release of the building permit. If you need to make any modifications to the approved site plan, you must submit a revised site plan for staff review and approval.

3. 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. Requests to extend approvals must be received before the expiration date.

4. Prior to construction, a pre-construction 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 pre-construction 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 Development Review Coordinator must be notified five (5) working days prior to date required for final site inspection. The Development Review Coordinator can be reached at the Planning Division at 874-8632. Please make allowances for completion of site plan requirements determined to be incomplete or defective during the inspection. This is essential as all site plan requirements must be completed and approved by the Development Review Coordinator prior to issuance of a Certificate of Occupancy. Please schedule any property closing with these requirements in mind.

If there are any questions, please contact Rick Knowland at 874-8725.

Sincerely,

Alexander Jaegerman
Planning Division Director

Electronic Distribution:
cc: Anita LaChance, Assistant City Manager
Lee D. Urban, Planning and Development Department Director
Alexander Jaegerman, Planning Division Director
Barbara Barhydt, Development Review Services Manager
Richard Knowland, Senior Planner
Philip DiPierro, Development Review Coordinator
Marge Schmuckal, Zoning Administrator
Jeanie Bourke, Inspections Division
Michael Bobinsky, Public Works Director
Kathi Earley, Public Works
Bill Clark, Public works
Jim Carmody, Transportation Manager
Michael Farmer, Public Works
Jeff Tarling, City Arborist
Captain Greg Cass, Fire Prevention
Assessor's Office
Approval Letter File

Hadlock Clubhouse Expansion

The majority of the new clubhouse is being placed under the Pavilion seating area. The remaining section of the clubhouse is raised 14' above ground and will not affect the impervious surface below it.

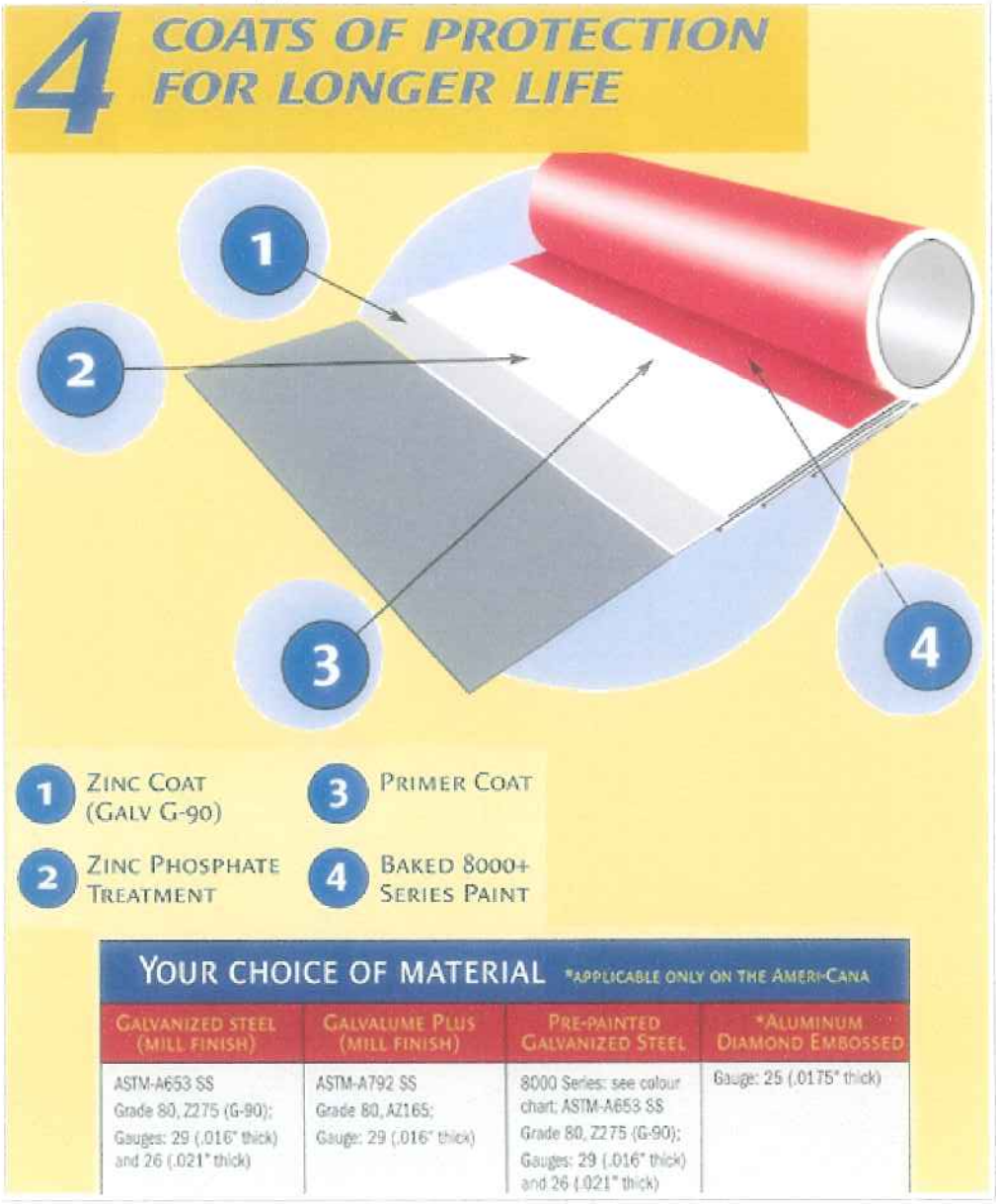
The exterior finish that we are recommending for the expansion will match the siding on the existing stadium. The siding will be metal siding provided by Ideal Roofing and the color shall be Forest Green. The only area of concern in the raised Bull Pen, on the wall against the Batting Cage we would like to use T1-11 siding painted to match the metal siding. This will allow all building lines to match and will be durable enough to handle being hit with a baseball. Although this is a different siding from the rest of the stadium it is only on one wall and not visible from the stands.

We will be working with Jeff Tarling, City Arborist to create a landscaping plan as soon as the snow is gone.

Residential Products

More Colors than a Rainbow!

Ideal Roofing's pre-painted steel roofing panels come in over 30 attractive colours enabling you to blend and match your new panels to your surrounding environment and to other building materials used on the same house.
For steep sloped roofs, accentuate the design of your home with Ideal's bright and vivid colours. For lower sloped roofs, use lighter colours to reflect the summer sun's blistering heat and keep your house cool.



YOUR CHOICE OF MATERIAL *APPLICABLE ONLY ON THE AMERI-CANA

GALVANIZED STEEL (MILL FINISH)	GALVALUME PLUS (MILL FINISH)	PRE-PAINTED GALVANIZED STEEL	*ALUMINUM DIAMOND EMBOSSED
ASTM-A653 SS Grade 80, Z275 (G-90); Gauges: 29 (.016" thick) and 26 (.021" thick)	ASTM-A792 SS Grade 80, AZ165; Gauge: 29 (.016" thick)	8000 Series: see colour chart; ASTM-A653 SS Grade 80, Z275 (G-90); Gauges: 29 (.016" thick) and 26 (.021" thick)	Gauge: 25 (.0175" thick)

Ideal Roofing's pre-painted steel roofing panels come in various thicknesses ranging from .015 "; to .026"; They are made with tough G-90 galvanized pre-painted 8,000-Series steel in accordance with quality and performance specifications SC8-92 of the Canadian Sheet Steel Building Institute

Choose from a selection of four profiles, from the most enduring Security Rib panel, to the ever-popular Pocket Rib which combines a double rib system with the strength of 3/4" high ribs.

You may also consider the extra-strength and economy of the 36" wide full-hard steel Ameri-Cana panel.

There is the more traditional appearance of the Commercial Rib, closely resembling the old batten metal roofing without the clips and caps.

A new addition to our product line is the H-F 16 and H-F 20.25 Hidden Fastener Steel Roof Panel, a hidden fastener roofing system which combines the advanced 10,000 Series paint with Kynar 500 resin to give this product exceptional durability. It is also offered in 11 attractive colours.

19 ATTRACTIVE COLORS TO ENHANCE YOUR BUILDINGS

Colors not exactly as shown. See color card.

From: Rick Knowland
To: Dorr, Jennifer
Date: Thu, Oct 4, 2007 12:52 PM
Subject: Re: Hadlock Field Club House

Jennifer, Thank you very much. The Red Sox will be happy to know that their new million dollar club house is on schedule.

>>> Jennifer Dorr Thursday, October 04, 2007 >>>
Your all set Rick.

>>> Rick Knowland 10/04 12:34 PM >>>
Jennifer, Since I have a non-functioning urban insight, could you type in the following conditions of approval for ther Hadlock Field club house project? It can be signed in my name with todays date.

Alex, Barbara or Jeanie if you have any questions, concerns or additions to the list below please let me know and we'll adjust accordingly.

1. That the water line providing service into the project shall be clearly labeled on the plan.

2. That a plan or an appropriately labeled aerial of the entire sports complex site shall be submitted indicating the location of the club house footprint.

3. That a statement be submitted confirming the impervious surface area of the project site.

4. That the exterior material of the club house shall be reviewed and approved by the Planning Division.

5. That the landscaping plan shall be subject to review and approval by the City Arborist.

City of Portland
Planning Department

389 Congress Street, 4th Floor
Portland, ME 04101
207-874-8721 or 207-874-8719
Fax: 207-756-8258

FAX TRANSMISSION COVER SHEET

Date: 5-4-99

To: FRANK

From: RK

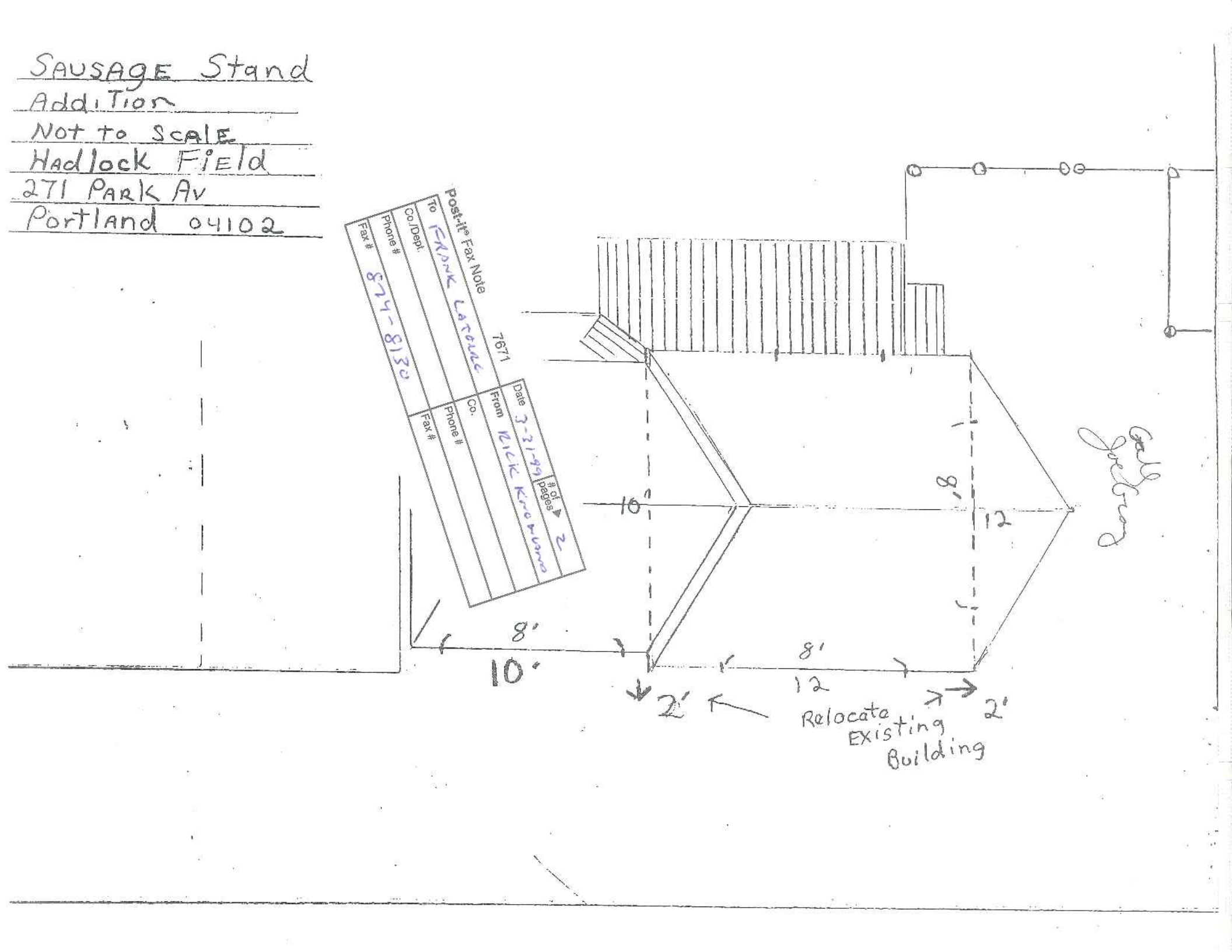
Fax: 286-9650

Re: ATTACHED ARE THE PAGES THAT NEED TO BE UPDATED

I DID NOT LOOK AT THE NOVEMBER UPDATE THAT WAS A COUPLE PAGES LONG

YOU SHOULD RECEIVE 5 *PAGE(S),*
INCLUDING THIS COVER SHEET.
IF YOU DO NOT RECEIVE ALL THE PAGES,
PLEASE CALL 207-874-8721 or 207-874-8719.

SAUSAGE Stand
Addition
Not to Scale
Hadlock Field
271 Park Av
Portland 04102



Planning & Urban Development

Joseph E. Gray Jr.
Director

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

Richard Knowland
Senior Planner

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

ATTACHMENT G

Planning & Urban Development

Joseph E. Gray Jr.
Director

CITY OF PORTLAND

March 6, 1995

Mr. Charles Eschbach
Portland Maine Baseball Inc.
Portland Sea Dogs
P.O. Box 636
Portland, ME 04104

RE: Hadlock Field, 271 Park Avenue

Dear Mr. Eschbach:

On March 6, 1995 the Portland Planning Authority approved an amendment to the Hadlock Field site plan involving a 502 seat bleacher addition. The approval is subject to the following condition:

1. That landscaping shall be planted adjacent to the bleacher addition as required by the City Arborist.

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.

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 concerning this letter, please contact the Planning Staff.

Sincerely,

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

ATTACHMENT C-1

HADLOCK FIELD EXPANSION SITE PLAN REVIEW AND BASIS OF DECISION

The Hadlock Field expansion was reviewed by the Portland Planning Authority for site plan review in accordance with the Site Location of Development Law.

1/2. Traffic

The Hadlock Field Follow-Up Review of the 1994 Sea Dogs Parking and Traffic Operations summarizes experience during the 1994 season and points out the lack of any observed problems with either parking or traffic operations in the vicinity of Hadlock Field, despite the fact that nearly all the games at the end of the season were sold out. This report was previously submitted to the DEP as well as other background information.

Using the standards developed for the original Traffic Impact Study, the proposed 500 seat expansion would attract a total of 423 additional spectators by automobile (84.65 percent of total new spectators), with an overall traffic and parking space demand of 1441 vehicles (average vehicle occupancy of 3 persons) for the entire family.

There is an excess of parking spaces in the vicinity of Hadlock Field. The Maine Medical Center parking garage, intended to provide 500+ spaces was discontinued last June due to lack of use, and the Bedford Street parking lot at USM was observed to have in excess of 300 vacant spaces during numerous games, including sellout events. Private lots, in the vicinity of Hadlock, provided much of the needed capacity, as was expected. Given the excess of parking available in the area, parking capacity is expected to be more than adequate.

A review of traffic data indicated there was no increase in accident frequency during the baseball season as compared to previous years. In terms of traffic flow, it was observed that game traffic cleared the area within 15-20 minutes following a game. Observation of several key intersections in close proximity to Hadlock did not indicate the need to modify traffic signal operations. General observations within the study area as a whole did not identify any traffic operational problems, and more detailed assessment was deemed unnecessary.

3. Bulk, location, height of proposed structure 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 with light, air, significant wind impact and any significant snow loading on any neighboring structure. The closest off-site building to the addition is approximately 75 feet away which forestalls such concerns.

4. Bulk, location or height of proposed structure minimizes, to the extent feasible, any substantial diminution in the value or utility to neighboring structures

The proposed addition 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 addition will be less in height (25 feet) than the existing stadium.

5. Sewers, sanitary and storm drains, water and solid waste disposal

Hadlock Field is already served by existing public water and sewer. People seated in the addition will use water and restroom facilities within the existing stadium. Comments from the Portland Water District and the City of Portland indicate that the addition of 502 seats will have a minimal impact on these utilities.

Any additional solid waste generated will be disposed in an existing dumpster on the site and transported for disposal to the Regional Waste Systems facility. See #8 below for stormwater information.

6/7. Landscaping

The proposed site is located on the far northwesterly corner of the site between the existing stadium structure and railroad tracks which limits the view of the proposed bleachers from Park Street. The areas directly adjacent to the bleachers will be loamed and seeded. The site plan was approved with a condition "that landscaping shall be planted adjacent to the bleacher addition as required by the City Arborist."

The site of the proposed bleachers is void of any trees, so that tree preservation is not an issue.

8. Soil, Drainage, Erosion and Sedimentation Control

The original development plans for Hadlock Field called for a large paved picnic area (9,888 sq. ft.) on the site of the proposed bleachers. The picnic area was never built. The proposed bleacher will occupy a foot print of only 4,177 sq. ft., less than half the impervious surface of the picnic area. The stormwater calculations of the original plan factored in the picnic area.

The site of the bleachers is relatively flat. In consultation with the City's Development Review Coordinator, a dry well will be constructed at the low point to accommodate excess stormwater. The actual impact of the impervious area will be less than what was calculated during the initial approval process.

The site will be stabilized with hay after construction of the slab and until such time as the weather permits permanent stabilization.

9. Lighting

There are no new exterior lighting fixtures proposed.

10. Fire

Lt. McDougall of the Fire Department reviewed and approved the plan for fire related concerns.

11. Infrastructure, existing or planned by the City

The proposed project is compatible with the Hadlock Field facility as well as infrastructure, existing or planned by the City.

12. Historic Resources

The development is not located within 100 feet of a historic landmark, historic district or historic landscape district.

13. The proposed development shall have no adverse impact upon the existing natural resources including groundwater quantity and quality, surface water quantity and quality, wetlands, unusual natural areas, and wildlife and fisheries habitats. Stormwater runoff from paved area shall be treated to the extent practical to minimize contaminants.

The Hadlock Field site is an existing developed site in an urban area. The proposed project will have no known adverse impact on existing natural resources. Stormwater runoff from the project site will be directed to a dry well avoiding runoff into the City sewer.

14. The proposed development shall not pose an unreasonable risk that a discharge to a significant groundwater aquifer will occur.

The proposed addition is served by public sewer and water. There are no known discharges emenating from this addition that could affect a groundwater aquifer.

ATTACHMENT D-1

MITCHELL & ASSOCIATES
LANDSCAPE ARCHITECTS

February 22, 1995

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

RE: HADLOCK STADIUM BLEACHER EXPANSION

Dear Rick:

On behalf of the Portland Sea Dogs, we are pleased to submit this Amended Site Plan Application for seating expansion at Hadlock Stadium. The Portland Sea Dogs organization is proposing to construct a new bleacher seating area for five hundred and two (502) general admission seats. This new seating will be located along the third base line in left field adjacent to the existing stadium. Access will be from an extension of the existing walkway that accesses the existing stadium seating.

We have prepared the following documentation for your review:

- Amended Site Plan, dated February 18, 1993, revision date February 22, 1995.
- Amended Site Plan and Elevations, dated February 22, 1995.
- Project Narrative, dated February 22, 1995.

Should you have any questions or comments please do not hesitate to contact our office.

Sincerely,
Mitchell & Associates

Robert B. Metcalf

Enclosure

cc: Michael Fagerson

THE STAPLES SCHOOL 70 CENTER STREET PORTLAND, MAINE 04101 TEL. (207) 774-4427 FAX (207) 874-2460

PROJECT NARRATIVE

HADLOCK STADIUM AMENDED SITE PLAN

February 22, 1995

1. Project Description

The proposed addition to Hadlock Stadium is for the installation of a prefabricated bleacher system to accommodate an additional 502 general admission seats. The new bleachers will be located along the third base line in left field, adjacent to the existing stadium. Orientation of the structure will be rotated slightly to provide proper sight line of the playing field.

The bleacher structure shall be installed on a cast-in-place concrete slab. Proposed construction of the prefabricated bleacher includes cladding the exposed under-structure with the same green seamed metal panels found throughout the stadium. New seating will be the same blue bench type seat with back rest as found in the existing stadium. The existing visitor bull pen will require relocation as shown on the accompanying plans. The bull pen will be reduced in size and will encroach upon the third base warning track. This proposed layout is designed in accordance with league requirements. All disturbed areas will be loamed and seeded after completion of construction.

2. Total Building Area

The original development plans approved by the City of Portland encompassed an impervious surface ratio of 24.87 percent. This included a significant amount of paved area designated for picnicking situated where the proposed bleachers are to be located. The picnic area was never constructed, however, the proposed impervious surface area was equal to 9,888 square feet. The present proposal for the bleacher expansion and necessary circulation is equal to 4,177 square feet. This is a net reduction in impervious cover, thus maintaining the overall percentage of impervious surfaces below the maximum 25 percent allowed.

3. Sewer Capacity

The existing stadium was approved based upon adequate capacity for the proposed 6,100 seats at 5 gpd/seat or a total of 30,500 gallons per day. The proposed expansion of 502 seats will add 2,520 gpd to the system. Discussions with Mr. William Goodwin of the Portland City Engineering Department, indicates that this increase is insignificant and will not effect the capacity of the Alms House Sewer interceptor.

4. Water Availability

Expansion of the seating capacity will not require any additional plumbing fixtures, and based upon total capacity, will only increase demand by approximately eight percent. Based upon our review of last year's water usage, original estimates were higher than actual consumption, therefore, the addition of 502 seats should have minimal impact on water consumption. Discussions with Glen Hunter of the Portland Water District also concludes that there will be no impacts to water service based upon the proposed expansion.

5. Construction Time Frame

The estimated construction schedule is as follows:

Excavate for slab	Feb 28, 1995
Pour slab	March 7, 1995
Install bleachers	March 15, 1995
Reconstruct bull pen	March 30, 1995
Finish grade, loam & seed	April 1, 1995
Project completion	April 5, 1995

NOTE: Final bituminous paving subject to plant opening.

6. Stormwater Management

The proposed location for the new bleacher expansion is a relatively flat area that slopes toward the railroad right-of-way and the existing parking lot. Presently, the majority of the area is vacant with a sparse cover of grass over a gravelly soil. There have been no drainage problems in this area since the completion of the Hadlock Stadium renovations.

Originally this area was proposed and approved as a paved picnic area. The stormwater calculations for the renovation project included this area as paved. The present proposal, including the paved access walk and ramp to the stadium, covers an area of 4,177 square feet. The proposed coverage is less than 50 percent of what was originally designed for.

Based upon discussions with the Planning Department and their consulting review engineer, a dry well shall be constructed at the designated low point as shown on the Amended Site Plan. In addition, a four inch perforated underdrain shall be installed to aid in draining the relocated bull pen area. The underdrain shall be connected to the drywell.

The area in which the proposed improvements are to be located has been designed to continue to allow stormwater runoff to flow toward the parking lot and existing storm drain structures and toward the railroad right-of-way as it has done prior to improvements. The actual impact of the impervious area will be less than what was calculated for during the initial approval process.

7. **Erosion Control**

The area of proposed improvements is very flat with the adjacent grade of the railroad sloping toward the site. The extent and duration of the proposed construction will have minimal impacts. The site shall be stabilized with hay after construction of the slab and until such time as the weather permits permanent stabilization.

8. **Gas Main**

We have discussed the proposed location of the new bleachers with Northern Utilities. The proposed concrete slab for the bleachers will be kept off the twelve inch gas main. Field coordination shall occur between the site contractor and Northern Utilities prior to pouring of the slab.

D-5

MITCHELL & ASSOCIATES
LANDSCAPE ARCHITECTS

February 16, 1995

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

RE: HADLOCK FIELD BLEACHER EXPANSION

Dear Rick:

This submission is in response to our meeting at the site on Wednesday February 15th where we discussed the issues concerning stormwater management. At that meeting it was agreed to provide a dry well structure at the low point near the existing access gate to the proposed bleacher area. A six foot diameter by six foot deep dry well will be excavated and filled with one inch crushed rock, topped with a geotextile fabric and four inches of loam. The finished grade will be pitched toward this low point. In addition a four inch diameter perforated PVC underdrain will be installed along the front of the new bleachers and connect to the proposed dry well.

In response to the question concerning existing soils conditions, we have reviewed R.W. Gillespie's geotechnical report for Hadlock Field. Boring B-3 was taken at the corner of the stadium close to the proposed dry well location. Indications are the soils are a fill material consisting of silty sands, silty gravels, rock fragments, charcoal fragments and miscellaneous material. Groundwater was incurred at approximately thirteen feet.

In addition, we have revised the plans to show a bituminous walkway along the rear of the bleachers rather than concrete as originally indicated.

Should you have any questions or concerns regarding this documentation, please do not hesitate to contact our office.

Sincerely,
Mitchell & Associates

Bob Metcalf

Robert B. Metcalf

Enclosure

cc: Mike Fagerson

THE STAPLES SCHOOL 70 CENTER STREET PORTLAND, MAINE 04101 TEL. (207) 774-4427 FAX (207) 874-2460

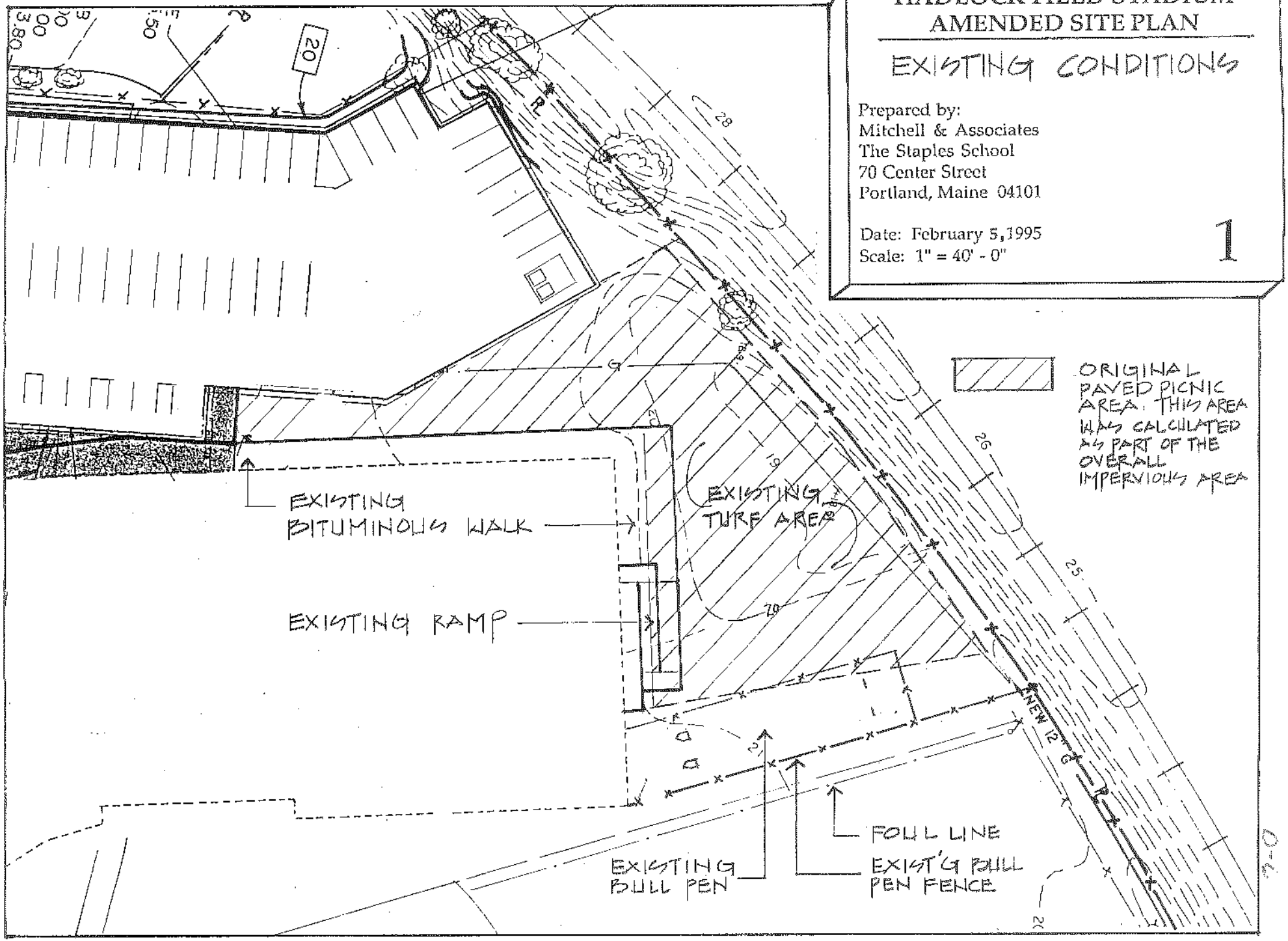
HADLOCK FIELD STADIUM
AMENDED SITE PLAN

EXISTING CONDITIONS

Prepared by:
Mitchell & Associates
The Staples School
70 Center Street
Portland, Maine 04101

Date: February 5, 1995
Scale: 1" = 40' - 0"

1



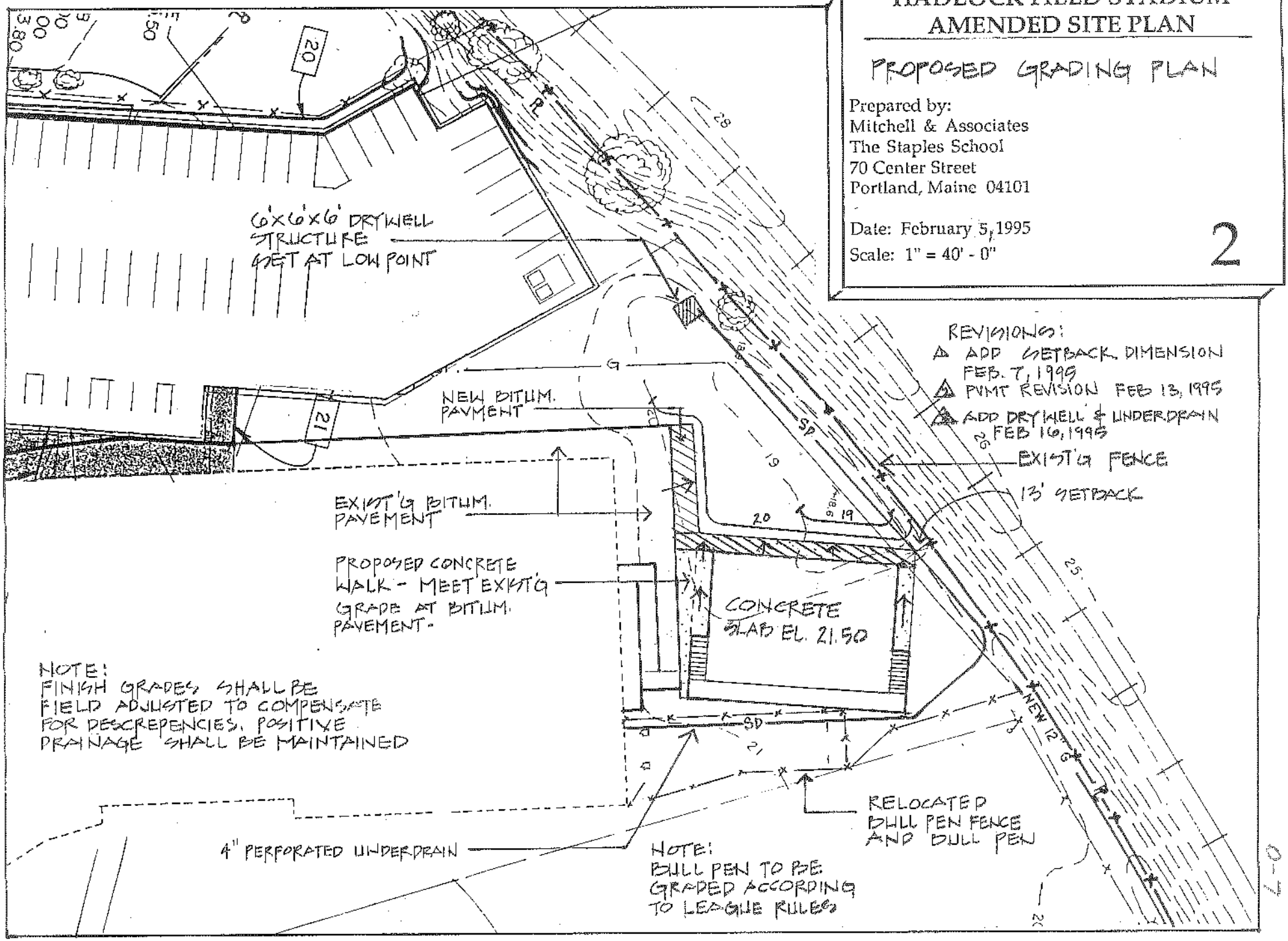
HADLOCK FIELD STADIUM
AMENDED SITE PLAN

PROPOSED GRADING PLAN

Prepared by:
Mitchell & Associates
The Staples School
70 Center Street
Portland, Maine 04101

Date: February 5, 1995
Scale: 1" = 40' - 0"

2



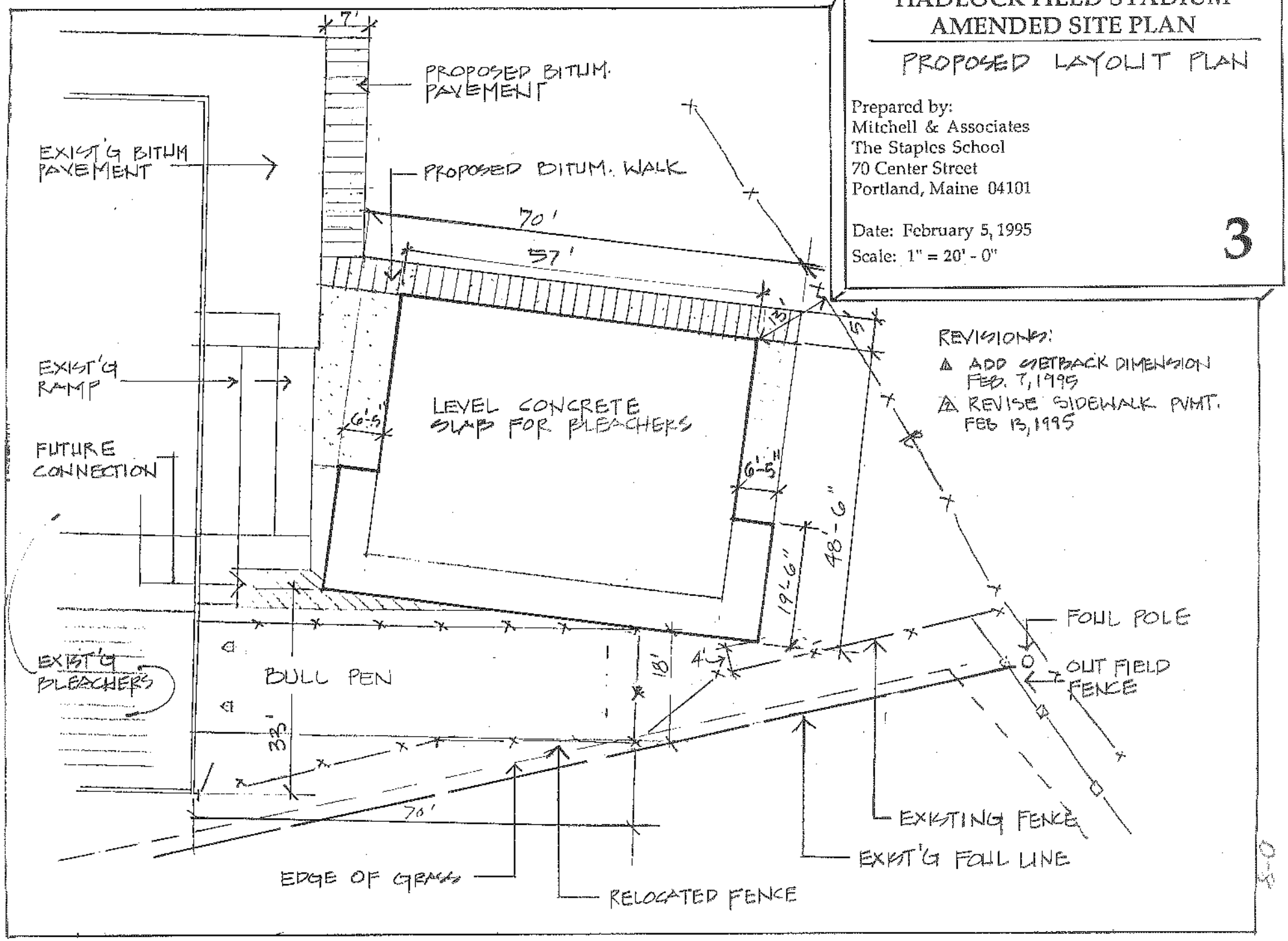
HADLOCK FIELD STADIUM
AMENDED SITE PLAN

PROPOSED LAYOUT PLAN

Prepared by:
Mitchell & Associates
The Staples School
70 Center Street
Portland, Maine 04101

Date: February 5, 1995
Scale: 1" = 20' - 0"

3



REVISIONS:

1. ADD SETBACK DIMENSION FEB. 7, 1995
2. REVISE SIDEWALK PVMT. FEB 13, 1995

MITCHELL & ASSOCIATES
LANDSCAPE ARCHITECTS

February 6, 1995

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

RE: HADLOCK FIELD BLEACHER EXPANSION

Dear Rick:

This submission is in regards to documentation requested as part of the approval process for the proposed bleacher expansion at Hadlock Field. Attached for your review are the following exhibits:

Sheet 1 - Existing Conditions (including original approval for paved picnic area)

Sheet 2 - Proposed Grading Plan

Sheet 3 - Proposed Layout Plan

Per your request we have calculated the impervious surface ratio for this proposal. The original approval allowed for 24.87% coverage that included the paved picnic area that was to be constructed where the bleachers are now proposed. The total impervious cover for the picnic area was 9,888 square feet. The new bleachers and paved circulation total 4,177 square feet, leaving a net reduction in paving of 5,711 square feet. The reduction in pavement keeps the total impervious area under 25 percent.

Should you have any questions concerning this documentation, please do not hesitate to contact our office.

Sincerely,
Mitchell & Associates

Robert B. Metcalf

Enclosure

cc: Sam Hofsus
Mike Fagerson

THE STAPLES SCHOOL 70 CENTER STREET PORTLAND, MAINE 04101 TEL. (207) 774-4427 FAX (207) 874-2460

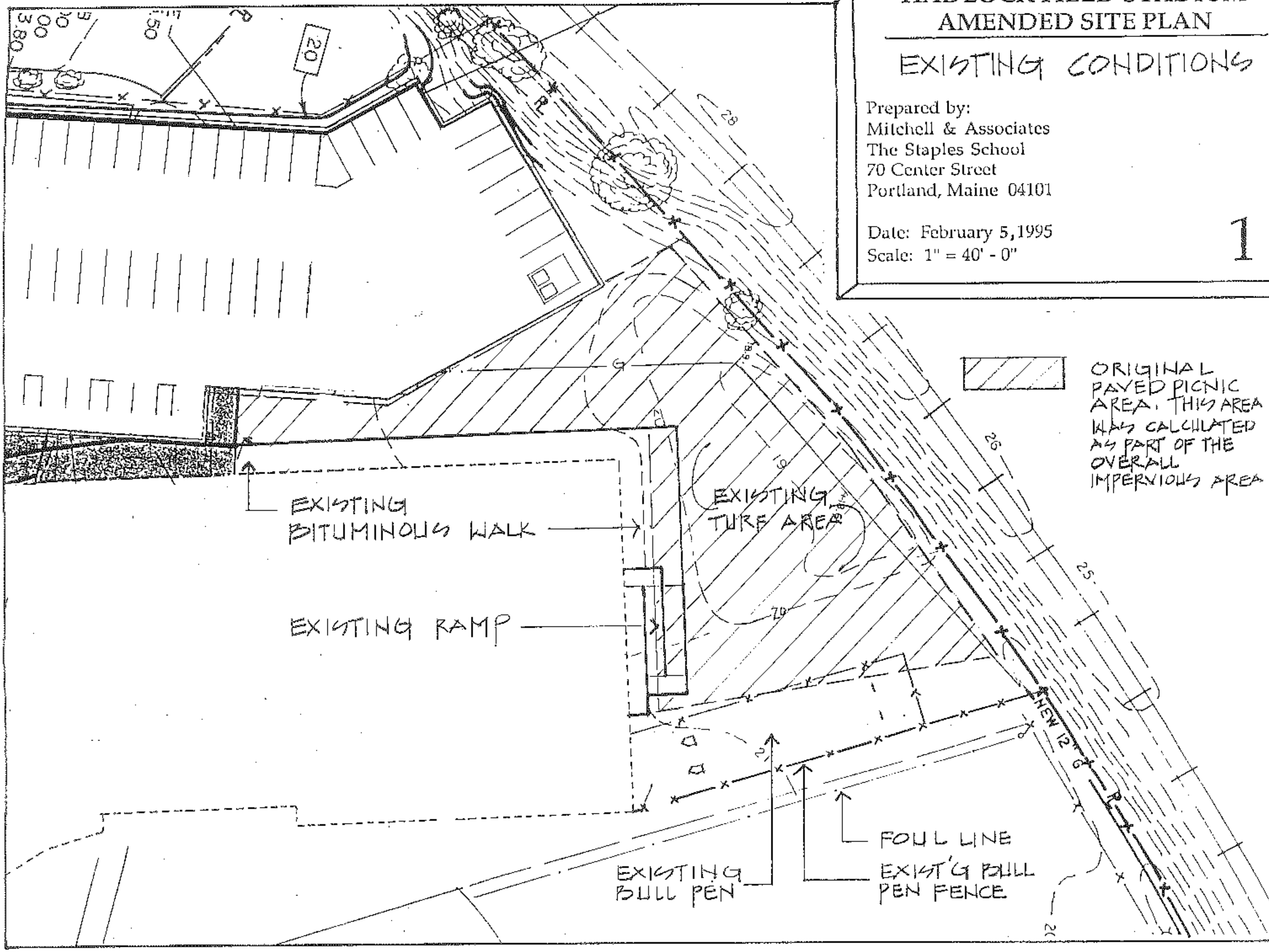
HADLOCK FIELD STADIUM
AMENDED SITE PLAN

EXISTING CONDITIONS

Prepared by:
Mitchell & Associates
The Staples School
70 Center Street
Portland, Maine 04101

Date: February 5, 1995
Scale: 1" = 40' - 0"

1



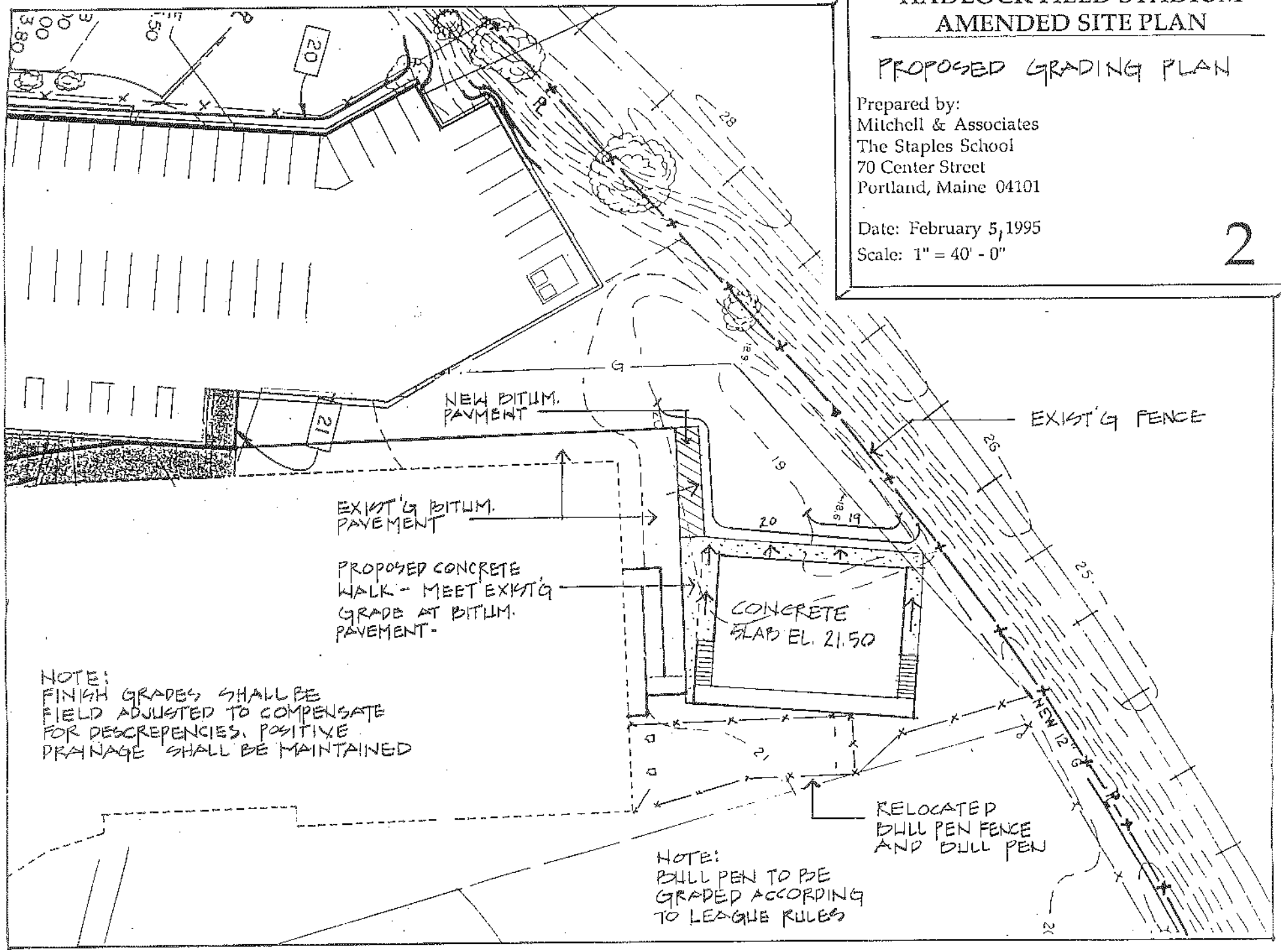
HADLOCK FIELD STADIUM
AMENDED SITE PLAN

PROPOSED GRADING PLAN

Prepared by:
Mitchell & Associates
The Staples School
70 Center Street
Portland, Maine 04101

Date: February 5, 1995
Scale: 1" = 40' - 0"

2



D-12

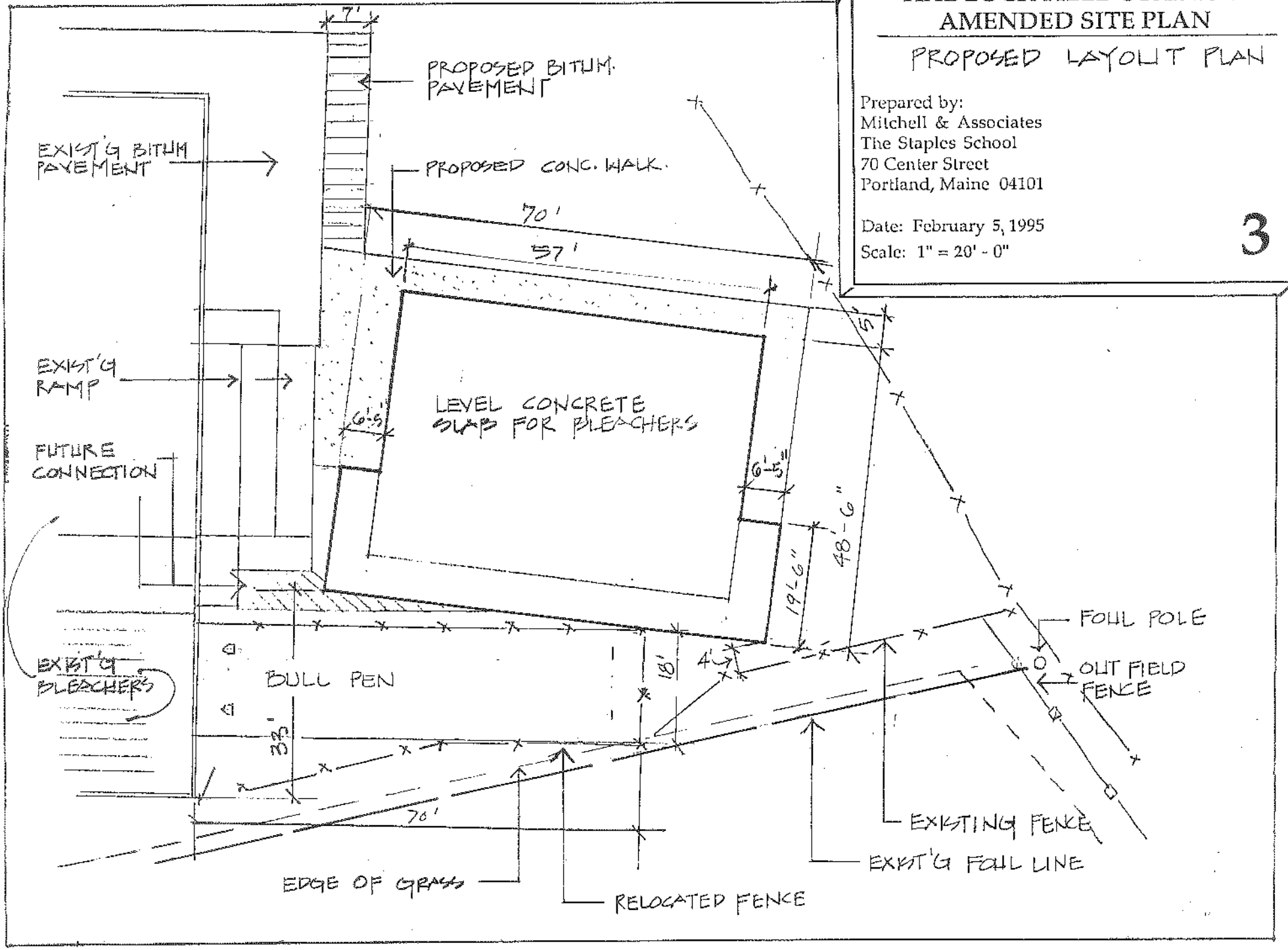
HADLOCK FIELD STADIUM
AMENDED SITE PLAN

PROPOSED LAYOUT PLAN

Prepared by:
Mitchell & Associates
The Staples School
70 Center Street
Portland, Maine 04101

Date: February 5, 1995
Scale: 1" = 20' - 0"

3



TO: Richard Knowland, Senior Planner

FROM: Jim Seymour, Acting Development Review Coordinator

DATE: March 6, 1995

SUBJECT: Hadlock Field - Bleacher Addition - Drainage

This morning I met with Bob Metcalf, of Mitchell & Associates, Mike Parrity of White Brothers Construction, and Mike Fagerson with the Portland Sea Dogs, at Hadlock Field. White Brothers had begun removal of the hay bales where the bleachers are proposed for construction. The meeting and site observations produced the following changes to the drainage facilities.

1. The contours on Mitchell & Assoc. plans were not accurate. Field grading between the railroad fence and end of the existing bleachers actually slopes towards the left field corner.

2. Mr. Parrity suggested we relocate the drywell location to avoid a great deal of filling and regrading. I agreed with him and suggested a location just outside the bullpen fence. A grassed area is proposed at this location and would provide a protected area away from fan traffic and avoid any possible problems with pedestrian involvement.

3. Bob Metcalf shall provide revised drawings reflecting the location changes of the drywell structure, and underdrain along the railroad side of the concrete slab.

4. Grading should be sloped toward the drywell structure from the rear of the bleachers and along the side of the bleachers nearest the tracks. I suggested that this only be sloped at 0.5% to allow as much surface runoff to infiltrate into the soils as possible prior to reaching the drywell.

5. Mr. Parrity and Bob Metcalf also made me aware that the City was responsible for final grading, loaming, and seeding. To decrease confusion Bob asked White Bros. to set stakes with final grades for the City. White Bros. should also provide final underdrain inverts to Bob Metcalf who will in turn relay this data to the revised plan for City records.

6. Keith Dalton and his crew from Northern Utilities field located the gas main, and discovered that the main is 2-3 ft. closer to the rear fence than is shown on the plans, which will give White Bros. more of safety buffer to place the concrete slab.

I will be checking construction of the drywell next week and expect that the Development Review Coordinator should follow-up with at least one more quick visit during final grading and loaming. If you have any inquiries or concerns, please contact me soon.

Rich D-14

Department of Public Works

Nadeen M. Daniels
Assistant City Manager
Director

William J. Bray
Deputy Director
City Engineer

CITY OF PORTLAND

28 February 1995

Linda Kokemuller
DEP Land Quality Control Bureau
312 Canco Road
Portland, Me 04103

RE: Expansion of Hadlock Field - Traffic Impacts

Dear Linda:

The proposed expansion of Hadlock Field will entail the addition of 500 seats, raising total game capacity from 6,000 to 6,500. The attached Hadlock Field Follow-up Review of the 1994 Sea Dogs Parking and Traffic Operations summarizes experience during the 1994 season, and clearly points out the lack of any observed problems with either parking or traffic operations in the vicinity of the field, despite the fact that nearly all of the games at the end of the season were sold out (the original traffic study submitted to DEP in 1993 assumed a "design event" of 75 percent capacity).

Using the estimation procedures developed for the original traffic impact study, the proposed 500 seat expansion would attract a total of 423 additional spectators by automobile (84.65 percent of total new spectators), with new traffic and parking space demand of 141 vehicles (average vehicle occupancy of 3 persons).

The attached report clearly points out that two key parking areas identified in the original traffic study were extremely under utilized. The Maine Medical Center Parking Garage, intended to provide 500± spaces was discontinued in June due to lack of use, and the Bedford Street parking lot at USM was observed to have in excess of 300 vacant spaces during numerous games, including sell out events. Private lots in the vicinity of the field provided much of the needed capacity, as was expected. Given the excess of parking available in the area, parking capacity is expected to more than adequate.

During the 1994 baseball season, a total of 22 accidents were recorded in the study area. Three of these occurred on the dates of home games. A review of data indicated that there was no increase in accident frequency during the baseball season as compared to previous years. In terms of traffic flow, it was observed that game traffic cleared the area within 15 - 20 minutes following a game. Observation of several key intersections in close proximity to the field did not indicate the need to modify traffic signal operations (a potential need identified in the original traffic study). General observations within the study area as a whole did not identify any traffic operational problems, and more detailed assessment was deemed unnecessary.

Overall, traffic and parking operations proceeded efficiently, and minor changes were instituted as needed through the Hadlock Field Parking and Traffic Operations Committee, under the guidance of the procedures established in the Hadlock Field Operations Handbook. Usage of shuttle buses by patrons was higher than was anticipated, and this, combined with a probable higher level of pedestrian trips and higher vehicle occupancy than was predicted resulted in an actual parking and traffic demand that was lower than projected. It is expected that this phenomenon will continue with the proposed expansion, and

any additional parking and traffic demand should be satisfactorily addressed by measures and strategies already in place, as well as additional improvements already planned.

Sincerely,
CITY OF PORTLAND

MARY ANN THERIAULT
Principal Traffic Engineer

MAT/lms
Attachment

pc: Nadeen Daniels, Assistant City Manager/Director of Public works
William Bray, Deputy Director
Bruce Bell, Operations Manager
Richard Knowland, Planning
Charlie Eshbach, Sea Dogs Manager

2/22/93

Dear Mr. Gray,

I am very disappointed that the city is planning a baseball stadium at Hadlock Field. I do not look forward to the traffic, the trash left and the noise. My home is near the site and when there are games I can hear and am disturbed by the noise. So is my small child. Please stop this planning of a baseball stadium. Have it somewhere else.

Lynne D. Medley
20 Deane Street
Portland, ME. 04102

PLS FAX TO:
874-8649

PLEASE HAND-CARRY TO HON. JADINE O'BRIEN, PORTLAND PLANNING BOARD, MEETING AT 3:30 PM TODAY, TUESDAY 26 JAN '93

STATE OF MAINE
HOUSE OF REPRESENTATIVES
AUGUSTA, MAINE 04333-0002
FROM: REP. H. ADAMS, DISTRICT 27

1) THE PARKSIDE NEIGHBORHOOD WILL RECEIVE THE GREATEST IMMEDIATE IMPACT - IN EVERY RESPECT - FROM THE CONSTRUCTION OF THE BALLPARK. CHIEF AMONG THEM WILL BE PARKING FOR 1200 TO 5000 PERSONS WHO MAY ATTEND ON ANY GIVEN EVENING, ADDED TO THE ALREADY DIFFICULT PARKING PROBLEM TO AN AREA WHICH HAS BEEN PROVED BY U.S. CENSUS TRACTS (1980 AND 1940) AS THE MOST DENSELY POPULATED SQUARE MILE OF MAINE. THE SITUATION IS UNIQUE SO THE SOLUTION MUST BE UNIQUE.

IN MY COUNCIL TESTIMONY I PROPOSED THESE ITEMS FROM THE PARKSIDE NEIGHBORHOOD ASSOC:

2) NO PARKING IN DEERING OAKS. IT IS A PARK, NOT A PARKING LOT; THE CITY IS HARDLY ABLE NOW TO MAINTAIN IT AS IT REQUIRES & IS NOT GOING TO BE ABLE TO ABSORB THE COSTS OF ADDITIONAL HEAVY USE BY VEHICLES, & THE UNDOUBTED MIS-USE OF THE PARK SPACE BY A FEW.

3) PARKING STICKERS FOR RESIDENTS: THESE SHOULD BE FREE TO ALL PARKSIDE RESIDENTS IN THE IMMEDIATE AFFECTED AREAS ADJACENT TO DEERING OAKS & HADLOCK FIELD. (FREE - 'CAUSE WE SHOULD NOT HAVE TO PAY TO PARK IN OUR OWN NEIGHBORHOOD — AND FREE STICKERS WOULD MEAN NEIGHBORHOOD GOOD WILL TOWARDS TOWARD THE BALLPARK AT THE ONSET.) VOTER REGISTRATION ROLLS, U.S. MAIL PROPERTY DEEDS, SIGNED LEASES, ETC, CAN ALL VERIFY RESIDENCY.

4) PARKSIDE BUSINESSES WITH NO OFF-STREET PARKING WILL NEED FREE STICKERS TOO. MANY SUCH BUSINESSES HAVE VERY LITTLE OFF-STREET PARKING (e.g. TERRONI'S MKT.) OR NONE AT ALL (e.g. MELLEN ST. MARKET) AND WILL BE HEAVILY IMPACTED BY THE PRESENCE of THE BALLPARK'S PARKING, BUT GET

RG. 2 - HON J. O'BRIEN

STATE OF MAINE
HOUSE OF REPRESENTATIVES
AUGUSTA, MAINE 04333-0002

VERY LITTLE of THE BALLPARK'S BUSINESS (FOLKS WILL BUY THEIR REFRESHMENTS AT THE BALLPARK.) WE MUST TAKE CARE of OUR NEIGHBORHOOD BUSINESSES AT THE ONSET SO WE CAN HOPE THEY CAN PARTAKE of THE BALLPARK'S BENEFITS DOWN THE ROAD.

I SUGGEST WE ALLOCATE ALL SUCH BUSINESSES WHATEVER NUMBER of PARKING STICKERS THEY NEED TO RUN THEIR BUSINESSES AS THEY REGULARLY DO.. THIS IS NOT A GREAT NUMBER ANYWAY.

5) PARKING IN ASSIGNED AREAS MUST BE VIGOROUSLY ENCOURAGED. VIOLATION of PARKING RULES MUST BE VIGOROUSLY ENFORCED. THIS IS THE ONLY WAY GOOD RELATIONSHIPS CAN BE STARTED AND CONTINUED BETWEEN THE BALLPARK PATRONS, OWNERS, AND NEIGHBORS.

6) PARKSIDE NEIGHBORHOOD ASSOC. STANDS READY TO ASSIST THE BALLPARK IN A FRIENDLY WAY TO COOPERATE IN LISTING STREETS, BOUNDARIES, AREAS, ETC, TO MAKE THE ON-STREET NEIGHBORHOOD PARKING WORK WELL FOR EVERYONE, AND TO MAKE DESIGNATED PARKING AREAS WORK WELL FOR EVERYONE.

7) IT IS CRUCIAL THAT THE BALLPARK COOPERATE WITH THE MAINE SCHOOL FOR THE BLIND AND VISUALLY IMPAIRED ON PARK AVE., RIGHT SMACK BESIDE THE BALLPARK AND ALL ITS TRAFFIC. NOBODY WANTS A SINGLE TRAGEDY ARISING FROM THIS. PRUDENT PLANNING IS NECESSARY PARKSIDE AGAIN OFFERS ITS HELP; WE ARE PROUD OF ITS NEIGHBORS AT THE ME. SCHOOL FOR THE BLIND AND VISUALLY IMPAIRED.

— THANK YOU —

— END —

Ocean Navigator
Marine navigation & ocean voyaging

January 25, 1993

Joseph E. Gray Jr.
Director of Planning and Urban Development
Room 211, City Hall
389 Congress St.
Portland, ME 04101

Dear Director Gray:

Although I'm pleased that Portland may have professional baseball, I'm concerned that the quality of life for tenants in my 2-family apartment building at 15 Weymouth will be lowered.

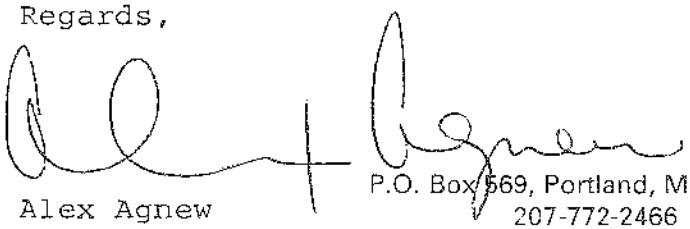
Parking on Weymouth will be more difficult on game evenings. Lights and noise from the field may keep these residents up at night. Numbers of ball fans departing from games will create potential problems with vandalism in the area.

I would like to ask the city to consider measures to reduce the impacts on the neighborhood. For example, would it be possible to station extra police patrols in the area before and after the games? This would enhance safety and reduce vandalism. Also, I hope the city will provide a parking plan that will allow residents of the area to continue parking on their own streets. One example would be to urge people to walk to the games or commute from city lots. Another would be to use a parking permit system for streets near the ballpark. In addition, please use all measures to prevent new bars from springing up near the ball park further inspiring unneighborly behavior on game nights.

There may be other ideas that can help to prevent the creation of a baseball ghetto on Weymouth and the surrounding streets. More than aiming to prevent problems on Weymouth, I hope you'll try to use the ballpark as a way to improve the quality of life in this area.

Thanks for your consideration.

Regards,



Alex Agnew

P.O. Box 569, Portland, Maine 04112
207-772-2466

PORTLAND
Sea Dogs

July 9, 1993

Mr. Kenneth Cole
Chairman
Planning Board
City of Portland
City Hall
Portland, Maine 04101

Dear Ken:

I would like to express my regrets at being unable to attend the Planning Board Meeting on Tuesday night. I will be in Memphis attending the Double A All-Star Game and meetings of the Eastern League and the Double A Association.

While I won't be attending the meeting, I feel it is important that I let you know that I strongly endorse the Stadium Committee's landscaping plan. I am not a landscape architect nor do I consider myself a landscape expert, however, with twenty years of experience in professional baseball, including eleven as Eastern League President where I was closely involved in the construction of six new stadiums, I do have a good sense of what works well and what doesn't.

I believe the plan submitted by the Stadium Committee makes the entry way very fan friendly. It is opened up enough to allow easy crowd access in and out of the main gate, yet provides some seating for fans waiting for the rest of their party. Seating that is necessarily removed from direct interference with the entry/exit way. It is a stadium subject to the influx of up to 6,000 fans per game, that we want to move into and out of the park quickly and safely. We don't want to encourage loitering outside the facility.

Thank you for the opportunity to express my opinion.

Sincerely,

Charles Eshbach

Charles Eshbach
President & General Manager

PORTLAND MAINE BASEBALL, INC. • P.O. BOX 636 • PORTLAND, ME 04104
PHONE (207) 874-9300 • FAX (207) 780-0317

7-14-93

MEMO

TO: LARRY MEAD

FROM: RICK KNOWLAND

RE: MAPLE TREES ON HADLOCK FIELD SITE

I AM VERY CONCERNED ABOUT THE FUTURE WELLBEING OF THE LARGE MAPLE TREES ON THE HADLOCK FIELD SITE. SOMEONE HAS PLACED TWO LARGE JERSEY BARRIERS RIGHT NEXT TO THIS TREE. THESE SHOULD BE REMOVED IMMEDIATELY. LARGE OBJECTS SUCH AS THIS INCLUDING CARS CAN DAMAGE THE TREES ROOT SYSTEM.

IN ADDITION TO REMOVING THE JERSEY BARRIERS, AN AREA AROUND THE TREE (WITHIN THE PARKING LOT) SHOULD BE ROPED OFF (OR FENCED OFF) SO THAT CARS DON'T PARK ON THE TREES ROOT SYSTEM. THIS IS A TYPICAL REQUIREMENT OF PRIVATE DEVELOPERS WHEN WE ARE TRYING TO PROTECT EXISTING TREES. IN ADDITION CARE SHOULD BE TAKEN WHEN THE PARKING LOT IS DEVELOPED SO THAT DAMAGE DOES NOT OCCUR TO THE ROOT SYSTEM. JEFF TARLINI WOULD KNOW ABOUT ALL THE TECHNICAL DETAILS ABOUT PROTECTING THE TREES.

CITY OF PORTLAND, MAINE
MEMORANDUM

TO: Chair and Members of the Planning Board

FROM: Richard Knowland, Senior Planner

DATE: June 22, 1993

SUBJECT: Hadlock Field

On March 23, 1993 the Planning Board approved a site plan for the new Hadlock Field subject to a series of conditions. Two of the conditions involved submission of a final facade elevation of the ballpark and a final landscaping plan. The City of Portland is submitting revised plans to address these conditions. A public hearing will be held July 13th on these items. Two other conditions, review of exterior lighting and a field operations handbook for parking will be submitted to the Board at a later date.

Landscaping

The revised landscaping plan (see Attachment A) incorporates many of the concepts of the original landscaping plan (See Attachment B) while increasing the number of canopy trees on the site. See Attachment C for the revised planting list. A double row of trees is proposed between the sidewalk and the ballpark along Park Avenue. Other plantings are proposed along the westerly side of the ballpark as well as within the parking lot. These include 7 Cleveland Select Pears along the street edge and 5 Armstrong Red Maples and 2 Honey Locusts on the ballpark side of the sidewalk. This helps reinforce 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 Olmsted Plan which called for a landscaped arborway from Deering Oaks to the Western Promenade.

Like the original plan, the large existing Maple tree adjacent to the small parking lot and the EXPO will be retained. The original plan had a limited amount of plantings to screen the abutting westerly property (former firehouse now medical offices.) Six (6) Summit Ash are now proposed along this property line.

The original plan included a series of planters and seating walls near the main entrance and the ticket window. These have been eliminated by the applicant out of concern that the planters would be disruptive to pedestrian circulation on the site.

CITY OF PORTLAND
RECREATION DIVISION
MEMORANDUM

July 8, 1993

TO: Rick Knowland, Senior Planner

FROM: Larry Mead, Chair of Building and Operations Committee

SUBJECT: Hadlock Field Lighting for Night Games

Outlined below are the details of the lighting configuration for night games at Hadlock Field to be completed as part of facility renovations:

Pole locations: The number of pole locations will remain at eight. Five existing 90' light poles will be retained(four outfield poles and one infield pole). Three infield poles will be replaced by 100' poles. The two infield poles on the third base side of home plate will be integrated with the grandstand structure. The new infield pole to the first base side of home plate will be a free-standing pole located immediately behind the dugout, adjacent to the grandstand access ramp.

Lighting fixtures: The total number of lighting fixtures will increase from 109 fixtures to 157 fixtures. The wattage of each separate fixture will remain at 1500 watts.

CITY OF PORTLAND, MAINE

PLANNING BOARD

July 14, 1993

Mr. Larry Mead, Chair
Baseball Operations Committee
City Hall, Room 312
389 Congress Street
Portland, ME 04101

RE: Hadlock Stadium Site Plan

Dear Mr. Mead:

On July 13, 1993, the Portland Planning Board voted 6-0 (DeCourcey absent) to approve the revised site plan for Hadlock Field regarding conditions of approval for landscaping, exterior lighting and the exterior facade elevation.

The approval is based on the submitted site plan and the findings related to site plan review standards as contained in Planning Report #26-93, which is attached. If you need to make any modifications to the approved site plan, you must submit a revised site plan for staff review and approval. 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. Requests to extend approvals must be received before the expiration date.

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

Sincerely,

Kenneth M. Cole III, Chair
Portland Planning Board

cc: Joseph E. Gray, Jr., Director of Planning and Urban Development
Alexander Jaegerman, Chief Planner
Richard Knowland, Senior Planner
P. Samuel Hoffses, Chief of Building Inspections
William Giroux, Zoning Administrator
George Flaherty, Director of Parks and Public Works
John Rague, Principal Engineer
Melodie Esterberg, Development Review Coordinator
William Bray, Deputy Director of Parks and Public Works
Jeff Tarling, City Arborist
Natalie Burns, Associate Corporation Counsel
Lt. Gaylen McDougall, Fire Prevention
Paul Niehoff, Materials Engineer
Louise Chase, Building Permit Secretary
Approval Letter File

Geotechnical Investigation

14. The geotechnical engineer should observe the excavation, earthwork, and foundation portions of the construction to ascertain that subsurface conditions are similar to those used in the analyses, and be retained to provide QA/QC testing services during this same observation period.

This report has been prepared for the specific application to the subject project and for the exclusive use of The City of Portland. In the event that any changes in the nature, design, or location of the stadium are made, the conclusions and recommendations in this report should be revised by R. W. Gillespie & Associates.

The recommendations presented are based on the results of the referenced borings. If variations appear, it will be necessary to reevaluate the recommendations presented in this report.

We request that we be provided the opportunity for a general review of the final design and specifications in order that earthwork and foundation recommendations may be properly implemented.

Attachment J

CITY OF PORTLAND, MAINE
MEMORANDUM

TO: Richard Knowland, Senior Planner

FROM: Melodie Esterberg PE, Development Review Coordinator

DATE: March 19, 1993

SUBJECT: Hadlock Stadium

I have reviewed the Stormwater Management Plan and Sedimentation and Erosion Control Plan for the proposed renovations at Hadlock Field. My comments are as follows:

Stormwater Management Plan

The site topography ranges from moderate (5 percent) to nearly level. The level portion of the parcel is filled land underlain by layers of peat and clay. The upper layer of the fill material is described as dense to medium dense in the Report of Grotechnical Investigation. Proposed Hadlock Field Stadium prepared by R.W. Gillespie & Associates, Inc. Therefore much of the rainfall in these areas would form runoff rather than infiltrate into the soils. Much of the site was developed prior to 1970 for structures and 1975 for non-revegetated areas. For these reasons, the calculated increase in stormwater runoff is minimal - less than 1 cubic feet per second (cfs) for the 10 year and 25 year storms. Stormwater calculations are included in the written statement submitted.

Stormwater from the proposed parking areas will be routed to two new catch basins which will then tie into the existing Alms House sewer. There are two existing catch basins which tie into an existing pipe network under the proposed stadium. These two structures and associated piping will be removed. The remaining system under the stadium will be used for the sanitary flows generated by the facility. This fulfills the requirement that stormwater and sanitary flows be separated prior to connection to a combined sewer system.

CSO Credits

The DEP consent decree states that for every new gallon of sanitary flow, five gallons of stormwater Infiltration/inflow shall be removed from the public system. Credits shall be in the same watershed where possible. As stated in the memo from William B. Goodwin PE, Environmental Project Engineer, the project is expected to generate 30,500 gallons per day, (gpd). This flow would require 152,500 gpd be removed from the system. The city is currently constructing a sewer separation project upstream from the project which will remove 40 cfs of stormwater from the Alms House sewer. This translates in 25,850,880 gpd which generates substantially more credits than the required amount for this development.

Sedimentation and Erosion Control Plan

The Sedimentation and Erosion Control Plan is delineated on the Portland Sports and Recreation Complex Site Plan. There are no areas particularly sensitive (ie steep slopes, wetlands) to erosion on site. Therefore, the prime objective of the erosion control plan is to prevent sediment transport off site. To achieve this goal, siltation fencing is to be installed at the downslope limit of work and sediment filters will be installed around all catch basins. The sediment filters will prevent excessive amounts of sediment and grit from entering into the combined sewer system. Site work may be done during more than one construction season with breaks for the baseball season. All disturbed areas will be stabilized as soon as practicable. All grassed areas will have loam and sod installed.

ATTACHMENT K

CITY OF PORTLAND
RECREATION DIVISION
MEMORANDUM

March 17, 1993

TO: Rick Knowland, Senior Planner

FROM: Larry Mead, Superintendent of Recreation

SUBJECT: Field lighting at baseball stadium

The City will engage a lighting consultant to determine the specific needs for on-field lighting at the baseball stadium. The current lighting will need to be upgraded to the standards required by the Professional Baseball Association. The current lighting configuration is approximately 70 fc, infield and 50 fc, outfield. The PBA requirements are 100 fc, infield and 70 fc, outfield.

Currently there are seven light poles in place at 90' heights. I expect that we 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 structure. The new lamp fixtures are much more efficient in directing light to the field while minimizing "spill-over" off-site.

ATTACHMENT L

PORTLAND FIRE DEPARTMENT

MEMORANDUM

TO: Mary Ann Theriault, Traffic Project Engineer

FROM: Joseph E. Thomas, Fire Chief J.E.T.

DATE: February 9, 1993

SUBJECT: Parking issues regarding Hadlock Field

I am writing to confirm our position regarding parking issues related to the development of Hadlock Field. As we know, the development of Hadlock Field also includes considerations for associated parking of cars when baseball games are being played. Your proposal for the use of the parking lots adjacent to Hadlock Field and King Middle School do not pose significant problems to the Fire Department if we are able to utilize identified "Fire Lanes".

The designation of "Fire Lanes" will provide the Fire Department with ample opportunity to respond to either facility in the event of a fire call or emergency medical response. Given the necessary parking arrangement and the necessity for pedestrian foot traffic, the designation of these "Fire Lanes" could also serve as pedestrian traffic paths around both Hadlock Field and King Middle School.

If the physical layout of parking could provide us with access lanes at the following locations the Fire Department will have its potential needs addressed.

1. The outside of the parking lot which goes toward the picnic area.
2. A lane to the access doors adjacent to the Expo which will provide access to the concourse.
3. A lane around King Middle School next to the building.

By providing these "Fire Lanes", we would have access to all areas of the ballpark and associated buildings within the area. In the event of an emergency whether it be fire related or a medical emergency, we will be able to provide adequate service to the patrons of the ballpark and not cause great disruption.

If I can be of any further assistance, or provide additional information, please feel free to give me a call at Ext. 8401. Thank you for your cooperation and interest in our input into this matter.

cc: Lt. McDougall, Fire Prevention Bureau

PLANNING REPORT #26-93

HADLOCK FIELD BASEBALL STADIUM

REVIEW OF CONDITIONS OF APPROVAL

CITY OF PORTLAND, APPLICANT

Submitted to:

Portland Planning Board
Portland, Maine

July 13, 1993

I. Introduction

On March 23, 1993, the Planning Board approved a site plan for the new Hadlock Field subject to a series of conditions. These conditions included submission to the Planning Board of a final facade elevation of the ballpark, a final landscaping plan and an exterior lighting plan. The City of Portland is submitting revised plans to address these conditions.

310 notices were sent to area residents.

II. Landscaping

Since the Board's last workshop on this item, the applicant has had Portland Design Team review the previously submitted landscaping plan and has offered recommendations. These recommendations have been incorporated in the revised site plan. A description of the landscaping, plaza and lighting design elements are shown as Attachment A. The revised landscaping plan and planting list is shown as Attachment B. The previous landscaping plan and plant list is shown as Attachment C.

A double row of trees is proposed between the sidewalk and the ballpark along Park Avenue. Like the original plan, the large existing Maple tree adjacent to the small parking area and the Expo will remain. There have been some refinements to landscaping on the westerly side of the stadium, including enlargement of one of the landscaped islands, adding understory plantings in all of the islands and increasing the screening along the westerly property line (former firehouse now medical offices.) Three planters are shown on the plan, one near the main entrance and two near the small parking lot. These will be designed as a seating wall.

The plaza area in front of the stadium will have a concrete surface. The concrete will be divided into eight foot squares. The configuration of the concrete plaza adjacent to the Park Avenue sidewalk has been rounded near the entrance to reflect the shape of the stadium. Granite accents will radiate from the stadium support columns along the plaza surface to the brick sidewalk along Park Avenue.

III. Exterior Lighting

The exterior lighting of the plaza and parking lot area has now been refined. The lighting plan for the plaza has been developed by Portland Design Team to reinforce the design elements and character of the plaza and the stadium.

An architectural light fixture (Candela series) for the plaza has been selected (see Attachment A-7). Eight of the fixtures will be mounted on poles within the plaza area. Five of the light fixtures will be spaced between the street trees along Park Avenue which enhances the street edge character of the site. The fixtures will be mounted on 15 foot high poles with banner arms to allow the placement of banners. Eleven of the luminaires will be mounted along the facade of the stadium, 2 of them at the entrance, the remainder at intervals lining up with the granite accent strips within the paved surface.

Three pole mounted luminaires on 22 foot high poles will be placed in the large parking lot. These will be "shoebox" fixtures to eliminate glare. See Attachment A-8. Lighting for the small parking lot will be supplemented by 2 luminaires mounted on the wall of the Expo.

Lighting for the field is described on Attachment E.

IV. Exterior Facade Elevation

At the last workshop, the applicant submitted the revised exterior facade elevation of the ballpark. Please review the color drawing of the ballpark that was distributed in the June 22nd packet. Since the workshop, specific colors for the facade materials have been selected (see Attachment D). Samples of the materials will be available at Tuesday's meeting. Drawings showing the side elevation (easterly and westerly) of the stadium will be available at Tuesday's meeting.

The design of the facade remains unchanged from the last workshop except that 10 small windows along the easterly (Expo) side of the stadium have been eliminated. Since the interior space behind the windows are restrooms, the Baseball Operations Committee felt that the windows were inappropriate given their proximity to the ticket window. In order to provide a scale and visual interest to the facade, a pattern of colored bricks is proposed to replace the windows. The revised elevation showing this detail will be available at Tuesday's meeting.

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 #26-93 relevant to the standards for Site Plan Review, the Board finds:

1. That the proposed revisions are in conformance with the Site Plan Ordinance.

Attachments:

A. Project description - landscaping, plaza and lighting
B. Revised landscaping plan
C. Previous landscaping plan
D. Facade materials
E. Field Lighting Information

ATTACHMENT A-1

PORTLAND DESIGN TEAM

ARCHITECTURE INTERIOR DESIGN PLANNING
105 DANFORTH STREET PORTLAND, MAINE 04101 207-775-1059 FAX 207-775-2694

LYNDON D. KECK, AIA
FRANK M. LOCKER, Ph.D. AIA, ASID
DAVID C. WEBSTER, AIA
ALAN G. KUNIHOLM, AIA
MARILYN E. LEIVIAN, AIA
DOUGLAS L. SKILLIN

July 8, 1993

PROJECT DESCRIPTION
HADLOCK STADIUM
PLAZA/LANDSCAPE

Project Overview

The Hadlock Stadium plaza and landscaping have been designed in a manner to combine function, aesthetics, style and simplicity. Simplicity in the plaza design in a key element in providing safe pedestrian access for stadium patrons within a limited amount of space. Paving patterns, bollards, and lighting all function together in this regard. Materials to be used on the site, including plant materials, have been selected for their traditional styles, aesthetic qualities and durability. A brief description of various aspects of the plaza and landscape design follows.

Paving

In the Portland tradition, a brick sidewalk will flank Park Avenue along the entire length of the stadium property. Near the main entry plaza the brick sidewalk will wrap around the corner into the parking lot creating a distinct transitional edge between the sidewalk and the concrete plaza within the site. The concrete plaza will be constructed with an 8' grid running parallel to Park Avenue throughout. This grid provides the basis for the spacing of lighting and trees and other landscape elements within the project site. The plaza is bisected by granite pavers radiating from the building. These granite accents will visually break up the concrete into smaller planes while acting to tie the plaza visually to the architecture. Additionally, the main entry plaza is proposed to be inlaid with paving materials to create a baseball related motif within the plaza. Materials for the baseball motif would be similar to the materials already proposed for the plaza area. Various designs for this are being considered.

Plaza Amenities

Various physical features have been incorporated into the plaza design as functional elements of the plaza. Concrete bollards approximately 3'-6" to 4'-0" tall will be placed flanking the main entry near the transition between the plaza and brick sidewalk. These bollards are used in conjunction with other landscape elements, including lighting, to help define the threshold of the plaza. Additional bollards are placed in front of each barrier free parking space in order to allow the parking area elevation to be flush with the plaza. This design eliminates the need for ramps at each parking break area.

Plaza Amenities (con't.)

Seating walls, constructed of brick to match the stadium with concrete caps, are proposed in three locations surrounding planting beds in the plaza area. Seating has been minimized in order to better accommodate the high pedestrian flows expected before and after events.

Six bicycle racks will be placed in the small plaza area adjacent to the parking lot on the west side of the stadium building. Each bicycle rack can accommodate up to eight bicycles. The proposed style of bicycle rack is the Ribbon Rack as illustrated in the attached cut sheet.

Tree grates and guards shall be placed around the 11 trees proposed within the paved areas of the plaza and sidewalk areas. These grates and guards, as shown in the attached cut sheet, conform to the standard design and manufacturer currently used by the City of Portland for other similar type plantings.

Plaza Area Lighting

Lighting of the stadium plaza has been designed to provide safe pedestrian lighting both in the plaza area and the adjacent sidewalk along the front of the stadium. The plaza lighting will consist of both pole mounted and wall mounted fixtures from the Candela Series as shown on the attached cut sheets. The wall mounted lighting will be place just above the brick columns of the building and will occur at intervals lining up with the granite accent strips within the paved surface. The pole mounted lighting will consist of a single luminar mounted on a 15' pole with banner arms available to continue the recent Portland banner scenario around the stadium.

The Candela lighting has been chosen as a fixture which reflects Portland's waterfront character with a modernized traditional style of lighting. These fixtures will minimize glare to adjacent areas while providing sufficient light on the plaza area for safe pedestrian movement.

Lighting of the barrier free ramps will also be provided utilizing wall mounted units of a more simple design and providing a somewhat higher level of light in those areas. As these lights are mounted lower in elevation than are plaza area lights, the Candela lights will not be used in these areas.

Parking area lighting will be accommodated with shoebox cutoff fixtures from the Quality Lighting line as shown on the attached cut sheets. This fixture will be mounted on 22' poles and will utilize cut off reflectors to avoid spillover of light onto adjacent properties. The QL fixture has been chosen because of its' "vertical lamping" which allows light distribution to be more uniform over the entire area to be lighted. This eliminates the typical hot spots found directly beneath most other types of light fixtures while providing a smooth even wash of light across the parking area.

PROJECT DESCRIPTION
HADLOCK STADIUM
PLAZA/LANDSCAPE
July 8, 1993

Landscaping

Plant materials for the stadium project have been selected to provide seasonal interest and color as well as shade in the parking and plaza areas. Honeylocust will be planted in a double row surrounding the stadium plaza and continue as a street tree along Park Avenue. The Honeylocust will provide an airy filtered shade within the plaza area and will provide a uniform canopy over the sidewalk along Park Avenue. Lindens in the parking areas were selected for their dense shade, glossy foliage, consistent yellow fall color, and summer flowers. The upright habit of the Lindens selected will also be utilized along the western edge of the parking lot to provide shade over the parking area while not encroaching upon the crabapples which exist on the adjacent property.

A grouping of flowering crabapples and Austrian Pines provide a visual buffer along the back edge of the western parking lot.

Shrubs were chosen to provide seasonal color with foliage and/or flowers. Flowering shrubs were chosen to provide color at various times during the baseball season. Lilacs have been used in conjunction with the Lindens along the western property line as a buffer for the adjacent property.

Conclusions

Because of the limited size of the project site and the perceived number of pedestrians which will use the space, it was very important to develop a design which remained relatively open yet provided visual and textural elements which separate the plaza from the adjacent sidewalk. The limited number of major planters and seating areas reflects this need to accommodate pedestrian movement. The site design has incorporated lighting, bollards, trees, and paving types to form a visual and textural break between the plaza and the sidewalk which reflects the character of the building and its' use, while maintaining the traditional style of the City of Portland.

RLT.mo

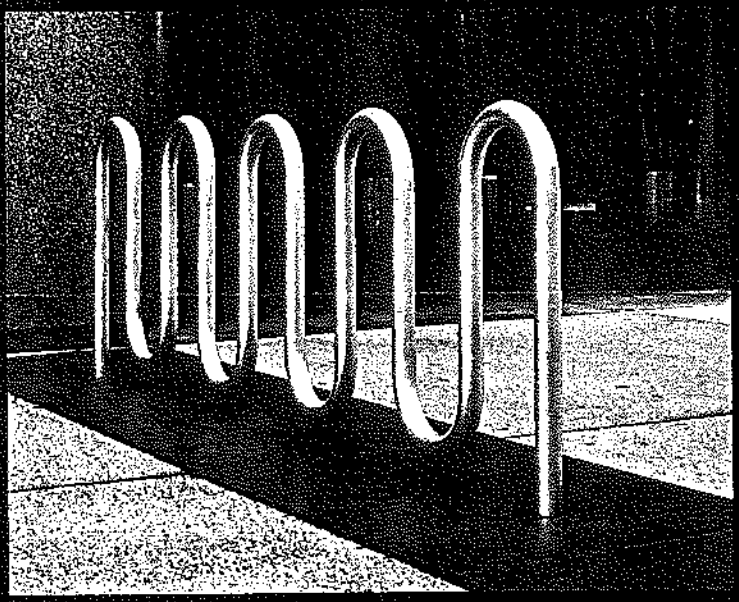
environmental sculpture for bicycle and moped security™

A-4

BRANDIR
02842 BRN
BuyLine 1533

THE RIBBON® RACK

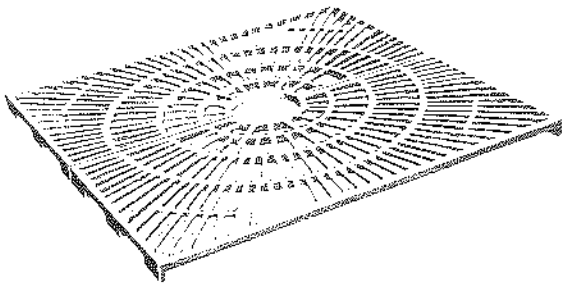
BY brandir



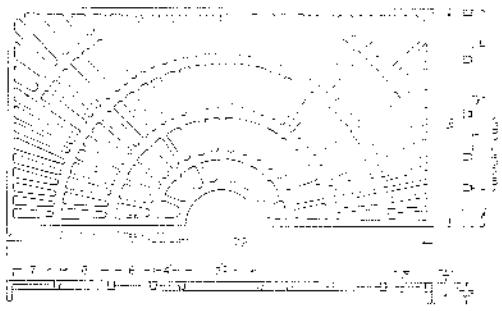
IDSA
National
Design Award
Winner

A-5

R-8740 180° SQUARE
(Formerly R-8643)

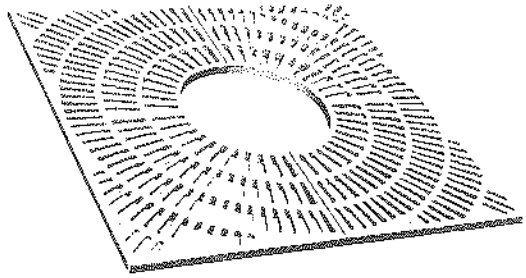


Grate has lugs to provide deep seated support. Tree opening is expandable. Available with cast iron angle frame, if required.
Weight per set – 570 pounds.

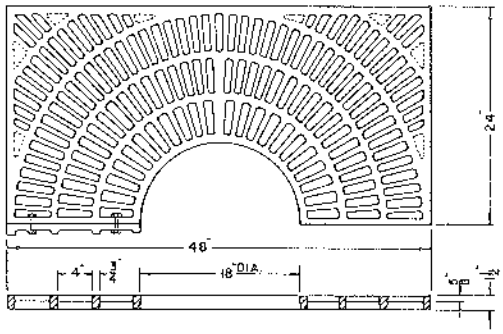


HALF PLAN AND SECTION

R-8742 180° SQUARE
(Formerly R-8642-B)

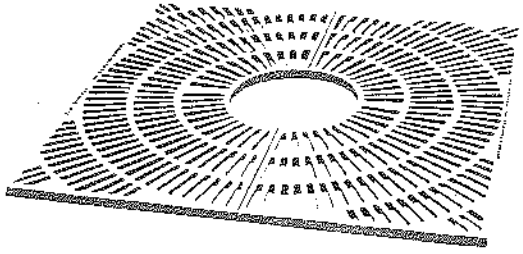


Radial pattern in two sections, with expandable tree opening. Available with cast iron angle frame, if required.
Weight per set – 260 pounds.

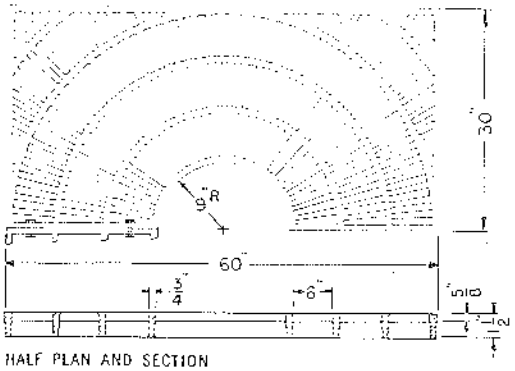


HALF PLAN AND SECTION

R-8742-A 180° SQUARE
(Formerly R-8642)

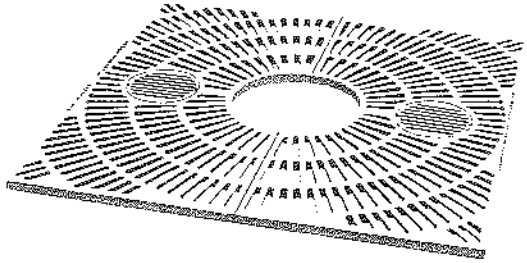


Radial pattern in two sections, with expandable tree opening. Available with cast iron angle frame, if required.
Weight per set – 400 pounds.

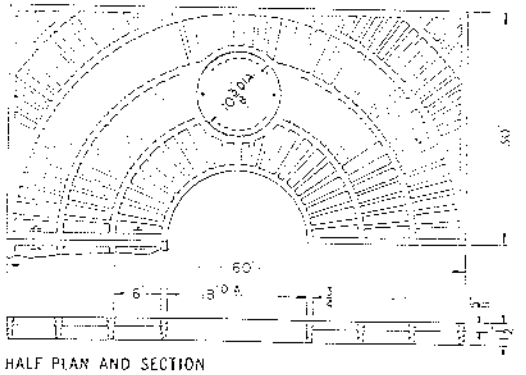


HALF PLAN AND SECTION

R-8742-A1 180° SQUARE
(Formerly R-8641)



For night lighting, each section has 9" diameter opening with 10⅝" diameter removable grate cover for access to sub-grade fixture. Light opening grates are bolted down to prevent unauthorized removal. Non-expandable. Available with cast iron angle frame, if required.
Weight per set – 430 pounds.



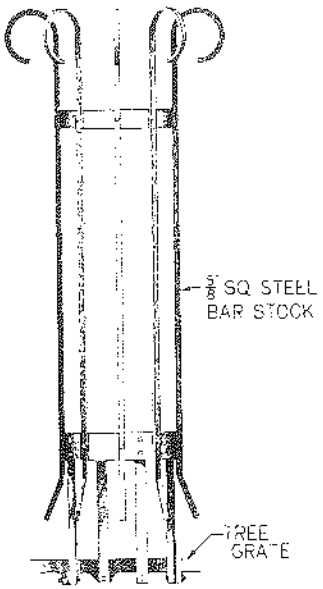
HALF PLAN AND SECTION

See specification page (inside front cover) for safety consideration.

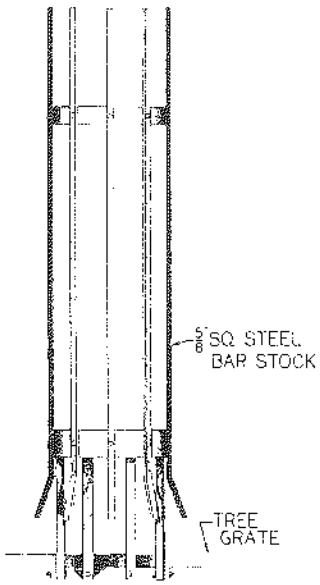
NEENAH FOUNDRY COMPANY

A-6

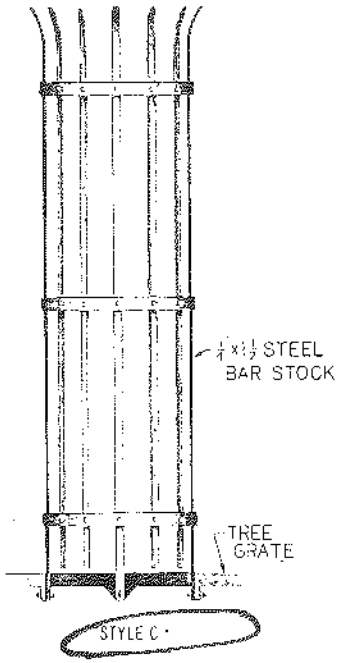
FABRICATED TREE GUARDS



STYLE A



STYLE B



STYLE C

NEENAH tree guards are manufactured from hot rolled mild steel in the five standard illustrated styles. Guards are designed to be attached in four places to bolting lugs which are integrally cast to the underside of the tree grate. Special attachment methods can be furnished for grates which may already be installed without the cast lugs. Contact your NEENAH representative with your special requirements.

Guards are furnished standard in pieces which are easily bolted together and assembled in the field. (Complete assembly instructions are included with each order.) Vertical bars are bolted to the top and bottom half rings and the two halves are assembled around the tree and bolted to the grate. All necessary bolts will be furnished with your order. Field assembly is recommended: as your unit cost is the most economical, reduces transportation costs, and minimizes the potential for damage to the guard either in transit or at the job site.

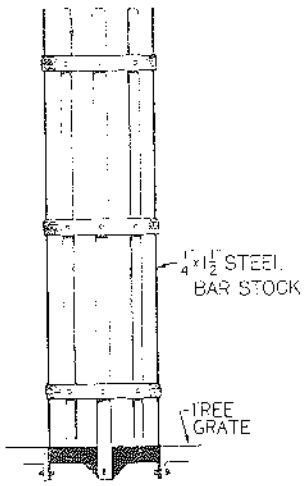
As an option, at additional cost, NEENAH will furnish guards completely assembled in two half sections. Pre-assembled guards will be supplied using the standard method of assembly, which is with the vertical bars bolted to the rings, or as an option—bars can be welded to the rings.

Tree guards are furnished un-painted as the standard. Optional painting, at additional cost, can be supplied. See advice on painting tree grates on Page 35. If factory painting is required, your guards will be shipped pre-assembled.

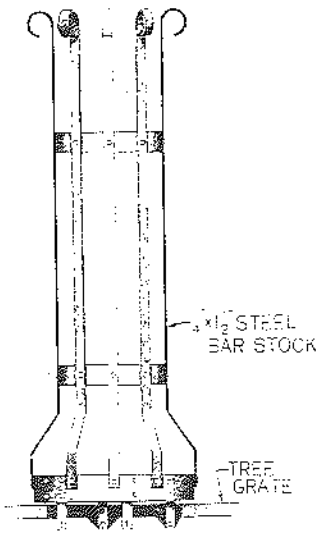
Perhaps our five standard styles are not suited to your needs. Special sizes and styles can be manufactured to your specifications. Our Engineering and Sales staff are ready and anxious to cooperate in development of a special guard for you.

Specify when ordering:

1. Style
2. Dimension L (guard height as measured from top of grate—4', 5' or 6' is standard height)
3. Tree opening diameter
4. Un-assembled
5. Pre-assembled (Standard bolt method) (at additional cost)
6. Pre-assembled (welded method) (at additional cost)
7. Optional paint (see page 35 for paint type available) (at additional cost)
8. Shop drawings for approval



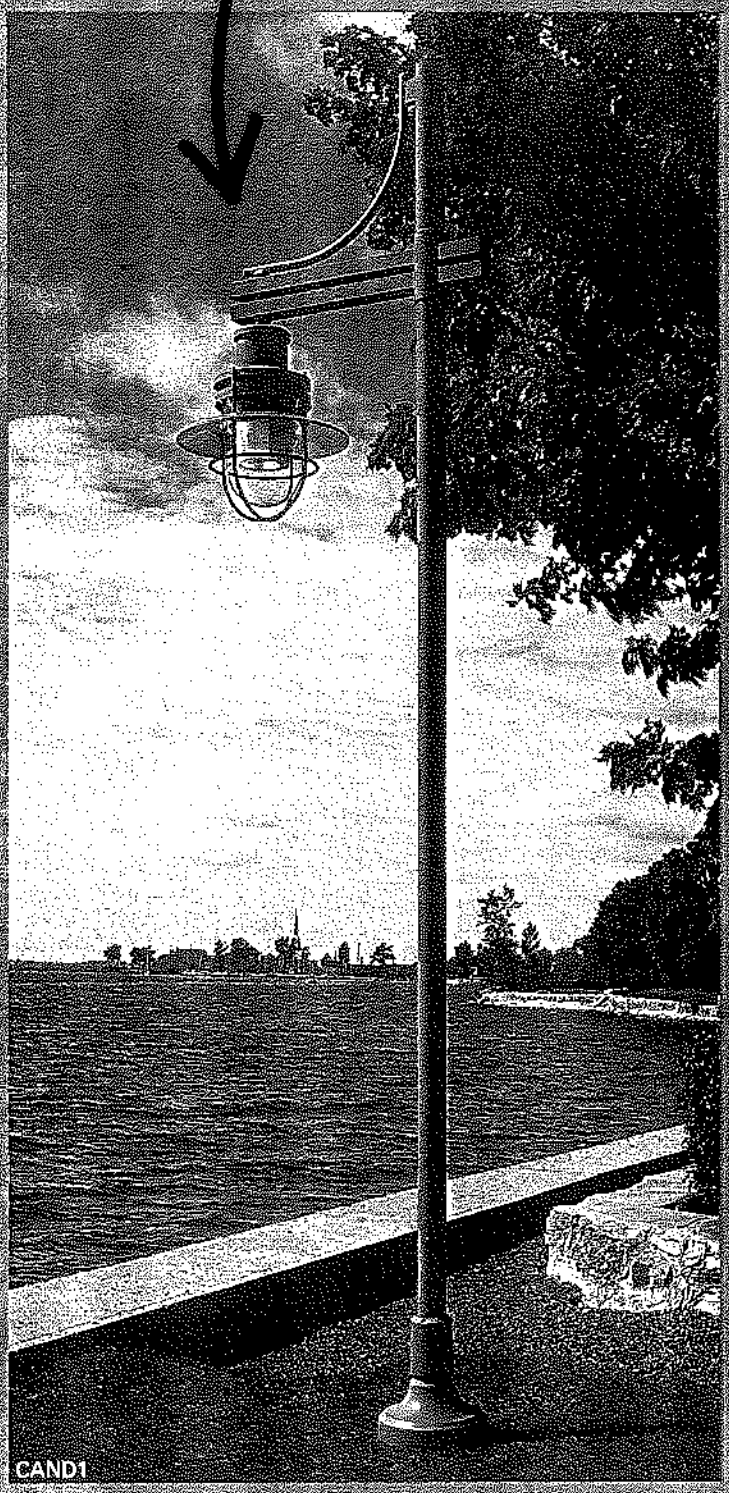
STYLE D



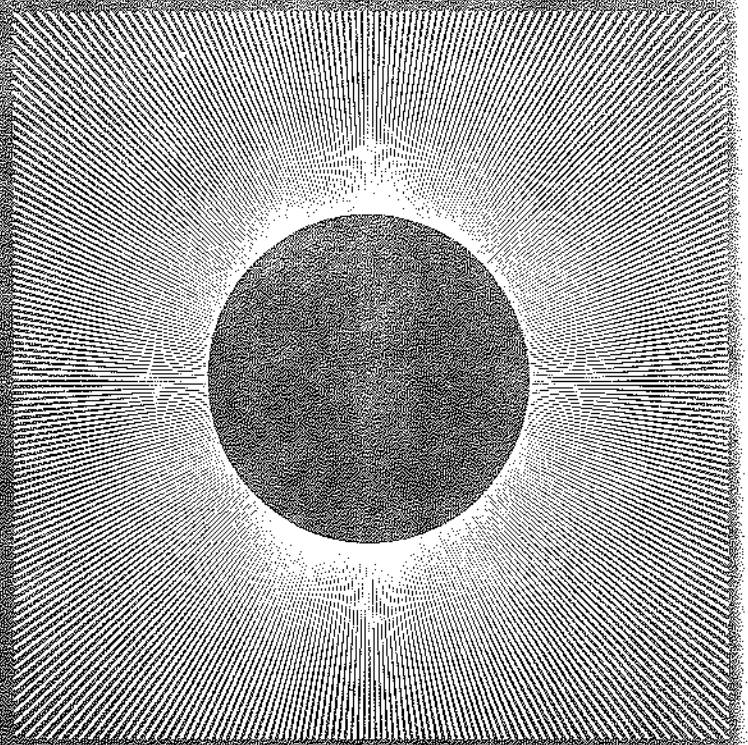
STYLE E

CAND Candela Series

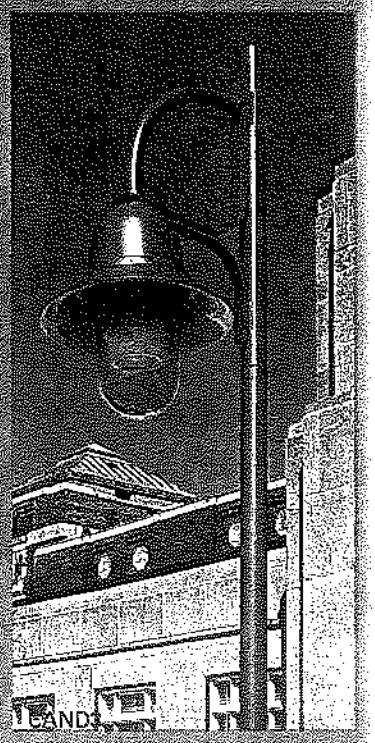
The CAND Candela series heralds the appearance of a luminaire high lighted by an efficient combination of innovation and versatility. Thanks to its functional base and a variety of accessories, the Candela blends easily and harmoniously with any urban setting.
The degree of flexibility offered by the Candela can be greatly appreciated by the designer as he carries out his job.



CAND1



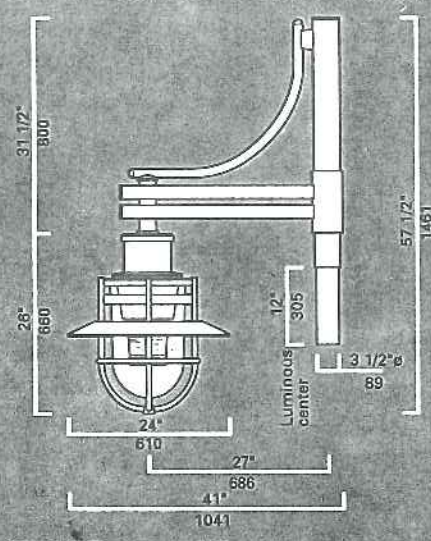
CAND2



CAND3

CAND1 Candela 1

in configuration 1A. Includes luminaire and mounting bracket.

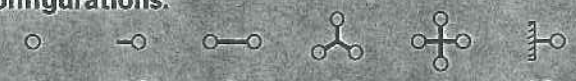


Luminaire unitized ballast up to 100 watts.
Higher wattages require remote ballast.

EPA: 3.48 sq.ft. (1A) 6.45 sq.ft. (2)

Weight: 45 lbs (20.4 kg)

Configurations:



1 (CAND2 Only) 1A 2 3 4 M

1A

Finishes

The specially-formulated textured Lumital powder coat is available in six standard colors. This unique coating of thermosetting polyester resins provides a highly-durable UV-resistant exterior finish.

Lumital coatings are specially formulated for outstanding salt-spray resistance according to ASTM B117-73 standards, and excellent humidity resistance as per ASTM D 2247-68 testing procedures.

All surfaces are "shot and grid" blasted to meet "near white" specifications.

Should a special color match be required, Lumec reserves the right to use an oven-cured liquid polyurethane finish. Consult factory for specifications.

Standard Colors:

BK	Black
BE	Blue
GN	Green
BR	Bronze
GY	Grey
WH	White

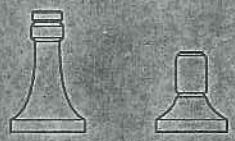
Special Color:

SC	Special Color (Provide color chip)

BR

Options

IS	Isolated Second
HB	Hinged Base. (APR & APS poles on
DR	Duplex Receptacle at Pole Top. (120 Volts only)
PH	Photoelectric Cell at Pole Top.
LS	Provision for Loud-speaker Outlet at Pole Top.
BA	Banner Arm.
FS	Luminaire Integrated Fuse.
LBC	Optional Landscape Base-cover.



LBC1 LBC2

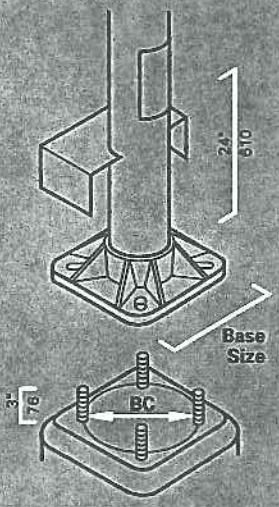
LBC3 LBC4

Base-covers only for APR4 and SPR4 Poles.(replaces standard base-cover.)

IS-LBC4

APR4U-12

Base Details

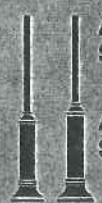


	Bolt Circle	Base Size
APR:	8 1/2" (220 mm)	9" (230 mm)
SPR:	8 1/2" (220 mm)	9 5/8" (245 mm)
AM6/SM6:	10 1/2" (270 mm)	13" (330 mm)
AM8/SM8:	12 1/2" (320 mm)	15" (380 mm)

Includes 4 anchoring bolts 3/4-20 (19-508), 8 nuts and 8 washers.

Poles

	Cat. No.	Height ft.	Height m	Section in.	Section mm	EPA ft² 70mph	EPA ft² 80mph	EPA ft² 100mph	Description
Straight Aluminum Poles.									
APR	● APR4F-8	8	2.5	4.0	101	13.5	10.5	6.3	Aluminum poles are constructed of a seamless round extruded aluminum tube. The shaft is welded at both top and bottom of a reinforced zinc-rich cast-aluminum base.
	APR4U-8	8	2.5	4.0	101	20.2	17.4	9.1	
	APR4F-10	10	3.0	4.0	101	10.3	7.5	4.5	
	APR4U-10	10	3.0	4.0	101	18.3	13.4	7.8	
	APR4U-12	12	3.5	4.0	101	13.7	9.9	5.1	
	APR4W-12	12	3.5	4.0	101	19.0	14.0	7.2	
	APR4U-15	15	4.5	4.0	101	9.8	5.4	3.0	
	APR4W-15	15	4.5	4.0	101	13.8	7.4	4.2	
Straight Steel Poles.									
SPR	● SPR4D-10	10	3.0	4.0	101	22.9	17.5	10.5	Steel poles are constructed of high tensile carbon steel. The shaft consists of a single piece with a rolled and flattened vertical weld seam. The shaft is welded to both the top and bottom of the base plate.
	SPR4N-10	10	3.0	4.0	101	30.0	27.4	16.5	
	SPR4D-12	12	3.5	4.0	101	17.8	13.9	8.3	
	SPR4N-12	12	3.5	4.0	101	28.0	21.8	12.9	
	SPR4N-15	15	4.5	4.0	101	17.0	12.8	7.2	
	SPR4V-15	15	4.5	4.0	101	21.0	16.0	9.0	
Aluminum (AM) & Steel (SM) Bottleneck Poles.									
AM6 SM6	⊙ AM6U-12	12	3.5	4.0	101	23.5	17.5	10.7	AM6 - 6" (152 mm) base tube welded SM6 to 4" (101 mm) tubular shaft. Accepts 2 remote ballasts.
	AM6U-15	15	4.5	4.0	101	17.0	12.6	7.3	
	SM6N-12	12	3.5	4.0	101	30.0	30.0	19.4	
	SM6N-15	15	4.5	4.0	101	24.4	18.3	11.2	
AM8 SM8	⊙ AM8U-12	12	3.5	4.0	101	26.5	19.8	12.1	AM8 - 8" (203 mm) base tube welded SM8 to 4" (101 mm) tubular shaft. Accepts 4 remote ballasts.
	AM8U-15	15	4.5	4.0	101	17.5	13.4	7.8	
	SM8F-12	12	3.5	4.0	101	25.0	19.6	12.0	
	SM8N-15	15	4.5	4.0	101	28.8	20.5	10.5	



Decorative aluminum joint cover included. Assembly is welded at both top and bottom of the base plate.

Consult Pole Guide for detailed information.

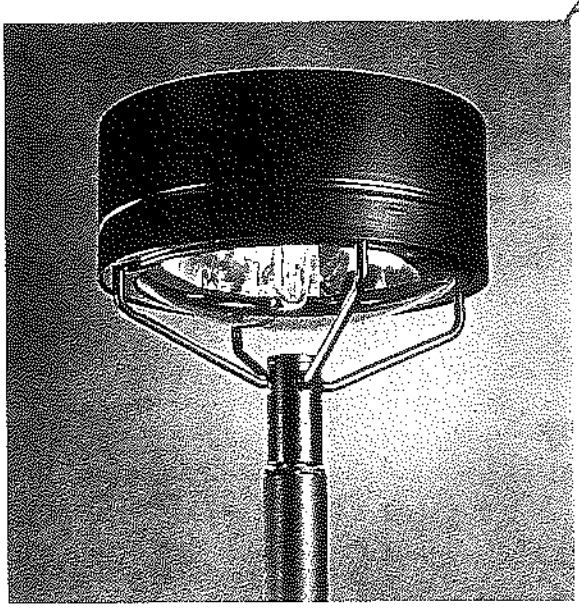
Printed in Canada

A-8

Design 124

High Performance, Spider Mounted, Post-Top, Round Luminaire for Low to High Mounting Heights - 70 to 750 Watt

- New innovative reflector technology provides the industry's best available lighting with the fewest fixtures and poles.
- The one-piece, spider mounted spun aluminum housing's stylish reveal enhances and blends with the curvilinear shapes of contemporary architectural styles.
- A choice of two housing sizes assures proper aesthetic appearance at any mounting height.
- Function oriented engineering and quality construction reduces installation and maintenance costs.



Distribution Patterns:

Type VR

Type VS

Type 3

Type V

Type F

Consult pages 35-38 for specific photometric data.

Specifications:

Housing: Each Design 124 one-piece, reinforced housing shall be constructed of heavy-gauge spun aluminum. There shall be no seams, weld beads or other visible disturbances to the housing's smooth surface. A sleek circumferential reveal shall be located one third from the housing bottom. All internal and external threaded hardware shall be stainless steel. Design 124 shall be available in two housing sizes: 1) 20" x 10.5" for 70 to 175 watt lamps; 2) 25" x 11" for 400 to 750 watt lamps. The fixture shall be U.L. listed "suitable for wet locations."

Lens Frame: The heavy-duty cast aluminum lens frame shall be hinged to the housing with twin stainless steel piano hinges and secured with four flush mounted, vibration resistant, captive screw type fasteners. The housing and lens frame assembly shall be equipped with a positive locking support providing "tilt away housing" access to the optical and ballast compartments for servicing.

Lens: The flat or convex thermal and shock resistant glass lens shall be sealed to the lens frame and secured with six retainer clips.

Dual Gasketing: The flat or convex glass lens shall be gasketed to the lens frame with extruded butyl acrylic tape sealant. The lens frame shall be gasketed to the housing's internal reinforcement ring with silicone impregnated Dacron gasketing.

Installation: Each Design 124's lens frame assembly shall be welded to an extruded aluminum spider-type mounting assembly and a cast aluminum slipfitter. The assembly shall slipfit a 2.375" O.D. x 4.5" tenon. The prewired mounting assembly's cast aluminum post-top fitter shall have a removable top cap allowing the installer to complete power supply wiring after the luminaire has been set atop its pole.

Reflector System: Each electro-brightened, anodized and sealed aluminum reflector shall be mounted to a one-piece reflector mask which shall be hinged to the housing for ease of access to the ballast compartment. The reflector mask shall hold a porcelain lamp holder and an insulated lamp support. The optical system shall be fully enclosed. Design 124 shall be available with the following reflector systems: 1) Type VS - square distribution, vertical lamp, 16 panel reflector (8 semi-specular diffused, 8 hammertone specular); 2) Type VR - rectangular distribution, vertical lamp, 6 panel reflector (hammertone specular); 3) Type F - forward throw distribution, horizontal lamp, die-formed reflector (specular); 4) Type V - symmetrical distribution, vertical lamp, one-piece spun reflector (specular); 5) Type 3 - asymmetrical distribution, horizontal lamp, four panel reflector (specular). All photometric data shall be certified by an independent testing facility.

Ballast: All CWA ballasts (+10% to -10% lamp power regulation) shall be tray mounted and supplied with quick-disconnects. Ballasts are rated for -20 degree F operation.

Finish: The fixture shall be pre-treated, primed, baked, covered with a high solids polyester finish and baked again. (Standard finish is dark bronze-313.) The double baked finish shall meet or exceed all AAMA requirements for 1,000 hour salt spray exposure. Optional anodized finishes shall be applied over brushed aluminum surfaces of a uniform grain.

B-2

LATEST PLAN

GIL

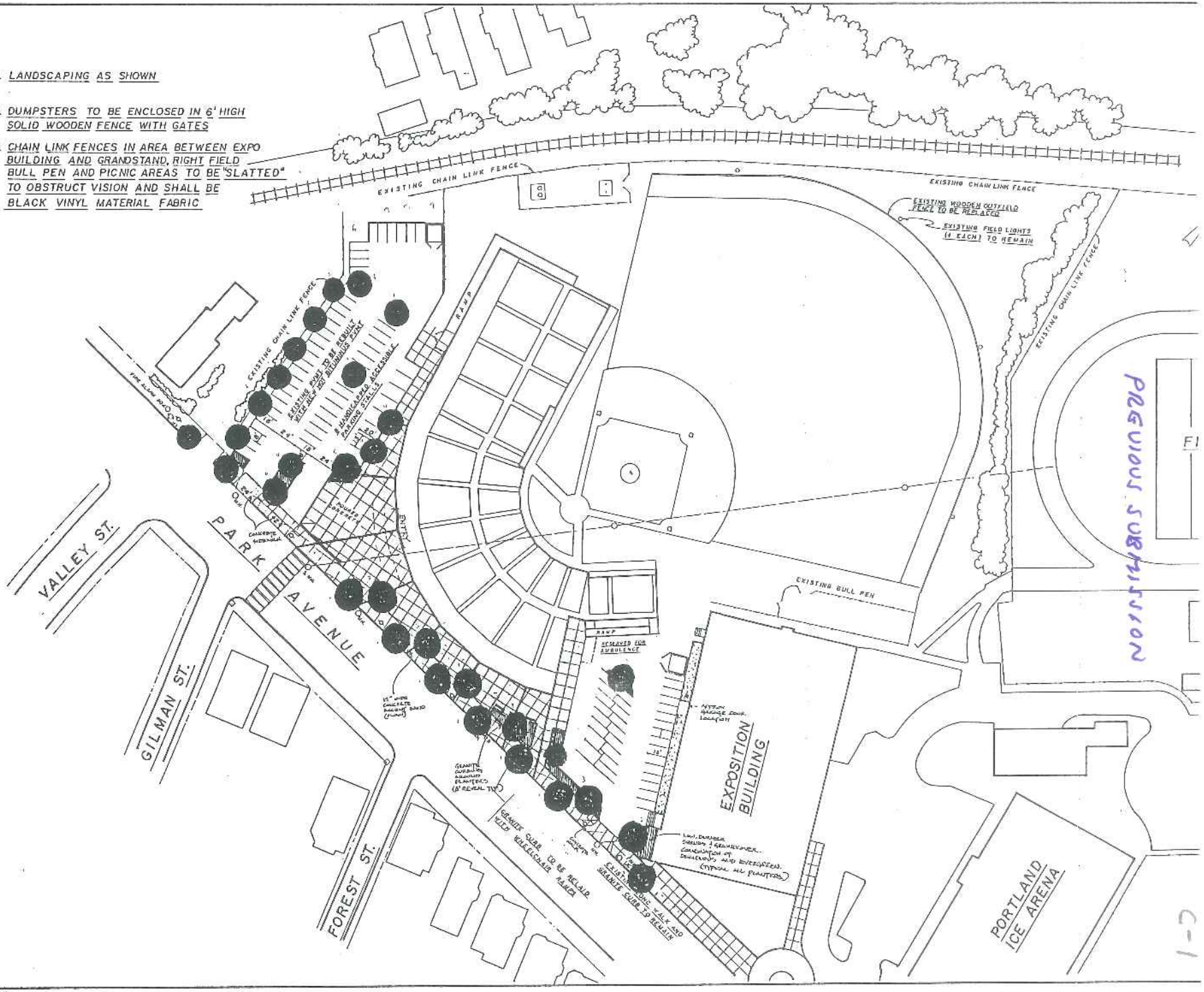
Plant Schedule

SYM	SCIENTIFIC NAME COMMON NAME	QTY	SIZE	NOTES
GT	Gleditsia t.i. 'Halka' Halka Honeylocust	13 7	3-31/2" 21/2-3"	Single Leader
MF	Malus floribunda Japanese Flowering Crab	5	2-21/2"	Full
PN	Pinus nigra var. nigra Austrian Pine	2 3	8-10' 6-8'	Sheared
TC	Tilia cordata 'Corinthian' Corinthian Linden	12	21/2-3"	Single Leader
BT	Berberis t. 'Crimson Pygmy' Crimson Pygmy Barberry	21	15-18"	Full
EF	Euonymus f. 'Sun Spot' Sun Spot Euonymus	43	15-18"	Full
SB	Spireae b. 'Anthony Waterer' Anthony Waterer Spirea	18	15-18"	Full
SX	Syringa x 'James MacFarlane' James MacFarlane Lilac	20	30-36"	Full
VC	Viburnum carlesi Koreanspice Viburnum	36	24-30"	Full

1. LANDSCAPING AS SHOWN

2. DUMPSTERS TO BE ENCLOSED IN 6' HIGH SOLID WOODEN FENCE WITH GATES

3. CHAIN LINK FENCES IN AREA BETWEEN EXPO BUILDING AND GRANDSTAND, RIGHT FIELD BULL PEN AND PICNIC AREAS TO BE "SLATTED" TO OBSTRUCT VISION AND SHALL BE BLACK VINYL MATERIAL FABRIC



C-2

HADLOCK FIELD
PROPOSED LANDSCAPING PLANTING LIST
(PREVIOUS SUBMISSION)

KEY	QTY	PLANT TYPE
1	11	Cleveland Select Pear
2	1	Austrian Pine
3	5	Armstrong Red Maple
4	6	Honey Locust
5	2	Winter King Hawthorne
6	6	Summit Ash
7	3	Red Pines

ATTACHMENT D

CITY OF PORTLAND, MAINE
RECREATION DIVISION
MEMORANDUM

July 8, 1993

TO: Rick Knowland, Senior Planner

FROM: Larry Mead, Chair of Building and Operations Committee

SUBJECT: Materials to be used for concession/administration building at Hadlock Field

The following materials will be used for the exterior of the concession/ administration building at Hadlock Field:

Brick: Old Port Narrow-Flash Range to be used on wall and columns..

Split-face CMU: Off-red color to be used as the primary wall material

Split-face CMU: Granite color to be used for wall banding

Pre-cast concrete: Natural (off-white) color to be used on caps of masonry wall and caps of brick piers.

ATTACHMENT E

CITY OF PORTLAND
RECREATION DIVISION
MEMORANDUM

July 8, 1993

TO: Rick Knowland, Senior Planner

FROM: Larry Mead, Chair of Building and Operations Committee

SUBJECT: Hadlock Field Lighting for Night Games

Outlined below are the details of the lighting configuration for night games at Hadlock Field to be completed as part of facility renovations:

Pole locations: The number of pole locations will remain at eight. Five existing 90' light poles will be retained(four outfield poles and one infield pole). Three infield poles will be replaced by 100' poles. The two infield poles on the third base side of home plate will be integrated with the grandstand structure. The new infield pole to the first base side of home plate will be a free-standing pole located immediately behind the dugout, adjacent to the grandstand access ramp.

Lighting fixtures: The total number of lighting fixtures will increase from 109 fixtures to 157 fixtures. The wattage of each separate fixture will remain at 1500 watts.

ATTACHMENT D-1

NEW HADLOCK STADIUM

WRITTEN STATEMENT
TO
SITE PLAN

February, 1993

OWNER
CITY OF PORTLAND, MAINE

NEW HADLOCK STADIUM

WRITTEN STATEMENT
TO
SITE PLAN

1. Financial and Technical Capacity:

Please see Attachment "A"

2. Description of Use:

The use of the Proposed Stadium upgrading remains basically the same as existing. The new stadium will, however, include onsite food and beverage concessions and the provision of restroom facilities neither of which currently exist.

The need for locker room facilities is being satisfied through the utilization of the existing locker rooms in the basement of the Exposition Building following some minor alterations necessary to meet Professional Baseball Association (PBA) requirements.

3. Total Land Area:

The new stadium is situated on a parcel of land in contiguous ownership by the City of Portland bounded by Park Avenue to the south, Portland Terminal Company Right-of-Way to the west and north and by Deering Avenue to the east. Please see Attachment "B" for area calculations.

4. Total Building Area:

Please see Attachment "B" for calculations

5. Existing and Proposed Easement and Other Burdens to the Site:

There are no proposed easements. There currently exists, however, a 20" Gas Main and the 4'-10"x6'-3" Brick Oval Alms House Combined Sewer traversing the site.

Meetings have been held with Northern Utilities (Gas Company) and such gas main will be relocated to insure the proper clearance away from the proposed grandstand.

The Alms House Sewer will remain as is, however, extensive measures will be undertaken to insure the safety of the sewer through the design and

placement of the interior concrete slab above it.

The Alms House Sewer was "repointed and lined" a few years ago and is expected to remain useful for another 75-100 years without extensive need for repair.

6. Types and Estimated Quantities of Solid Waste:

Contact was made with several of the operations personnel at other stadia through the Eastern League. It was discovered that the average quantity of solid waste is 250 cubic yards per season (70 home games). Solid waste is generally paper products from discarded "fan" use and administrative office waste. Food product waste is disposed of through grinding and discharged through the plumbing system.

As shown on the site plan, two (2) eight (8) cubic yard "dumpsters" will be utilized for this purpose. One such dumpster currently exists and is utilized by the Exposition Building staff.

7. Availability of Sewer:

Please see Attachment "C"

8. Availability of Water:

Please see Attachment "D"

9. Storm Water Management Plan:

Although new pavement is proposed in the rear of the site, existing pavement along the front of the existing grandstand will be eliminated by the new grandstand. There currently exists a drainage system throughout both the existing pavement areas and the proposed pavement area which the City intends to utilize to drain the final exterior site improvements. These existing systems are only 5-6 years old and are in excellent condition. The capacity of the existing systems has been evaluated and found to be adequate for proposed useage. Please see Attachment "E". All existing systems outfall into the Alms House Sewer.

A portion of the existing system will fall under the interior slab of the proposed grandstands. These pipes will be used to incorporate proposed floor drains into the system.

Run-off from the proposed grandstands will be allowed to flow onto the "infield" area of the baseball diamond directly in front of the proposed grandstands. The run-off will enter the ground through a crushed stone "french drain" and will be collected into a perforated underdrain running

the full length of the stadium. This water will be discharged into the Alms House sewer through a new structure at their intersection.

The existing paved parking areas will be rebuilt and/or shimmed and resurfaced to direct storm water run-off as needed all as shown on the "Drainage Plan".

10. Construction Time Frame Analysis:

The construction of the proposed improvements can be broken down into three (3) major components:

1. Grandstands Construction -

   A) Concrete Foundation System
   B) Erection of Structural Steel
   C) Pouring of Interior Slab
   D) Installation of Elevator
   E) Installation of Decking
   F) Installation of Seats

2. Interior Improvements (Sub-Grandstand)

   A) Erection of Partitions
   B) Installation of Restroom Facilities
   C) Construction of Concession Areas (Partitions Only)
   D) Construction of Ancillary Useage Spaces (Partitions Only)
   E) Construction of Administrative Offices

3. Exterior Improvements

   A) Reconstruction/Constructing Parking Areas
   B) Construction Pedestrian Areas
   C) Landscaping

All work associated with Item #1 above, including all architectural and structural engineering, shall be completed by a professional "Grandstand Construction Company". The City has solicited bids for this work and is currently negotiating with the low bidder in finalizing an agreement. Once this portion of the work has commenced, a work schedule is anticipated as follows:

1.	Architectural/Structural Design (Shop Drawings)	60 Days
2.	Foundation Construction (including slab)	35 Days
3.	Steel Erection	30 Days
4.	Decking and Elevator Installation (concurrent)	30 Days
5.	Installation of Seats	30 Days

During the Design phase of the above work (60 days), the City, utilizing its own construction crews, will prepare the site in anticipation of the concrete foundation work forthcoming. Such preparation shall include the disassembling of the existing grandstands, removal of granite curbing, lowering of drainage structures etc..

Following the erection of the structural steel and the pouring of the concrete interior slab, City crews will begin the construction of interior partitions. All work associated with Item #2 above shall be completed by City crews. This work shall continue throughout the Summer, Winter and Early Spring (1994) months in order to deliver the completed facility by opening day in April of 1994.

Additional City Crews will commence and complete the proposed exterior site improvements during the Fall of 1993.

11. State and Federal Regulatory Approvals Required:

A) No Federal approvals are required under this project.

B) Under the "Site Location of Development Act", Maine DEP approvals are required due the anticipated exceeding of the 60,000 square feet of new floor area criteria of such Act. Please see Attachment "F" for the applicable calculations.

The City of Portland recently revised its Site Plan Ordinance to allow for "Local Review" of this DEP requirement. All DEP review criteria have been met and will be submitted to DEP as part of the City's application process. Following Planning Board approval, DEP approval is immediately anticipated.

12. Evidence of "Title" in Property:

Please see Attachment "G" which was taken from the City's "Property Plan Book" on file in the Office of the City Engineer, 55 Portland Street, Portland, Maine.

13. Unusual Natural Areas, Etc.:

There are no Unusual Natural Areas, Wildlife and Fisheries Habitat or Archaeological sites associated with this project.

CITY OF PORTLAND
MEMORANDUM

March 2, 1993

TO: Rick Knowland, Senior Planner

FROM: Robert Ganley, City Manager RBG

SUBJECT: Baseball project, technical and financial capacity

This memorandum will address the site review issue of the technical and financial capacity of the City of Portland to carry out the proposed construction of a minor league baseball facility at Hadlock Field.

Financial Capacity

The City of Portland has the financial capacity to carry out the proposed improvements. The City Council authorized the following funding formula totaling $1.5 million for the project:

CIP 1993	$ 600,000
90-92 CIP Surplus	500,000
Private Fundraising	200,000
Pre-paid Lease - 4 years	200,000
	$1,500,000

Technical Capacity

The execution of the project will combine the expertise of City staff with that of private technical support. I have formed a Baseball Building and Operations Committee made up of City staff from several operating Departments, including; Finance, Parks and Public Works, Recreation, Planning and Urban Development, Executive, and the School Department. This committee will be responsible for coordinating and overseeing all aspects of the project. Larry Mead, the Recreation Superintendent, will chair this committee and be the lead person for project implementation. These individuals and their Departments will provide the necessary resources to plan the proposed improvements, develop construction documents, and oversee construction and implementation.

The City will use the following private technical support on the project:

Grandstand design and construction: The City will contract with a grandstand company that has the ability and experience to design and build a minor league baseball facility. The City is in the final stages of negotiating a design-build contract with the Dant-Clayton Corporation. Dant-Clayton brings the technical experience necessary to deal with the design issues related to baseball facility development.

Baseball facility development: The City has contracted with Ellerbe-Becket, Inc., a firm specializing in sports facility architecture. Ellerbe-Becket has broad experience in the development of major and minor league baseball facilities. They will provide assistance to the City in facility design and operations.

Architectural and Engineering Services: The City has contracted with William Whited, P.E., of Portland, to provide A/E services for the development and construction of the concourse building under the grandstand.

Traffic Analysis: The City has contracted with William Eaton, traffic engineer, to review the traffic study prepared by City staff.

Landscaping: The City will contract with a private consultant to develop a landscaping plan for the project.

Exterior building design: The City will contract with a private consultant to develop the conceptual design for the facade of the grandstand and concourse building.

In conclusion, the City is committed to providing all necessary technical and financial support to complete the proposed improvements.

ATTACHMENT "B" D-8

Parks & Public Works

George A. Flaherty
Director

CITY OF PORTLAND

March 1, 1993

Mr. Richard Knowland
Planning and Urban Development
389 Congress Street
Portland, Maine 04101

Regarding: Hadlock Field - Site Plan Written Statement

Dear Mr. Knowland:

This letter is to address the space and bulk requirements in the ROS zone as required by Section 14-157 of the Portland Land Use Code.

	Required	To Be Provided
Front Setback	25 Ft.	25 Ft.+
Rear Setback	25 Ft.	25 Ft.+
Side Setback	12 Ft.	12 Ft.+
Minimum Lot Size	2 Acres	22.08 Acres
Maximum Impervious Coverage of Lot	25%	24.87%
Maximum Floor Area Ratio	0.20 (2/10)	0.05 (5/100)
Maximum Height	45 Ft.	45 Ft. or Less

If you or any of the other staff members have questions regarding the above, please contact me at 874-8842.

Sincerely yours,

John P. Ragué

John P. Rague
Construction Manager

cc: Melodie Esterberg, Development Review Coordinator

ATTACHMENT "C"

Parks & Public Works

George A. Flaherty
Director

CITY OF PORTLAND

February 11, 1993

Mr. John Rague
Construction Manager
Hadlock Field
Portland Parks & Public Works
55 Portland Street
Portland Maine 04101

RE: SEWER CAPACITY FOR HADLOCK FIELD AA BASEBALL STADIUM AND FACILITIES

Dear John,

The 4'10" x 6' 3" Alms House Sewer Interceptor adjacent to the stadium and the sewage treatment facilities in the City of Portland have adequate capacity to transport and treat the anticipated wastewater flows of 30,500 gallons per day from the proposed Hadlock Field AA Baseball Stadium.

6,100 spectators @ 5 GPD/Spectator = 30,500 GPD

The Maine Department of Environmental Protection (MeDEP) mandated requirements of the Combined Sewer (CSO) stormwater mitigation project will be met by utilizing removal credits from prior City of Portland projects.

If you require further assistance please call Stephen K. Harris, Assistant Environmental Engineer, at (207) 874-8300, extension 8843.

Very truly yours,
CITY OF PORTLAND

William B. Goodwin

William B. Goodwin, P. E.
Environmental Project Engineer

WBG/SKH/jmd
pc: W. S. Boothby, Director of Engineering
S. K. Harris, Asst. Env. Engineer

ATTACHMENT "D"

Portland Water District

225 Douglass St. • P.O. Box 3553 • Portland, ME 04104-3553

(207) 774-5961
FAX (207)761-8307

March 1, 1993

Mr. John Rague
Construction Manager, Hadlock Field
City of Portland
Department of Parks and Public Works
55 Portland St.
Portland, ME 04101

Subject: Hadlock Field Renovation

Dear Mr. Rague:

The Portland Water District has sufficient and healthful water supply to serve the proposed Hadlock Field project on Park Avenue. I have estimated the peak domestic flow for the stadium to be 260 gallons per minute based on the fixture information shown on page 3 of a "Portland, Maine Baseball Stadium" document dated January 1, 1993. The project designer should confirm normal and peak flow estimates when the information is available. Fire flow estimates will also be required. This information is required to size the meter and services to the facility. Either of the 30" or 24" mains in Park Ave. will provide adequate capacity for normal domestic and fire flows for this project.

Please contact our Customer Service Department for additional service requirements.

Sincerely,

PORTLAND WATER DISTRICT

Glenn F. Hunter
Design Engineer

cc: Jim Pandiscio

ATTACHMENT "E"

CITY OF PORTLAND, MAINE
ENGINEERING DIVISION
M E M O R A N D U M

TO: Melodie Esterberg, Planning Coordinator

FROM: BAS Bruce Sherwood, Project Engineer

DATE: February 23, 1993

SUBJECT Hadlock Stadium Drainage Analysis

I have recently completed a stormwater analysis of the impact of the proposed Hadlock Stadium project as shown on the Site Plan dated January 1993. This analysis was done in accordance with the city of Portland Stormwater Management Standards and the TR-55 method for small watersheds, and the calculations are attached. The entire 22 acre site was included in my review and the predeveloped conditions are prior to the ice arena being built. The following assumptions were made in performing the calculations.

1. Very hard compacted gravel used in parking lots is considered an impervious surface.

2. Hinckley (Hlb) and Cut and Fill (Cu) soils are assumed to be Soil Group C instead of the Soil Group A the SCS Soil Survey classifies them as. This is based on soils analysis recently done for this project.

The results of the calculations revealed a very small increase in runoff and a summary is as follows:

	Predeveloped	Post-developed
2 year storm	7.9 cfs	7.9 cfs
10 year storm	28.2 cfs	29.1 cfs
25 year storm	37.1 cfs	38.0 cfs

Conclusion:

Since the increased runoff from the proposed site is less than 1 cfs, there is no need for any on site storage and the design shown on the Site Plan is adequate.

Also taken into account is the City's Douglass Street Outfall project which is currently underway upstream of the Stadium site. This project, when completed in July, will be removing about 40 cfs of stormwater from the Almshouse sewer. This will significantly reduce the frequency and volume of CSO discharges in the Almshouse sewer.

BAS/jmd
pc: John Rague, Senior Technician

Hadlock Stadium Site
Predeveloped Conditions
Calculation of Areas (Refer to plan)

1) Impervious Surfaces Densly compacted gravel, pavement, or structures (Brown shaded areas)

Area #:

1. $\frac{1}{2}(240)(240) = 28800$
2. $\frac{1}{2}(80)(280) = 11200$
3. $\frac{1}{2}(275)(70) = 9625$
4. $\frac{1}{2}(275)(165) = 22688$
5. $(145)(235) = 34075$
6. $\frac{1}{2}(145)(75) = 5438$
7. $(55)(195) = 10725$
8. $\frac{1}{2}(55)(30) = 825$
9. $(90)(90) = 8100$
10. $(60)(60) = 3600$
11. $(25)(205) = 5125$
12. $(105)(8) = 840$
13. $(60)(18) = 1080$
14. $(50)(17) = 850$
15. $(120)(120) = 14400$
16. $\frac{1}{2}(85)(55) = 2338$
17. $(80)(110) = 8800$
18. $(35)(40) = 1400$
19. $(100)(115) = 11500$
20. $(255)(130) = 33150$
21. $(50)(35) = 1750$
22. $(87)(65) = 5655$
23. $(240)(48) = 11520$
24. $(240)(35) = 8400$
25. $(1450)(20) = 29000$
26. $(150)(20) = 3000$
27. $(25)(18) = 450$
28. $(275)(18) = 4950$
29. $(395)(142) = 56090$
30. $(100)(190) = 19000$
31. $(480)(20) = 9600$
32. $(750)(8) = 6000$

Predeveloped Areas by Soil Type

① Deerfield (DeB)

Total Area = (305)(480+80) + (290)(80) = 194000 sf

③ Cut + Fill land (Cu)

Total Area = (350)(900) + (252)(440) + (200)(360) = 497,000 sf

Impervious = Σ Areas 1, 9, 10, 24, 25, 33 = 82940 sf

Vegetated = 497,000 − 82940 = 414,000 sf

① Hinckley (HlB)

Total Area = (270)(320) + ½(610)(490) + ½(230)(135) + (250)(140)
= 286375

Impervious = Σ Areas 2-8, 11-23 = 193000

Vegetated = 286400 − 193,000 = 93400

Haddock Stadium Site
Postdeveloped Condition
Calculation of Areas by Soil Type

① Deerfield (same as pre-developed)

Total Area = 794000 sf

② Cut and Fill Land (Cu)

Total Area = 497,000 sf

Impervious = (230)(275) + (½)(60)(325) + (180)(40) +
(250)(37) + (450)(20) + ½(80)(30) = 119650

Vegetated = 497000 − 119650 = 377,350 sf

③ Hinckley (HIB)

Total Area = 286,375

Impervious = ½(330)(550) + ½(40)(100) + ½(60)(220) +
(230)(100) + (120)(240) + ½(40)(95) +
(450)(120) + (270)(50) = 220 550

Vegetated = 286375 − 220 550 = 65825

MITCHELL & ASSOCIATES
LANDSCAPE ARCHITECTS

October 23, 2001

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

Re: Hadlock Stadium Concession and Seating Expansion

Dear Rick,

Per our discussions on October 22, 2001, the Sea Dogs Organization is looking into making several improvements to the picnic area behind the Expo Building. As we discussed, the extent of the work to be under taken this year is subject to budget issues that are to be determined this week. The following is a breakdown of the proposed improvements under consideration:

- Expand the existing seating area behind the Expo Building from 130 seats to 250 by adding 150 new seats, Refer to the enclosed plan prepared by Brian E. Duffy Associates.

- Relocate the existing plant material situated behind the existing seating to an area on the northeast side of the Expo Building. A relocation plan will be developed as part of a formal submission.

- 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.

- Relocate an existing chain link fence to enclose and redefine the expanded picnic area.

- Remove an existing sidewalk that connects to the access drive to Fitzpatrick Stadium and set a new curb along the edge of the access drive to control run off that flows toward the existing picnic area. The sidewalk is not needed.

THE STAPLES SCHOOL
70 CENTER STREET
PORTLAND, MAINE 04101

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

- Install a concrete pad under the existing picnic pavilion. This pad was originally approved with the picnic pavilion approval.

Enclosed are the preliminary plans for the seating expansion and the referenced site improvements associated with the picnic and concession area. In addition, we have enclosed two existing conditions photograph's for reference.

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

MITCHELL & ASSOCIATES
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Sincerely,
Mitchell & Associates

Robert B. Metcalf

Enclosure

Cc Charlie Eshbach
Brian Duffy

From: Rick Knowland
To: ALEX JAEGERMAN
Date: Mon, Apr 1, 2002 3:23 PM
Subject: R-OS zone impervious surfaces and Sports Complex

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As you can see from the map, the site is more than 25% and is approaching 50%. There are several reasons why the impervious surface coverage is now higher.

1. I suspect the original calculation did not include the bleacher seating of Fitzpatrick Stadium nor the many gravel walkways and driveways that run on through the stadium complex. Since 1993 some of these have been paved and the number of walkways has increased. The bleachers may not be pysically covered but they should be considered impervious for zoning purposes.

2. There is a storage building behind the outfield fence of Hadlock Field (built in 1999) but the accompanying gravel staging area is many times larger than the building. A trailer has also been placed in this area.

3. A concession building was added near Deering Avenue (1999).

4. Over the years there have been a series of small scale improvements made to Hadlock Field.

5. The Fitzpatrick Stadium surfaces have changed since 1993. The new track surfaces surrounding the football field should be considered impervious. Of all the surface changes discussed above this appears to represent the largest impervious surface change since post Hadlock Field improvements.

Tabled
again
4/2/02

beyond lot boundaries.

(5) *Smoke:* Smoke shall not be emitted at a density in excess of twenty (20) percent opacity level, as classified in Method 9 (Visible Emissions) of the Opacity Evaluation System of the U.S. Environmental Protection Agency.

(6) *Materials or wastes:* No materials or wastes shall be deposited on any lot in such form or manner that they may be transferred beyond the lot boundaries by natural causes or forces. All material which might cause fumes or dust, or constitute a fire hazard if stored out-of-doors, shall be only in closed containers. Areas attracting large numbers of birds, rodents or insects are prohibited.

(Ord. No. 291-88, 4-4-88)

Sec. 14-152. Reserved.

DIVISION 8.5. R-OS RECREATION AND OPEN SPACE ZONE

Sec. 14-153. Purpose.

(a) The purpose of this division is:

(1) To preserve and protect open space as a limited and valuable resource;

(2) To permit the reasonable use of open space, while simultaneously preserving and protecting its inherent open space characteristics to assure its continued availability for public use as scenic, recreation, and conservation or natural resource area, and for the containment and structuring of urban development; and

(3) To coordinate with and carry out federal, state, regional, and city recreation and open space plans.

(b) The recreation open space zone may include major parcels (over two (2) acres) of public property, and private property legally restricted from intensive use or development through deed, covenant, or otherwise.

(Ord. No. 232-81, § 602.7B.1, 11-16-81)

Sec. 14-154. Permitted uses.

The following uses are permitted uses within the recreation and open space zone, subject to the development standards contained herein:

(1) Municipal parks, public open spaces, picnic areas, playgrounds and playlots;

(2) Cemeteries;

(3) Arboretums;

(4) Golf courses, excluding miniature golf;

(5) Boat landings, beaches, and marinas for public uses;

(6) Outdoor ballfields and public athletic fields;

(7) Swimming pools and tennis courts;

(8) Picnic groves and areas;

(9) Natural parks and scenic overlooks;

(10) Hiking, walking, bicycling or cross-country ski trails;

(11) Community gardens for cultivation by and for city residents;

(12) Sewage pumping stations and sewage treatment facilities;

(13) Accessory uses, including structures or buildings of less than two thousand five hundred (2,500) square feet of floor area.

(Ord. No. 232-81, § 602.7B.2, 11-16-81; Ord. No. 60-91, § 1, 8-5-91)

Sec. 14-155. Conditional uses.

The following uses are conditional uses in the recreation and open space zone, subject to approval by the board of appeals.

(1) Accessory uses with structures or buildings of two thousand five hundred (2,500) square feet or more of floor area;

(2) Other recreational facilities and uses that are open to the public;

(3) Water pumping stations.

(Ord. No. 232-81, § 602.7B.3, 11-16-81; Ord. No. 67-89, § 1, 8-7-89; Ord. No. 60-91, § 2, 8-5-91)

Sec. 14-156. Standards for conditional uses.

In addition to the criteria listed in section 14-474(c), the board of appeals shall consider the following criteria when reviewing conditional uses in the recreation and open space zone:

(1) The use shall be in conformity with or satisfy a deficiency identified in a federal, state, regional, or city recreation and open space plan, including but not limited to the state comprehensive outdoor recreation plan, as such plans may from time to time be created or revised.

(2) Buildings and structures shall not obstruct significant scenic views presently enjoyed by nearby residents, passersby, or users of the site.

(3) Indoor recreation or nonrecreational uses shall serve a significant public purpose that cannot reasonably be accommodated outside of the recreation and open space zone.

(Ord. No. 232-81, § 602.7B.4, 11-16-81)

Sec. 14-157. Space and bulk requirements.

No building or structure of a permanent nature shall be erected, altered, enlarged, rebuilt, or used unless it meets the following requirements:

(1) *Minimum front yard:*

a. Principal buildings or structures: Twenty-five (25) feet.

b. Accessory buildings or structures: Twenty-five (25) feet.

(2) *Minimum rear yard:*

a. Principal buildings or structures: Twenty-five (25) feet.

b. Accessory buildings or structures: Twenty-five (25) feet.

(3) *Minimum side yard:*

a. Principal buildings or structures: Twelve (12) feet.

b. Accessory buildings or structures: Twelve (12) feet.

(4) *Minimum lot size:* Two (2) acres, except that sewage treatment facilities are not required to meet this standard.

(5) *Maximum building height:* Thirty-five (35) feet, unless more than one thousand (1,000) feet from a shoreland zone. The maximum building height for buildings located more than one thousand (1,000) feet from a shoreland zone shall be forty-five (45) feet.

(6) *Maximum coverage of lot* by buildings, structures and other impervious site improvements such as paved sidewalks, drives and parking lots: Twenty-five (25) percent of lot area, except that sewage treatment facilities are not required to meet this standard.

(7) *Maximum floor area ratio:* Two-tenths (0.2).

(Ord. No. 232-81, § 602.7B.5, 11-16-81; Ord. No. 67-89, § 2, 8-7-89; Ord. No. 205-93, 2-2-93)

Sec. 14-158. Development standards for recreation and open space zone.

All development in the recreation and open space zone shall comply with the following development standards, which shall be reviewed by the planning board in conjunction with the site plan review:

(1) All ground areas not used for parking, loading, vehicular or pedestrian areas and not left in their natural state shall be suitably landscaped.

(2) Natural features, such as mature trees and natural surface drainageways, shall be preserved to the greatest possible extent consistent with the uses of the property.

(3) Loading areas shall be screened and parking areas shall be screened and landscaped so as to avoid a large continuous expanse of paved area.

(4) Buildings and structures shall be sited to avoid obstructing significant scenic views presently enjoyed by nearby residents, passersby, and users of the site.

(5) Storage of commodities and equipment shall be completely enclosed within buildings or provided with screening by a fence, wall, or landscaping.

(6) The outer perimeter of playfields, playlots, and other active recreational areas shall be screened, or shall be located a reasonable distance from any residential use.

(7) 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.

(Ord. No. 232-81, § 602.7B.6, 11-16-81)

Sec. 14-159. Shoreland and flood plain management regulations.

Any lot or portion of a lot located in a shoreland zone as


UNION


TODAY'S

PLANNING BOARD REPORT #11-02

RECREATION-OPEN SPACE ZONE

TEXT AMENDMENT

CITY OF PORTLAND, APPLICANT

Submitted to:

Portland Planning Board
Portland, ME

February 12, 2002

I. INTRODUCTION

A public hearing has been scheduled to consider a proposal by the City of Portland to amend the text of the Recreation Open space (R-OS) zone. A copy of the proposed zoning text is shown as Attachment A. The applicant is the City of Portland Public Assembly Facilities Division.

Public notice of the public hearing consisted of newspaper advertisements in the *Portland Press Herald* and 456 notices sent to area property owners in the vicinity of the sports complex. The applicant held a neighborhood meeting concerning this proposal on January 31, 2002.

II. BACKGROUND

The proposed text amendments relate to the R-OS zone. These amendments are proposed to differentiate the City's sports complex on Park Avenue (Hadlock Field, Exposition Building, Portland Ice Arena, Fitzpatrick Stadium) from other parks and open spaces in the city. The amendments would allow more flexibility for impervious surface coverage and floor area ratios for a sports complex use in the R-OS.

The text amendments are needed since the sports complex has reached the maximum 25% impervious standard of the R-OS Zone. Improvements to the facility have occurred in small incremental steps over the years to the point that no further improvements such as building additions or walkways can be built unless the impervious standard is adjusted.

Most public park spaces in the City are zoned R-OS. The amendment has been drafted very narrowly. It will affect only the sports complex. We did not want to introduce the possibility of a concentrated form of development such as the sports complex to other more pastoral green spaces in the city.

Back in January 1997, the Board reviewed virtually the same zoning amendments. The Planning Board held a public hearing on the text amendments and made a positive recommendation to the City Council. It was not forwarded to the Council because a major grandstand renovation for Fitzpatrick Stadium did not go forward. The impetus for the renovation was the opportunity to lure a soccer team that decided to locate elsewhere. Since the Board's R-OS recommendation is now five years old, the amendments should be re-reviewed and a fresh recommendation sent to the City Council.

The proposed amendments were reviewed with the Friends of the Parks Commission. The Commission voted to endorse the amendments at their January 22nd meeting.

III. PROPOSED AMENDMENTS

The proposed amendments include a new term (sports complex), adding a policy statement to the R-OS purpose section, revising the maximum lot coverage and maximum floor area for sports complexes.

Sports Complex Definition

A new term, sports complex, is proposed in the definition section of the ordinance (14-47). The definition is shown below:

> Sports Complex: One or more facilities located on the same parcel of land where athletic events are held and with a combined seating capacity of at least six thousand (6,000 seats).

The term sports complex would also be added as a permitted use in the R-OS text (Sec. 14-154). While ball fields and athletic fields are already permitted in this zone, a sports complex definition differentiates it from other park spaces. Aside from the Hadlock Field and Fitzpatrick Stadium, there are no other existing or anticipated park sites in the R-OS zone with a 6,000 seating capacity. The next largest facility, Presumpscot Park, has a seating capacity of half that number.

Recreation Open Space Zone Policy Statement

A fourth policy statement is being added to the R-OS purpose section recognizing the role of the sports complex as a large regional sports and athletic facility.

The policy statement of the R-OS zone is shown below.

1) To preserve and protect open space as a limited and valuable open space;

2) To permit the reasonable use of open space, while simultaneously preserving and protecting its inherent open space characteristics to assure its continued availability for public use as scenic, recreation, and conservation or natural resource area, and for the containment and structuring of urban development; and

3) To coordinate with and carry out federal, state, regional, and city recreation and open space plans.

4) To provide a suitable location for large-scale regional sports and athletic facilities.

Maximum Impervious Coverage

Currently the R-OS zone limits lot coverage of buildings, structures and other impervious improvements (parking lots, sidewalks) to no more than 25% of lot area (sec. 14-157(6). The one current exception is sewage treatment facilities (by the Eastern Prom) which have no limit on coverage. When Hadlock Field was originally constructed, the sports complex had an impervious lot coverage of just under 25%. With various incremental improvements made to the sports complex over the years, the facility has reached the 25% standard.

We have drafted two alternative amendments. The 50% impervious standard was discussed at the workshop. The second alternative amendment would have no limit on maximum coverage. Staff is recommending the no limit on maximum coverage alternative since it provides more flexibility. The amendment is shown below:

> Sec 14-157(b) maximum coverage of lot by buildings, structures and other impervious site improvements such as paved sidewalks, drives and parking lots:
>
> a. Sewage treatment facilities: No limit on maximum coverage
>
> b. Sports complexes: Fifty (50) percent of lot area **or** no limit on maximum coverage.
>
> c. All other uses: Twenty-five percent of lot area.

Maximum Floor Area Ratio

An amendment is proposed to the maximum floor area ratio in the R-OS zone (sec. 14-157(7). Presently the standard requires that floor area ratios may not exceed 0.2. Floor area ratio is defined as the total floor area of buildings in proportion to the total land area of the site. Hadlock Field Stadium, Expo and Portland Ice Arena have enclosed floor area.

The proposed amendment is shown below:

Sec. 14-157(7) maximum floor area ratio: ~~Two tenths (0.2)~~ Five-tenths (0.5).

IV. LAND USE POLICY

The purpose of these amendments is to clearly differentiate the sports complex on Park Avenue which consists of Hadlock Field, Exposition Building, Portland Ice Arena and Fitzpatrick Stadium from other park spaces in the city. The scale, size and number of facilities and buildings offered at the sports complex contrasts with the remaining 100 plus spaces of the park system which are primarily open spaces

and smaller athletic facilities in the city. The concentration of such facilities in one location provides for a sharing of resources and conserves existing open spaces so that redundant infrastructure such as utilities, parking and blacktop need not be introduced to other park spaces. Located near the downtown and I-295, the present sports complex site is a logical site for major sports facilities in the city.

While the R-OS zone is appropriate for the city park system, the text did not anticipate the success of the sports complex. With the construction of the Portland Ice Arena (1984), Hadlock Field (1993) and improvements to Fitzpatrick Stadium, text amendments are needed to assure that facility improvements can be accommodated in the future. According to the Portland Public Assembly Facilities Division, over 750,000 people attended events at the sports complex last year.

V. MOTIONS FOR THE BOARD TO CONSIDER

On the basis of plans and materials submitted by the applicant, the policies of the comprehensive plan and the information provided in Planning Board Report #11-02 and/or other findings as follows:

The Board finds that:

1. The proposed zone change (is or is not) consistent with policies of the Comprehensive Plan.

   The Planning Board therefore (recommends or does not recommend) to the City Council approval of the proposed zoning amendments.

   Sec. 14-157(f) maximum coverage of lot alternative for sports complex (choose a or b)

   a. Fifty (50) percent of lot area

   or

   b. No limit on maximum coverage

Attachments

A. Zoning Amendments
B. Sports Complex Map
C. Zone Change Application

ATTACHMENT A-1

City of Portland, Maine

IN THE CITY COUNCIL

AMENDMENT TO PORTLAND CITY CODE
§§14-47, 14-153, 14-154, 14-157 (ZONING ORDINANCE)
RE: SPORTS COMPLEXES IN THE R-OS ZONE

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF PORTLAND, MAINE IN CITY COUNCIL ASSEMBLED AS FOLLOWS:

1. That Section 14-47 of the Portland City Code is hereby amended to add a new definition to read as follows:

Sec. 14-47. Definitions.

The following words shall be defined as set forth below for use in this article. Definitions set forth in the building code of the city shall apply to words not herein defined:

Sports complex: One or more facilities located on the same parcel of land where athletic events are held and with a combined seating capacity of at least six thousand (6,000) seats.

2. That Section 14-153(a) is hereby amended to read as follows:

Sec. 14-153. Purpose.

(a) The purpose of this division is:

(1) To preserve and protect open space as a limited and valuable resource;

(2) To permit the reasonable use of open space, while simultaneously preserving and protecting its inherent open space characteristics to assure its continued availability for public use as scenic, recreation, and conservation or natural resource area, and for the containment and structuring of urban development; ~~and~~

(3) To coordinate with and carry out federal, state, regional, and city recreation and open space plans; and~~.~~

(4) To provide a suitable location for large-scale regional sports and athletic facilities.

3. That Section 14-154(m) and 14-154(n) is hereby amended to read as follows:

(m) Sports complexes.

(n) Accessory uses, including structures or buildings of less than two thousand five hundred (2,500) square feet of floor area.

4. That Section 14-157(f) and (g) is hereby amended to read as follows:

(f) *Maximum coverage of lot* by buildings, structures and other impervious site improvements such as paved sidewalks, drives and parking lots: ~~Twenty-five (25) percent of lot area, except that sewage treatment facilities are not required to meet this standard.~~

1. Sewage treatment facilities: No limit on maximum coverage.

2. Sports complexes: Fifty (50) percent of lot area. OR No limit on maximum coverage.

3. All other uses: Twenty-five (25) percent of lot area.

(g) *Maximum floor area ratio:* ~~Two-tenths (0.2)~~ Five-tenths (0.5).

From: Rick Knowland
To: ALEX JAEGERMAN
Date: Mon, Apr 1, 2002 3:23 PM
Subject: R-OS zone impervious surfaces and Sports Complex

Alex, I have taken a map of the sports complex site supplied by the City GIS Workgroup and have highlighted impervious surfaces on the map. The original application submitted to the Planning Office in 1993 for the Hadlock Field development plan (to accommodate the Portland Seadogs) referenced a 24.87 impervious surface coverage on the 22.08 acre site.

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5. The Fitzpatrick Stadium surfaces have changed since 1993. The new track surfaces surrounding the football field should be considered impervious. Of all the surface changes discussed above this appears to represent the largest impervious surface change since post Hadlock Field improvements.

ATTACHMENT C-1

APPLICATION FOR ZONING AMENDMENT
City of Portland, Maine
Department of Planning and Urban Development
Portland Planning Board

1. Applicant Information:

PUBLIC ASSEMBLY FACILITIES DIVISION
Name FRANK LATONAE, DIVISION DIRECTOR
239 PARK AVE
Address
PORTLAND ME 04102
874 8800 874 8130
Phone Fax

2. Subject Property:

SPORTS COMPLEX AT
Address
239 PARK AVE
PORTLAND ME
(INCLUDES ICE AREA, EXPO,
Assessor's Reference (Chart-Block-Lot)
HADLOCK FIELD, FITZPATRICK
STADIUM AND ADJOINING
CITY OWNED PARKING LOTS)

3. Property Owner: ✓ Applicant ____ Other

CITY OF PORTLAND, MAINE
Name
Address
Phone Fax

4. Right, Title, or Interest: Please identify the status of the applicant's right, title, or interest in the subject property:

THIS IS CITY OF PORTLAND PROPERTY

Provide documentary evidence, attached to this application, of applicant's right, title, or interest in the subject property. (For example, a deed, option or contract to purchase or lease the subject property.)

5. Vicinity Map: Attach a map showing the subject parcel and abutting parcels, labeled as to ownership and/or current use. (Applicant may utilize the City Zoning Map or Parcel Map as a source.)

C-2

6. Existing Use:

Describe the existing use of the subject property: Public Assembly Facilities used for a variety of purposes

7. Current Zoning Designation(s): R-0S

8. Proposed Use of Property: Please describe the proposed use of the subject property. If construction or development is proposed, please describe any changes to the physical condition of the property.

(See above)

9. Sketch Plan: On a separate sheet please provide a sketch plan of the property, showing existing and proposed improvements, including such features as buildings, parking, driveways, walkways, landscape and property boundaries. This may be a professionally drawn plan, or a carefully drawn plan, to scale, by the applicant. (Scale to suit, range from 1"=10' to 1"=100'.)

10. Proposed Zoning: Please check all that apply:

A. ____ Zoning Map Amendment, from _____ to _____

B. ✓ Zoning Text Amendment to Section 14- 157 (6)

For Zoning Text Amendment, attach on a separate sheet the exact language being proposed, including existing relevant text, in which language to be deleted is depicted as crossed out (~~example~~), and language to be added is depicted with underline (example).

C. ____ Conditional or Contract Zone

A conditional or contract rezoning may be requested by an applicant in cases where limitations, conditions, or special assurances related to the physical development and operation of the property are needed to ensure that the rezoning and subsequent development are consistent with the comprehensive plan and compatible with the surrounding neighborhood. (Please refer to Division 1.5, Sections 14-60 to 62)

11. Application Fee: A fee for this application for a zoning amendment must be submitted, by check payable to the City of Portland in accordance with Section 14-54 of the Municipal Code (see below). The applicant also agrees to pay all costs of publication (or advertising) of the Public Hearing Notice as required for this application. Such amount will be billed to the applicant following the appearance of the advertisement.

C-3

	1-25 Units	26-50 Units	51-75 Units	75 & Over
Residential Zones	$350.00	$400.00	$450.00	$500.00
Nonresidential Zones	$350.00 0-15,000 sq. ft. or 0-5 acres (which-ever is less)	$400.00 15,000-30,000 sq. ft. or 6-10 acres (which-ever is less)	$450.00 30,000-45,000 sq. ft. or 10-15 acres (which-ever is less)	$500.00 45,000-60,000 sq. ft. or 15-20 acres (which-ever is less)

- Legal Advertisements (one for workshop and one for public hearing) — percent of total bill
- Notices (one for workshop and one for public hearing) — 40 cents each
- Text Amendments — $300.00

_____ Amount of Fee

12. Signature: The above information is true and accurate to the best of my knowledge.

12/21/01
Date of Filing

Frank LaTour FOR CITY OF PORTLAND'S PUBLIC ASSEMBLY FACILITIES DIVISION
Signature of Applicant

Further Information:

Please contact the Planning Office for further information regarding the rezoning process. Applicants are encouraged to make an appointment to discuss their rezoning requests before filing the application.

Applicants are encouraged to include a letter or narrative to accompany the rezoning application which can provide additional background or context information, and describe the proposed rezoning and reasons for the request in a manner that best suits the situation.

In the event of withdrawal of the zoning amendment application by the applicant in writing prior to the submission of the advertisement copy to the newspaper to announce the public hearing, a refund of two-thirds of the amount of the zone change fee will be made to the applicant by the City of Portland.

Portland Planning Board
Portland, Maine

Effective: July 6, 1998

Frank P. LaTorre, C.F.E.
Division Director

Arthur H. Stephenson III
Assistant Director

Joseph E. Gray, Jr.
City Manager

Anita R. Lachance
Assistant City Manager

C-4

City of Portland
Public Assembly Facilities Division

Merrill Auditorium at City Hall Portland Exposition Building Hadlock Field Fitzpatrick Stadium

Need for Zoning Amendments to Section 14-157(6)

The Portland Sports Complex combines Hadlock Field, the Portland Exposition Building, Fitzpatrick Stadium, the Portland Ice Arena, the "Horse Barn" building and adjoining City owned property and parking lots.

We are presently at the 25% area that is all that can be covered with impervious surface according to City of Portland ordinance 14-157. We need to be exempt from this ordinance because it has been the will of the Portland City Council to improve these facilities to make them safer and more user-friendly to the public. This includes more paving of pathways to eliminate dirt/mud walkways that can be a danger during inclement weather. We are making ADA improvements to Fitzpatrick Stadium to increase handicap accessibility to prime viewing areas. At some point, we are planning to add a locker room and rest rooms to Fitzpatrick to handle the increased community usage that has resulted from the installation of sports turf on the playing field.

Presently over 750,000 people enjoy a variety of events at the Portland Sports Complex. All the plans to improve the facility are in line with the City's mission to make this a thriving "community center." Thus we should be exempt from ordinance 14-157 so that we can carefully and judiciously improve usage, safety and accessibility.

Frank LaTorre

Administrative Offices: 239 Park Avenue Portland, Maine 04102 Phone (207) 874-8200 Fax (207) 874-8130

From: Frank LaTorre
To: Rick Knowland
Date: Mon, Feb 4, 2002 11:12 AM
Subject: Summary of the Neighborhood Meeting

The City of Portland held a Neighborhood Meeting at the Expo at 7PM Thursday January 31, 2002. Proper notification of the meeting and its purpose, to get input on proposed zoning amendments for the Sports Complex on Park Avenue, were detailed in the mailing sent to over 425 households. No one attended the meeting.

CC: ANITA R. LACHANCE

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

metal siding

10/24/01

HADLOCK FIELD REVISIONS

ADDING 150 NEW SEATS BEHIND THE EXPO
PLUS OTHER RELATIVELY MINOR REVISIONS

MINOR SITE PLAN REVIEW OR SITE PLAN
EXEMPTION?

874-2460

COMMENTS:

New Pavement?
Site location change? > 120
Any additional pkg requirements.
ROS coverage? [25% pavement? impervious allowed]

2 plans? Confusing! Just show one large plan w/ details...

What about the Marlins ending their franchise!?

MITCHELL & ASSOCIATES
LANDSCAPE ARCHITECTS

October 23, 2001

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

Re: Hadlock Stadium Concession and Seating Expansion

Dear Rick,

Per our discussions on October 22, 2001, the Sea Dogs Organization is looking into making several improvements to the picnic area behind the Expo Building. As we discussed, the extent of the work to be under taken this year is subject to budget issues that are to be determined this week. The following is a breakdown of the proposed improvements under consideration:

- Expand the existing seating area behind the Expo Building from 130 seats to 250 by adding 150 new seats, Refer to the enclosed plan prepared by Brian E. Duffy Associates.

- Relocate the existing plant material situated behind the existing seating to an area on the northeast side of the Expo Building. A relocation plan will be developed as part of a formal submission.

- 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.

- Relocate an existing chain link fence to enclose and redefine the expanded picnic area.

- Remove an existing sidewalk that connects to the access drive to Fitzpatrick Stadium and set a new curb along the edge of the access drive to control run off that flows toward the existing picnic area. The sidewalk is not needed.

THE STAPLES SCHOOL
70 CENTER STREET
PORTLAND, MAINE 04101

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

- Install a concrete pad under the existing picnic pavilion. This pad was originally approved with the picnic pavilion approval.

Enclosed are the preliminary plans for the seating expansion and the referenced site improvements associated with the picnic and concession area. In addition, we have enclosed two existing conditions photograph's for reference.

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

Sincerely,
Mitchell & Associates

BOB METCALF

Robert B. Metcalf

Enclosure

Cc Charlie Eshbach
Brian Duffy

beyond lot boundaries.

(5) *Smoke:* Smoke shall not be emitted at a density in excess of twenty (20) percent opacity level, as classified in Method 9 (Visible Emissions) of the Opacity Evaluation System of the U.S. Environmental Protection Agency.

(6) *Materials or wastes:* No materials or wastes shall be deposited on any lot in such form or manner that they may be transferred beyond the lot boundaries by natural causes or forces. All material which might cause fumes or dust, or constitute a fire hazard if stored out-of-doors, shall be only in closed containers. Areas attracting large numbers of birds, rodents or insects are prohibited.

(Ord. No. 291-88, 4-4-88)

Sec. 14-152. Reserved.

DIVISION 8.5. R-OS RECREATION AND OPEN SPACE ZONE

Sec. 14-153. Purpose.

(a) The purpose of this division is:

(1) To preserve and protect open space as a limited and valuable resource;

(2) To permit the reasonable use of open space, while simultaneously preserving and protecting its inherent open space characteristics to assure its continued availability for public use as scenic, recreation, and conservation or natural resource area, and for the containment and structuring of urban development; and

(3) To coordinate with and carry out federal, state, regional, and city recreation and open space plans.

(b) The recreation open space zone may include major parcels (over two (2) acres) of public property, and private property legally restricted from intensive use or development through deed, covenant, or otherwise.

(Ord. No. 232-81, § 602.7B.1, 11-16-81)

Sec. 14-154. Permitted uses.

The following uses are permitted uses within the recreation and open space zone, subject to the development standards contained herein:

(1) Municipal parks, public open spaces, picnic areas, playgrounds and playlots;

(2) Cemeteries;

(3) Arboretums;

(4) Golf courses, excluding miniature golf;

(5) Boat landings, beaches, and marinas for public uses;

(6) Outdoor ballfields and public athletic fields;

(7) Swimming pools and tennis courts;

(8) Picnic groves and areas;

(9) Natural parks and scenic overlooks;

(10) Hiking, walking, bicycling or cross-country ski trails;

(11) Community gardens for cultivation by and for city residents;

(12) Sewage pumping stations and sewage treatment facilities;

(13) Accessory uses, including structures or buildings of less than two thousand five hundred (2,500) square feet of floor area.

(Ord. No. 232-81, § 602.7B.2, 11-16-81; Ord. No. 60-91, § 1, 8-5-91)

Sec. 14-155. Conditional uses.

The following uses are conditional uses in the recreation and open space zone, subject to approval by the board of appeals.

(1) Accessory uses with structures or buildings of two thousand five hundred (2,500) square feet or more of floor area;

(2) Other recreational facilities and uses that are open to the public;

(3) Water pumping stations.

(Ord. No. 232-81, § 602.7B.3, 11-16-81; Ord. No. 67-89, § 1, 8-7-89; Ord. No. 60-91, § 2, 8-5-91)

Sec. 14-156. Standards for conditional uses.

In addition to the criteria listed in section 14-474(c), the board of appeals shall consider the following criteria when reviewing conditional uses in the recreation and open space zone:

(1) The use shall be in conformity with or satisfy a deficiency identified in a federal, state, regional, or city recreation and open space plan, including but not limited to the state comprehensive outdoor recreation plan, as such plans may from time to time be created or revised.

(2) Buildings and structures shall not obstruct significant scenic views presently enjoyed by nearby residents, passersby, or users of the site.

(3) Indoor recreation or nonrecreational uses shall serve a significant public purpose that cannot reasonably be accommodated outside of the recreation and open space zone.

(Ord. No. 232-81, § 602.7B.4, 11-16-81)

Sec. 14-157. Space and bulk requirements.

No building or structure of a permanent nature shall be erected, altered, enlarged, rebuilt, or used unless it meets the following requirements:

(1) *Minimum front yard:*

a. Principal buildings or structures: Twenty-five (25) feet.

b. Accessory buildings or structures: Twenty-five (25) feet.

(2) *Minimum rear yard:*

a. Principal buildings or structures: Twenty-five (25) feet.

b. Accessory buildings or structures: Twenty-five (25) feet.

(3) *Minimum side yard:*

a. Principal buildings or structures: Twelve (12) feet.

b. Accessory buildings or structures: Twelve (12) feet.

(4) *Minimum lot size:* Two (2) acres, except that sewage treatment facilities are not required to meet this standard.

(5) *Maximum building height:* Thirty-five (35) feet, unless more than one thousand (1,000) feet from a shoreland zone. The maximum building height for buildings located more than one thousand (1,000) feet from a shoreland zone shall be forty-five (45) feet.

(6) *Maximum coverage of lot* by buildings, structures and other impervious site improvements such as paved sidewalks, drives and parking lots: Twenty-five (25) percent of lot area, except that sewage treatment facilities are not required to meet this standard.

(7) *Maximum floor area ratio:* Two-tenths (0.2).

(Ord. No. 232-81, § 602.7B.5, 11-16-81; Ord. No. 67-89, § 2, 8-7-89; Ord. No. 205-93, 2-2-93)

Sec. 14-158. Development standards for recreation and open space zone.

All development in the recreation and open space zone shall comply with the following development standards, which shall be reviewed by the planning board in conjunction with the site plan review:

(1) All ground areas not used for parking, loading, vehicular or pedestrian areas and not left in their natural state shall be suitably landscaped.

(2) Natural features, such as mature trees and natural surface drainageways, shall be preserved to the greatest possible extent consistent with the uses of the property.

(3) Loading areas shall be screened and parking areas shall be screened and landscaped so as to avoid a large continuous expanse of paved area.

(4) Buildings and structures shall be sited to avoid obstructing significant scenic views presently enjoyed by nearby residents, passersby, and users of the site.

(5) Storage of commodities and equipment shall be completely enclosed within buildings or provided with screening by a fence, wall, or landscaping.

(6) The outer perimeter of playfields, playlots, and other active recreational areas shall be screened, or shall be located a reasonable distance from any residential use.

(7) 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.

(Ord. No. 232-81, § 602.7B.6, 11-16-81)

Sec. 14-159. Shoreland and flood plain management regulations.

Any lot or portion of a lot located in a shoreland zone as

beyond lot boundaries.

(5) *Smoke:* Smoke shall not be emitted at a density in excess of twenty (20) percent opacity level, as classified in Method 9 (Visible Emissions) of the Opacity Evaluation System of the U.S. Environmental Protection Agency.

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(7) 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.

(Ord. No. 232-81, § 602.7B.6, 11-16-81)

Sec. 14-159. Shoreland and flood plain management regulations.

Any lot or portion of a lot located in a shoreland zone as

ATTACHMENT "B"

Parks & Public Works

George A. Flaherty
Director

CITY OF PORTLAND

March 1, 1993

Mr. Richard Knowland
Planning and Urban Development
389 Congress Street
Portland, Maine 04101

Regarding: Hadlock Field - Site Plan Written Statement

Dear Mr. Knowland:

This letter is to address the space and bulk requirements in the ROS zone as required by Section 14-157 of the Portland Land Use Code.

	Required	To Be Provided
Front Setback	25 Ft.	25 Ft.+
Rear Setback	25 Ft.	25 Ft.+
Side Setback	12 Ft.	12 Ft.+
Minimum Lot Size	2 Acres	22.08 Acres
Maximum Impervious Coverage of Lot	25%	24.87%
Maximum Floor Area Ratio	0.20 (2/10)	0.05 (5/100)
Maximum Height	45 Ft.	45 Ft. or Less

If you or any of the other staff members have questions regarding the above, please contact me at 874-8842.

Sincerely yours,

John P. Rague

John P. Rague
Construction Manager

cc: Melodie Esterberg, Development Review Coordinator

From: Rick Knowland
To: ALEX JAEGERMAN
Date: Mon, Apr 1, 2002 3:23 PM
Subject: R-OS zone impervious surfaces and Sports Complex

Alex, I have taken a map of the sports complex site supplied by the City GIS Workgroup and have highlighted impervious surfaces on the map. The original application submitted to the Planning Office in 1993 for the Hadlock Field development plan (to accommodate the Portland Seadogs) referenced a 24.87 impervious surface coverage on the 22.08 acre site.

As you can see from the map, the site is more than 25% and is approaching 50%. There are several reasons why the impervious surface coverage is now higher.

1. I suspect the original calculation did not include the bleacher seating of Fitzpatrick Stadium nor the many gravel walkways and driveways that run on through the stadium complex. Since 1993 some of these have been paved and the number of walkways has increased. The bleachers may not be pysically covered but they should be considered impervious for zoning purposes.

2. There is a storage building behind the outfield fence of Hadlock Field (built in 1999) but the accompanying gravel staging area is many times larger than the building. A trailer has also been placed in this area.

3. A concession building was added near Deering Avenue (1999).

4. Over the years there have been a series of small scale improvements made to Hadlock Field.

5. The Fitzpatrick Stadium surfaces have changed since 1993. The new track surfaces surrounding the football field should be considered impervious. Of all the surface changes discussed above this appears to represent the largest impervious surface change since post Hadlock Field improvements.

Todd A. Richardson
Landscape Architect:

Plant List

HADLOCK STADIUM
Portland Maine

Several species for each type of plant indicated on the plan has been selected due to availability, desired size, and cost. Diversity is encourages throughout the site however single species should be chosen, purchased and planted in the following "zones".

- Parking Lots
- Picnic Area
- Street Trees Large
- Street Trees Small (groups of three)
- Street Trees Small (groups of two and single trees)
- Plaza Trees

Different plants would be found in different zones.
Specific plants should also be selected for the specific location coditins (ie. soils, sunlight, wind)

Deciduous Trees -

Quantity: 25

Size: 2-1/2" - 3-1/2" Cal.

Types:

The following trees are able to withstand the smoke, dust, exhaust gases, soil compaction, extensive heat reflection, and limited neutrient and water supply of this urban environment.

Acer rubrum	Red Maple
Acer platanoides	Norway Maple
Ginko biloba	Ginko
Quercus palustrus	Pin Oak
Tilia cordata	Linden
Gleditsia triacanthos	Honey Locust
Carpinus betulus	European Hornbeam

Small Decidouus Trees - (nine along Park Avenue and one within public parking)
The following plant species have been selected to withstand the urban conditions stated above *and* to fit under telephone wires.

Quantity: 10

Size: 2-1/2" - 3-1/2"

Type:

Acer grisium	Paperback Maple
Acer campestre	Hedge Maple
Carpinus caroliniana	American Hornbeam
Pyrus calleryana	Callery Pear
Malus baccata	Selected Crabs
Malus f. hillierii	

Evergreen Trees:
The following trees are able to withstand the smoke, dust, exhaust gases, soil compaction, extensive heat reflrction, and limited neutrient and water supply of this urban environment.

Quantity: 1

Type:

Abies Concolor	White Fir

Size: 3" - 4"

Ground Covers:

The following plants are low growing mass plantings, usually not more than 12" high to be planted so that the individual plants are not distinguishable. Besides being aesthetically pleasing, these plants prevent erosion, water loss, and moderate soil and water temperatures.

Quantity: To be determined by spacing according to growth habits of the plant and the size of those areas designated for ground covers.

Type:

Juniper Horizontalis	Creeping Juniper
Cotoneaster horizontalis	Spreading Cotoneaster
Parthenocissus tricuspidata	Boston Ivy
Pachysandra procumbens	Pachysandra
Convallaria majalis	Lilly of the Valley
Vinca minor	Periwinkle
Ajuga	Bugle
Hedera helix	Hardy English Ivy
Gaultheria procumbens	Wintergreen

Size:

Varies by plant

Small Shrubs:

Quantity:

To be determined by growing width and habit as well as the size of the planting area designated for shrubs. All shrubs should be planted in groupings of three or more of the same plant.

Type:

Leucothoe fontainensia	Drooping Leucothoe
Spirea bumalda	Spirea
Cotoneaster	Cotoneaster
Myrica pensylvanica	Northern Bayberry
Berberis thunbergi	Barberry
Rhodora canadense	Rhodora

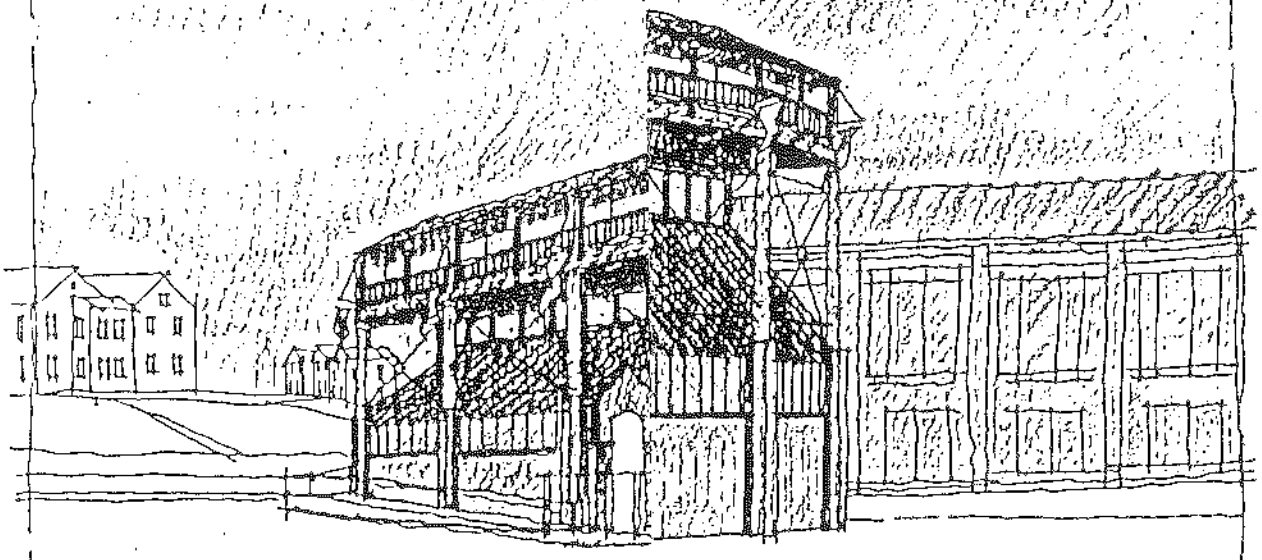
The following small shrubs would be based on local availbility and hardiness
Selected Junipers
Selected Yews
Selected Rhododendrons
Selected Azaleas

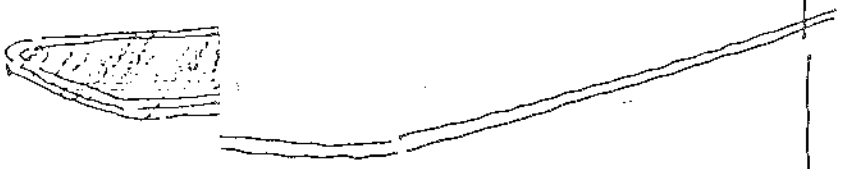
Size:
Varies by plant (approx. 2'-3')

Vines
The following vines are appropriate for fences and walls:

Akebia
Dutchmans Pipe
Wisteria
Euonymus
English Ivy
Boston Ivy
Japanese Hydranga

ATTACHMENT C-1





ATTACHMENT D-

NEW HADLOCK STADIUM

WRITTEN STATEMENT
TO
SITE PLAN

February, 1993

OWNER
CITY OF PORTLAND, MAINE

NEW MADLOCK STADIUM

WRITTEN STATEMENT
TO
SITE PLAN

1. Financial and Technical Capacity:

Please see Attachment "A"

2. Description of Use:

The use of the Proposed Stadium upgrading remains basically the same as existing. The new stadium will, however, include onsite food and beverage concessions and the provision of restroom facilities neither of which currently exist.

The need for locker room facilities is being satisfied through the utilization of the existing locker rooms in the basement of the Exposition Building following some minor alterations necessary to meet Professional Baseball Association (PBA) requirements.

3. Total Land Area:

The new stadium is situated on a parcel of land in contiguous ownership by the City of Portland bounded by Park Avenue to the south, Portland Terminal Company Right-of-Way to the west and north and by Deering Avenue to the east. Please see Attachment "B" for area calculations.

4. Total Building Area:

Please see Attachment "B" for calculations

5. Existing and Proposed Easement and Other Burdens to the Site:

There are no proposed easements. There currently exists, however, a 20" Gas Main and the 4'-10"x6'-3" Brick Oval Alms House Combined Sewer traversing the site.

Meetings have been held with Northern Utilities (Gas Company) and such gas main will be relocated to insure the proper clearance away from the proposed grandstand.

The Alms House Sewer will remain as is, however, extensive measures will be undertaken to insure the safety of the sewer through the design and

placement of the interior concrete slab above it.

The Alms House Sewer was "repointed and lined" a few years ago and is expected to remain useful for another 75-100 years without extensive need for repair.

6. Types and Estimated Quantities of Solid Waste:

Contact was made with several of the operations personnel at other stadia through the Eastern League. It was discovered that the average quantity of solid waste is 250 cubic yards per season (70 home games). Solid waste is generally paper products from discarded "fan" use and administrative office waste. Food product waste is disposed of through grinding and discharged through the plumbing system.

As shown on the site plan, two (2) eight (8) cubic yard "dumpsters" will be utilized for this purpose. One such dumpster currently exists and is utilized by the Exposition Building staff.

7. Availability of Sewer:

Please see Attachment "C"

8. Availability of Water:

Please see Attachment "D"

9. Storm Water Management Plan:

Although new pavement is proposed in the rear of the site, existing pavement along the front of the existing grandstand will be eliminated by the new grandstand. There currently exists a drainage system throughout both the existing pavement areas and the proposed pavement area which the City intends to utilize to drain the final exterior site improvements. These existing systems are only 5-6 years old and are in excellent condition. The capacity of the existing systems has been evaluated and found to be adequate for proposed useage. Please see Attachment "E". All existing systems outfall into the Alms House Sewer.

A portion of the existing system will fall under the interior slab of the proposed grandstands. These pipes will be used to incorporate proposed floor drains into the system.

Run-off from the proposed grandstands will be allowed to flow onto the "infield" area of the baseball diamond directly in front of the proposed grandstands. The run-off will enter the ground through a crushed stone "french drain" and will be collected into a perforated underdrain running

the full length of the stadium. This water will be discharged into the Alms House sewer through a new structure at their intersection.

The existing paved parking areas will be rebuilt and/or shimmed and resurfaced to direct storm water run-off as needed all as shown on the "Drainage Plan".

10. Construction Time Frame Analysis:

The construction of the proposed improvements can be broken down into three (3) major components:

1. Grandstands Construction -

   A) Concrete Foundation System
   B) Erection of Structural Steel
   C) Pouring of Interior Slab
   D) Installation of Elevator
   E) Installation of Decking
   F) Installation of Seats

2. Interior Improvements (Sub-Grandstand)

   A) Erection of Partitions
   B) Installation of Restroom Facilities
   C) Construction of Concession Areas (Partitions Only)
   D) Construction of Ancillary Useage Spaces (Partitions Only)
   E) Construction of Administrative Offices

3. Exterior Improvements

   A) Reconstruction/Constructing Parking Areas
   B) Construction Pedestrian Areas
   C) Landscaping

All work associated with Item #1 above, including all architectural and structural engineering, shall be completed by a professional "Grandstand Construction Company". The City has solicited bids for this work and is currently negotiating with the low bidder in finalizing an agreement. Once this portion of the work has commenced, a work schedule is anticipated as follows:

1.	Architectural/Structural Design (Shop Drawings)	60 Days
2.	Foundation Construction (including slab)	35 Days
3.	Steel Erection	30 Days
4.	Decking and Elevator Installation (concurrent)	30 Days
5.	Installation of Seats	30 Days

During the Design phase of the above work (60 days), the City, utilizing its own construction crews, will prepare the site in anticipation of the concrete foundation work forthcoming. Such preparation shall include the disassembling of the existing grandstands, removal of granite curbing, lowering of drainage structures etc..

Following the erection of the structural steel and the pouring of the concrete interior slab, City crews will begin the construction of interior partitions. All work associated with Item #2 above shall be completed by City crews. This work shall continue throughout the Summer, Winter and Early Spring (1994) months in order to deliver the completed facility by opening day in April of 1994.

Additional City Crews will commence and complete the proposed exterior site improvements during the Fall of 1993.

11. State and Federal Regulatory Approvals Required:

A) No Federal approvals are required under this project.

B) Under the "Site Location of Development Act", Maine DEP approvals are required due the anticipated exceeding of the 60,000 square feet of new floor area criteria of such Act. Please see Attachment "F" for the applicable calculations.

The City of Portland recently revised its Site Plan Ordinance to allow for "Local Review" of this DEP requirement. All DEP review criteria have been met and will be submitted to DEP as part of the City's application process. Following Planning Board approval, DEP approval is immediately anticipated.

12. Evidence of "Title" in Property:

Please see Attachment "G" which was taken from the City's "Property Plan Book" on file in the Office of the City Engineer, 55 Portland Street, Portland, Maine.

13. Unusual Natural Areas, Etc.:

There are no Unusual Natural Areas, Wildlife and Fisheries Habitat or Archaeological sites associated with this project.

CITY OF PORTLAND
MEMORANDUM

March 2, 1993

TO: Rick Knowland, Senior Planner

FROM: Robert Ganley, City Manager RBG

SUBJECT: Baseball project, technical and financial capacity

This memorandum will address the site review issue of the technical and financial capacity of the City of Portland to carry out the proposed construction of a minor league baseball facility at Hadlock Field.

Financial Capacity

The City of Portland has the financial capacity to carry out the proposed improvements. The City Council authorized the following funding formula totaling $1.5 million for the project:

CIP 1993	$ 600,000
90-92 CIP Surplus	500,000
Private Fundraising	200,000
Pre-paid Lease - 4 years	200,000
	$1,500,000

Technical Capacity

The execution of the project will combine the expertise of City staff with that of private technical support. I have formed a Baseball Building and Operations Committee made up of City staff from several operating Departments, including; Finance, Parks and Public Works, Recreation, Planning and Urban Development, Executive, and the School Department. This committee will be responsible for coordinating and overseeing all aspects of the project. Larry Mead, the Recreation Superintendent, will chair this committee and be the lead person for project implementation. These individuals and their Departments will provide the necessary resources to plan the proposed improvements, develop construction documents, and oversee construction and implementation.

The City will use the following private technical support on the project:

Grandstand design and construction: The City will contract with a grandstand company that has the ability and experience to design and build a minor league baseball facility. The City is in the final stages of negotiating a design-build contract with the Dant-Clayton Corporation. Dant-Clayton brings the technical experience necessary to deal with the design issues related to baseball facility development.

Baseball facility development: The City has contracted with Ellerbe-Becket, Inc., a firm specializing in sports facility architecture. Ellerbe-Becket has broad experience in the development of major and minor league baseball facilities. They will provide assistance to the City in facility design and operations.

Architectural and Engineering Services: The City has contracted with William Whited, P.E., of Portland, to provide A/E services for the development and construction of the concourse building under the grandstand.

Traffic Analysis: The City has contracted with William Eaton, traffic engineer, to review the traffic study prepared by City staff.

Landscaping: The City will contract with a private consultant to develop a landscaping plan for the project.

Exterior building design: The City will contract with a private consultant to develop the conceptual design for the facade of the grandstand and concourse building.

In conclusion, the City is committed to providing all necessary technical and financial support to complete the proposed improvements.

ATTACHMENT "E"

CITY OF PORTLAND, MAINE
ENGINEERING DIVISION
M E M O R A N D U M

TO: Melodie Esterberg, Planning Coordinator

FROM: BAS Bruce Sherwood, Project Engineer

DATE: February 23, 1993

SUBJECT Hadlock Stadium Drainage Analysis

I have recently completed a stormwater analysis of the impact of the proposed Hadlock Stadium project as shown on the Site Plan dated January 1993. This analysis was done in accordance with the city of Portland Stormwater Management Standards and the TR-55 method for small watersheds, and the calculations are attached. The entire 22 acre site was included in my review and the predeveloped conditions are prior to the ice arena being built. The following assumptions were made in performing the calculations.

1. Very hard compacted gravel used in parking lots is considered an impervious surface.

2. Hinckley (Elb) and Cut and Fill (Cu) soils are assumed to be Soil Group C instead of the Soil Group A the SCS Soil Survey classifies them as. This is based on soils analysis recently done for this project.

The results of the calculations revealed a very small increase in runoff and a summary is as follows:

	Predeveloped	Post-developed
2 year storm	7.9 cfs	7.9 cfs
10 year storm	28.2 cfs	29.1 cfs
25 year storm	37.1 cfs	38.0 cfs

Conclusion:

Since the increased runoff from the proposed site is less than 1 cfs, there is no need for any on site storage and the design shown on the Site Plan is adequate.

Also taken into account is the City's Douglass Street Outfall project which is currently underway upstream of the Stadium site. This project, when completed in July, will be removing about 40 cfs of stormwater from the Almshouse sewer. This will significantly reduce the frequency and volume of CSO discharges in the Almshouse sewer.

BAS/jmd
pc: John Rague, Senior Technician

Portland Water District

225 Douglass St. • P.O. Box 3553 • Portland, ME 04104-3553

(207) 774-5961
FAX (207)761-8307

March 1, 1993

Mr. John Rague
Construction Manager, Hadlock Field
City of Portland
Department of Parks and Public Works
55 Portland St.
Portland, ME 04101

Subject: Hadlock Field Renovation

Dear Mr. Rague:

The Portland Water District has sufficient and healthful water supply to serve the proposed Hadlock Field project on Park Avenue. I have estimated the peak domestic flow for the stadium to be 260 gallons per minute based on the fixture information shown on page 3 of a "Portland, Maine Baseball Stadium" document dated January 1, 1993. The project designer should confirm normal and peak flow estimates when the information is available. Fire flow estimates will also be required. This information is required to size the meter and services to the facility. Either of the 30" or 24" mains in Park Ave. will provide adequate capacity for normal domestic and fire flows for this project.

Please contact our Customer Service Department for additional service requirements.

Sincerely,

PORTLAND WATER DISTRICT

Glenn F. Hunter
Design Engineer

cc: Jim Pandiscio

ATTACHMENT "C"

Parks & Public Works

George A. Flaherty
Director

CITY OF PORTLAND

February 11, 1993

Mr. John Rague
Construction Manager
Hadlock Field
Portland Parks & Public Works
55 Portland Street
Portland Maine 04101

RE: SEWER CAPACITY FOR HADLOCK FIELD AA BASEBALL STADIUM AND FACILITIES

Dear John,

The 4'10" x 6' 3" Alms House Sewer Interceptor adjacent to the stadium and the sewage treatment facilities in the City of Portland have adequate capacity to transport and treat the anticipated wastewater flows of 30,500 gallons per day from the proposed Hadlock Field AA Baseball Stadium.

6,100 spectators @ 5 GPD/Spectator = 30,500 GPD

The Maine Department of Environmental Protection (MeDEP) mandated requirements of the Combined Sewer (CSO) stormwater mitigation project will be met by utilizing removal credits from prior City of Portland projects.

If you require further assistance please call Stephen K. Harris, Assistant Environmental Engineer, at (207) 874-8300, extension 8843.

Very truly yours,
CITY OF PORTLAND

William B. Goodwin

William B. Goodwin, P. E.
Environmental Project Engineer

WBG/SKH/jmd
pc: W. S. Boothby, Director of Engineering
S. K. Harris, Asst. Env. Engineer

ATTACHMENT "B" D-8

Parks & Public Works

George A. Flaherty
Director

CITY OF PORTLAND

March 1, 1993

Mr. Richard Knowland
Planning and Urban Development
389 Congress Street
Portland, Maine 04101

Regarding: Hadlock Field - Site Plan Written Statement

Dear Mr. Knowland:

This letter is to address the space and bulk requirements in the ROS zone as required by Section 14-157 of the Portland Land Use Code.

	Required	To Be Provided
Front Setback	25 Ft.	25 Ft.+
Rear Setback	25 Ft.	25 Ft.+
Side Setback	12 Ft.	12 Ft.+
Minimum Lot Size	2 Acres	22.08 Acres
Maximum Impervious Coverage of Lot	25%	24.87%
Maximum Floor Area Ratio	0.20 (2/10)	0.05 (5/100)
Maximum Height	45 Ft.	45 Ft. or Less

If you or any of the other staff members have questions regarding the above, please contact me at 874-8842.

Sincerely yours,

John P. Rague
Construction Manager

cc: Melodie Esterberg, Development Review Coordinator

Hadlock Stadium Site
Predeveloped Conditions
Calculation of Areas (Refer to plan)

1) Impervious Surfaces Densely compacted gravel, pavement, or structures (Brown shaded areas)

Area (sf)

1. $\frac{1}{2}(240)(240) = 28800$
2. $\frac{1}{2}(280)(280) = 11200$
3. $\frac{1}{2}(275)(70) = 9625$
4. $\frac{1}{2}(275)(165) = 22688$
5. $(145)(235) = 34075$
6. $\frac{1}{2}(145)(75) = 5438$
7. $(55)(195) = 10725$
8. $\frac{1}{2}(55)(30) = 825$
9. $(90)(90) = 8100$
10. $(60)(60) = 3600$
11. $(25)(205) = 5125$
12. $(105)(8) = 840$
13. $(60)(18) = 1080$
14. $(50)(17) = 850$
15. $(120)(120) = 14400$
16. $\frac{1}{2}(85)(55) = 2338$
17. $(80)(110) = 8800$
18. $(35)(40) = 1400$
19. $(100)(115) = 11500$
20. $(255)(130) = 33150$
21. $(50)(35) = 1750$
22. $(87)(65) = 5655$
23. $(240)(48) = 11520$
24. $(240)(35) = 8400$
25. $(1450)(20) = 29000$
26. $(150)(20) = 3000$
27. $(25)(18) = 450$
28. $(275)(18) = 4950$
29. $(355)(142) = 50410$
30. $(100)(190) = 19000$
31. $(480)(20) = 9600$
32. $(750)(8) = 6000$

Predeveloped Area by Soil Type

① Deerfield (DeB)

Total Area = (305)(480+80) + (290)(80) = 194000 sf

③ Cut + Fill Land (Cu)

Total Area = (359)(900) + (252)(440) + (200)(360) = 497,000 sf

Impervious = Σ Areas 1, 9, 10, 24, 25, 33 = 82940 sf

Vegetated = 497,000 − 82940 = 414,000 sf

③ Hinckley (HlB)

Total Area = (270)(320) + ½(610)(490) + ½(230)(135) + (250)(140)
= 286375

Impervious = Σ Areas 2-8, 11-23 = 193000

Vegetated = 286400 − 193,000 = 93400

Haddock Stadium Site
Postdeveloped Conditions
Calculation of Areas by Soil Type

① Deerfield (same as pre-developed)

Total Area = 794,000 sf

② Cut and Fill Land (Cu)

Total Area = 497,000 sf

Impervious = (230)(275) + ½(60)(325) + (180)(40) +
(260)(37) + (450)(20) + ½(80)(30) = 119650

Vegetated = 497,000 − 119,650 = 377,350 sf

③ Hinckley (HIB)

Total Area = 286,375

Impervious = ½(330)(550) + ½(10)(100) + ½(60)(220) +
(330)(100) + (120)(240) + ½(40)(95) +
(450)(120) + (270)(50) = 220,550

Vegetated = 286,375 − 220,550 = 65,825

Worksheet 2: Runoff curve number and runoff

Project Hadlock Stadium Site By BAT Date 2/19/93

Location Portland, ME Checked ____ Date ____

Circle one: (Present) Developed Predeveloped condition

1. Runoff curve number (CN)

Soil name and hydrologic group (appendix A)	Cover description (cover type, treatment, and hydrologic condition; percent impervious; unconnected/connected impervious area ratio)	CN 1/ Table 2-2	CN 1/ Fig. 2-3	CN 1/ Fig. 2-4	Area ☐ acres ☐ mi² ☑ %	Product of CN x area
DeB - Deerfield Soil Group B	Urban District Commercial & Business	94			194,000 19.8%	18.6
Cu - Filled Area	Impervious Area #'s 1 9 10 24 25 33	98			82,990 8.5%	8.3
Cu - Filled Area Soil Group C*	Vegetated	79			414,000 42.4%	33.5
HIB - Hinckley Soil Group C*	Impervious Area #'s 2 3 4 5 6 7 8 11 12 13 14 15 16 17 18 19 20 21 22 23	98			193,000 19.7%	19.3
HIB - Hinckley Soil Group C*	Vegetated	79			91,000 9.6%	7.6
					Totals =	87.3

1/ Use only one CN source per line.

CN (weighted) = $\frac{\text{total product}}{\text{total area}}$ = ____ = 87.3; Use CN = 87.3

2. Runoff

		Storm #1	Storm #2	Storm #3
Frequency	yr	2	10	25
Rainfall, P (24-hour)	in	2.0	4.5	5.4
Runoff, Q (Use P and CN with table 2-1, fig. 2-1, or eqs. 2-3 and 2-4.)	in	.9	3.1	4.0

*Per soils analysis for Hadlock stadium.

Worksheet 3: Time of concentration (T_c) or travel time (T_t)

Project Hadlock Stadium Site By BAF Date 2/19/93

Location Portland - ME Checked ____ Date ____

Circle one: (Present) Developed — Pre-developed condition

Circle one: T_c T_t through subarea

NOTES: Space for as many as two segments per flow type can be used for each worksheet.

Include a map, schematic, or description of flow segments.

Sheet flow (Applicable to T_c only)		Segment ID	AB	1		
1. Surface description (table 3-1)			Dense Grass			
2. Manning's roughness coeff., n (table 3-1)			.24			
3. Flow length, L (total L ≤ 300 ft)	ft		300			
4. Two-yr 24-hr rainfall, P_2	in		2.0			
5. Land slope, s	ft/ft		.005			
6. $T_t = \frac{0.007\ (nL)^{0.8}}{P_2^{0.5}\ s^{0.4}}$ Compute T_t	hr		1.26	+		= 1.26
Shallow concentrated flow		Segment ID	BC			
7. Surface description (paved or unpaved)			unpaved			
8. Flow length, L	ft		100			
9. Watercourse slope, s	ft/ft		.005			
10. Average velocity, V (figure 3-1)	ft/s		1			
11. $T_t = \frac{L}{3600\ V}$ Compute T_t	hr		.03	+		= .03
Channel flow		Segment ID				
12. Cross sectional flow area, a	ft^2					
13. Wetted perimeter, P_w	ft					
14. Hydraulic radius, $r = \frac{a}{P_w}$ Compute r	ft					
15. Channel slope, s	ft/ft					
16. Manning's roughness coeff., n						
17. $V = \frac{1.49\ r^{2/3}\ s^{1/2}}{n}$ Compute V	ft/s					
18. Flow length, L	ft					
19. $T_t = \frac{L}{3600\ V}$ Compute T_t	hr			+		=
20. Watershed or subarea T_c or T_t (add T_t in steps 6, 11, and 19)	hr					1.29

Worksheet 4: Graphical Peak Discharge method

Project Haddock Stadium Site By BAS Date 2/19/93

Location Portland, ME Checked ____ Date ____

Circle one: Present Developed Predeveloped condition

1. Data:

Drainage area ..... A_m = .035 mi^2 (acres/640)

Runoff curve number .... CN = 87.3 (From worksheet 2)

Time of concentration .. T_c = 1.29 hr (From worksheet 3)

Rainfall distribution type = III (I, IA, II, III)

Pond and swamp areas spread throughout watershed ..... = 1.0 percent of A_m (____ acres or mi^2 covered)

			Storm #1	Storm #2	Storm #3
2.	Frequency	yr	2	10	25
3.	Rainfall, P (24-hour)	in	2.0	4.5	5.4
4.	Initial abstraction, I_a ..... (Use CN with table 4-1.)	in	.291	.291	.291
5.	Compute I_a/P		.146	.065	.054
6.	Unit peak discharge, q_u ..... (Use T_c and I_a/P with exhibit 4-III)	csm/in	250	260	265
7.	Runoff, Q ..... (From worksheet 2).	in	.9	3.1	4.0
8.	Pond and swamp adjustment factor, F_p .... (Use percent pond and swamp area with table 4-2. Factor is 1.0 for zero percent pond and swamp area.)		1	1	1
9.	Peak discharge, q_p ..... (Where $q_p = q_u A_m Q F_p$)	cfs	7.9	28.2	37.1

Worksheet 2: Runoff curve number and runoff

Project Haddock Stadium Site By BCF Date 2/19/93

Location Portland ME Checked ____ Date ____

Circle one: Present (Developed) post-developed condition

1. Runoff curve number (CN)

Soil name and hydrologic group (appendix A)	Cover description (cover type, treatment, and hydrologic condition; percent impervious; unconnected/connected impervious area ratio)	CN 1/ Table 2-2	CN 1/ Fig. 2-3	CN 1/ Fig. 2-4	Area ☐ acres ☐ mi² ☑ %	Product of CN x area
DeB-Deerfield Soil Group B	Urban District Commercial & Business	94			19.8%	18.6
Cu-Fitted Area	Impervious	98			119650 12.2%	12.0
Cu-Fitted Area Soil Group C*	Vegetated	79			377350 38.6%	30.5
HlB-Hackley	Impervious	98			220550 22.5%	22.1
HlB-Hackley Soil Group C*	Vegetated	79			65625 6.7%	5.3

1/ Use only one CN source per line. Totals = 88.5

CN (weighted) = $\frac{\text{total product}}{\text{total area}}$ = ____ = 88.5 Use CN = 88.5

2. Runoff

	Storm #1	Storm #2	Storm #3
Frequency ..... yr	2	10	25
Rainfall, P (24-hour) ..... in	2.0	4.5	5.4
Runoff, Q ..... in (Use P and CN with table 2-1, fig. 2-1, or eqs. 2-3 and 2-4.)	.9	3.2	4.1

Worksheet 3: Time of concentration (T_c) or travel time (T_t)

Project Hadlock Stadium Site By BOF Date 2/19/03

Location Portland, ME Checked ____ Date ____

Circle one: Present (Developed) Post-developed condition

Circle one: T_c T_t through subarea

NOTES: Space for as many as two segments per flow type can be used for each worksheet.

Include a map, schematic, or description of flow segments.

Sheet flow (Applicable to T_c only)		Segment ID	AB			
1. Surface description (table 3-1)			Dense Grass			
2. Manning's roughness coeff., n (table 3-1)			.24			
3. Flow length, L (total L ≤ 300 ft)	ft		300			
4. Two-yr 24-hr rainfall, P_2	in		2.0			
5. Land slope, s	ft/ft		.005			
6. $T_t = \frac{0.007\ (nL)^{0.8}}{P_2^{0.5}\ s^{0.4}}$ Compute T_t	hr		1.26	+		= 1.26
Shallow concentrated flow		Segment ID	BC			
7. Surface description (paved or unpaved)			unpaved			
8. Flow length, L	ft		100			
9. Watercourse slope, s	ft/ft		.005			
10. Average velocity, V (figure 3-1)	ft/s		1			
11. $T_t = \frac{L}{3600\ V}$ Compute T_t	hr		.03	+		= .03
Channel flow		Segment ID				
12. Cross sectional flow area, a	ft^2					
13. Wetted perimeter, P_w	ft					
14. Hydraulic radius, $r = \frac{a}{P_w}$ Compute r	ft					
15. Channel slope, s	ft/ft					
16. Manning's roughness coeff., n						
17. $V = \frac{1.49\ r^{2/3}\ s^{1/2}}{n}$ Compute V	ft/s					
18. Flow length, L	ft					
19. $T_t = \frac{L}{3600\ V}$ Compute T_t	hr			+		=
20. Watershed or subarea T_c or T_t (add T_t in steps 6, 11, and 19)	hr					1.29

Worksheet 4: Graphical Peak Discharge method

Project Hadlock Stadium Site By BAS Date 2/19/93

Location Portland ME Checked ____ Date ____

Circle one: Present Developed ---- Post developed conditions

1. Data:

Drainage area ..... A_m = .035 mi^2 (acres/640)

Runoff curve number .... CN = 88.5 (From worksheet 2)

Time of concentration .. T_c = 1.29 hr (From worksheet 3)

Rainfall distribution type = III (I, IA, II, III)

Pond and swamp areas spread throughout watershed ..... = 1.0 percent of A_m (____ acres or mi^2 covered)

		Storm #1	Storm #2	Storm #3
2. Frequency	yr	2	10	25
3. Rainfall, P (24-hour)	in	2.0	4.5	5.4
4. Initial abstraction, I_a ..... (Use CN with table 4-1.)	in	.260	.260	.260
5. Compute I_a/P		.13	.058	.048
6. Unit peak discharge, q_u ..... (Use T_c and I_a/P with exhibit 4-III)	csm/in	250	260	265
7. Runoff, Q ..... (From worksheet 2).	in	.9	3.2	4.1
8. Pond and swamp adjustment factor, F_p .... (Use percent pond and swamp area with table 4-2. Factor is 1.0 for zero percent pond and swamp area.)		1	1	1
9. Peak discharge, q_p ..... (Where $q_p = q_u A_m Q F_p$)	cfs	7.9	29.1	38.0

CITY OF PORTLAND, MAINE
MEMORANDUM

TO: William J. Bray, Deputy Director of Parks & Public Works

FROM: William S. Boothby, Director of Engineering

DATE: December 23,1992

SUBJECT: Hadlock Field Site Review - Area Computations

Per your request, my staff computed areas of existing construction and pavements and proposed construction and pavements as they relate to DEP Site Location requirements pertaining to Hadlock Field and surrounding contiguous land owned by the City. The findings are as follows:

Existing Buildings Constructed Since 1970:

1985	Ice Arena	29,872 SF
1987	Fitzpatrick Stadium Press Box	1,272 SF
1987	King Middle School Modular Classroom	1,325 SF
	Total Area Constructed Since 1970	32,469 SF

Proposed Building Construction Under New Grandstands:

Restrooms, Concession Areas and Various Uses (Area contained solely within "footprint" of grandstands structure)	29,967 SF

TOTAL EXISTING AND PROPOSED BUILDING AREA: 62,436 Square Feet[1]

Note[1] - Total floor area to be added since August 3, 1988 will be 29,192 Square Feet, attributable solely to building construction under and above new proposed grandstands as follows:

Under Grandstands (Ground Level):	22,483 SF
Administrative Offices (Mezzanine):	2,461 SF
Sky Boxes, Media Booth, Restrooms on Upper Deck:	4,983 SF
Total	29,927 Square Feet

Non-Revegetated Areas Constructed Since September 30, 1975:

1985	Ice Arena	29,872 SF
1985	Ice Arena Parking Lot	7,500 SF
1987	King Middle School Modular Classroom	1,325 SF
1987	Fitzpatrick Stadium Press Box	1,272 SF
	Total Existing Non-Revegetated Areas Since September 30, 1975	39,969 Square Feet

Proposed Non-Revegetated Areas:

Proposed:	New Hadlock Field Grandstands (including Dugouts)	41,948 SF
Proposed:	New Hadlock Field Parking Lot	22,281 SF
Proposed:	Existing Hadlock Bleachers to be Relocated at Fitzpatrick Stadium	4,288 SF
	Total Proposed Non-Vegetated Areas	68,517 Square Feet

TOTAL PROPOSED AND EXISTING SINCE (SEPTEMBER 30, 1975) NON-REVEGETATED AREAS 108,486 Square Feet

(2.49 Acres)

D-23

Baseball Building and
Operation Committee

CITY OF PORTLAND

January 25, 1993

To: Chair Cole and Members of the Portland Planning Board

From: Larry Mead, Chair of Baseball Buildings and Operation Committee

Subject: Hadlock Stadium Project

The City of Portland proposes to develop a new 6,000 seat baseball facility at the Hadlock Stadium site on Park Avenue, adjacent to the Exposition Building. This facility will be the home to a new Double AA minor league baseball team beginning in April, 1994. The Portland City Council authorized this project in August, 1992, and the Eastern Baseball League awarded a franchise to be located in Portland shortly thereafter.

The facility consists of the following major components:

1. A 6,000 seat grandstand structure primarily consisting of structural steel, approximately 345 feet long and100 feet wide.
2. A support building underneath the grandstand. The facility under the grandstand will include a concourse separating and connecting restrooms and concessions, as well as providing access to the seating areas. The administrative offices for the team will be located here.
3. A redesigned parking configuration separating public parking for the event from employee parking.
4. A public plaza in front of the stadium along Park Avenue.

This project is of tremendous benefit to the City of Portland. It brings to Portland's downtown a major entertainment attraction that will bring thousands of visitors to the downtown area. It provides to the City's and the region's residents an alternative entertainment attraction that is reasonably priced and appropriate for the entire family. Professional baseball complements the vitality and excitement that is present in the urban center.

This is the first opportunity the Planning Board has had to give consideration to the site plan for the new baseball facility at Hadlock Stadium. The project has already undergone a highly visible scrutiny by the City Council during public hearings this past summer. The proposal received an extrodinary level of publicity through the communications media. Ample opportunity for public comment was provided. During this process City staff endeavored to provide information to the Council and the public concerning the facility, including its effect on the neighborhood, and its parking and traffic impacts. Throughout this process, the public

response has been overwhelmingly supportive. Subsequently, staff has further refined the information pertaining to parking and traffic for the benefit of the Planning Board.

This proposed stadium project is particularly appropriate to the Hadlock Field site, which is rich with a tradition of baseball in Portland. Baseball has been played in this immediate vicinity since early in the first decade of this century. During the 1920's, there were over 70 amatuer baseball teams playing in Portland. Many of the games were played in the Hadlock field area. The baseball field was then called Richardson's Field. During the 1930's and 40's, Portland's minor league team, the Pilots, played at this location, consistantly attracting the largest attendance in the league. Baseball has continued to be played at this site up to the present day. The field was renamed after long-time Portland High School coach, Edson Hadlock in the early 1980's. Hadlock Field was renovated in 1987, including seating and field lighting.

The proposed development does not introduce a new type of use to the neighborhood. This Sports Complex area is often the location for events with large numbers of patrons, including events at the EXPO, regional tournaments at any of the facilities, major football contests at Fitzpatrick Stadium (Thanksgiving, University of Maine), and statewide track and field events.The new Hadlock Stadium will appropriately complement the other major sports facilities located within the larger site area. The entire sports complex provides the finest multi-sport facilities in the state, including the EXPO building, the Portland Ice Arena, and Fitzpatrick stadium.

Project Participants

The City Manager appointed a Baseball Operations and Building Committee to oversee the development of the proposed facility. This committee is composed of people representing key functions within the City organization, in addition to other resource people from outside of the organization. Committee members are identified on the front page of this memorandum.

The Building Committee will utilize professional and technical assistance from several sources:

William Whited: Mr. Whited provides the design, engineering, and architectural support to the stadium building. In addition, Mr. Whited is providing technical assistance to the design of the entire facility.

Ellerbe Becket, Inc.: Ellerbe Becket is an architectural/engineering firm specializing in the development of sports facilities, with extensive experience in the development of major and minor league baseball facilities. Ellerbe Becket is providing comprehensive review and analysis of the entire facility to the City.

Grandstand Supplier: The City is currently negotiating with a national supplier of baseball stadium grandstands for the design and construction of the grandstands and seating. The negotiations involve final modifications of facility design and final contract costs, and should be completed within two weeks.

Site Plan Elements

A site plan has been provided to the Planning Board. The plan reflects the limitations imposed on the site by the location of the EXPO building. Since Professional Baseball Association rules require 6,000 seats in this facility, the positioning of the grandstand must conform to the requirements of PBA and the existing location of the EXPO. This, of necessity, results in an unbalanced configuration, turning the main entrance to the facility slightly away from the EXPO and towards Falmouth Street. The plaza situated in front of the stadium serves to connect the EXPO, as well as Park Avenue, to the facility.

Parking and Traffic

A comprehensive parking and traffic study has been completed and provided to the Planning Board. The parking study identifies a combination of 2309 parking spaces within a one-half mile radius of the facility exclusive of any parking in Deering Oaks Park, more than adequate to serve the 1693 spaces needed for a capacity crowd at the stadium. Of this total, 1701 are within a one-quarter mile radius. The parking plan utilizes tandem parking in the municipal lots closest to the stadium, an approach that is routinely used in Portland for Civic Center events. Since the average attendance in the Eastern League is less than 3000, and the highest average attendance is 4000, the proposed parking plan will readily handle a "typical" game crowd. Past experience with events at the EXPO demonstrate that the area can accomodate parking for similar numbers of vehicles. The steps outlined in the parking plan, such as tandem parking and access to Maine Medical Center garage, provide additional parking capacity than has been previously available.

The traffic study incorporates a recent field report completed at a November, 1992 UMO football game at Fitzpatrick Stadium. The study concludes that the affected area is able to readily accommodate traffic levels and will not be adversely affected by projected baseball traffic.

Coordination of events within the Sports Complex

The proposed facility is located within a sports complex that also includes the Portland Ice Arena, the Exposition Building, and Fitzpatrick Stadium. The seasonal nature of events at the Ice Arena and Fitzpatrick Stadium insure that there will be almost no conflicts with the baseball season (April - August). In addition, the schedules of both of these facilities are managed by the Recreation Division. The Recreation Division will also be responsible for coordinating the schedule of Hadlock Stadium and will work closely with the baseball team and the Eastern League to minimize potential conflicts. With respect to the EXPO, the team will work closely with the EXPO Director to prevent scheduling conflicts in advance whenever possible, through joint planning. If conflicts are likely, the two entities will minimize negative conditions by making modifications to the timing of events, such as changing the starting time of a baseball game. EXPO Director Frank LaTorre is serving on the Operations Committee in order to address this and other potential issues of coordination.

In summary, the proposed stadium development represents a positive contribution to the City and to the neighborhood. The stadium will physically complement the existing elements of the Sports Complex. Functionally, it will be located exactly where it belongs, in proximity to other quality sports facilities, and at the site which has been home to Portland baseball from the sport's earliest days in the City. Traffic and parking requirements have been accommodated up to the stadiums maximum capacity, with a plan that reflects the urban center location of the facility. This project will bring tremendous vitality and excitement into Portland. It is right for downtown, the neighborhood, and the City.

ATTACHMENT E-1

Planning Report # 60-84

SITE PLAN REVIEW FOR

AN ICE ARENA

ADJACENT TO THE EXPOSITION BUILDING

Submitted to:

City Planning Board
Portland, Maine
June 26, 1984

I. Introduction

The City of Portland and Community Constructors, Inc., have requested site plan review for development for an ice arena adjacent to the Exposition Building in the vicinity of Park Avenue and Deering Avenue.

Seventy eight notices were sent to area property owners of this meeting.

II. Findings of Fact

Proposed Use: ice skating arena, 900 seat capacity
Existing Zoning: Recreation Open Space (ROS)
LDP Zoning: Open Space
Building Ground Floor Area: 32,000 sq.ft.
Building Height: 2 stories plus a basement
Parking: 180 new spaces
Project Cost: 1,590,000.

At the Planning Board meeting of April 12, 1983, the Board recommended to the City Council a zone change from R-5 to ROS for the Expo area. The City Council approved the zone change on April 20, 1983. The fire house and King Middle School were excluded from the zone change as well as a small triangular shaped portion of the Expo site adjacent to the Maine Center for the Blind.

On May 31, 1984, the ice skating facility was approved by the Board of Appeals as a conditional use (section 14-155-156,474(c)).

A. Existing Uses

Existing uses on the site include the Expo building, athletic fields, various Parks and Public Works buildings, including the greenhouse and the Parks Director's residence (removed in 1983). Under this proposal, all the buildings will be demolished except for the brick "almshouse" which has recently been converted to a City horse barn and storage uses.

B. Vicinity Uses

Abutting uses to the site along Deering Avenue include a gas station, a residence, Maine Center for the Blind and King Middle School. The southerly side of Park Avenue is primarily multi-family residential with a convenience store and a medical office building located near by. There are also several vacant lots along Park Avenue. The corner of St. John and Park Avenue has a more commercial character. Other uses in the area include Deering Oaks Park (ROS) to the east and I-295 to the north.

III. Proposed Development

The proposed ice arena will be located adjacent to the gas station which abuts the property on Park Avenue. This site has been modified from that site approved by the Planning Board last year as adjacent to the Expo building. In the new scheme, an entryway, drop-off and 46 space parking lot is proposed between the proposed ice arena and Expo building.

The new location was selected to take advantage of better soils conditions as well as provide increased parking near the buildings.

A large new parking area will be developed on the site of existing City buildings that will be removed from the site to the rear and parallel to the football stadium. The rear parking lot will have a capacity of 135 parking spaces and will be paved and striped.

Entrance ways to the parking lot will be from Park Avenue and Deering Avenue.

Elevations of the proposed ice arena are brick along the front with metal-clad siding along the other three sides of the pre-manufactured structure. The front facade also contains a variety of building forms.

IV. Staff Review

The site plan has been reviewed for compliance with the review criteria set forth in section 14-527 of the Site Plan Ordinance. The Fire Department and Building Inspections Services have reviewed and approved the site plan. Public Works has reviewed and approved the plan. (see attachment).

In addition to the site plan review criteria, the Planning Board is also required to review this project for compliance with the special development standards for Recreation and Open Space uses (section 14-158). These standards are outlined later in this report.

1. Traffic

William Bray, Traffic Engineer has reviewed and approved traffic related concerns for the site. The main entrance to the ice arena will be from Park Avenue both ingress and egress. An area for loading at the Expo building has been reserved at the existing loading location. A drop-off area immediately in front of the ice arena building entrance and a 46 space parking lot will accommodate most of the parking needs of the facility except during larger spectator games.

A two-way driveway connects this front area with the rear parking lot with an existing passageway behind the almshouse/horse barn.

The rear parking lot would also contain ingress and egress from Deering Avenue, with two egress lanes.

Other traffic - related development includes a minor curb realignment of Park Avenue at the entranceway on Park Avenue to improve the street line configuration at this point as requested by the City Traffic Egnineer.

The Zoning Ordinance (14-332) requires one parking space per 5 fixed seats in auditorium, theaters and assembly halls and this requirement has been used for this facility, which contains 900 fixed bleacher seats. A parking requirement of 180 spaces is met.

Pedestrian walkways are proposed along the westerly side of the ice arena from Park Avenue, along the easterly side of the Expo, between the ice arena and almshouse/horse barn, along the northerly side of the rear parking lot parallelling the football stadium and behind the almshouse to the football stadium area.

New fencing is proposed along the rear parking lot to separate the Maine Center for the Blind and the King Middle School from the facility and along the top of the football stadium from the area behind the almshouse to Deering Avenue.

A small horse corral is proposed adjacent to and westerly of the almshouse/horse barn.

These improvements will adequately separate the various conflicting activities in the Sports Complex area.

The Traffic Engineer has approved the proposal as per the attached memo. The four changes he requests have been included on the submitted final site plan.

2. Bulk, location, sewers, sanitary, storm drains.

The proposed structure meets all space and bulk Zoning Ordinance requirements. The ice arena will be 2 stories high which is less than the height of the Expo.

Sanitary sewer needs of the site will be provided by pumping to an existing manhole on Park Avenue sewer line. Public Works has reviewed and approved the drainage plan and stormwater runoff calculations for the project.

The proposed buildings mass, scale and height fits approximately into the neighborhood and as viewed from I-295.

3. Landscaping

A landscaping plan has been approved by staff. The existing large shade trees will be preserved on Park Avenue and near the almshouse/horse barn.

A 6 foot high chainlink fence is indicated along the parking lot and abutting properties. Landscaping will be planted along portions of that fence line. A wood fence will surround the horse corral. The City Arborist has approved the landscaping plan.

Utilities will be underground.

4 Soil and Drainage

The entire driveway and parking area will be paved. Other ground areas not occupied by buildings will be seeded with grass to prevent soil erosion.

5. Lighting

Lighting for the parking lots is addressed by 5-30 foot high utility poles with non-glare luminaire, 250 watt high pressure sodium lamps. Decorative lighting will also be mounted on the westerly side of the ice arena and southerly side of the horse barn for pedestrian walk-way lighting.

6. Financial Capability

The City Council has authorized the funding for this facility.

7. Fire

The Fire Department has reviewed and approved fire related concerns for the site plan.

8. Section 14-158 Development Standards for Recreation and Open Space Zone

All development in the Recreation and Open Space Zone shall comply with the following development standards, which shall be reviewed by the Planning Board in conjunction with the Site Plan Review:

a. All ground areas not used for parking, loading, vehicular or pedestrian areas and not left in their natural state, shall be suitably landscpaed.

b. Natural features, such as mature trees and natural surface drainage ways shall be preserved to the greatest possible extent consistent with the uses of the property.

c. Loading areas shall be screened and parking areas shall be screened and landscaped so as to avoid a large continous expanse of paved area.

d. Buildings and structures shall be sited to avoid obstructing significant scenic views presently enjoyed by nearby residents, passerby, and users of the site.

e. Storage of commodities and equipment shall be completely enclosed within buildings or provided with screening by a fence,wall, or landscaping.

f. The outer perimeter or playfields, playlots, and other active recreational areas shall be screened, or shall be located a reasonable distance from any residential use.

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

V. Staff Summary

The Planning staff finds that the proposal meets the requirements set forth above as presented.

Attachments

E-7

PLANNING REPORT #46-87

PLANNING DEPARTMENT REPORT

PORTLAND SCHOOL DEPARTMENT MODULAR CLASSROOMS

CONDITIONAL USE

Submitted to:

Portland Planning Board
Portland, Maine

May 26, 1987

I. INTRODUCTION

The Portland School Department is requesting conditional use approvals for modular classrooms at five Portland elementary and middle schools. The classrooms were deemed necessary by the school board to alleviate crowding at these schools. They are proposed to be in place for two years.

The schools are in the R-2, R-3 and R-5 zones. They are Lyseth Elementary, Moore Middle, Baxter Elementary, Jack Elementary and King Middle. A location plan is attached as #1. Each unit will be 24 x 56 feet, made of grooved wood siding with ten windows each. Each unit will hold two classrooms and each classroom will have two exits.

This hearing was advertised in the Guy Gannett newspapers of May 18, 1987 and notices were mailed to landowners in the area. The plans were reviewed under conditional use standards for each zone and evaluated under the pertinent site plan standards. The plans are attached to this report.

II. SITE LOCATION

The five sites were chosen during site visits made by representatives of the School Department, School Board, the applicant's engineer, the City's Building Inspection Division, Fire Department and Planning Department. Because of the fire wall rating of each unit, the Inspection Services Division requires that the units be at least 30' from the principal structure or school. The Fire Department requires access to the units and proximity to a hydrant. Each location proposed has met the requirements of those departments.

At Lyseth-Moore the Fire Department required a new hydrant between the schools. This will be installed as part of the access drive reconstruction being planned by the City. In addition, the Fire Department requested certification from a registered engineer that the asphalt surface behind the Baxter Elementary School could support emergency vehicles. Pinkham and Greer, consultants from Falmouth, have provided a letter of certification, which is attached as #2.

III. SITE PLAN REVIEW

The plans have been reviewed by City staff using pertinent site plan standards. The Public Works Department and City's Traffic Engineer have reviewed and do not oppose the plans. Each building will have electrical and fire alarm service from the existing school buildings.

Lyseth Elementary School R-2 zone

The classroom at Lyseth is proposed to be put between two wings of the school building on an asphalt area. The site will be accessible on a new 20' wide fire land to be consturcted beside the school. This proposal is acceptable to the Fire Department.

The City has scheduled for this summer a reconstruction of the school's parking lot and drive, including changes in the site layout. The proposed fire hydrant between Lyseth and Moore schools will be paid for by the school department and installed by the Portland Water District. A possible condition of approval is that if the city construction work is not complete by the time the schools open in September, the school and Water District install the hydrant prior to completion of the paving project.

Moore Middle School R-2

This unit is located between the school and the parking lot. It is concealed from public view from the front by the school building. Again, no landscaping is proposed. The unit is 320 feet from the nearest residential area.

Baxter Elementary Schoool R-5

An asphalt play area was chosen as the site at this school. The applicant has provided a letter to the Fire Department certifying that the substrate will hold emergency vehicles. This area is not used by vehicles so the location is not expected to impede vehicular circulation. The unit is approximately 140' from the nearest residential area. No landscaping is proposed.

Jack Elementary School R-3

This unit will be located in a fenced asphalt play area encircled by the schoool building and abutting North Street. There is no landscaping in this area and none is proposed. Carmela Barton, City Arborist, has suggested landscaping at this school (see attachment #3). In the past the pavement has been used as a snow emergency parking area in the winter. The school would continue to use part of the area in that capacity.

King Middle School R-5

This unit is proposed for the south corner of the parking area, 60' from the school building. The location leaves adequate room for traffic circulation. Nine spaces will be lost with the addition of this unit, leaving 61 spaces. The school requires 32 spaces.

The King site is directly adjacent to a residential area. While there is a sparse vegetative buffer on-site now, the Board may wish to condition a more substantial buffer.

IV. CONDITIONAL USE STANDARDS

The following conditional use standards apply:

Upon a showing that a proposed use is a conditional use under this article, a conditional use permit shall be granted unless the board determines that:

a. There are unique or distinctive characteristics or effects associated with the proposed conditional use;

b. There will be an adverse impact upon the health, safety or welfare of the public or the surrounding area; and

c. Such impact differs substantially from the impact which would normally occur from such a use in that zone.

V. TIME LIMIT

The School Department proposes to use these units for no longer than two years. At the workshop session the board asked whether a conditional use permit could be subject to a time constraint. Jim Katsiaficas, Associate Corporation Counsel, has determined that it may. His memo is attached as #4.

VI. MOTIONS FOR THE BOARD TO CONSIDER

On the basis of plans and materials submitted by the applicant, and the findings of this board reflected in the information provided in Planning Report #46-87 relevant to standards for conditional use permit, and/or other findings as follow:

The Board finds that:

1. The plan is in conformance with the applicable portions of the site plan ordinance.

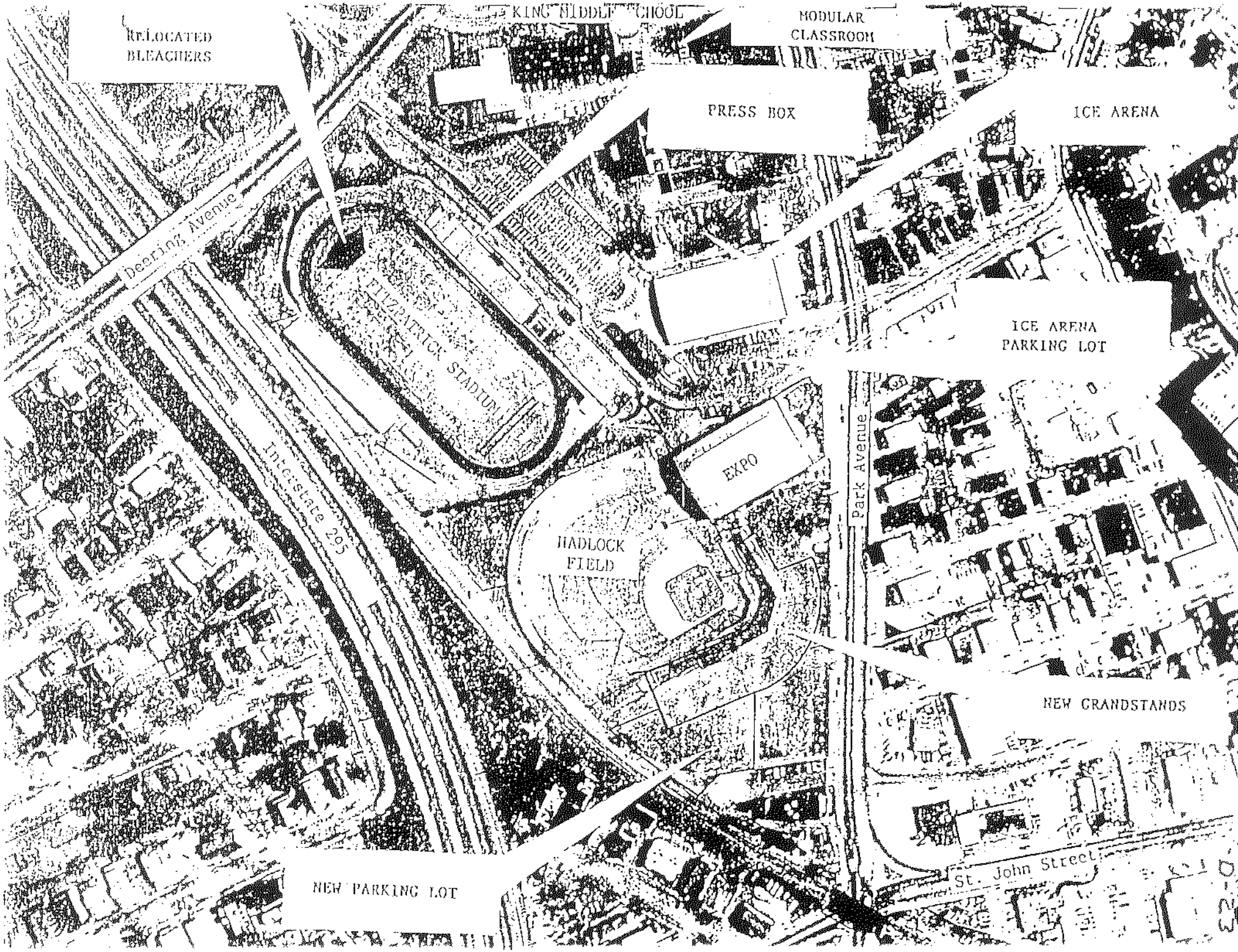
   A. Conditions of Approval

      i. That landscaping be provided as a visual buffer around the modular units, per specifications of the City Arborist.

   B. The plan is in conformance with the conditional use standards.

List of Attachments

1. Location plan and site plans
2. Surfrace strength study
3. Memo from Carmela Barton
4. Memo from Jim Katsiaficas


RELOCATED
BLEACHERS
KING MIDDLE SCHOOL
MODULAR
CLASSROOM
PRESS BOX
ICE ARENA
Deering Avenue
FITZPATRICK STADIUM
ICE ARENA
PARKING LOT
Interstate 295
EXPO
HADLOCK
FIELD
Park Avenue
NEW GRANDSTANDS
NEW PARKING LOT
St. John Street

ATTACHMENT F

ete EATON TRAFFIC ENGINEERING

To: William J. Bray, P.E., Portland Deputy Public Works Director/City Traffic Engineer
Mary Ann Theriault, Traffic Project Engineer

Fm: William C. Eaton, P.E., Eaton Traffic Engineering

Re: Hadlock Field Traffic/Parking Study Peer Review

Dt: February 11, 1993

Per your request, I have reviewed the Hadlock Field Traffic Study (January 1993) and the Hadlock Field Parking Study (August 1992), prepared by the City of Portland Public Works Department and Traffic Engineering Division. My findings with regard to both studies are summarized as follows:

Hadlock Field Traffic Study

Approach and Scope of Study

The traffic study defines the primary impact area of the proposed Ballpark as being the intersections of Park Avenue @ Deering Avenue and Park Avenue @ St. John Street. At the request of the Portland Planning Board, the intersection of Congress Street @ St. John Street has been added to the "impact area". The rationale implicit in the report for identifying these locations as the primary impact area is based upon the fact that both original locations are in immediate proximity to both Hadlock Field and primary parking areas available to spectators. In addition to this basic consideration, there are several other factors to be considered:

- The arrival and departure times for traffic associated with ballgames will occur during "off-peak" traffic flow periods - for weekday games traffic will arrive at 6:00 - 7:00 PM, and depart after 8:00 PM. Along Park Avenue, weekday peak traffic flows generally begin at 3:00 - 3:15 PM and decline after 5:00PM. On weekends, peak traffic volumes overall tend to be less pronounced than that of weekdays since much of the work-trip traffic associated with weekday peak traffic flow periods is not present. Because the peak traffic generation associated with the ballpark occurs in off-peak periods the traditional approaches used for traffic impact analyses are not necessary, and professional judgement should be used to define the appropriate impact area. In this case it appears that selection of intersections in the immediate vicinity of the ballpark (and its associated parking areas) that are known to be heavily loaded during "normal" peak traffic periods as the primary impact area is appropriate. If analysis of these locations indicate potential problems, this would justify expansion of the primary impact area - if not, this would indicate that the probability of problems further from the site is extremely unlikely;

- The location of Hadlock Field and associated parking facilities within the highway system of the City of Portland provides a multitude of access routings. Because of this condition, traffic approaching and departing the area will essentially be diffused and not concentrate on any single facility. Given the

location of the parking supply for the Field, it appears clear that any concentration of traffic that does occur will be on Park Avenue in the vicinity of Deering Avenue and St. John Street;

Traffic counts performed by the City of Portland at the intersections of Park Avenue @ Deering Avenue and Park Avenue @ St. John Street on two Saturdays in November - one representing conditions with a University of Maine football game at Fitzpatrick Field and one without any special event - indicate that 30 - 50 percent of the vehicles associated with the game passed through these two intersections after the game (when concentration of demand is most likely). The remainder of the traffic associated with the game had numerous route alternatives and is unlikely to have concentrated on any single facility to the extent measured on Park Avenue.

In considering the above factors, the selection of the two most proximate intersections to Hadlock Field and its parking supply is appropriate for analysis of impacts associated with games at the proposed ballpark.

When considering the traffic impacts associated with an activity such as a baseball game, it must be remembered that traffic is generated to and from the parking supply associated with the park, not the park itself. It is sometimes difficult to project which parking supplies will be used, and what routes will be used to access the parking supply. The Hadlock Field Traffic Study essentially used a University of Maine football game, which is estimated to generate about 2/3 the traffic and parking demand of a maximum attendance ballgame, as a "model" to determine projected traffic and parking demand. The use of such an approach allows direct observation of individual driver selection of travel route and parking area, and as such, is to be preferred over the normal judgement and logic based assignment of traffic and parking demand that is typically employed in such studies (and where the opportunity for such an approach is not present). The Hadlock Field study essentially expands upon the traffic and parking demand associated with the University of Maine football game by increasing the incremental impact over "normal" (i.e. non-game) conditions by 50± percent. This approach seems both logical and reasonable in terms of predicting the impact of a maximum attendance ballgame.

Finally, it must be considered that traffic impact studies look at worst case or "design" conditions in terms of traffic and parking impacts, on the logic that if the design condition can be accommodated reasonably, then there should be no problem addressing a normal "less than design" condition. The importance of this consideration is that the impacts predicted for the design condition will not occur during "normal" conditions, and that the design condition will occur only 5 - 6 times during the season.

Mobility Assessment

Based upon the experience of other minor league ballparks, the Hadlock Field Traffic Study assumes that the "design" condition will reflect traffic generated for 95% of the available seating in the park (5700 persons). This condition involves a demand of 1693± vehicles added to the normal traffic flow on the streets in the vicinity of the site, and a demand for 1693± parking spaces. As noted in the previous section, the traffic demand at the intersections evaluated was estimated by factoring the traffic increases observed before and after the University of Maine football game by 50± percent, and adding this increase to "normal", non-game traffic. Capacity analysis was performed for both pre- and post-game conditions, with acceptable conditions (Level of Service "D" or better) predicted for both pre- and post-game

traffic flow - with some modification to signal operation. In reviewing the analyses for pre- and post-game conditions it was felt that the projected pre-game assessment of intersection Level of Service was reasonable, because spectators will tend to start to arrive one hour before the game to get good seats, find a convenient parking space, et cetera. After the game, however, the departure of spectators is not likely to be as leisurely. The parking study associated with this proposed ballpark indicated that all parked vehicles exited the lots very quickly. This indicates that basing the analysis of the intersections in the primary impact area on a peak one hour traffic demand may understate the impact of the "surge" of traffic that would be expected immediately after the game. Accordingly, the analyses performed in the study for the post-game condition was re-evaluated assuming that a "surge" of traffic would occur at both of the intersections in the primary impact area. Essentially this analysis doubles the peak demand impact associated with the ballpark in terms of its effect on operations and Level of Service at the Park Avenue @ Deering and Park Avenue @ St. John Street intersections. A summary of the results of this re-evaluation is shown below:

COMPARISON OF LEVEL OF SERVICE FOR DEPARTING TRAFFIC

LOCATION	LEVEL OF SERVICE / DELAY (SECONDS/VEHICLE)			
	WEEKDAY HADLOCK STUDY	WEEKDAY RE-EVALUATION	WEEKEND HADLOCK STUDY	WEEKEND RE-EVALUATION
PARK @ DEERING	C / 16.3	C / 19.1	C / 18.2	C / 23.3
PARK @ ST. JOHN	C / 21.2	C / 21.3	D / 25.9	D / 37.6

As can be seen, the impact of the "surge" is minimal on the weekday condition, but is more pronounced on the weekend - particularly for the Park Avenue @ St. John Street intersection. At the Park/St. John intersection, the most recent timing of the traffic signal was used, which includes a more efficient, semi-actuated operation which is easily modified by the City Traffic Engineering Division. Overall, the operation of both intersections during the "surge" of traffic immediately following the game should be within acceptable limits. It should be noted that there may be short periods of several minutes duration during the surge that will reflect demand that exceeds even the surge volumes used in the evaluation. This is not unusual and in fact occurs on a relatively normal basis at most intersections during peak flow periods. This condition is simply one that will cause a short term period of congestion that will disappear as normal flow is established.

At the request of the Portland Planning Board, the intersection of Congress Street @ St. John Street was included in the primary impact area. The City of Portland Traffic Engineering Division conducted traffic counts at this location for a Friday evening and Saturday afternoon, and performed capacity analysis for both projected pre- and post-game traffic conditions. The results of this analysis indicate a projected Level of Service "B" condition, with average vehicle delay in the range of 10.9 to 12.8 seconds. Re-evaluation of the Level of Service for the post-game period surge condition indicates a projected Level of Service "C" condition, with average vehicle delay of 15.0 seconds on a design weekday (Friday evening), and 18.1 seconds on a design weekend (Saturday afternoon).

Alternate Traffic Modes

While the mobility assessment review in the previous section assumes, as a worst case scenario, that all of the 5700 spectators attending a "design" event will arrive by automobile, it is very likely that a significant proportion of the attendance will arrive on foot from the surrounding residential neighborhoods, by bicycle, or by Charter or Metro Bus. The Hadlock Field Study indicates that bus drop-off areas will be provided in the vicinity of the site and bike racks will be available on-site. A key consideration is the fact that all persons attending a game, with the exception of those who park in Hadlock Field Parking Lot "B" or arrive by bus, will approach the ballpark on foot. Pedestrian traffic considerations are thus quite important. The presence of a wide sidewalk on Park Avenue addresses much of the pedestrian need, and it is felt that the area in the immediate vicinity of the entrance is the main concern. At this location, vehicles (autos and buses), bicycles and pedestrians will converge, and it is critical that a relatively high degree of control and direction be exercised. Attendants will be stationed in this area to direct traffic and pedestrians to minimize any congestion. In addition to these measures, it is recommended that actions be taken to positively control pedestrian crossings of Park Avenue in the vicinity of the field. The report notes that pedestrian signals and timing are provided at the signalized intersections along Park Avenue. The nearest traffic signal to the field entrance is Park Avenue @ St. John Street. It seems unlikely that persons taking advantage of private parking and/or the Maine Medical Center parking garage in the Gilman Street area will travel to that intersection to cross Park Avenue. Accordingly it is felt that pedestrians travelling to the field from the south side of Park Avenue should be kept on the sidewalk on that side of the street and crossing should be limited to a single crosswalk directly in front of the main entrance to the field. Use of this crosswalk should be controlled by a crossing guide. The crosswalk itself may be temporary in nature, using traffic cones and movable signs, or may be permanent. The crosswalk area should also be well lighted to alert drivers on Park Avenue of crossing activity, since most weekday games will end after sundown.

Safety

The Hadlock Field Traffic Study provides a detail review of safety conditions in the vicinity of the Field, and recommends a number of hazard mitigation actions to address problems, a number of which have already been programmed or implemented. Review of these recommendations indicates that all are appropriate. Two areas where improvements are not recommended are Deering Avenue in the vicinity of Cumberland Avenue, and Marston Street at Congress Street and Park Avenue. In the former case, most of the accidents (11 of 18) occur during poor environmental conditions (snowy or icy streets) and involve collisions with parked vehicles. The ability to correct this problem is severely limited. At the latter locations, the extremely heavy volume of traffic exiting from I-295 northbound and wishing to travel west on Congress Street is a major contributing factor to the accident problem, and as the Study indicates, is best addressed as part of an I-295 corridor study, which may find better ways to address this travel pattern demand.

Hadlock Field Parking Study

Parking demand for a "design" event of 95 percent attendance is projected to be 1693 spaces. This projection is based upon observation of parking usage during a University of Maine football game in November 1992 which had attendance of approximately 2/3 of the projected attendance at a "design" condition baseball game. Corroboration of this projection uses statistics provided by the Professional Baseball Association, which indicate that 85 percent of attendees will arrive by automobile, with an average vehicle occupancy of 3 persons. Compari-

son to statistics published by the Institute of Transportation Engineers and the ENO Foundation for Transportation further confirms the reasonableness of this estimate.

The Hadlock Field Parking Study proposes to provide parking supply to meet this demand primarily through three main sources:

1. "Controlled" off-street municipal parking consisting of 806 (286 without tandem parking) spaces in the Fitzpatrick Field, King School and Hadlock Field (Lot B) parking lots;
2. "Uncontrolled" off-street parking consisting of 108 spaces in Hadlock Field "A" and the St. James Street parking lots/areas; and
3. "Uncontrolled" on-street parking consisting of 395 spaces on Deering Avenue, State Street and St. James Street.

These facilities provide 1309 (789 without tandem parking) spaces. In addition to the facilities noted above, the Study identifies a number of additional parking areas. The Bedford Street parking lot at the University of Southern Maine and the Gilman Street parking garage of Maine Medical Center have been offered for use during ballgames. These two facilities will provide at least an additional 1000 spaces, which when combined with the public supply provides 2309 (1789 without tandem parking) spaces - enough to more than satisfy the demand associated with a "design" event. It is likely that some of these spaces will be in use for other purposes during the ballgame, and an estimate of this usage was developed using parking survey data collected by the City of Portland Traffic Engineering Division for a non-event Saturday in November 1992. The data from the survey indicates that perhaps as many as 100-150 spaces will be in use for purposes other than the ballgame, thus reducing the parking supply on the facilities identified to 2159 - 2309 (1639 - 1689 without tandem parking) spaces.

The availability of these spaces alone will easily provide more than a sufficient parking supply for a full-capacity ballgame. For a "normal" ballgame, a 50 percent capacity crowd is projected, indicating a parking space demand of 847 spaces, which can easily be accommodated in public areas with a minimal level of tandem parking.

In addition to the parking supply options noted above, it is important to note that private enterprise will undoubtedly also attempt to service demand for parking, particularly in the vicinity of the field. Inquiries by the Portland Traffic Engineering Division indicate that this practice is already anticipated by businesses in the area. Overall, it appears that there is more than adequate parking supply within a reasonable distance of Hadlock Field, and that the primary issue associated with parking is management and not supply.

An option proposed in the Parking Study is the use of "tandem" parking, a technique that simply uses all the available space in a parking lot, including circulation aisles, to park vehicles. The Study estimates that over 500 additional spaces in close proximity to the park (in "controlled" off-street lots) can be provided using tandem parking. Tandem parking is generally viable only in close proximity to the event being served, and provides a convenience to the spectators by reducing the walking distance to the event. This convenience is obviously offset by the inconvenience of having to wait for the lot to empty after the event is over. In general tandem parking works quite effectively, and lots tend to clear quickly. A critical management feature associated with tandem parking is to minimize fixed barriers within the parking area to allow vehicles flexibility in departing from their space as the lot empties. Care and attention to this feature will essentially eliminate the possibility of vehicles being blocked if some spectators do not return to the lot immediately following the game.

A management action associated with safety is proper lighting at the entrances and exits to the parking facilities, particularly those which are attendant controlled and in close proximity to the Field. These lots (Hadlock, King, and Fitzpatrick) will be exiting on to high volume streets and will probably require attendant traffic control to enter the street. Lighting in the area of the entrance/exit is important in terms of protecting the safety of the attendant controlling traffic, and of alerting motorists on the street of the presence of temporary traffic control and entering traffic.

Additional management actions to be considered are installation of permanent and temporary signs to guide people unfamiliar with the area to parking areas, and measures to minimize parking impacts in nearby residential neighborhoods. The former issue is intended to be covered in an operations manual to be developed prior to the opening of the Field. The latter issue has been addressed in the Study by the proposal to implement a residential parking sticker program, where on-street parking would be limited to 1 hour unless the vehicle has a valid residential sticker. While there will undoubtedly be some parking in residential areas near the Field, it is difficult to predict the level of this parking, particularly given the overall parking supply available for the Field. Because there are some inconveniences associated with a sticker program - such as the cost of the sticker, problems in providing parking for visitors to the area, etc. - it is suggested that parking in nearby neighborhoods be monitored during ballgames to establish the magnitude of the problem and develop solutions as necessary which are appropriate for the problem.

Summary of Findings

1. Projected traffic associated with a "design" condition ballgame at Hadlock Field can be accommodated on streets in the vicinity of the Field at acceptable levels of service. Analysis of the "surge" of traffic associated with post-game traffic indicates that some modification of traffic signal timing will be necessary to accommodate peak traffic flows. This can be accomplished quite effectively with a post-game traffic signal plan which can be implemented through the City's computerized traffic control system.
2. Management and control of pedestrian crossings of Park Avenue should be considered. It is recommended that a single crosswalk be temporarily or permanently established on Park Avenue at the main entrance to Hadlock Field, and that a crossing guide and adequate street lighting be provided.
3. Parking supply for a "design" condition ballgame appears more than adequate to meet demand. For a "typical" event involving about 50 percent of seating capacity, the entire parking demand can be essentially met in parking lots and on-street in close proximity to the field.
4. For safety considerations, it is recommended that the City provide adequate lighting at the entrances and exits of attendant controlled parking lots. In addition, lighting along streets used as part of the on-street parking supply for the field, and streets which are access routes to parking areas should be reviewed to ensure that it is adequate to preserve the safety of pedestrian traffic.
5. The City intends to develop an operations manual to establish standard control measures and procedures to be employed prior to, during and following games. This operations manual is to be refined as the City gains experience during the season. It is suggested that this refinement process include the issue of parking in residential areas near the Field, rather than taking immediate action such as a residential parking sticker program, and develop solutions that are appropriate to the actual magnitude of any problem that arises.

I trust that this review addresses the City's needs in this matter. Should you have any questions regarding this review, please do not hesitate to contact me.

son to statistics published by the Institute of Transportation Engineers and the ENO Foundation for Transportation further confirms the reasonableness of this estimate.

The Hadlock Field Parking Study proposes to provide parking supply to meet this demand primarily through three main sources:

1. "Controlled" off-street municipal parking consisting of 806 (286 without tandem parking) spaces in the Fitzpatrick Field, King School and Hadlock Field (Lot B) parking lots;
2. "Uncontrolled" off-street parking consisting of 108 spaces in Hadlock Field "A" and the St. James Street parking lots/areas; and
3. "Uncontrolled" on-street parking consisting of 395 spaces on Deering Avenue, State Street and St. James Street.

These facilities provide 1309 (789 without tandem parking) spaces. In addition to the facilities noted above, the Study identifies a number of additional parking areas. The Bedford Street parking lot at the University of Southern Maine and the Gilman Street parking garage of Maine Medical Center have been offered for use during ballgames. These two facilities will provide at least an additional 1000 spaces, which when combined with the public supply provides 2309 (1789 without tandem parking) spaces - enough to more than satisfy the demand associated with a "design" event. It is likely that some of these spaces will be in use for other purposes during the ballgame, and an estimate of this usage was developed using parking survey data collected by the City of Portland Traffic Engineering Division for a non-event Saturday in November 1992. The data from the survey indicates that perhaps as many as 100-150 spaces will be in use for purposes other than the ballgame, thus reducing the parking supply on the facilities identified to 2159 - 2309 (1639 - 1689 without tandem parking) spaces.

The availability of these spaces alone will easily provide more than a sufficient parking supply for a full-capacity ballgame. For a "normal" ballgame, a 50 percent capacity crowd is projected, indicating a parking space demand of 847 spaces, which can easily be accommodated in public areas with a minimal level of tandem parking.

In addition to the parking supply options noted above, it is important to note that private enterprise will undoubtedly also attempt to service demand for parking, particularly in the vicinity of the field. Inquiries by the Portland Traffic Engineering Division indicate that this practice is already anticipated by businesses in the area. Overall, it appears that there is more than adequate parking supply within a reasonable distance of Hadlock Field, and that the primary issue associated with parking is management and not supply.

An option proposed in the Parking Study is the use of "tandem" parking, a technique that simply uses all the available space in a parking lot, including circulation aisles, to park vehicles. The Study estimates that over 500 additional spaces in close proximity to the park (in "controlled" off-street lots) can be provided using tandem parking. Tandem parking is generally viable only in close proximity to the event being served, and provides a convenience to the spectators by reducing the walking distance to the event. This convenience is obviously offset by the inconvenience of having to wait for the lot to empty after the event is over. In general tandem parking works quite effectively, and lots tend to clear quickly. A critical management feature associated with tandem parking is to minimize fixed barriers within the parking area to allow vehicles flexibility in departing from their space as the lot empties. Care and attention to this feature will essentially eliminate the possibility of vehicles being blocked if some spectators do not return to the lot immediately following the game.

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I trust that this review addresses the City's needs in this matter. Should you have any questions regarding this review, please do not hesitate to contact me.

A

ATTACHMENT 6-1

HADLOCK FIELD PARKING STUDY

Parking Space Totals

March 1993

Lot Description	Total Spaces with "Tandem"	Total Spaces without "Tandem"
1. Fitzpatrick Lot	403	106
2. King School	215	74
3. Hadlock Field, Lot B	186 (108)*	106 (58)*
4. Hadlock Field, Lot A	50	50 (29)*
5. St. James St. Lot	58	58
6. Deering Ave.(Park to Washburn)	141	141
7. State St. (Park Entr. to Exit-WS)	45	45
8. St. James St. (Entire)	209	209
9. UMO Bedford St. Lot	500	500
10. Me. Med Gilman St. Lot	500	500
TOTALS	*2307 (2229)**	*1789* (1720)*

Total spaces required for a "capacity" ballgame total 1693. Both totals above exceed the capacity demand according to Professional Baseball Standards. We have included "tandem" parking as an alternative for the "Operations Handbook". We recommend having the first (3) lots used for "tandem" parking for the initial season. Although this type of parking may not be desirable to all patrons, it is very successful for other events in our area and at Fenway Ballpark.

Actual parking habits will be observed and closely monitored by the City. The possibility of converting to "normal" parking in these lots remains an viable option (while maintaining the PBA parking requirements).

* Includes corrections for the latest Site Plan as of March 19, 1993

CITY OF PORTLAND

Parks & Public Works Department - Traffic Division

M E M O R A N D U M

To: Portland Planning Board Members

From: William J. Bray and Mary Ann Theriault

Date: February 5, 1993

Subject: Response to the Hadlock Field Workshop

Several traffic and parking issues were identified at the January 26th Workshop relative to the proposed Hadlock Field Baseball Stadium. The following responses appropriately address each of the identified concerns:

1. PEDESTRIAN ACCESS TO/FROM THE BALLPARK

Primarily, pedestrian access to and from the Ballpark is provided by existing sidewalks on one or both sides of all the city streets within the study area. Along Park Avenue, crosswalks exist at all signalized intersections as well as Park Avenue/Gilman Street and Park Avenue/Weymouth Street.

Within the proposed "tandem" parking areas, pedestrian pathways are provided as follows:

(1) Fitzpatrick Lot has an existing sidewalk along the northside of the parking area. The Fitzpatrick Lot will need a short, 50 foot section of sidewalk installed to connect the existing EXPO sidewalk with the Fitzpatrick Lot sidewalk. We are recommending this project for completion in the summer of '93 by City forces.

(2) Hadlock Field's proposed site plan includes an expanded pedestrian walkway area connecting both Park Avenue and Hadlock Field, Lots A & B.

(3) King School Lot will use cones and portable signage to temporarily delineate pedestrian walkways. A detailed layout will be included in the Operations Handbook.

All other proposed off-street parking sites are currently bordering one or more city sidewalks. A thorough inspection off all sidewalks will be conducted in the spring. Improvement recommendations will be forwarded to the Parks and Public Works Director for future Capital Improvement consideration.

Response to the Planning Workshop...

In the Traffic Division's FY94 budget, we have proposed pedestrian signal upgrades along all of Park Avenue. This would include new informational signage for the better understanding of walk, flashing don't walk, and steady don't walk indications.

2. BICYCLE ACCESS TO/FROM THE BALLPARK

By state law, bicyclist must obey the same rules as vehicular traffic. We have already demonstrated and documented adequate mobility of traffic; therefore, bicyclist mobility is also considered satisfactory. We will monitor and introduce any new strategies adopted by the City or State Planning Departments. The proposed site plan for Hadlock Field includes a designated area for bike racks.

3. DIRECTION OF OUT-OF-TOWN VISITORS

Generally, traffic destined for the stadium from out-of-town communities will approach the site from three specific directions: NORTH, SOUTH and WEST. The following directions are a draft to be further coordinated with the Ballteam's personnel:

FROM THE NORTH

Traffic approaching from the north take I-295 to the Franklin Arterial or Forest Avenue-Eastbound ramps. Take a right at the first traffic signal for either ramp and follow the signs to the designated parking areas for the ballpark.

FROM THE SOUTH

Traffic approaching from the south take I-295 to the Congress Street ramp. Take a right at the second traffic signal for the Gilman Street parking garage or take Route1 - Veterans Bridge straight through to Valley Street. Follow the signs to the designated parking areas for the ballpark.

FROM THE WEST

Traffic approaching from the west take any of the following arterial highways: Congress Street, Forest Avenue, Washington Avenue or Brighton Avenue. Follow the signs to the designated parking areas for the ballpark.

Our primary goal when providing directional information will be to divert the site traffic onto as many arterial roadways as possible to lessen or dilute the measured traffic impact.

The proposed Traffic and Parking Operations Handbook will contain a detailed signage plan for arrival and departure ballpark traffic. Appropriately located informational signs will be used to direct traffic to the Stadium, designated parking areas, major highway arterials, METRO facilities, etc.

Response to the Planning Workshop continued..

Several additional concerns were raised by Herb Adams, House Representative, District 27, in a letter to Jadine O'Brien. Each of his issues, that were not detailed previously in this memo, are addressed as follows:

7. NO PARKING IN DEERING OAKS

Joe Gray, Director of Planning and Urban Development, addressed this issue at the January 26th Planning Workshop. In summary, the City Manager has requested funding through the upcoming HCD budget to retain a Consultant to develop a long-range Master Plan for Deering Oaks. The Consultant will be required to examine access control, parking, and general circulation. This comprehensive plan will be completed prior to the opening of the baseball facility.

Again, Our Hadlock Field Parking Study conclusively demonstrates sufficient off-street and on-street parking supply within the half-mile study area without the use of Deering Oaks roadways for parking.

8. PARKING IN ASSIGNED AREAS/ENFORCEMENT IN UNASSIGNED AREAS

The Operations Handbook will identify the designated parking areas. Permanent and portable "Baseball Parking" signage will be designed to encourage all Stadium patrons to the "preferred" designated parking areas.

Parking control personnel will be assigned to monitor and enforce on-street parking regulations during stadium events. As in the Notification Approach, we will coordinate efforts with the City Parking Control Manager.

9. MAINE SCHOOL FOR THE BLIND

The City has already contacted Mr. Robert Crouse, Executive Director of the Maine Center for the Blind, regarding gametime parking. They are strongly in favor of coordinating parking supply during all scheduled ballgames as they have for many special events throughout the year. Therefore, they will be aware of all home game schedules. We will contact Mr. Crouse again for review of the Operations Handbook.

They do not feel that providing ballgame parking in their own lot adversely affects the safety of their patrons/students. The additional traffic utilizing King School parking "attendant-controlled" lot will be for short "pre-game" time periods. The "post-game" traffic will depart through the proposed Deering Avenue throughway, to be constructed prior to opening day in April '94.

Response to the Planning Workshop...

The following information was added to further support the approach and analysis as performed by the City Traffic Division:

10. THE INTERSECTION OF CONGRESS STREET and ST. JOHN STREET

Traffic turning movement counts were conducted at the intersection of Congress Street and St. John Street from 6:00pm to 9:00pm on a Friday night, and from 12:00pm to 4:00pm on a Saturday afternoon.

The previously submitted Traffic Study under Mobility Analysis, Page 7, described Level of Service and the analysis process of ballpark traffic flow. A capacity analysis of Congress Street and St. John Street was performed for both the "weekday" evening and "weekend" afternoon condition. Again, separate analyses were calculated for the "pre-game" and "post-game" traffic conditions.

The results of the analyses reflected Level of Service "B" for all time periods. Enclosed please find the "revised" Table 4 depicted the detailed results of our calculations.

11. TRAFFIC and PARKING STUDY PEER REVIEW

Eaton Traffic Engineering has been retained to conduct a peer review of the Traffic and Parking Study as prepared by the City Traffic Division. A final report summarizing the findings of the review will be available prior to the public hearing. To date, there have been no outstanding omittances or discrepancies in the reports.

Hopefully, this memo and the previously submitted Traffic and Parking Study Reports provide the adequate documentation for review of the Hadlock Field Baseball Stadium. Once again, "specific details" will be provided in the upcoming Operations Handbook to be coordinated with City and Ballpark personnel.

SIGNALIZED INTERSECTION
CAPACITY SUMMARY

	1994 BASE CONDITION				1994 BASEBALL GAME CONDITION			
	"WEEKDAY"		"WEEKEND"		"WEEKDAY"		"WEEKEND"	
LOCATION	ARRIVAL PEAK	DEPARTURE PEAK	ARRIVAL PEAK	DEPARTURE PEAK	ARRIVAL PEAK	DEPARTURE PEAK	ARRIVAL PEAK	DEPARTURE PEAK
PARK AVE/ DEERING AVE	17.8 C	17.3 C	16.5 C	15.9 C	16.8 C	16.3 C	19.2 C	18.2 C
PARK AVE/ ST.JOHN ST.	18.6 C	17.4 C	22.9 C	20.3 C	18.9 C	21.2 C	23.6 (1) C	25.9 (1) D
CONGRESS/ ST. JOHN ST	11.3 B	10.5 B	12.2 B	11.7 B	11.5 B	10.9 B	12.8 B	12.1 B

(1) Assumes minor changes in both signal cycle and split timings

TABLE 4

ATTACHMENT H

EROSION and SEDIMENT CONTROL

A. GENERAL CONSTRUCTION DETAILS

The equipment anticipated to be used for the construction includes the following: backhoe, bulldozer, loader, and trucks. The following measures will be undertaken to provide maximum protection to the soil, water, and abutting lands:

1. Siltation fence will be installed across the slope on the contour at the downhill limit of the work as protection against construction related erosion.

2. All siltation fence will be inspected by the contractor on a weekly basis or following any significant rainfall (1/2 inch or more) or snowmelt. All damaged siltation fence will be repaired and/or replaced immediately. Trapped sediment will be removed before it has accumulated to one half of the installed siltation fence height. Siltation fence no longer serviceable due to sediment accumulation will also be repaired and/or replaced as necessary.

3. If final seeding of the disturbed areas is not completed by September 15 of the year of construction, then these areas will be graded, smoothed, and seeded to a winter cover crop of rye at a rate of 3 lbs. per 1,000 sq. ft. The following will be incorporated into the soil prior to rye seeding: ground limestone at a rate of 3 tons per acre, followed by a 10-10-10 fertilizer at a rate of 600 lbs. per acre. Hay mulch will be applied at a rate of 100 lbs. per 1,000 sq. ft. following seeding. If the rye seeding cannot be completed by October 1, then on that date hay mulch shall be applied at the rate of 2 tons per acre to provide winter protection. If rye does not make adequate growth by December 1st, then on that date, hay mulch shall be applied at the rate of 100 lbs. per 1,000 sq. ft. A suitable binder such as Curasol or *EMS Plus* shall be used on hay mulch for wind control. Biodegradable netting will be installed on steep slopes (3:1 and steeper) and on areas of concentrated flows.

4. Intercepted sediment will be returned to the site and incorporated into landscaped areas.

5. *All areas designated as grass areas per site plan will be loamed and sodded.*

B. MONITORING PROGRAM

Sediment and erosion control structures will be inspected continually by the contractor, and all structures damaged by construction equipment, vandals, or the elements will be repaired immediately. Following rainstorms, the site and all structures will be inspected for erosion and damage. All damaged structures will be repaired and/or additional erosion control structures will be installed prior to continuing the construction.

Following the final sodding the site will be inspected to ensure that the vegetation has been established. *Resodding* will be carried out, with follow-up inspections, in the event of any unsatisfactory growth.

After the project area has stabilized, the contractor shall remove all siltation fence and any other temporary erosion control measures.

ATTACHMENT I-
EXCERPT

R. W. Gillespie & Associates

CONSULTING GEOTECHNICAL & ENVIRONMENTAL SPECIALISTS

December 30, 1992

Mr. Robert T. Ganley, Manager
City of Portland
389 Congress Street
Portland, Me 04101

Subject: Geotechnical Investigation
Proposed Hadlock Field Stadium
Portland, Maine
Project No. 557-01

Dear Mr. Ganley:

In accordance with our agreement of 03 December 1992 we have conducted a geotechnical investigation at the above referenced site. We discussed our findings with your engineering department (Michael Claus, P.E.) and provided preliminary recommendations.

Soils at the site consist of fill underlain by an intercalated clay-peat deposit. These strata extend to depths of 10 to more than 20 feet and are followed by loose to dense sands. Refusal with augers and/or standard penetration testing equipment was met at depths of 28 to more than 93 feet below existing grade.

Driven treated timber piles, founded in the sand stratum, are recommended for support of the structure. Lengths can be varied to suit the loading condition at structural points up to a maximum of 25 tons per pile.

We have enjoyed serving you on this project and look forward to a continuing relationship. If you have any questions please contact us.

Very truly yours,
R.W. GILLESPIE & ASSOCIATES, INC.

Robert W. Gillespie, P.E.

STATE OF MAINE * ROBERT W. GILLESPIE 4975 REGISTERED PROFESSIONAL ENGINEER *

RWG:mah
In Fifteen Copies

REPORT
OF
GEOTECHNICAL INVESTIGATION
PROPOSED HADLOCK FIELD STADIUM

TO
CITY OF PORTLAND
PORTLAND, MAINE

PREPARED
BY
R.W. GILLESPIE & ASSOCIATES, INC.
SANFORD, MAINE

DECEMBER 1992

TABLE OF CONTENTS

INTRODUCTION

In this report we present the results of our geotechnical investigation for the proposed Hadlock Field Stadium in Portland, Maine. The purpose of the investigation was to obtain information regarding subsurface conditions and soil properties on which to base recommendations for design and construction of foundations and slab on grade floors.

The proposed stadium will replace the existing grandstands and create an arc of approximately 350 feet behind the backstop and along the first and third base lines. Total area is on the order of 33,000 square feet, and construction will be steel frame and concrete. Based on data provided to us by the structural engineer, column loads are a maximum of 45 kips with most less than 37 kips. Several small buildings or function areas will be incorporated into the stadium at ground level. Some interior masonry walls or partitions may be included in these interior areas.

SITE INVESTIGATION

A truck mounted hollow stem auger drill was used to investigate and sample subsurface soils. Seven test borings were made at the approximate locations shown on Figure 1, attached. The eighth boring could not be drilled at the desired location because of a very heavy concentration of utilities including electrical, water, sewer, and gas lines. Standard penetration resistance tests were made at discrete intervals or the engineers judgement and recovered samples were preserved in airtight jars for transport to our laboratory. Ground water levels were measured in each boring after removal of the augers and recorded on the boring log. Locations of borings were determined by tape measurement from existing landmarks.

LABORATORY INVESTIGATION

All samples were visually examined and when necessary reclassified using the procedures of the Unified Soil Classification System. To aid in classification and to obtain an estimate of physical and engineering properties water content, grain size distribution, and direct shear tests were performed on selected samples. Water content and grain size tests provide a benchmark for comparison of field classifications, and are an indicator of certain properties such as dilatancy or liquefaction potential. Direct shear is a measure of internal strength for granular soils such as sands.

The results of field and laboratory tests are presented on the borings logs, Appendix A, and Plates 1 through 5. Sampling procedures are described in Appendix B.

SITE AND SUBSURFACE CONDITIONS

Site

The project is located on Park Avenue at the existing Hadlock Field in Portland, Maine. The stadium portion of the site is bounded by the Portland Expo Building on the east, the stadium parking lot on the south and west, and the playing field on the north. The general surrounding area except the playing field is paved or otherwise covered by structures. Topography is flat but drainage appears to be to the west in the parking lot and the north and west in the playing field. Numerous utilities cross the site including electrical, telephone, natural gas, water, and sewer. There is a concentration or confluence of them in the vicinity of the east end of the third base dugout.

Subsurface

Soils at the site are composed of fill underlain by peat-clay mixtures which are, in turn, underlain by sands and silty sands. Bedrock underlies the sands at variable depths. The fill is a heterogeneous mixture of ash, sand, rubble, organics, and unidentifiable decomposing matter. Based on our borings and those which were performed for the light standards in 1984, ash and sand are the major components of the fill. Thickness of the fill ranges from approximately 9 to 20 feet at the boring locations. The fill was placed in the area over a period of time beginning with organization of Portland in order to provide additional land space.

The fill is underlain by peat and silty clay which occur as separate stratum and as intercalated deposits. That is, the peat and clay were deposited as intermixed layers without the discretization observed in other locations. The clay is silty, has low to moderate plasticity, and is soft to very soft with standard penetration resistance (N) values of less than 5 blows per foot. By experience, compressibility is high and made somewhat unpredictable by the inclusion of peat. The peat is a non-fibrous variety with slight sand content. It is soft, compressible, and has low shear strength. The stratum occurs as a distinct unit in the vicinity of B-1,4, and 5 but thickness pinches to the northwest while intercalation occurs to the east and southeast. Combined thicknesses of the clay and peat range from less than one foot to about 23 feet at the boring locations.

The sand stratum is thought to be ice contact and possibly alluvial in origin. The sand is composed of silty to clean, fine to medium grained fractions. Grains are subrounded to rounded indicating lengthy transport time and/or distances during the depositional processes. N values range from single digit values to more than 40 blows per foot with most in the 15 to 20 range. In a general sense N values increase with depth. The direct shear test yielded a friction angle of 39° for the peak and 31° for the residual shear which are consistent with the soil type and relative density as indicated by standard penetration test values. The sand is a good load bearing stratum.

Six of the seven borings were drilled to refusal by either augers of standard penetration equipment. Only B-6 which was taken to a depth of 93 feet did not reach refusal. In the other borings refusal was met at depths of 28.5 to 73 feet. Based on other work in the area refusal is thought to be bedrock.

Ground Water

Ground water was encountered in all borings at the time of drilling. Depths ranged from 10 to 16 feet at boring locations but other data available to us suggest that the levels of 6 to 7 feet below grade are possible. Irrigation of the playing field also exerts an influence on the levels but the impact is not well defined.

Fluctuations of the ground water level may occur due to variations in rainfall, temperature, tides, and other factors not evident at the time measurements were made and reported herein. An evaluation of these factors is beyond the scope of this investigation.

EVALUATION OF GEOTECHNICAL DATA

During the proposal phase of the project we were advised that shallow foundations were desirable if subsurface conditions were amenable to that system. Therefore, we have evaluated both shallow and deep systems to provide the rationale for the recommended foundation type. Figure 2 presents a projected curvelinear subsurface profile along the centerline of the stadium which provides insight for the analyses which follow.

The fill and clay/peat strata are variable in composition and properties which make settlement prediction difficult. Spread footings would bear in the fill and could settle as much as 2 to 4 inches from compression of the fill, peat, and clay with contact pressures of 1.5 to 2.5 kips per square foot. This estimate assumes that the peat contributes little to the movement. If the structure loads were distributed over the area of the stadium with a mat foundation then settlements could approach values similar to those of spread footings because the zone of influence is much larger. That is, the width of the mat is large in relation to the depth and thickness of the compressible zones. Settlements of these magnitudes are considered excessive for structures of this type and alternative systems are needed to reduce the movement.

Deep foundations utilizing the sand as a load carrying stratum could include steel H-piles, cast in place concrete, precast concrete piles, and treated timber piles. Since loads are relatively light the need for high capacity piles bearing on bedrock is obviated. Timber piles are common in southern and central Maine, and local contractors are equipped to install them. Therefore, they tend to be competitive in cost. Nominal 12 inch diameter (14 inch butt, 10 inch tip) treated timber piles driven into the sand would have

capacities of 16 to 25 tons depending on length. Since the sand is relatively dense the pile would function as both a frictional and end bearing unit. Settlement of the piles is expected to be less than one quarter inch.

Lateral load resistance was evaluated using the methods of Broms (1964) for a single fixed-head pile. A ground line movement of the pile and cap of 0.25 inches was assumed as the limiting factor. Lateral capacities range from 0.6 to 1.0 kips depending on pile length.

Floor slab loads are expected to be light which is beneficial since a pile supported floor is expensive. If the floor load is 150 pounds per square foot or less, exclusive of the weight of concrete, then settlements are expected to be less than one inch. Storage or other heavily loaded floor spaces will require pile support to minimize settlement problems.

RECOMMENDATIONS

Foundations

1. The proposed stadium should be supported on driven timber piles designed for the capacities presented in Table 1 below.

TABLE I

SUMMARY OF PILE CAPACITIES

Pile Length, Ft.	Axial Capacity, tons	Lateral Capacity, kips
50	25	1.0
45	20	0.8
40	16	0.6

Piles should then be spaced no closer than 4 feet center-to-center.

2. Timber piles should have a butt diameter of 14 inches and a tip diameter of 10 inches. All piles should meet the requirements of ASTM D25. Piles should be southern pine or Douglas Fir. Other wood will be considered on a case-by-case basis.

3. Pressure treatment should be in accordance with AWPI Standard C3. Cut or otherwise exposed surfaces should be treated with a preservative solution such as Penta.

4. The pile hammer should be a single or double acting air or diesel hammer in good working condition. It should be capable of producing 10,000 to 15,000 foot-pounds of energy at rated operating conditions.

5. Piles should be driven to the lengths shown in Table 1 but in no case should they be driven to a resistance of more than 5 blows per inch of penetration with the recommended hammer.

6. Steel banding should be used to protect the tip and butt during driving.

7. Any fill needed to achieve grade should be placed prior to pile installation.

Floor Slabs

8. Slab on grade floors which meet the load criteria presented in the "Evaluation" section should be supported on 12 inches of structural fill meeting the gradational requirements presented below.

Screen or Sieve Size	Percent Passing
6 inches	100
3 inches	90 - 100
No. 4	35 - 70
No. 40	5 - 35
No. 200	0 - 5

9. Floors which are heavily loaded should be supported on piles and grade beams.

Seismic Loading

10. The on-site soils classify as S_3 according to the latest edition of the BOCA National Building Code. A seismic "S" factor value of 1.5 is appropriate for design.

Temporary Excavations

11. The Owner and the Contractor should make themselves aware of and become familiar with applicable local, state, and federal safety regulations, including the current OSHA Excavation and Trench Safety Standards. Construction site safety generally is the sole responsibility of the Contractor, who shall also be solely responsible for the means, methods, and sequencing of construction operations. We are providing this information solely as a service to our client. Under no circumstances should the information provided below be interpreted to mean that R. W. Gillespie & Associates is assuming responsibility for construction site safety or the Contractor's activities; such responsibility is not being implied and should not be inferred.

12. The Contractor should be aware that slope height, slope inclination, or excavation depth (including utility trench excavations) should in no case exceed those specified in local, state, or federal safety regulations, e.g., OSHA Health and Safety Standards for Excavations, 29 CFR Part 1926, or successor regulations, such as regulations are strictly enforced and, if they are not followed, the Owner, Contractor, and/or earthwork and utility subcontractor could be liable for substantial penalties.

    Fill depths of 13 feet may also be present in certain areas of the site. The following slope inclinations are presented for planning and construction purposes only.

Soil Type	Depth of Excavation feet	Slope Horizontal to Vertical
Fill	0-4 4-8 deeper than 8 or below ground water	1:1 1½:1 shored
Peat/Clay	0-4 4-6 deeper than 6 below ground water	1:1 1½:1 2:1 shored
Sand	0-4 4-8 deeper than 8 or below ground water	½:1 1½:1 shored

If any excavation, including a utility trench, is extended to a depth of more than twenty (20) feet, it will be necessary to have the side slopes designed by a professional engineer registered in the state where construction is occurring.

As a safety measure, it is recommended that all vehicles and spoil piles be kept a minimum lateral distance from the crest of the slope equal to no less than 100% the slope height.

The exposed slope face should be protected against the elements.

We should be retained to monitor the soils exposed in all excavations, and provide engineering services for such slopes. This will provide an opportunity to monitor for such types encountered and to modify the excavation slopes as necessary. It also offers an opportunity to verify the stability of the excavation slopes during construction.

13. Site grading should provide positive drainage away from constructed facilities during and after construction. We cannot overemphasize the importance of this during construction.

Geotechnical Investigation

14. The geotechnical engineer should observe the excavation, earthwork, and foundation portions of the construction to ascertain that subsurface conditions are similar to those used in the analyses, and be retained to provide QA/QC testing services during this same observation period.

This report has been prepared for the specific application to the subject project and for the exclusive use of The City of Portland. In the event that any changes in the nature, design, or location of the stadium are made, the conclusions and recommendations in this report should be revised by R. W. Gillespie & Associates.

The recommendations presented are based on the results of the referenced borings. If variations appear, it will be necessary to reevaluate the recommendations presented in this report.

We request that we be provided the opportunity for a general review of the final design and specifications in order that earthwork and foundation recommendations may be properly implemented.

Attachment J

CITY OF PORTLAND, MAINE
MEMORANDUM

TO: Richard Knowland, Senior Planner

FROM: Melodie Esterberg PE, Development Review Coordinator

DATE: March 19, 1993

SUBJECT: Hadlock Stadium

I have reviewed the Stormwater Management Plan and Sedimentation and Erosion Control Plan for the proposed renovations at Hadlock Field. My comments are as follows:

Stormwater Management Plan

The site topography ranges from moderate (5 percent) to nearly level. The level portion of the parcel is filled land underlain by layers of peat and clay. The upper layer of the fill material is described as dense to medium dense in the Report of Grotechnical Investigation. Proposed Hadlock Field Stadium prepared by R.W. Gillespie & Associates, Inc. Therefore much of the rainfall in these areas would form runoff rather than infiltrate into the soils. Much of the site was developed prior to 1970 for structures and 1975 for non-revegetated areas. For these reasons, the calculated increase in stormwater runoff is minimal - less than 1 cubic feet per second (cfs) for the 10 year and 25 year storms. Stormwater calculations are included in the written statement submitted.

Stormwater from the proposed parking areas will be routed to two new catch basins which will then tie into the existing Alms House sewer. There are two existing catch basins which tie into an existing pipe network under the proposed stadium. These two structures and associated piping will be removed. The remaining system under the stadium will be used for the sanitary flows generated by the facility. This fulfills the requirement that stormwater and sanitary flows be separated prior to connection to a combined sewer system.

CSO Credits

The DEP consent decree states that for every new gallon of sanitary flow, five gallons of stormwater Infiltration/inflow shall be removed from the public system. Credits shall be in the same watershed where possible. As stated in the memo from William B. Goodwin PE, Environmental Project Engineer, the project is expected to generate 30,500 gallons per day, (gpd). This flow would require 152,500 gpd be removed from the system. The City is currently constructing a sewer separation project upstream from the project which will remove 40 cfs of stormwater from the Alms House sewer. This translates in 25,850,880 gpd which generates substantially more credits than the required amount for this development.

Sedimentation and Erosion Control Plan

The Sedimentation and Erosion Control Plan is delineated on the Portland Sports and Recreation Complex Site Plan. There are no areas particularly sensitive (ie steep slopes, wetlands) to erosion on site. Therefore, the prime objective of the erosion control plan is to prevent sediment transport off site. To achieve this goal, siltation fencing is to be installed at the downslope limit of work and sediment filters will be installed around all catch basins. The sediment filters will prevent excessive amounts of sediment and grit from entering into the combined sewer system. Site work may be done during more than one construction season with breaks for the baseball season.. All disturbed areas will be stabilized as soon as practicable. All grassed areas will have loam and sod installed.

ATTACHMENT K

CITY OF PORTLAND
RECREATION DIVISION
MEMORANDUM

March 17, 1993

TO: Rick Knowland, Senior Planner

FROM: Larry Mead, Superintendent of Recreation

SUBJECT: Field lighting at baseball stadium

The City will engage a lighting consultant to determine the specific needs for on-field lighting at the baseball stadium. The current lighting will need to be upgraded to the standards required by the Professional Baseball Association. The current lighting configuration is approximately 70 fc, infield and 50 fc, outfield. The PBA requirements are 100 fc, infield and 70 fc, outfield.

Currently there are seven light poles in place at 90' heights. I expect that we 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 structure. The new lamp fixtures are much more efficient in directing light to the field while minimizing "spill-over" off-site.

ATTACHMENT L

PORTLAND FIRE DEPARTMENT

MEMORANDUM

TO: Mary Ann Theriault, Traffic Project Engineer

FROM: Joseph E. Thomas, Fire Chief J.E.T.

DATE: February 9, 1993

SUBJECT: Parking issues regarding Hadlock Field

I am writing to confirm our position regarding parking issues related to the development of Hadlock Field. As we know, the development of Hadlock Field also includes considerations for associated parking of cars when baseball games are being played. Your proposal for the use of the parking lots adjacent to Hadlock Field and King Middle School do not pose significant problems to the Fire Department if we are able to utilize identified "Fire Lanes".

The designation of "Fire Lanes" will provide the Fire Department with ample opportunity to respond to either facility in the event of a fire call or emergency medical response. Given the necessary parking arrangement and the necessity for pedestrian foot traffic, the designation of these "Fire Lanes" could also serve as pedestrian traffic paths around both Hadlock Field and King Middle School.

If the physical layout of parking could provide us with access lanes at the following locations the Fire Department will have its potential needs addressed.

1. The outside of the parking lot which goes toward the picnic area.
2. A lane to the access doors adjacent to the Expo which will provide access to the concourse.
3. A lane around King Middle School next to the building.

By providing these "Fire Lanes", we would have access to all areas of the ballpark and associated buildings within the area. In the event of an emergency whether it be fire related or a medical emergency, we will be able to provide adequate service to the patrons of the ballpark and not cause great disruption.

If I can be of any further assistance, or provide additional information, please feel free to give me a call at Ext. 8401. Thank you for your cooperation and interest in our input into this matter.

cc: Lt. McDougall, Fire Prevention Bureau

93-003-MA

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Melodie Esterberg - Planning

CITY OF PORTLAND, MAINE
SITE PLAN REVIEW
Processing Form

City of Portland — Applicant

1/15/93 — Date

389 Congress St- Ptld, ME 04101 — Mailing Address

275 Park Ave. (Hadlock Field) — Address of Proposed Site

baseball stadium — Proposed Use of Site

52-C-00 — Site Identifier(s) from Assessors Maps

27.27 acres / — Acreage of Site / Ground Floor Coverage

R O S — Zoning of Proposed Site

Site Location Review (DEP) Required: ( ) Yes ( ) No

Board of Appeals Action Required: ( ) Yes ( ) No

Planning Board Action Required: ( ) Yes ( ) No

Proposed Number of Floors _____

Total Floor Area _____

Other Comments: contact person: John Pegue 874-8300 X3342 (Site Engineer)

Date Dept. Review Due: _____

Major Site Plan -

PUBLIC WORKS DEPARTMENT REVIEW

(Date Received)

	TRAFFIC CIRCULATION	ACCESS	CURB CUTS	ROAD WIDTH	PARKING	SIGNALIZATION	TURNING MOVEMENTS	LIGHTING	CONFLICT WITH CITY CONSTRUCTION PROJECT	DRAINAGE	SOIL TYPES	SEWERS	CURBING	SIDEWALKS	OTHER	
APPROVED																
APPROVED CONDITIONALLY																CONDITIONS SPECIFIED BELOW
DISAPPROVED																REASONS SPECIFIED BELOW

REASONS: _____

(Attach Separate Sheet if Necessary)

no perf. guar or insp. fee per R. Ganley

SIGNATURE OF REVIEWING [illegible] DATE

PUBLIC WORKS DEPARTMENT COPY

Ocean Navigator
Marine navigation & ocean voyaging

January 25, 1993

Joseph E. Gray Jr.
Director of Planning and Urban Development
Room 211, City Hall
389 Congress St.
Portland, ME 04101

Dear Director Gray:

Although I'm pleased that Portland may have professional baseball, I'm concerned that the quality of life for tenants in my 2-family apartment building at 15 Weymouth will be lowered.

Parking on Weymouth will be more difficult on game evenings. Lights and noise from the field may keep these residents up at night. Numbers of ball fans departing from games will create potential problems with vandalism in the area.

I would like to ask the city to consider measures to reduce the impacts on the neighborhood. For example, would it be possible to station extra police patrols in the area before and after the games? This would enhance safety and reduce vandalism. Also, I hope the city will provide a parking plan that will allow residents of the area to continue parking on their own streets. One example would be to urge people to walk to the games or commute from city lots. Another would be to use a parking permit system for streets near the ballpark. In addition, please use all measures to prevent new bars from springing up near the ball park further inspiring unneighborly behavior on game nights.

There may be other ideas that can help to prevent the creation of a baseball ghetto on Weymouth and the surrounding streets. More than aiming to prevent problems on Weymouth, I hope you'll try to use the ballpark as a way to improve the quality of life in this area.

Thanks for your consideration.

Regards,

Alex Agnew

P.O. Box 569, Portland, Maine 04112
207-772-2466

PLEASE HAND-CARRY TO HON. JADINE O'BRION, PORTLAND PLANNING BOARD, MEETING AT 3:30 PM TODAY, TUESDAY 26 JAN '93

PLS FAX TO: 874-8649

STATE OF MAINE
HOUSE OF REPRESENTATIVES
AUGUSTA, MAINE 04333-0002

FROM: REP. H. ADAMS, DISTRICT 27

1) THE PARKSIDE NEIGHBORHOOD WILL RECEIVE THE GREATEST IMMEDIATE IMPACT - IN DIRECT RESPECT - FROM THE CONSTRUCTION OF THE BALLPARK. CHIEF AMONG THEM WILL BE PARKING FOR 1200 TO 5000 PERSONS WHO MAY ATTEND AN ANY GIVEN EVENING, ADDED TO THE ALREADY DIFFICULT PARKING PROBLEM TO AN AREA WHICH HAS BEEN PROVED BY U.S. CENSUS TRACTS (1980 AND 1990) AS THE MOST DENSELY POPULATED SQUARE MILE OF MAINE. THE SITUATION IS UNIQUE SO THE SOLUTION MUST BE UNIQUE.

IN MY COMMIL TESTIMONY I PROPOSED THESE ITEMS FROM THE PARKSIDE NEIGHBORHOOD ASSOC:

2) NO PARKING IN DEERING OAKS. IT IS A PARK, NOT A PARKING LOT; THE CITY IS BARELY ABLE NOW TO MAINTAIN IT AS IT REQUIRES & IS NOT GOING TO BE ABLE TO ASSESS THE COSTS of ADDITIONAL HEAVY USE BY VEHICLES, & THE UNDOUBTED HALF-USE of THE PARK SPACE BY A FEW.

3) PARKING STICKERS FOR RESIDENTS: THESE SHOULD BE FREE TO ALL PARKSIDE RESIDENTS IN THE IMMEDIATE AFFECTED AREAS ADJACENT TO DEERING OAKS & HADLOCK FIELD. (FREE - 'CAUSE WE SHOULD NOT HAVE TO PAY TO PARK IN OUR OWN NEIGHBORHOOD — AND FREE STICKERS WOULD MEAN NEIGHBORHOOD GOOD WILL TOWARDS TOWARD THE BALLPARK AT THE ONSET.) VOTER REGISTRATION ROLLS, U.S. MAIL PROPERTY DEEDS, SIGNED LEASES, ETC, CAN ALL VERIFY RESIDENCY.

4) PARKSIDE BUSINESSES WITH NO OFF-STREET PARKING WILL NEED FREE STICKERS TOO. MANY SUCH BUSINESSES HAVE VERY LITTLE OFF-STREET PARKING (e.g. TERRONI'S MKT.) OR NONE AT ALL (e.g. MELLEN ST. MARKET) AND WILL BE HEAVILY IMPACTED BY THE PRESENCE of THE BALLPARK'S PARKING, BUT GET

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R-O 2 DEVELOPMENT STANDARDS

(1) All ground areas not used for parking, loading, vehicular or pedestrian areas and not left in their natural state shall be suitably landscaped.

(2) Natural features, such as mature trees and natural surface drainageways, shall be preserved to the greatest possible extent consistent with the uses of the property.

(3) Loading areas shall be screened and parking areas shall be screened and landscaped so as to avoid a large continuous expanse of paved area.

(4) Buildings and structures shall be sited to avoid obstructing significant scenic views presently enjoyed by nearby residents, passersby, and users of the site.

(5) Storage of commodities and equipment shall be completely enclosed within buildings or provided with screening by a fence, wall, or landscaping.

(6) The outer perimeter of playfields, playlots, and other active recreational areas shall be screened, or shall be located a reasonable distance from any residential use.

(7) 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. (Ord. No. 232-81, § 602.7B.6, 11-16-81)

Sec. 14-159. Shoreland regulations.

No building or structure shall be erected, altered, enlarged, rebuilt, or used, and no premises shall be used within the area situated between the shoreland zone line and the normal high water mark of the waters of the Stroudwater River, Presumpscot River, Fore River, Portland Harbor, Back Cove, and the bays, coves, sounds, inlets, and open waters of Casco Bay, as shown on the city zoning map and on all land areas of all islands not having a shoreland zone line on the city zoning map, unless it meets the requirements of division 26 of this article. (Ord. No. 232-81, § 602.7B.7, 11-16-81)

Sec. 14-160. Reserved.

DIVISION 9. B-1 NEIGHBORHOOD BUSINESS ZONE*

Sec. 14-161. Purpose.

The purpose of the B-1 neighborhood business zone is to provide limited areas for the location of small-scale commercial establishments intended to serve a local market. (Ord. No. 292-88, 4-4-88)

*Editor's note—Ord. No. 292-88, adopted Apr. 4, 1988, with an effective date of July 1, 1988, repealed §§ 14-161—14-167 of Div. 9, B-1 Business Zone, of this article and enacted in lieu thereof similar new provisions as set out in §§ 14-161—14-167. Formerly, such sections derived from §§ 602.8.A—602.8.G of the city's 1968 Code and from Ord. No. 74-72, adopted Mar. 6, 1972, and Ord. No. 499-74, § 4, adopted Aug. 19, 1974.

CITY OF PORTLAND

January 25, 1993

To: Chair Cole and Members of the Portland Planning Board

From: Larry Mead, Chair of Baseball Buildings and Operation Committee

Subject: Hadlock Stadium Project

The City of Portland proposes to develop a new 6,000 seat baseball facility at the Hadlock Stadium site on Park Avenue, adjacent to the Exposition Building. This facility will be the home to a new Double AA minor league baseball team beginning in April, 1994. The Portland City Council authorized this project in August, 1992, and the Eastern Baseball League awarded a franchise to be located in Portland shortly thereafter.

The facility consists of the following major components:

1. A 6,000 seat grandstand structure primarily consisting of structural steel, approximately 345 feet long and100 feet wide.
2. A support building underneath the grandstand. The facility under the grandstand will include a concourse separating and connecting restrooms and concessions, as well as providing access to the seating areas. The administrative offices for the team will be located here.
3. A redesigned parking configuration separating public parking for the event from employee parking.
4. A public plaza in front of the stadium along Park Avenue.

This project is of tremendous benefit to the City of Portland. It brings to Portland's downtown a major entertainment attraction that will bring thousands of visitors to the downtown area. It provides to the City's and the region's residents an alternative entertainment attraction that is reasonably priced and appropriate for the entire family. Professional baseball complements the vitality and excitement that is present in the urban center.

This is the first opportunity the Planning Board has had to give consideration to the site plan for the new baseball facility at Hadlock Stadium. The project has already undergone a highly visible scrutiny by the City Council during public hearings this past summer. The proposal received an extrodinary level of publicity through the communications media. Ample opportunity for public comment was provided. During this process City staff endeavored to provide information to the Council and the public concerning the facility, including its effect on the neighborhood, and its parking and traffic impacts. Throughout this process, the public

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Site Plan Elements

A site plan has been provided to the Planning Board. The plan reflects the limitations imposed on the site by the location of the EXPO building. Since Professional Baseball Association rules require 6,000 seats in this facility, the positioning of the grandstand must conform to the requirements of PBA and the existing location of the EXPO. This, of necessity, results in an unbalanced configuration, turning the main entrance to the facility slightly away from the EXPO and towards Falmouth Street. The plaza situated in front of the stadium serves to connect the EXPO, as well as Park Avenue, to the facility.

Parking and Traffic

A comprehensive parking and traffic study has been completed and provided to the Planning Board. The parking study identifies a combination of 2309 parking spaces within a one-half mile radius of the facility exclusive of any parking in Deering Oaks Park, more than adequate to serve the 1693 spaces needed for a capacity crowd at the stadium. Of this total, 1701 are within a one-quarter mile radius. The parking plan utilizes tandem parking in the municipal lots closest to the stadium, an approach that is routinely used in Portland for Civic Center events. Since the average attendance in the Eastern League is less than 3000, and the highest average attendance is 4000, the proposed parking plan will readily handle a "typical" game crowd. Past experience with events at the EXPO demonstrate that the area can accomodate parking for similar numbers of vehicles. The steps outlined in the parking plan, such as tandem parking and access to Maine Medical Center garage, provide additional parking capacity than has been previously available.

The traffic study incorporates a recent field report completed at a November, 1992 UMO football game at Fitzpatrick Stadium. The study concludes that the affected area is able to readily accommodate traffic levels and will not be adversely affected by projected baseball traffic.

Coordination of events within the Sports Complex

The proposed facility is located within a sports complex that also includes the Portland Ice Arena, the Exposition Building, and Fitzpatrick Stadium. The seasonal nature of events at the Ice Arena and Fitzpatrick Stadium insure that there will be almost no conflicts with the baseball season (April - August). In addition, the schedules of both of these facilities are managed by the Recreation Division. The Recreation Division will also be responsible for coordinating the schedule of Hadlock Stadium and will work closely with the baseball team and the Eastern League to minimize potential conflicts. With respect to the EXPO, the team will work closely with the EXPO Director to prevent scheduling conflicts in advance whenever possible, through joint planning. If conflicts are likely, the two entities will minimize negative conditions by making modifications to the timing of events, such as changing the starting time of a baseball game. EXPO Director Frank LaTorre is serving on the Operations Committee in order to address this and other potential issues of coordination.

In summary, the proposed stadium development represents a positive contribution to the City and to the neighborhood. The stadium will physically complement the existing elements of the Sports Complex. Functionally, it will be located exactly where it belongs, in proximity to other quality sports facilities, and at the site which has been home to Portland baseball from the sport's earliest days in the City. Traffic and parking requirements have been accommodated up to the stadiums maximum capacity, with a plan that reflects the urban center location of the facility. This project will bring tremendous vitality and excitement into Portland. It is right for downtown, the neighborhood, and the City.

response has been overwhelmingly supportive. Subsequently, staff has further refined the information pertaining to parking and traffic for the benefit of the Planning Board.

This proposed stadium project is particularly appropriate to the Hadlock Field site, which is rich with a tradition of baseball in Portland. Baseball has been played in this immediate vicinity since early in the first decade of this century. During the 1920's, there were over 70 amatuer baseball teams playing in Portland. Many of the games were played in the Hadlock field area. The baseball field was then called Richardson's Field. During the 1930's and 40's, Portland's minor league team, the Pilots, played at this location, consistantly attracting the largest attendance in the league. Baseball has continued to be played at this site up to the present day. The field was renamed after long-time Portland High School coach, Edson Hadlock in the early 1980's. Hadlock Field was renovated in 1987, including seating and field lighting.

The proposed development does not introduce a new type of use to the neighborhood. This Sports Complex area is often the location for events with large numbers of patrons, including events at the EXPO, regional tournaments at any of the facilities, major football contests at Fitzpatrick Stadium (Thanksgiving, University of Maine), and statewide track and field events.The new Hadlock Stadium will appropriately complement the other major sports facilities located within the larger site area. The entire sports complex provides the finest multi-sport facilities in the state, including the EXPO building, the Portland Ice Arena, and Fitzpatrick stadium.

Project Participants

The City Manager appointed a Baseball Operations and Building Committee to oversee the development of the proposed facility. This committee is composed of people representing key functions within the City organization, in addition to other resource people from outside of the organization. Committee members are identified on the front page of this memorandum.

The Building Committee will utilize professional and technical assistance from several sources:

William Whited: Mr. Whited provides the design, engineering, and architectural support to the stadium building. In addition, Mr. Whited is providing technical assistance to the design of the entire facility.

Ellerbe Becket, inc.: Ellerbe Becket is an architectural/engineering firm specializing in the development of sports facilities, with extensive experience in the development of major and minor league baseball facilities. Ellerbe Becket is providing comprehensive review and analysis of the entire facility to the City.

Grandstand Supplier: The City is currently negotiating with a national supplier of baseball stadium grandstands for the design and construction of the grandstands and seating. The negotiations involve final modifications of facility design and final contract costs, and should be completed within two weeks.

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ATTACHMENT B

City of Portland, Maine

IN THE CITY COUNCIL

AMENDMENT TO PORTLAND CITY CODE
§§14-525, 14-526 (SITE PLAN ORDINANCE)
RE: SUBMISSION REQUIREMENTS

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF PORTLAND, MAINE IN CITY COUNCIL ASSEMBLED AS FOLLOWS:

1. Section 14-525(a) of the Portland City Code is hereby amended to read as follows:

Sec. 14-525. Final site plan.

(a) *Filing.* Every application submitted to the building authority for a building permit for development shall be accompanied by seven (7) blue or black line copies of the proposed site and seven (7) copies of the written statement required by this section. Any proposed revisions to that site plan and any amended statement(s) shall be filed in the same way as any original submission. The building authority shall make a preliminary review for compliance with article III of this chapter. If the preliminary review results in a determination that the application is in compliance, and contains all of the required information as provided in subsections (b) and (c) below, the proposed site plans and statements, or applicable component plans and statements, shall be transmitted forthwith to the authorities and departments for their review. A copy of the site plan and statements shall be retained by the building authority. Additional copies of any plan shall be furnished by the applicant if requested by any authority or department. Neither the acceptance of any application nor any determination or approval hereunder shall authorize the issuance of a permit under chapter 6 for any use which would violate the provisions of article III of this chapter.

Notwithstanding the submission of a complete application, any applicant shall delineate on the plan or supply such other information, studies or reports from qualified professionals when determined by the planning board or the planning authority to be reasonably necessary to make any of the determinations required by this article, or to impose or effectuate conditions which may be imposed pursuant to section 14-526 including, without limitation: a drainage plan showing the proposed contours at the same intervals as the site plan, drainage patterns and facilities, and those erosion and sedimentation control measures and devices to be employed either during construction and as part of the final development; a parking study; a traffic study; a noise study; ~~and~~ an environmental impact study; a sun shadow study; a study of particulates, dust and any other noxious emissions; ~~and~~ an analysis of wind impacts on surrounding properties; a study of any potential

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large scale water vapor emissions; a groundwater impact assessment; a high intensity soil survey; and a wetlands delineation.

2. Section 14-525(b)(2) of the Portland City Code is hereby amended to read as follows:

Sec. 14-525. Final site plan.

(b) *Contents.* Any final or proposed site plan for a major or minor development shall include:

(2) Plans and maps prepared by competent professionals, based upon the boundary survey, including the following additional information:

a. Existing soil conditions;

b. Location of watercourses, ~~marshes~~ wetlands, rock outcroppings and wooded areas within the project site, and the nature, width and location of proposed easements, rights-of-way, culverts, catch basins or other means of channeling surface water within the development and over adjacent properties, and all proposed buffer strips.

c. Location, ground floor area and grade elevations of building and other structures existing and proposed, elevation drawings of exterior facades, and materials to be uses;

d. Approximate location of buildings or other structures on parcels abutting the site;

e. Location of on-site solid waste receptacles, public utilities, water and sewer mains, culverts, drains, existing and proposed; showing size and direction of flows:

f. Location, dimensions and ownership of easements, public or private rights-of-way, both existing and proposed;

g. Location and dimensions of on-site pedestrian and vehicular accesses, parking areas, loading and unloading facilities, designs of ingress and egress of vehicles to and from the site onto public streets, and curb and sidewalk lines;

h. Landscape plan showing location, type, quantity and approximate size of plantings, areas of existing vegetation to be preserved, preservation measures

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to be employed, and details of planting and preservation specifications;

i. Location and dimensions of all fencing and screening;

j. Location and intensity of outdoor lighting system;

k. Location of fire hydrants, existing and proposed.

~~l.~~ Location of test pits and test borings.

~~m.~~ Location and details of all temporary and permanent erosion and sedimentation control measures.

2. Section 14-525(c) of the Portland City Code is hereby amended to read as follows:

Sec. 14-525. Final site plan.

(c) *Written statements.* All site plans shall be accompanied by a written statement by the applicant that shall set forth the names and addresses of all owners of the parcels proposed to be developed and the estimated cost of the development. The applicant shall also provide written statements containing the following:

(1) A description of the proposed uses to be located on the site, including quantity and type of residential units, if any;

(2) The total land area of the site and the total floor area and ground coverage of each proposed building and structure;

(3) General summary of existing and proposed easements or other burdens now existing or to be placed on the property;

(4) ~~Method for handling solid waste disposal~~ The types and estimated quantities of solid waste to be generated by the development;

(5) ~~The applicant's evaluation of the availability of off-site public facilities, including sewer, water and streets~~ Evidence of the availability of off-site facilities including sewer, water and streets;

(6) ~~A description of any problems of drainage or topography or a representation that, in the opinion of the applicant, there are none~~ A narrative describing the existing surface drainage on the site and a stormwater

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management plan indicating measures which will be taken to control surface water runoff;

(7) ~~An estimate of the time period required for completion of the development~~ A construction plan outlining the anticipated sequence of construction of the major aspects of the proposed project, including without limitation roads, retention basins, sewer lines, seeding and other erosion control measures, and pollution abatement measures, and also setting forth the approximate dates for commencement and completion of the project;

(8) A list of all state and federal regulatory approvals to which the development may be subject, the status of any pending applications, and the anticipated time frame for obtaining such permits or that a determination of no jurisdiction from the agency will be requested;

(9) Evidence of financial and technical capacity to undertake and complete the development including, but not limited to a letter from a responsible financial institution stating that it has reviewed the planned development and would seriously consider financing it when approved, if requested to do so~~.~~;

(10) Evidence of the applicant's title, right, or interest in the property, including without limitation deeds, leases, purchase options or any other documentation;

(11) A narrative describing any unusual natural areas, wildlife and fisheries habitats, or archaeological sites located on or near the project site and a description of the methods that will be used to protect such areas or sites.

3. Section 14-526(a) of the Portland City Code is hereby amended to add new subsections (20) and (21) to read as follows:

Sec. 14-526. Standards.

(a) *Requirements for approval.* The planning board or planning authority shall not approve a site plan unless it meets the following criteria:

(20) The proposed development shall have no adverse impact upon the existing natural resources including groundwater quantity and quality, surface water quantity and quality, wetlands, unusual natural areas, and wildlife and fisheries habitats. Stormwater runoff from paved areas shall be treated to the extent practicable to minimize contaminants.

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(21) The proposed development shall not propose an unreasonable risk that a discharge to a significant groundwater aquifer will occur.

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Ocean Navigator
Marine navigation & ocean voyaging

January 25, 1993

Joseph E. Gray Jr.
Director of Planning and Urban Development
Room 211, City Hall
389 Congress St.
Portland, ME 04101

Dear Director Gray:

Although I'm pleased that Portland may have professional baseball, I'm concerned that the quality of life for tenants in my 2-family apartment building at 15 Weymouth will be lowered.

Parking on Weymouth will be more difficult on game evenings. Lights and noise from the field may keep these residents up at night. Numbers of ball fans departing from games will create potential problems with vandalism in the area.

I would like to ask the city to consider measures to reduce the impacts on the neighborhood. For example, would it be possible to station extra police patrols in the area before and after the games? This would enhance safety and reduce vandalism. Also, I hope the city will provide a parking plan that will allow residents of the area to continue parking on their own streets. One example would be to urge people to walk to the games or commute from city lots. Another would be to use a parking permit system for streets near the ballpark. In addition, please use all measures to prevent new bars from springing up near the ball park further inspiring unneighborly behavior on game nights.

There may be other ideas that can help to prevent the creation of a baseball ghetto on Weymouth and the surrounding streets. More than aiming to prevent problems on Weymouth, I hope you'll try to use the ballpark as a way to improve the quality of life in this area.

Thanks for your consideration.

Regards,

Alex Agnew
P.O. Box 569, Portland, Maine 04112
207-772-2466

M

CITY OF PORTLAND, MAINE
MEMORANDUM

TO: Alex Jaegerman, Chief Planner

FROM: William J. Bray, Deputy Director of Parks & Public Works

DATE: January 20, 1993

SUBJECT: DEP "Delegation" Site Law (Baseball Park Site Plan)

Please find enclosed a telephone conversation memorandum from Tom Doyle, attorney for the Hadlock Baseball Park site," and Martha Kirtpatrick, DEP, regarding local delegation authority and how it relates to the proposed baseball park. As you are fully aware, timing is a critical issue in developing the Hadlock Field facility. We must make the ordinance changes prior to the planned Planning Board Public Hearing date of February 9th. Please advise Larry Mead and me if this date cannot be met.

WJB/sjf

Enclosure

pc: Robert Ganley, City Manager
Larry Mead, Superintendent of Recreation
Joe Gray, Director of Planning/Urban Development
Melodie Esterberg, Development Review Coordinator

M

OWEN HASKELL, INC.

Civil Engineer — Land Surveyor

8 Broadway, South Portland, Maine 04106

Telephone 207 799-5694

July 19, 1984

Mr. David Lourie
Portland City Hall
389 Congress Street
Portland, Maine 04101

RE: Portland Sports Complex

Dear David:

Enclosed are 2 preliminary prints of our survey of the Portland Sports Complex site on Park Avenue.

If this plan meets your needs, we can provide you with a reproducable copy and a description of the lot to be conveyed to the Blind School.

Very truly yours,

OWEN HASKELL, INC.

John W. Swan
Manager

JWS/lag

Enc.

M1

CITY OF PORTLAND, MAINE
ENGINEERING DIVISION
M E M O R A N D U M

TO: Melodie Esterburg, Planning Coordinator

FROM: Bruce A. Sherwood, Project Engineer

DATE: February 4, 1993

SUBJECT Hadlock Stadium Drainage Calculations

I have recently completed a stormwater analysis of the impact of the proposed Hadlock Stadium as shown on the site plan dated January 1993. This review was done in accordance with the City of Portland Stormwater Management Standards and the TR-55 method for small watersheds. As a result of my review I have concluded the design shown on the site plan is adequate and no on-site storage is required based on the following:

- The City has begun construction of the Douglass Street Outfall sewer project which when finished will remove about 40 cfs from the Old Almshouse Sewer. This project is slightly upstream from the stadium, has already started, and will be completed by August.

- The Old Almshouse Sewer discharges into the Preble Street Overflow structure. During dry weather conditions, all flow ends up going to the Treatment Plant. During moderate to large rainfall events, excess stormwater is discharged through the Preble Street Overflow structure and into Back Cove. This means there is no potential for any adverse downstream effects from the Hadlock Stadium project.

Let me know if you have any questions or need additional information at extension 8848.

BAS/jmd
pc: John Rague, Senior Technician

TODD A. RICHARDSON
Landscape Architect

April 1, 1993

Larry Mead
Parks and Recreation Department
City Hall
389 Congress Street
Portland, Maine 04101

Dear Larry,

I though to conclude my work for the Hadlock Stadium project by outlining what I feel are the appropriate steps in seeing the landscape plan completed properly. My rationale for this is to insure that the ideas presented to the planning board are executed in a manner that will result in the best project for the city of Portland; *a landscape that is affordable, durable, maintainable, handicapped accessible, and aesthetically pleasing.*

Although the model depicted the proposed landscape with a great deal of detail, it does not contain the pertinent information necessary to construct the plazas, picnic areas, parking and plantings properly. Nor does the drawing I had completed. Construction documents also need to be developed to see these ideas realized. These should include the following:

1. Layout Plan: Based on survey data of the existing site and construction document of the stadium indicating the location of all existing and proposed structures, utilities, roadways, sidewalks, etc., a layout plan for the landscape should be developed. This would locate the proposed design features according to fixed or known points using bearings, distances, off sets and coordinate points. Materials would also be identified and keys to details (see below) and blow up plans would be indicated on this plan. From these drawings, quantities of materials can be calculated and costs determined.

117 OLD POOL ROAD BIDDEFORD, MAINE 04005 207-284-9139

M

2. Grading and Drainage Plan: Based on survey data of the existing site (including sub-surface information) and construction documents of the building (indicating spot elevations at all of the entrances to the stadium) a grading and drainage plan should be developed. This is necessary so that the contractor can establish vertical controls for the location of all site elements for construction. Proposed drainages structures(manholes, catch basins, drop inlets, etc..) to insure proper drainage of the site will also be shown on this plan.

3. Utility Plan: A utility plan (including lighting) should also be developed to locate all proposed utilities such as electric, telephone, cable, sanitary sewer, gas, water, lighting, etc.. This plan along with the lighting specifications would indicate the types/style of light fixtures as well as the proper levels of illumination.

4. Detail Sheets: Detail sheets based on the proposed features of the landscape should be developed to indicate what materials should be used and how things should be constructed.

5. Specifications: Specifications should also be developed to specify the standards of the landscape materials as well as the methods used to construct the landscape.

This may be information you already know or the process you are already planning on using. I would be happy to provide a scope of services at your request which would include those items stated above. I have had much experience in this area of landscape architecture and am currently teaching a course on landscape construction materials and methods. Please feel free to call me if you have any questions or would like to talk about this further.

Sincerely,

Todd Richardson
Landscape Architect

cc: Rick Knowland

M

2/22/93

Dear Mr. Gray,

I am very disappointed that the city is planning a baseball stadium at Hadlock Field. I do not look forward to the traffic, the trash left and the noise. My home is near the site and when there are games I can hear and am disturbed by the noise. So is my small child. Please stop this planning of a baseball stadium. Have it somewhere else.

Lynne D. Medley
20 Deane Street
Portland, ME. 04102

M

RE. 2 - HON J. O'BRIEN

STATE OF MAINE
HOUSE OF REPRESENTATIVES
AUGUSTA, MAINE 04333-0002

VERY LITTLE of THE BALLPARK's BUSINESS (FOLKS WILL BUY THEIR REFRESHMENTS AT THE BALLPARK.) WE MUST TAKE CARE of OUR NEIGHBORHOOD BUSINESSES AT THE ONSET SO WE CAN HOPE THEY CAN PARTAKE of THE BALLPARK's BENEFITS DOWN THE ROAD.

I SUGGEST WE ALLOCATE ALL SUCH BUSINESSES WHATEVER NUMBER of PARKING STICKERS THEY NEED TO RUN THEIR BUSINESSES AS THEY REGULARLY DO.. THIS IS NOT A GREAT NUMBER ANYWAY.

B) PARKING IN ASSIGNED AREAS MUST BE VIGOROUSLY ENCOURAGED. VIOLATION of PARKING RULES MUST BE VIGOROUSLY ENFORCED. THIS IS THE ONLY WAY GOOD RELATIONSHIPS CAN BE STARTED AND CONTINUED BETWEEN THE BALLPARK PATRONS, OWNERS, AND NEIGHBORS.

6) PARKSIDE NEIGHBORHOOD ASSOC. STANDS READY TO ASSIST THE BALLPARK IN A FRIENDLY WAY TO COOPERATE IN LISTING STREETS, BOUNDARIES, AREAS, ETC, TO MAKE THE ON-STREET NEIGHBORHOOD PARKING WORK WELL FOR EVERYONE, AND TO MAKE DESIGNATED PARKING AREAS WORK WELL FOR EVERYONE.

7) IT IS CRUCIAL THAT THE BALLPARK COOPERATE WITH THE MAINE SCHOOL FOR THE BLIND AND VISUALLY IMPAIRED ON PARK AVE., RIGHT SMACK BESIDE THE BALLPARK AND ALL IT'S TRAFFIC. NOBODY WANTS A SINGLE TRAGEDY ARISING FROM THIS. PRUDENT PLANNING IS NECESSARY PARKSIDE AGAIN OFFERS ITS HELP; WE ARE PROUD OF ITS NEIGHBORS AT THE ME. SCHOOL FOR THE BLIND AND VISUALLY IMPAIRED.

— THANK YOU —

— END —

11

R. Knowland — Planning

Inspection Services
Samuel P. Hoffses
Chief

Planning and Urban Development
Joseph E. Gray Jr.
Director

CITY OF PORTLAND

May 24, 1993

Sheridan Corporation
741 Warren Avenue
Portland, ME 04103

Re: 275 Park Avenue (foundation for baseball stadium)

Dear Sir:

Your application to only construct the foundation for the baseball stadium has been reviewed and a permit is herewith issued subject to the following requirement(s):

No Certificate of Occupancy can be issued until all requirements of this letter are met.

SITE PLAN REQUIREMENTS

Inspection Services - Approved by William D. Giroux, Zoning Administrator
Fire Department - Approved by Lt. Gaylen MacDougall, Fire Prevention
Planning Department - Approved by Planning Board on March 23, 1993 subject to a to a series of conditions. See also attached letter from Maine Department of Environmental Protection dated May 6, 1993 regarding follow-up monitoring of traffic conditions.
Public Works - Melodie A. Esterberg PE, Development Review Coordinator

BUILDING CODE REQUIREMENTS

1. Foundation wall shall be designed to resist frost action and to safely support all vertical and lateral loads as provided in Article 11 of the City's building code (The BOCA National Building Code, 1990).

2. Walls or portions thereof that retain earth and enclose interior spaces and floors below grade shall be waterproofed.

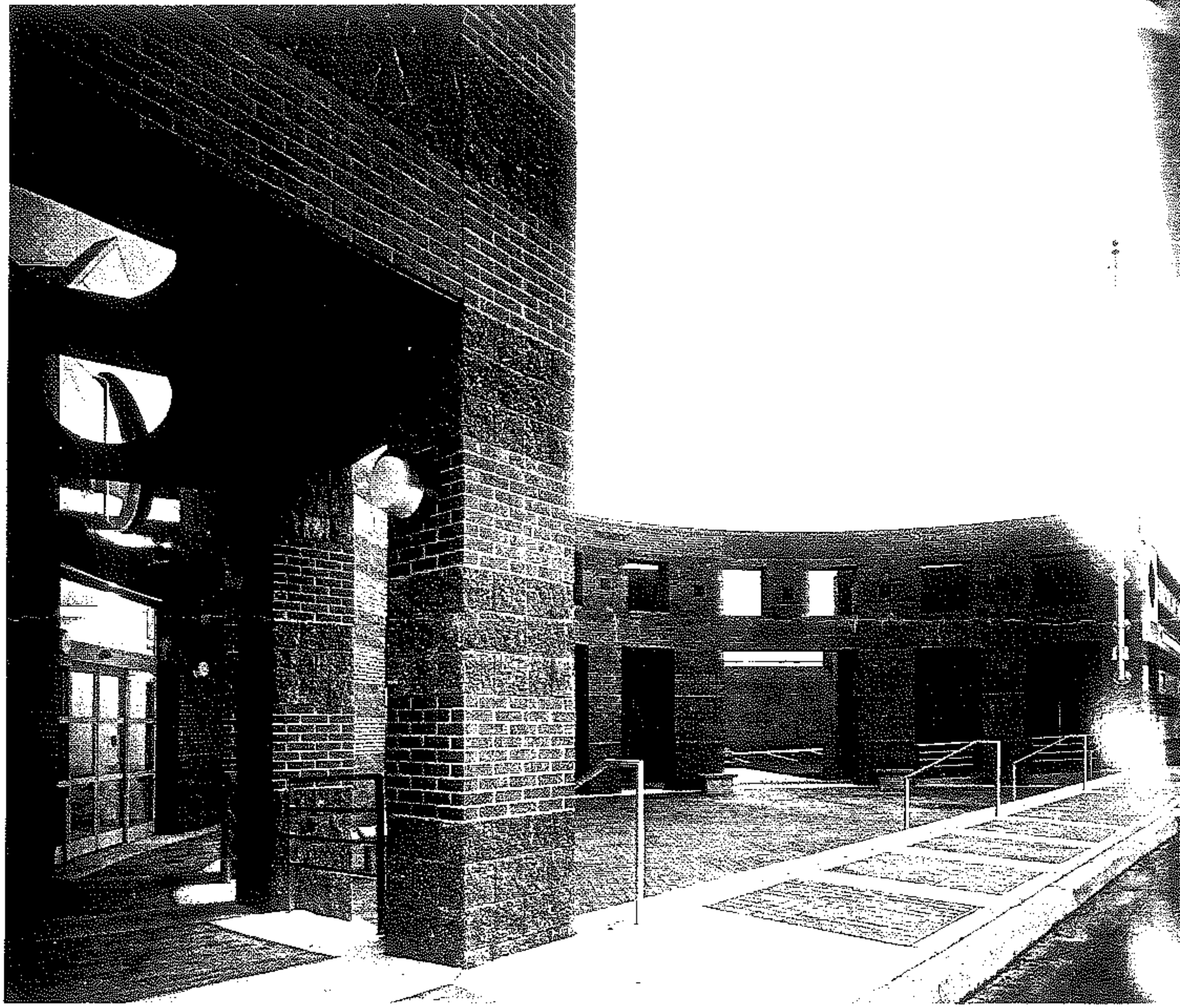
3. Walls built to retain or support the lateral pressure of earth or water or other superimposed loads shall be designed and constructed of approved masonry reinforced concrete.

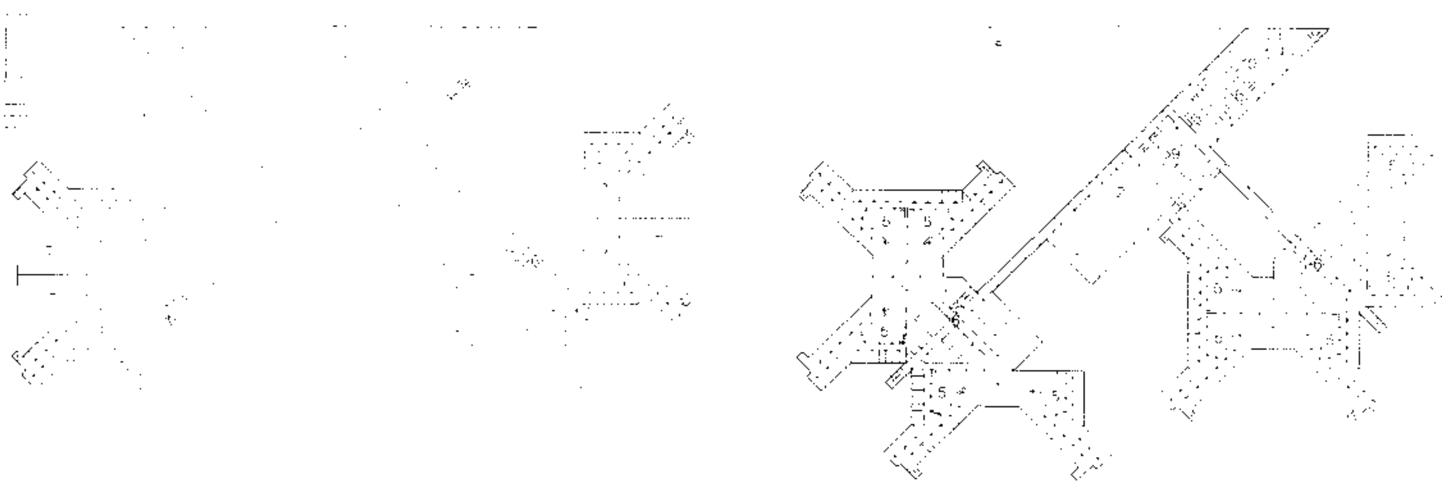
4. A copy of all concrete tests, soil bearing loads and compaction tests and, any special inspection report shall be sent to this office.

5. Please submit to this office, at your earliest convienence, a copy of the specification document for this structure.

[illegible]
Correctional Center is located in a predominantly industrial area of northeast Philadelphia (aerial photo page 84). The site was chosen for its proximity to two other jails in the City and County of Philadelphia's Prison System. Although the site previously had been a garbage dump, objection was nonetheless raised by a local councilwoman, who felt the district already had enough

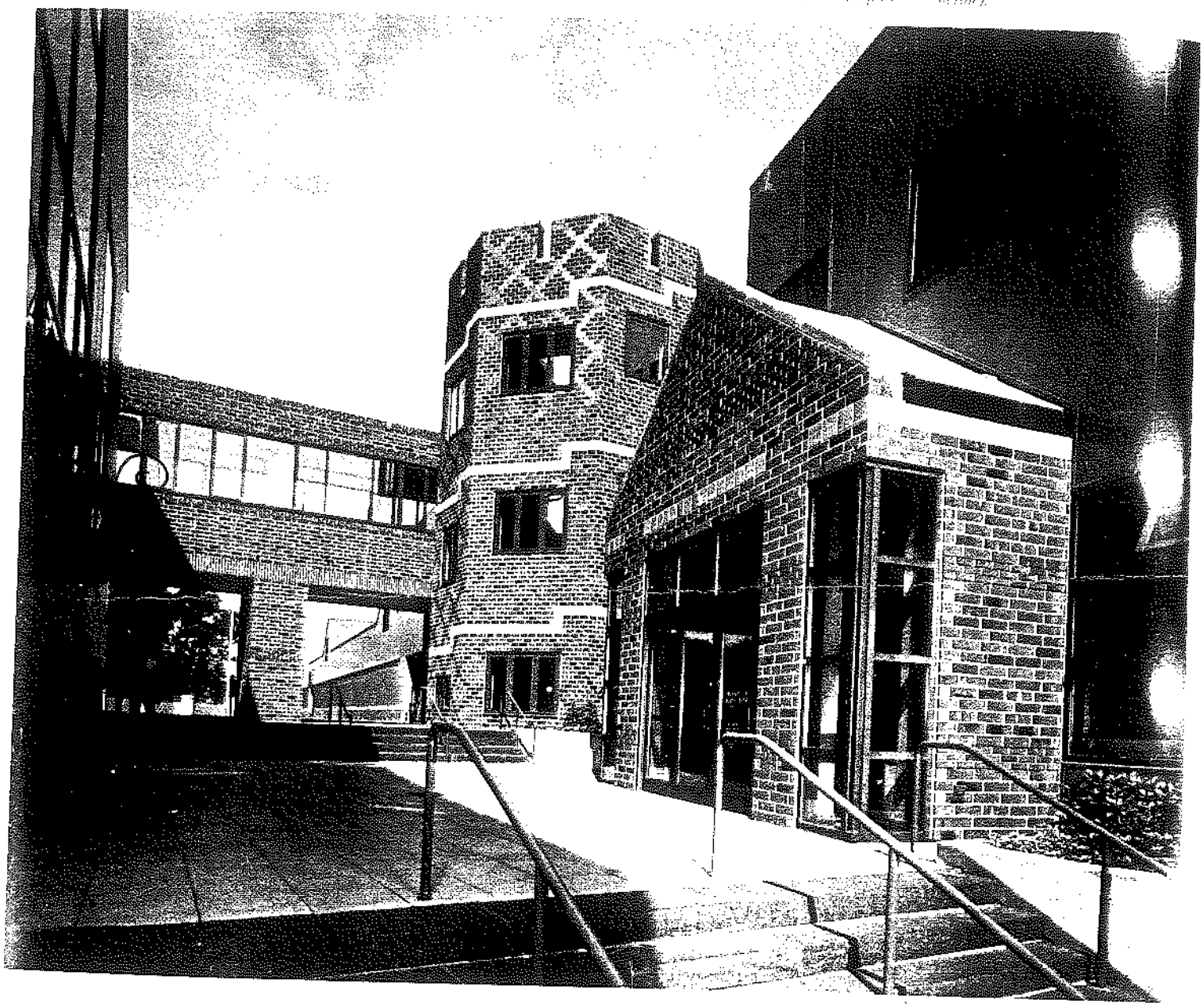
jails. [illegible] to the [illegible] facility [illegible] are [illegible] Ja[illegible] to [illegible] like [illegible] architec[illegible] State Road that [illegible] $50 million, 270,000-square-foot facility behind it. The [illegible] interrupted by a [illegible] entrance courtyard [illegible]





[illegible]
1. [illegible]
2. [illegible]

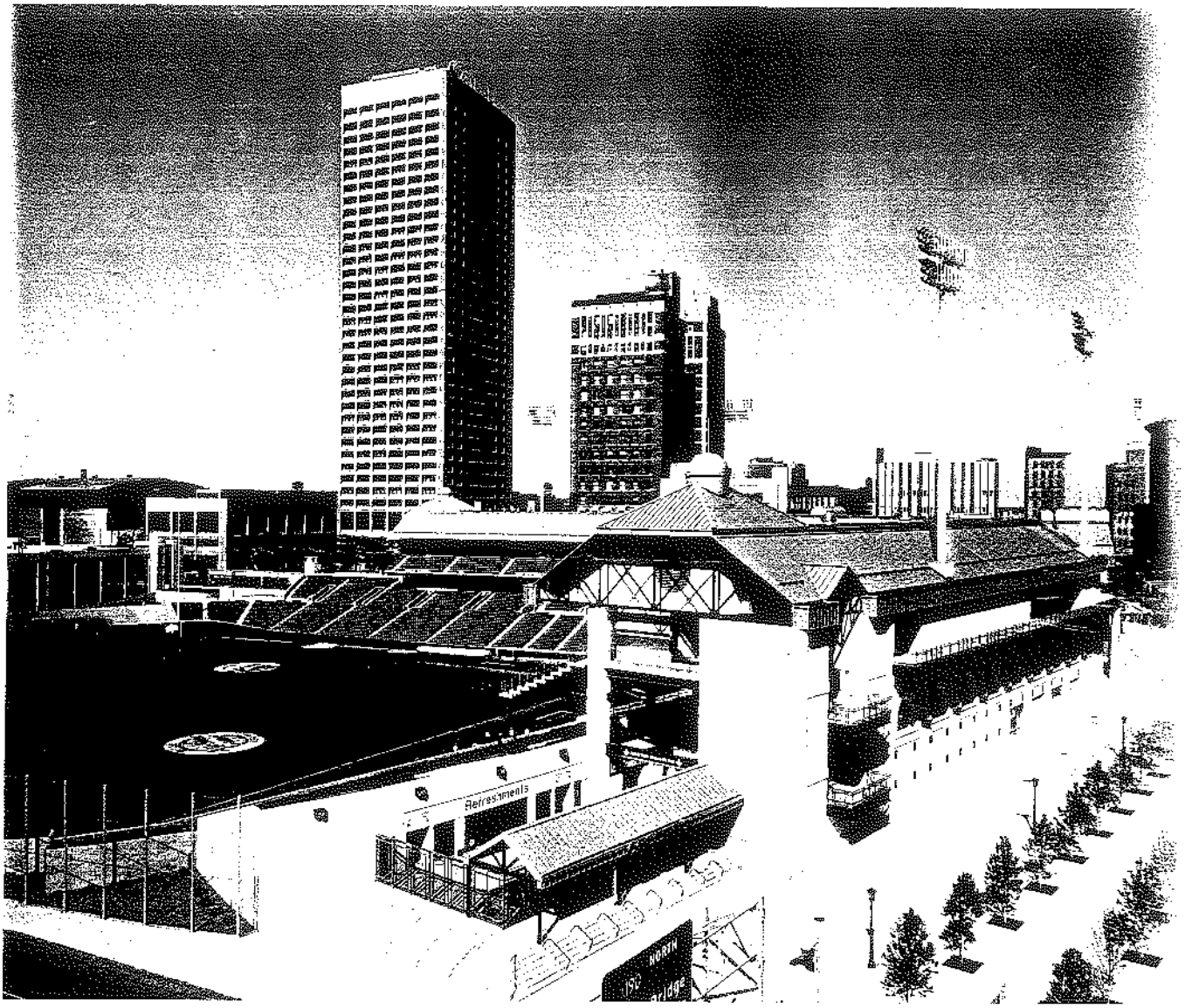
[illegible]
Infirmary
Administration



Pilot Field
Buffalo, New York
Hellmuth, Obata & Kassabaum
Sports Facilities Group
Architects

Field of dreams

Potomac Lagman Bautista



It is gratifying to report that the rumors of Buffa
been greatly exaggerated. After decades of wate
decay and low self-esteem, this erstwhile Queen
Lakes seems in the midst of a modest economic
revival. The most tangible symbol of Buffalo's
rouse itself from years of postwar malaise is it
handsome new baseball stadium that occupies
Interstate 190 and the city's downtown
Like many large-scale public projects, Pilot
gestation. In 1982 Robert E. Rich, Jr., president
based Rich Products Corporation
other frozen foods, purchased the Buffalo
AA Eastern League and set out to
struggling baseball
American Association (which he
possible major-league expansion
Buffalo, with promised

Jeffery Mitchell

M

STATE OF MAINE
DEPARTMENT OF ENVIRONMENTAL PROTECTION

JOHN R. McKERNAN, JR.
GOVERNOR

DEAN C. MARRIOTT
COMMISSIONER

DEBRAH RICHARD
DEPUTY COMMISSIONER

April 16, 1993

William Bray
Parks & Public Works Dept.
55 Portland Street
Portland, Maine 04101

Re: Hadlock Field, Traffic Study

Dear Bill:

This is to follow up our phone conversation of yesterday. In his memo dated April 13, 1993, Paul Minor of the Maine Department of Transportation describes three intersections which the City of Portland has not included in the traffic study area for the Hadlock Field baseball proposal but which MDOT thinks may be included. MDOT asks the Department of Environmental Protection for clarification on this issue.

While the DEP does not agree with the City of Portland's reasoning as to why these intersections should not be included, and finds that they could properly be included, the omission of these intersections from your traffic study will not cause the DEP to assert jurisdiction over this project. The DEP will however continue to monitor your application of the traffic regulations and a pattern of failure to enforce the standards of the regulations may force us to reconsider Portland's ability to administer the delegated authority program.

If you have any further questions on this matter, please call me at 287-2111.

Sincerely,

Mark T. Margerum
Licensing Coordinator
Division of Site Location Review

cc: Paul Minor, MDOT
Linda Kokemuller, DEP
Richard Knowland, City of Portland

822-6300

AUGUSTA
STATE HOUSE STATION 17
AUGUSTA, MAINE 04333-0017
(207) 289-7688 FAX: (207) 289-7826
OFFICE LOCATED AT: RAY BUILDING, HOSPITAL STREET

PORTLAND
312 CANCO ROAD
PORTLAND, ME 04103
(207) 879-6300 FAX: (207) 879-6303

BANGOR
106 HOGAN ROAD
BANGOR, ME 04401
(207) 941-4570 FAX: (207) 941-4584

PRESQUE ISLE
1235 CENTRAL DRIVE, SKYWAY PARK
PRESQUE ISLE, ME 04769
(207) 764-0477 FAX: (207) 764-1507

NEW YORK CITY SUBWAY GRILLES

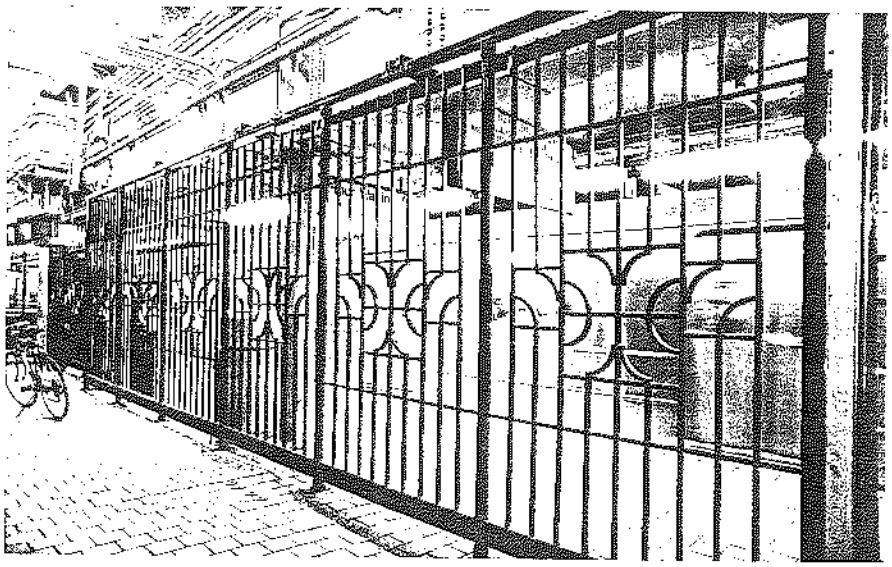
"Public Works" is a new feature of Places *that highlights design projects that enhance the public realm. We encourage readers to send reports of projects in their communities. Readers are encouraged to send brief articles along with black-and-white prints or color slides.*

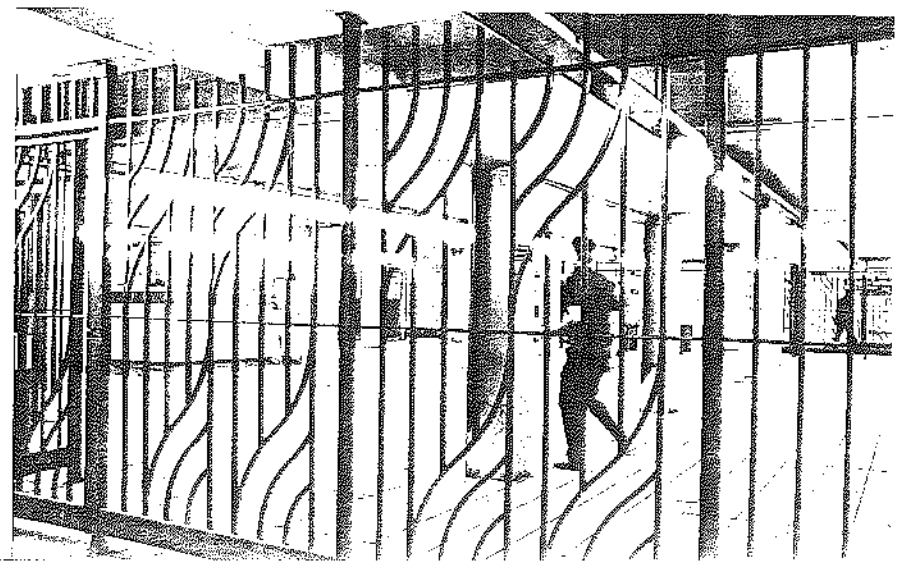
The New York City Transit Authority's Arts for Transit program is getting down to the nitty gritty. The sponsor of successful station art projects is now taking aim at the guts of the system — starting with the crusty, grimy fences that separate paid from unpaid sections of subway mezzanines.

When the TA decided to replace the fences as part of a project to automate the subway fare collection system, Arts for Transit Director Wendy Feuer urged that artist Laura Bradley be asked to prepare designs. Bradley already had created special grilles for one station and wanted to design more. Although engineers already had standard designs on the drawing board, TA officials handed Bradley a stack of technical specifications and gave her three months to work.

Ultimately, two of Bradley's designs won approval — one for use in streamline modern stations built in the 1930s and the other for use in the Beaux Arts stations built before then. The TA assigned staff architects to work with Bradley in developing technical drawings and ensuring the grilles were in modular form.

"There was a will, and it came from the top," Feuer explained. It didn't hurt that Bradley's buffed and painted stainless steel grilles could be manufactured for the same price as the polished stainless steel fences that TA engineers had designed.





New grilles in New York City's subways.
Photos courtesy New York City Transit Authority, Arts for Transit program.

Through this summer, grilles had been installed in 127 stations. They strike a subtle balance, enlivening the subway's drab atmosphere yet melding quietly into the worn patina of the stations, just like the mosaics installed when the subway was originally built. Says Feuer: "They're very modest, but that's perfect, because they're in so many places." — *Todd W. Bressi*

Rick -
Interesting re: ballpark issue
Phil

POROUS PAVING

ANDROPOGON ASSOCIATES

BY KIM SORVIG

The United States paves more area each year than the Roman Empire paved in its entire existence. Widespread paving is a recent phenomenon: even a century ago, the normal condition of city streets was a muddy morass (recall, for example, Sherlock Holmes' deductions from clay on urban trouser-cuffs). The introduction of "macadam" (by a Scottish contemporary of the fictional detective) changed all that, and by the early 1970s paving was referred to as "the nation's biggest publicly endowed business." But paving, for all its functional popularity, has been implicated in a wide range of ecological problems.

Most paving materials create surface stability by excluding water from the soil, and this impermeability causes a number of difficulties. Whereas soil absorbs rainfall and nurtures flora, fauna and humans, impervious surfaces increase runoff, causing erosion and flooding, depleting soil-water and contributing to siltation and water pollution. Modern construction has created such vast non-porous areas that many communities now must limit the creation of new impermeable surfaces.

Waterproof surfacing, however, is not the only way to achieve surface stability. Porous paving is a relatively recent technology that combines surface stability with permeability. Since the 1970s, landscape architects have been pioneers in its development and use. Considering how often the profession is involved in paving design, landscape architects ought to be familiar with porous paving if they wish to be "part of the solution" rather than part of the problem.

Rainfall reacts very differently to the conventional asphalt of the driving lane compared to the darker porous asphalt of the parking bays. Andropogon Associates' porous parking bays at the Morris Arboretum in Philadelphia eliminated the need for any retention facilities while providing for effective recharge of groundwater.

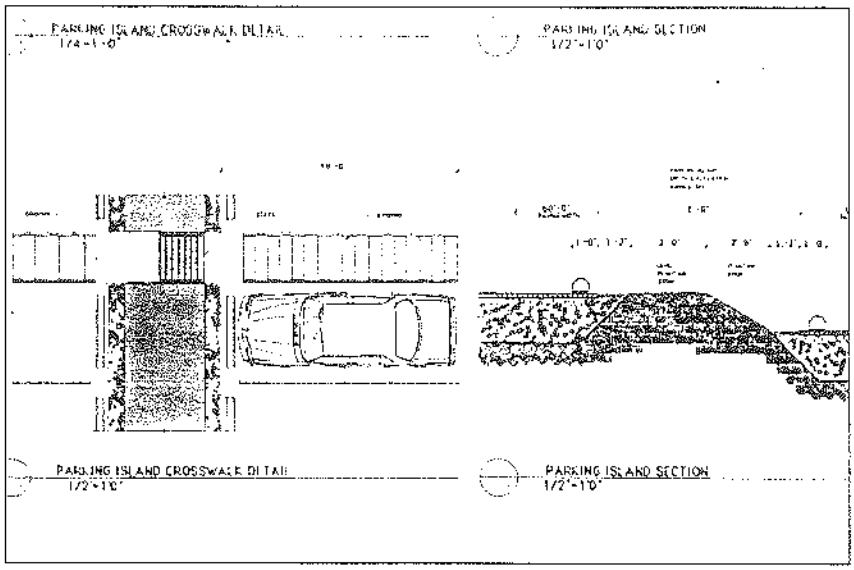
BASICS OF POROUS PAVING

Porous paving is stone aggregate, with a binder such as asphalt or Portland cement, placed in situ. The stone aggregate must be carefully sorted to exclude all the "fines"(sand-sized particles) which normally fill the voids between the larger aggregate; without fines, the voids make the material porous. "No-fines paving," "pervious paving," "permeable paving" and "percrete" (for "percolating concrete") are other names for the same material. (Other permeable stabilization technologies, such as precast lattice-block systems, are not covered in this article.)

Both porous asphalt and porous concrete are strong enough for parking, pedestrian and even some road surfaces. Porous asphalt was originally developed as a surface for airport runways, where it prevents dangerous surface ponding. Many state highway departments have adopted the material for road surfacing, and asphalt plants routinely carry it, specified as "open-graded mix," "popcorn mix" or "porous friction coat." Porous concrete, a lightweight load-bearing material with good insulation properties, was first used in housing construction.

In order to reduce runoff and increase soil-water recharge, the porous surface material must be underlaid with a bed of larger aggregate surrounded by filter-fabric. This bed supports the porous surface, and forms a reservoir to hold precipitation until it can percolate into the soil. (In highway and runway use, the porous surface is underlaid with impervious concrete.)

The technique of using porous asphalt over a reservoir was first researched in the 1970s by Edmund Thelan and Fielding Howe (the latter a practicing landscape architect) at the Franklin Institute in Philadelphia. Since then, firms such as Cahill and Associates (West Chester, Pennsylvania), Resource Technologies, Incorporated (Albuquerque, New Mexico), and Andropogon Associates (Philadelphia, Pennsylvania) have not only completed significant porous designs, but in several cases have won awards for them.



Above: Plan and section of porous parking bay with recharge basin. Below: This in-process photo shows three stages of construction. The parking bay in the lower left shows the uniformly graded aggregate that comprises the reservoir, which is then choked with fines (upper left bay) prior to paving with porous asphalt (right).

Cahill and Associates and Andropogon's team effort for the research headquarters of SmithKline Beecham, outside Philadelphia, won a 1990 Land Planning Merit Award from the Montgomery County Planning Commission. At SmithKline Beecham, as in many other porous paving projects, the designers created a reservoir underneath the parking area to satisfy and exceed requirements for stormwater management while avoiding ugly detention basins. At Cahill and Associates' Avignon project in Lower Merion, Pennsylvania, porous asphalt tennis courts created an amenity that met stormwater-management regulations. In states as dissimilar as Florida and New Mexico, the trend is toward porous concrete rather than asphalt, and firms like Resource Technologies have successfully combined parking and groundwater recharge using porous paving.

ADVANTAGES OF POROUS PAVING

In addition to its ecological advantages, porous paving can save in construction, real-estate and maintenance costs; as such, it is a clear example that working with natural systems yields economic benefits.

Ecologically, porous paving reduces both runoff volume and the concentration of overland flow. This avoids disruption of the site's natural groundwater recharge capacities as well as downstream erosion and siltation. While water is percolating through the porous reservoir, significant amounts of water-borne pollutants are also filtered out.

The cost advantages of porous paving derive from its serving two purposes at once. Since most stormwater is absorbed near where it falls, the storm drainage system may be significantly smaller and simpler when porous paving is used. Considered strictly as a surfacing material, porous paving may cost approximately 10 percent more than conventional paving; but, as a part of an overall stormwater system, porous paving's ability to eliminate storm drains can make it 12 to 38 percent cheaper.

A second, greater saving occurs where porous paving over an underground reservoir also substitutes for open stormwater detention basins, and the land area otherwise required for the basin is freed for other uses (see "The Failure of Detention," December 1991). If used to provide more building space, this savings can offset several times the total cost of porous paving construction. The space can also be used for landscape amenities or, as at SmithKline Beecham, to conserve natural features that would otherwise have been detroyed.

A third advantage is reduced maintenance costs, particularly in areas where snow removal is significant. Snow that falls on porous paving tends to melt and drain into the pores. Only after heavy snowfalls will any removal be required, and dangerous surface icing can be virtually eliminated.

SITE-DESIGN CRITERIA

Ultimately, success with porous paving depends on careful attention to design, construction and maintenance. Soil around any porous installation must have a minimum percolation rate of about a half-inch per hour, and should not contain more than about 30 percent clay. The soil must be deep enough that the bottom of the recharge reservoir remains well above bedrock or the water table (preferably three feet or more) to ensure unimpeded drainage. If clay lenses or other impervious barriers exist on site, the reservoir must be deep enough to reach permeable soil. On sites where the slope exceeds about 3 percent, the paved areas usually should be terraced so that the bottom of each reservoir remains relatively level.

There is no fixed depth for the reservoir itself, which must be designed for the site's slope and soil percolation rate as well as the design storm (Cahill and Associates uses a computer program to do this). The reservoir must be large enough to contain the water generated by the design storm, and may need extra volume to allow a holding period long enough for the water to percolate into the soil. In some cases, underdrains must be incorporated in the reservoir design. Where the site is sloped, drainage from the upper end of the reservoir will require extra depth in the lower end.

Runoff from roofs and impervious paved areas may be piped into the reservoir, thus directing it into the groundwater recharge cycle. Sediment-bearing water, such as flow from wooded areas, should not discharge onto porous paving but may be piped into the reservoir via grassed "filter buffers," sediment traps or filter fabric.

POROUS ASPHALT CRITERIA

Filter fabric capable of preventing sedimentation must be spread across the bottom and up the sides of the excavated reservoir. Where the soil is well-drained, the depth of the reservoir may be as little as nine inches and still provide support for light vehicles. The bottom of the reservoir should be covered with 2- to 2 ½-inch stone, which yields approximately 40 percent void space in the cavity. A "choker course" of small gravel, ¼- to ½-inch in diameter, should be laid on top of this, to even the surface of the reservoir. On top of this goes the porous asphalt surface, about 3 inches thick, consisting of uniformly graded ⅜-inch aggregate, with an asphalt binder equal to about 6 percent of the aggregate's dry weight.

Proper specification and supervision are particularly important to success with porous paving. Soil under the reservoir must not be excessively compacted during construction. Heavy equipment must make the minimum possible number of trips across the excavation; reservoir stone should be placed in lifts, with the trucks driving on previously placed stone, not on the excavated surface. During placement of the reservoir stone, the filter-fabric edges must be used like erosion-control fences to keep all sediment out of the reservoir; stone delivery vehicles also must not track silt into the reservoir. Finally, the porous surface must be correctly compacted, neither too much nor too little.

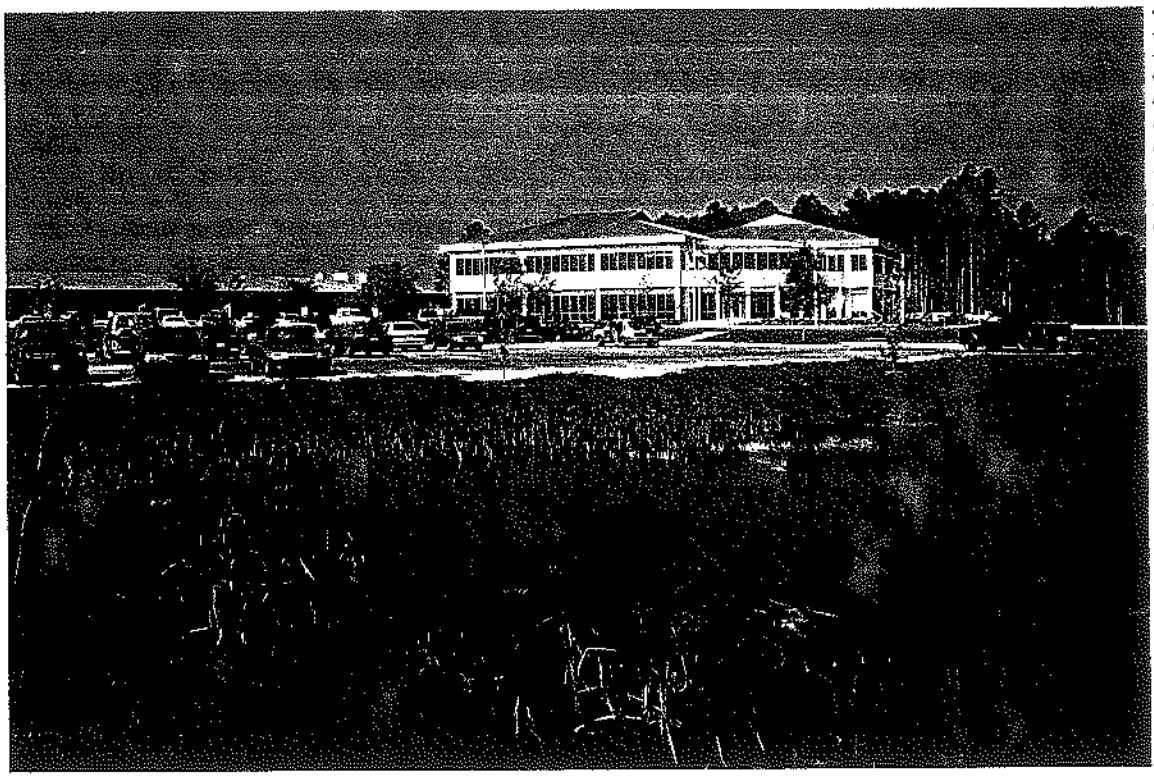
Above: Paving detail at the Morris Arboretum. Below: The porous concrete parking lot at the St. John's Water Management District headquarters in Palatka, Florida, allows water to filter through paving and soil into the pond in foreground. In the process, pollutants from the parked cars are filtered out.

Porous asphalt has successfully withstood freeze-thaw testing without damage. However, in warm climates heat may allow vehicle tires to rut the surface; porous concrete is therefore used in warmer climates. Excessive traffic (such as in mall parking areas) should be taken into consideration in design; porous asphalt is best suited for areas such as employee parking where traffic is limited.

POROUS CONCRETE CRITERIA

In Florida, porous concrete is regularly placed directly on a compacted soil base; this is probably because much of the soil is sandy and well-drained. On poorly drained soils, stone reservoirs are used under porous concrete. The concrete surface itself consists of uniformly graded ⅜-inch aggregate, similar to that used in porous asphalt, with Portland cement as the binder in a ratio of four or four-and-one-half parts aggregate to one part cement, by weight. This layer is usually five inches thick for ordinary vehicle traffic and thicker for heavier traffic.

It is very important to control the water in the concrete mix carefully, within the narrow range of a 0.34 to 0.40 water/cement ratio. With too much water, the cement binder runs off the aggregate, sealing the pores at the bottom, and



ANDREGG GEOSYSTEMS

FLORIDA CONCRETE & PRODUCTS ASSOCIATION

failing to bond at the top. Too little water produces a weak bond throughout.

The careful timing of placement is also essential. The contractor should place porous concrete within 60 minutes of mixing (slightly longer if additives are used), finish the surface immediately and cover it with plastic sheeting within 20 minutes of placement. The curing time is three to 10 days, depending on the type of cement used.

Porous concrete has the ability to withstand heavier loads than porous asphalt, and does not soften under heat. However, it appears to be more susceptible to freeze-thaw damage; certain additives can improve its performance in cold climates.

OBSTACLES TO POROUS PAVING

With all its advantages, why hasn't porous paving become a standard material? The primary reason appears to be resistance from some members of the engineering and regulatory community. Porous paving goes against the grain of the "pave-and-pipe" school of stormwater techniques. Moreover, successful design of porous paving requires more sophisticated site-specific data than the standardized pipe-sizing methods; in particular, soil, bedrock and groundwater characteristics must be thoroughly tested and respected. As with any new technology, porous paving has a learning curve and requires the education of both clients and professional colleagues.

Among the concerns raised by engineers and planners, the fear of clogging is the most common. (Unfortunately, some "tests" of porous paving were reportedly built on unsuitable soils and at toe-of-slope locations where clogging would be accelerated.) Yet most researchers have found that proper design, installation and maintenance can prevent any loss of porosity over time. The Florida Concrete & Products Association's tests have showed that even with the deliberate application of one inch of loose fines over a porous installation, the pavement never became less porous than turf, and performance levels of nearly 100 percent could easily be restored by cleaning with a device called a hydrovac. Recommended maintenance includes such a cleaning once or twice a year; the prompt removal of leaves and windblown sand is also important.

Cahill and Associates and Andropogon construct their porous installations with a French-drain-type stone trench around all edges; this ensures that even if the porous surface were to clog, runoff from the paving would still be routed to the reservoir. A similar "insurance" feature is an overflow drain that allows water to exit the reservoir if the bottom should cease to percolate. However, Cahill and Associates states that in more than 13 years of experience with porous paving, neither sort of clogging has ever occurred. Nevertheless, such overflow features may help to convince skeptical planning commissions.

With porous asphalt, some loss of porosity can occur in areas where traffic deforms and compacts the surface—for example, where traffic is heavy or vehicles turn repeatedly. Small areas of such clogging do not necessarily harm the overall performance of the system, and can be repaired by drilling the compacted areas with a small-diameter bit. Alternatively, conventional pavement could be used in such areas.

Another objection to porous paving has been that it may not stand up to freeze-thaw. However, existing porous asphalt installations have withstood many winter cycles without any break-up or heaving; the pore space allows for freeze-expansion without damage. Where failure has occurred, it frequently has been because an undersized reservoir allowed water to pond above the surface.

Impervious surfaces are a serious ecological problem which landscape architects are often asked to confront. The value of porous paving is sufficient to warrant its more frequent use, as well as further research and development, including the development of new synthetic binders with greater strength and durability. Familiarity with porous paving offers landscape architects an increasingly important option for site design that satisfies both social and ecological imperatives. ■

Kim Sorvig, ASLA, an assistant professor at the University of New Mexico, wrote "Brave New Landscapes" (July 1992).

CONSULTANTS

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(215) 487-0700

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Resource Technologies, Inc.
2129 Osuna Rd. NE
Albuquerque, NM 87113
(505) 345-3115

ASSOCIATIONS

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649 Vassar Street
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(407) 423-8279

National Aggregate Association
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(301) 587-1400

National Asphalt Paving Association
5100 Forbes Blvd.
Lanham, MD 20706
(301) 731-4748

Portland Cement Association
5420 Old Orchard Rd.
Skokie, IL 60077
(708) 966-6200

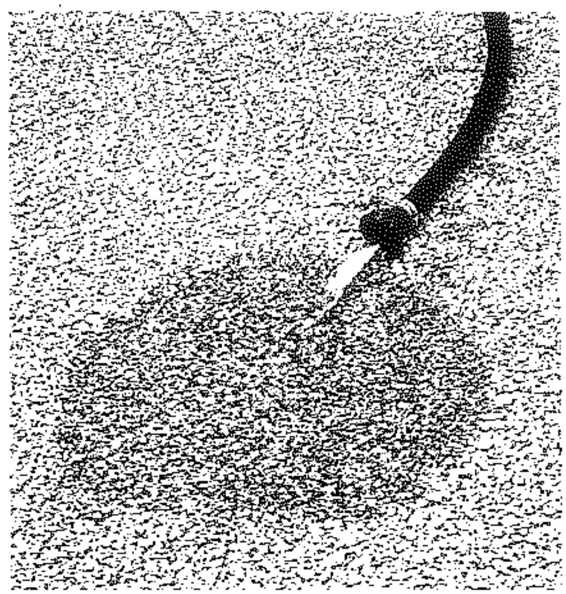
Portland Cement Pervious Institute
5594 N. Orange Blossom
Orlando, FL 32810
(407) 290-1444

PUBLICATIONS

Diniz, Elvidio. Porous Pavement: Phase I Design and Operational Criteria. EPA Municipal Environmental Research Lab, 1980. To order, call the U.S. Government Printing Office at (202) 783-3238.

Pervious Pavement Manual. [illegible] Florida Concrete & Products Association. [illegible]

[illegible]



Seeing is believing: Water soaks straight into porous concrete, reducing the need for costly drainage systems.

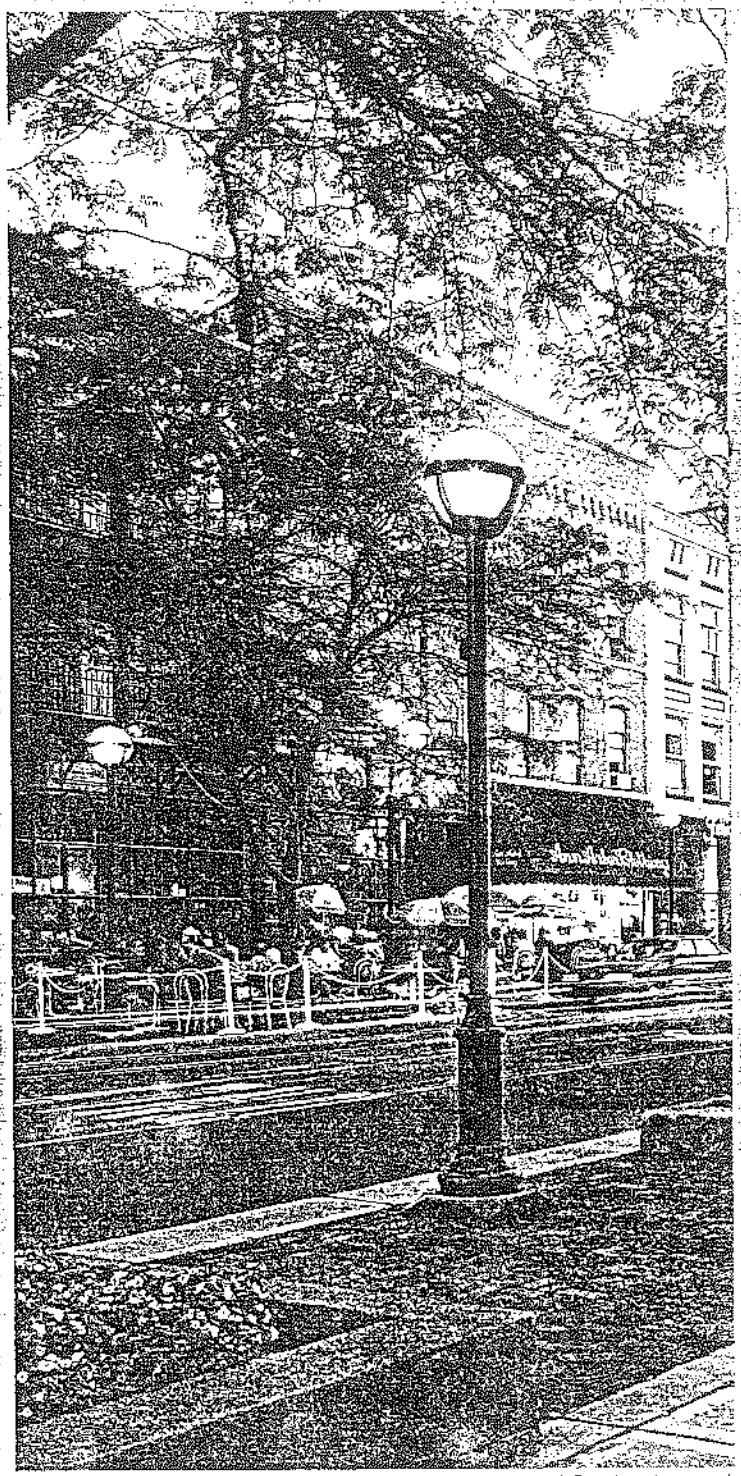
LUMEC

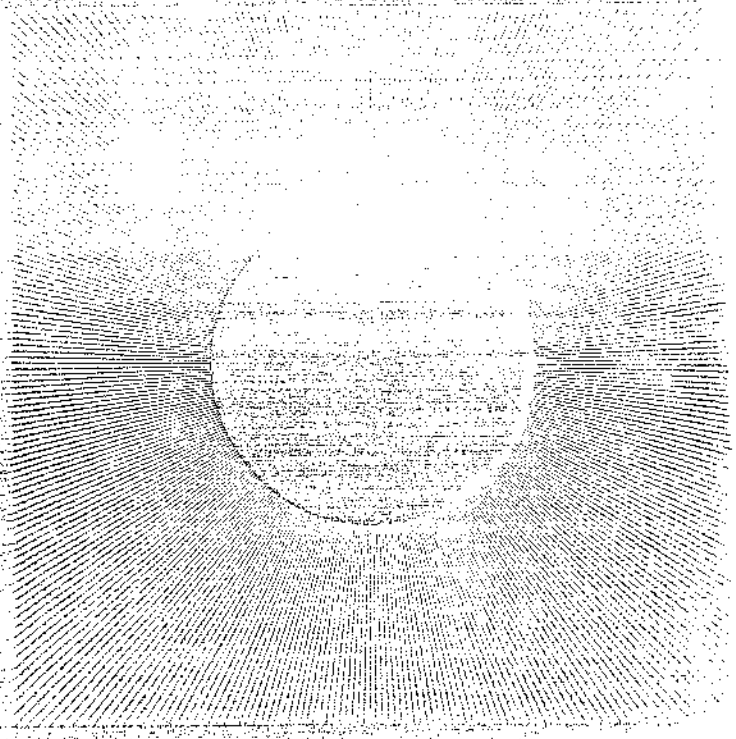
Perhaps captures a baseball image...
Don't know performance...

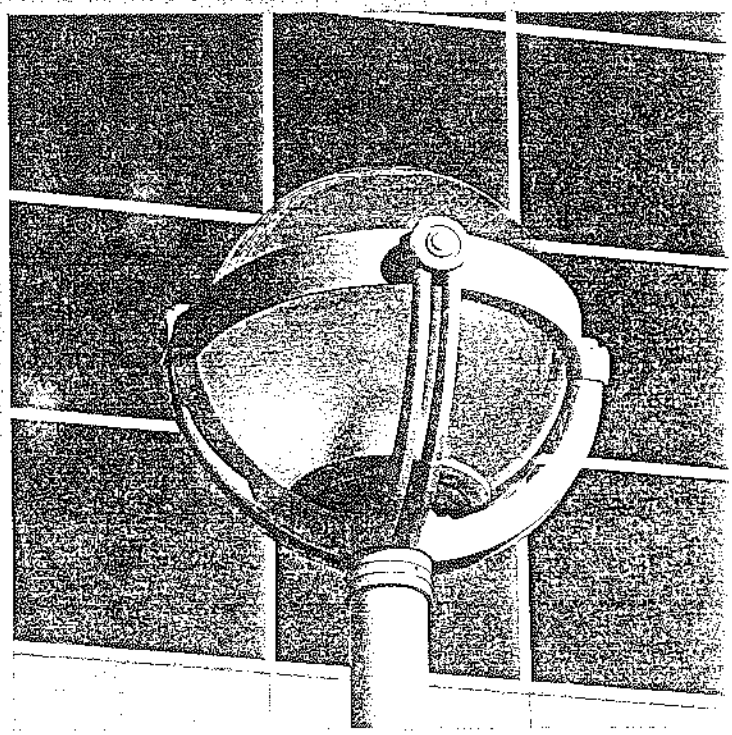
NW New Westminster Series

The classic styling of these luminaires reflects the attention to detail that characterizes all Lumec products.

Designed to respect the spirit of their intended locations, our luminaires are manufactured with care to withstand the test of time.







06-91 Ann Arbor Main Street

Robert J. Eovaloy photograph

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(Shipping)

Tel: (514) 430-7040
Fax: (514) 430-1453

THOMAS INDUSTRIES INC

Lamp Guide

The NW New Westminster series accommodates H.I.D. or incandescent lamps up to 175W.

The UL or CSA-recognized CWA-type ballast features a -30F° (-34C°) lamp-starting capacity, a power factor of 90% or better and a regulation of lamp power within ±10% of rated input voltage. HPS ballasts operate within ANSI trapezoidal limits.

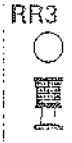
The ballast is integrated under the ballast cone in the luminaire.

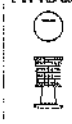
Wattage		NW
70	MH	–
100	MH	–
150	MH	–
175	MH	–
35	HPS	–
50	HPS	–
70	HPS	–
100	HPS	–
150	HPS	–
50	MV	–
75	MV	–
100	MV	–
175	MV	–

Optical Systems

Refer to photometric guide for further information.

RR  Round borosilicate refractor; type V symmetrical distribution. (lamp not included).

RR3  Round borosilicate refractor; type III asymmetrical distribution. (lamp not included).

RR3D  Round borosilicate refractor with house shield; type III asymmetrical distribution. (lamp not included).

DF  Round spun-aluminum reflector: type V symmetrical distribution. (clear lamp not included) (POND globe only).

DFD  Round spun-aluminum reflector with house shield; asymmetrical distribution. (clear lamp not included) (POND globe only).

LMP  Lamp without optical system. (coated lamp not included).

Finishes

The specially-formulated textured Lumital powder coat is available in a wide range of standard colors. This unique coating of thermo-setting polyester resins provides a highly durable UV-resistant exterior finish.

Lumital coatings are specially formulated for outstanding salt-spray resistance according to ASTM B117-73 standards, and excellent humidity resistance as per ASTM D2247-68 testing procedures.

All surfaces are "shot and grid" blasted to meet "near white" specifications.

Should a special color match be required, Lumec reserves the right to use an oven-cured liquid polyurethane finish.

Colors:

BK	Black	BR	Bronze
BE	Blue	GY	Grey
GN	Green	WH	White

Consult the color chart for the specifications and the complete color selection.

Special Color:

SC Special Color
(Provide 4" (101mm) square color chip)

As Lumec strives to constantly improve its products, it reserves the right to substitute materials or alter the design of its products without prior notification.

At Lumec, blueprints have long since given way to functional reality and the performance of our products is proven and well documented.

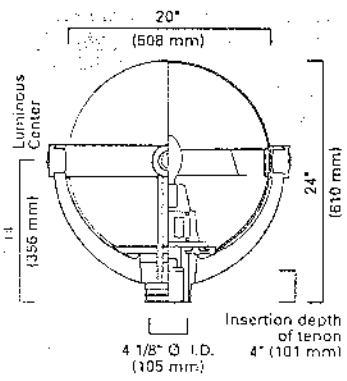
An original concept can also be developed in cooperation with our technical services department.

Should you wish to mix the NW New Westminster with Versalux components available in other Lumec documentation, please contact our representative regarding feasibility.

70 HPS	NW	DF	VOLTS	CR 1A	APR4F-12	BK	LS

Luminaire

The NW New Westminster luminaire consist of a POND finish 20" (508mm) acrylic globe mechanically fastened to the rotomatic system with concealed stainless steel hardware sealed by a silicon gasket.
A round band of flat aluminum is welded to a cast-aluminum cradle pole-top adaptor. Four decorative aluminum caps conceal the band and cradle junctions.
The NW New Westminster is UL and CSA approved.



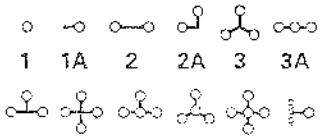
NW - DF
EPA: 1.90 sq. ft.
Wt: 35 lbs. (15.9 kg)

Mountings

CR 
Arm is made of a 2" x 4" (51 x 101 mm) aluminum extrusion. Ballast housing is a 4" (101 mm) round aluminum extrusion.

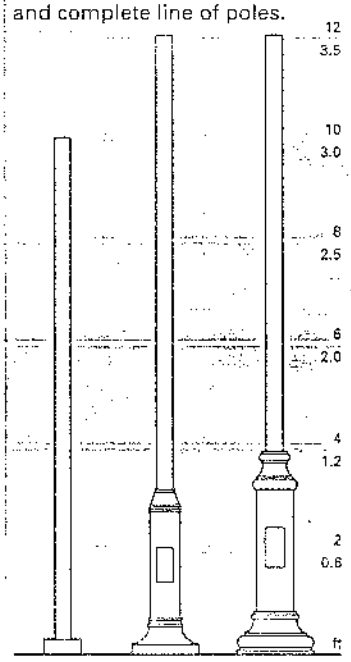
JR 
Consists of two rectangular 2" x 3" (51 x 76 mm) aluminum extrusions welded to a 4" (101 mm) extruded aluminum ballast housing.

Configurations:



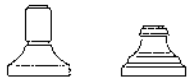
Poles

Consult Pole Guide for details and complete line of poles.



Options

FS	Luminaire Integrated Fuse. (240 volts max)
PCC	Clear Polycarbonate Globe.
PCBR	Bronze Polycarbonate Globe.
PCP	POND Polycarbonate Globe.
ACC	Clear Acrylic Globe.
O	Opal Polyethylene Globe.
HB*	Hinged Base. (APR4 & APS4 poles only)
DR*	Duplex Receptacle. (120 Volts only)
DRGFI*	Duplex Receptacle with Ground Fault Interrupter. (120 Volts only)
PH*	Photoelectric Cell.
LS*	Provision for Loud-speaker Outlet.
BA*	Banner Arm.
LBC*	Optional Base-cover:



Base-covers only for APR4 and SPR4 Poles (replaces standard base-cover.)

* Consult Pole Guide for details.

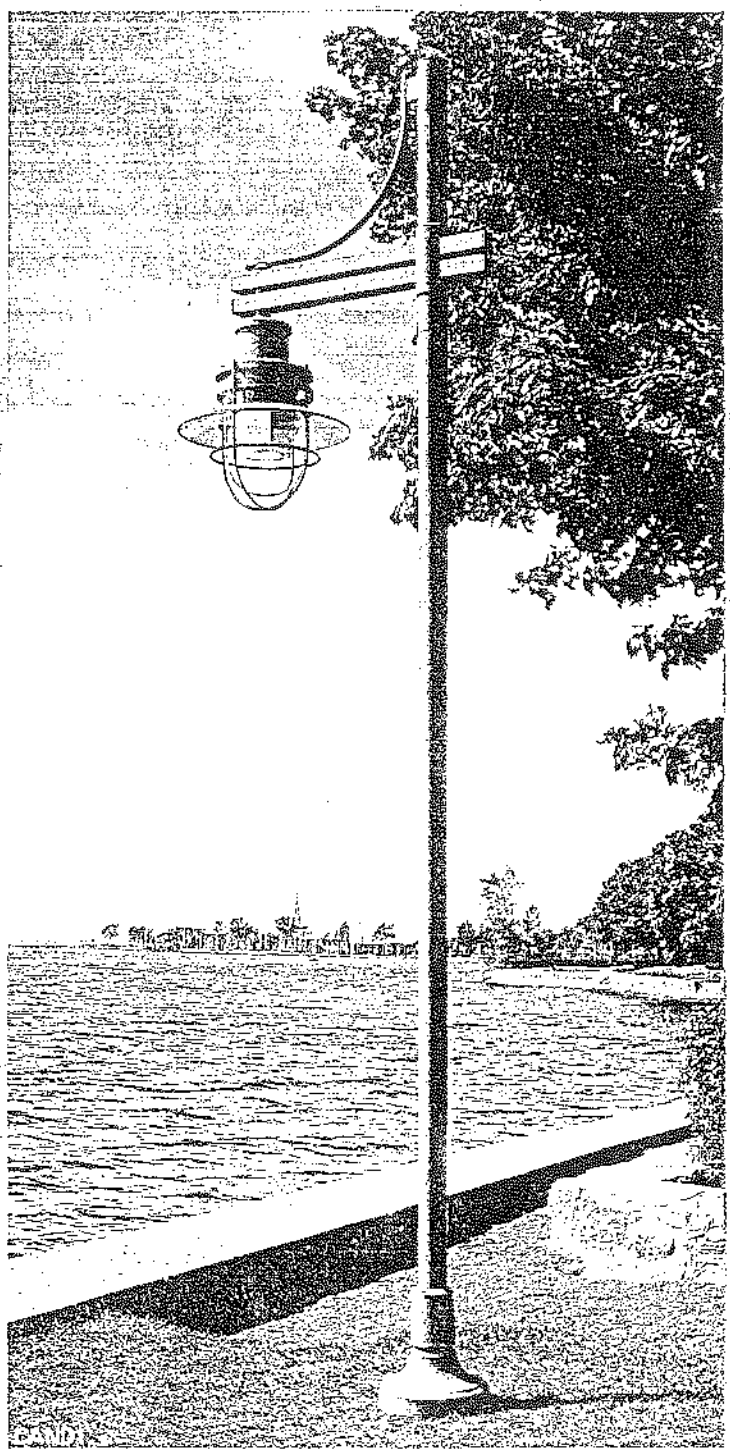
Printed in Canada

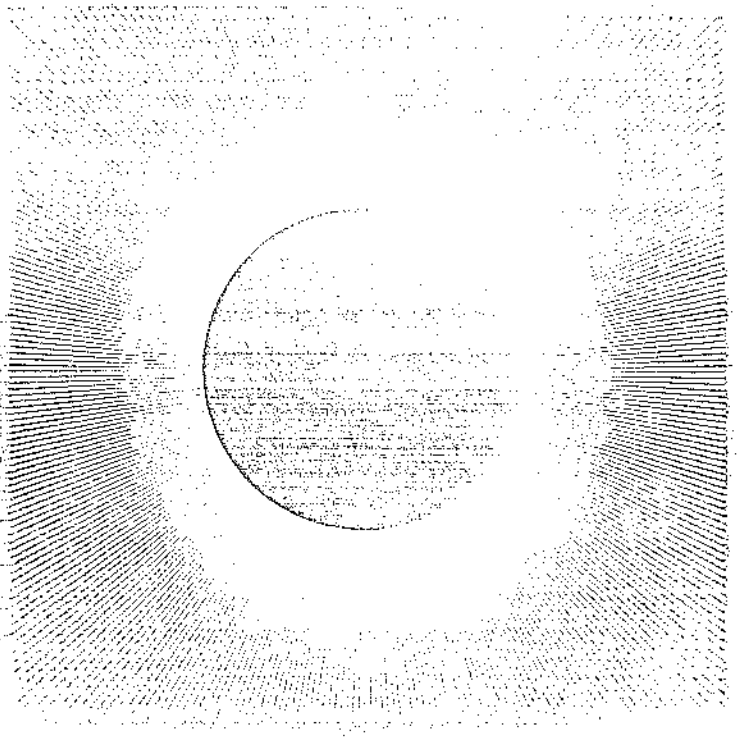
This fixture being considered for Downtown. We have evaluation of performance.

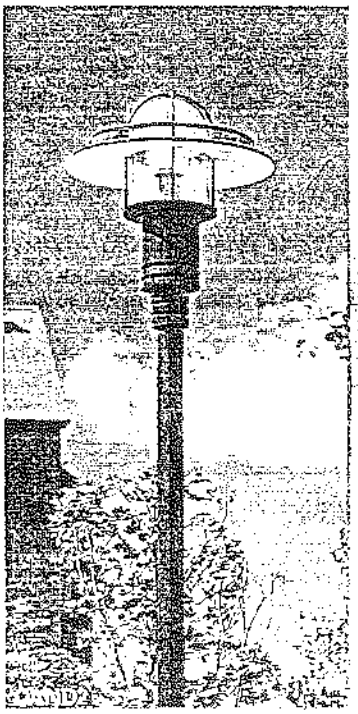
LUMEC

CAND Candela Series

The CAND Candela series heralds the appearance of a luminaire high lighted by an efficient combination of innovation and versatility. Thanks to its functional base and a variety of accessories, the Candela blends easily and harmoniously with any urban setting.
The degree of flexibility offered by the Candela can be greatly appreciated by the designer as he carries out his job.

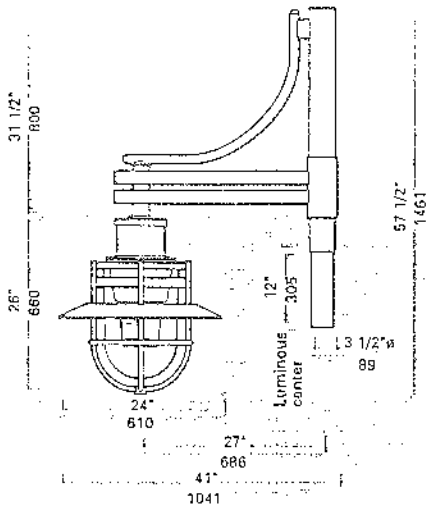






CAND1 Candela 1

in configuration 1A. Includes luminaire and mounting bracket.



Luminaire unitized ballast up to 100 watts.
Higher wattages require remote ballast.

EPA: 3.48 sq.ft. (1A) Weight: 45 lbs (20.4 kg)
6.45 sq.ft. (2)

Finishes

The specially-formulated textured Lumital powder coat is available in six standard colors. This unique coating of thermosetting polyester resins provides a highly-durable UV-resistant exterior finish.

Lumital coatings are specially formulated for outstanding salt-spray resistance according to ASTM B117-73 standards, and excellent humidity resistance as per ASTM D 2247-68 testing procedures.

All surfaces are "shot and grid" blasted to meet "near white" specifications.

Should a special color match be required, Lumec reserves the right to use an oven-cured liquid polyurethane finish. Consult factory for specifications.

Standard Colors:

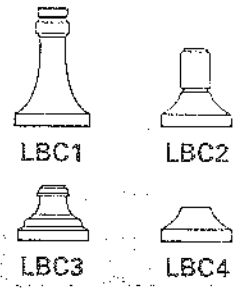
BK	Black
BE	Blue
GN	Green
BR	Bronze
GY	Grey
WH	White

Special Color:

SC	Special Color (Provide color chip)

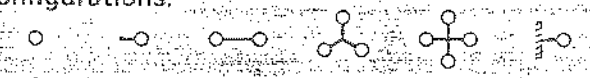
Options

IS	Isolated Secondary.
HB	Hinged Base. (APR & APS poles only)
DR	Duplex Receptacle at Pole Top. (120 Volts only)
PH	Photoelectric Cell at Pole Top.
LS	Provision for Loud-speaker Outlet at Pole Top.
BA	Banner Arm.
FS	Luminaire Integrated Fuse.
LBC	Optional Landscape Base-cover.



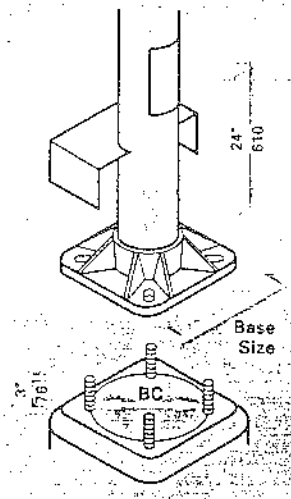
Base-covers only for APR4 and SPR4 Poles.(replaces standard base-cover.)

Configurations:



1A | APR4U-12 | BR | IS-LBC4

Base Details



	Bolt Circle	Base Size
APR:	8 1/2" (220 mm)	9" (230 mm)
SPR:	8 1/2" (220 mm)	9 5/8" (245 mm)
AM6/SM6:	10 1/2" (270 mm)	13" (330 mm)
AM8/SM8:	12 1/2" (320 mm)	15" (380 mm)

Includes 4 anchoring bolts 3/4-20 (19-508), 8 nuts and 8 washers.

Poles

Straight Aluminum Poles.

	Cat. No.	Height ft.	Height m	Section in.	Section mm	EPA ft.² 70mph	EPA ft.² 80mph	EPA ft.² 100mph
APR	APR4F-8	8	2.5	4.0	101	13.5	10.5	6.3
	APR4U-8	8	2.5	4.0	101	20.2	17.4	9.1
	APR4F-10	10	3.0	4.0	101	10.3	7.5	4.5
	APR4U-10	10	3.0	4.0	101	18.3	13.4	7.8
	APR4U-12	12	3.5	4.0	101	13.7	9.9	5.1
	APR4W-12	12	3.5	4.0	101	19.0	14.0	7.2
	APR4U-15	15	4.5	4.0	101	9.8	5.4	3.0
	APR4W-15	15	4.5	4.0	101	13.8	7.4	4.2

Description: Aluminum poles are constructed o a seamless round extruded alu minum tube. The shaft is welded at both top an bottom of a reinforced zinc-ric cast-aluminum base.

Straight Steel Poles.

	Cat. No.	Height ft.	Height m	Section in.	Section mm	EPA ft.² 70mph	EPA ft.² 80mph	EPA ft.² 100mph
SPR	SPR4D-10	10	3.0	4.0	101	22.9	17.5	10.5
	SPR4N-10	10	3.0	4.0	101	30.0	27.4	16.5
	SPR4D-12	12	3.5	4.0	101	17.8	13.9	8.3
	SPR4N-12	12	3.5	4.0	101	28.0	21.8	12.9
	SPR4N-15	15	4.5	4.0	101	17.0	12.8	7.2
	SPR4V-15	15	4.5	4.0	101	21.0	16.0	9.0

Description: Steel poles are constructed of hig tensile carbon steel. The shaft consists of a single piec with a rolled and flattened vertica weld seam. The shaft is welded to both the to and bottom of the base plate.

Aluminum (AM) & Steel (SM) Bottleneck Poles

	Cat. No.	Height ft.	Height m	Section in.	Section mm	EPA ft.² 70mph	EPA ft.² 80mph	EPA ft.² 100mph
AM6 SM6	AM6U-12	12	3.5	4.0	101	23.5	17.5	10.7
	AM6U-15	15	4.5	4.0	101	17.0	12.6	7.3
	SM6N-12	12	3.5	4.0	101	30.0	30.0	19.4
	SM6N-15	15	4.5	4.0	101	24.4	18.3	11.2
AM8 SM8	AM8U-12	12	3.5	4.0	101	26.5	19.8	12.1
	AM8U-15	15	4.5	4.0	101	17.5	13.4	7.8
	SM8F-12	12	3.5	4.0	101	25.0	19.6	12.0
	SM8N-15	15	4.5	4.0	101	28.8	20.5	10.5

AM6 - 6" (152 mm) base tube welde
SM6 to 4" (101 mm) tubular shaf
Accepts 2 remote ballasts.

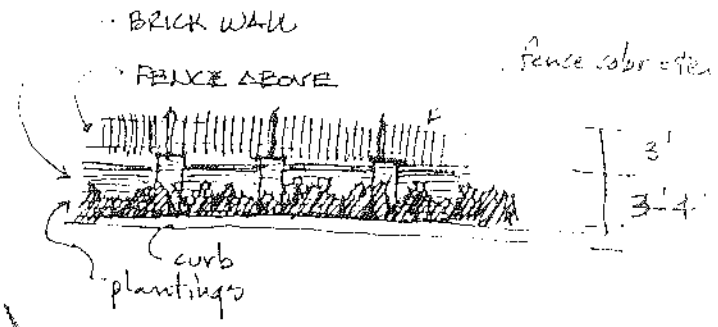
AM8 - 8" (203 mm) base tube welde
SM8 to 4" (101 mm) tubular shaf
Accepts 4 remote ballasts.

Decorative aluminum joint cove included. Assembly is welded a both top and bottom of the bas plate.

Consult Pole Guide for detailed information.

Printed in Canada

WALL DETAIL

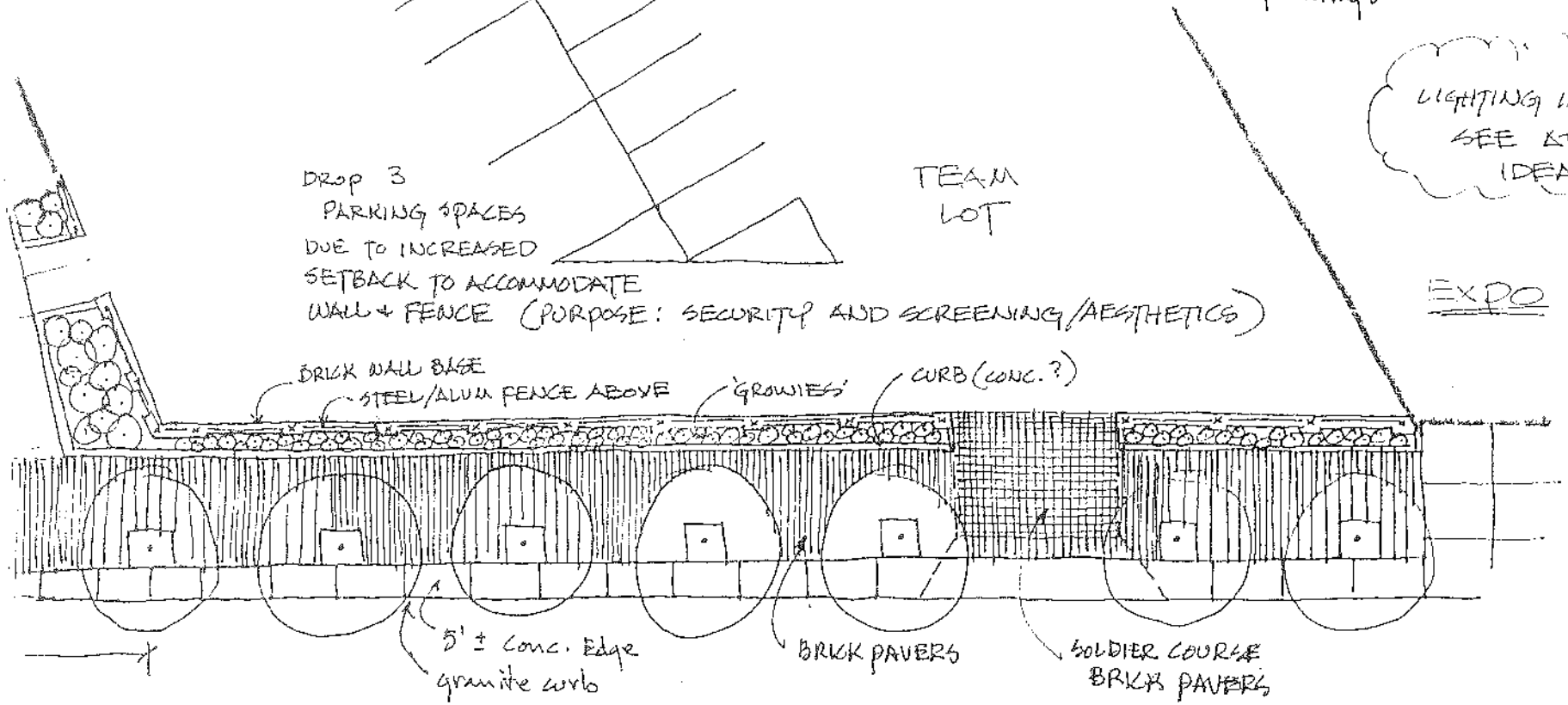


LIGHTING IMPORTANT SEE ATTACHED IDEAS.

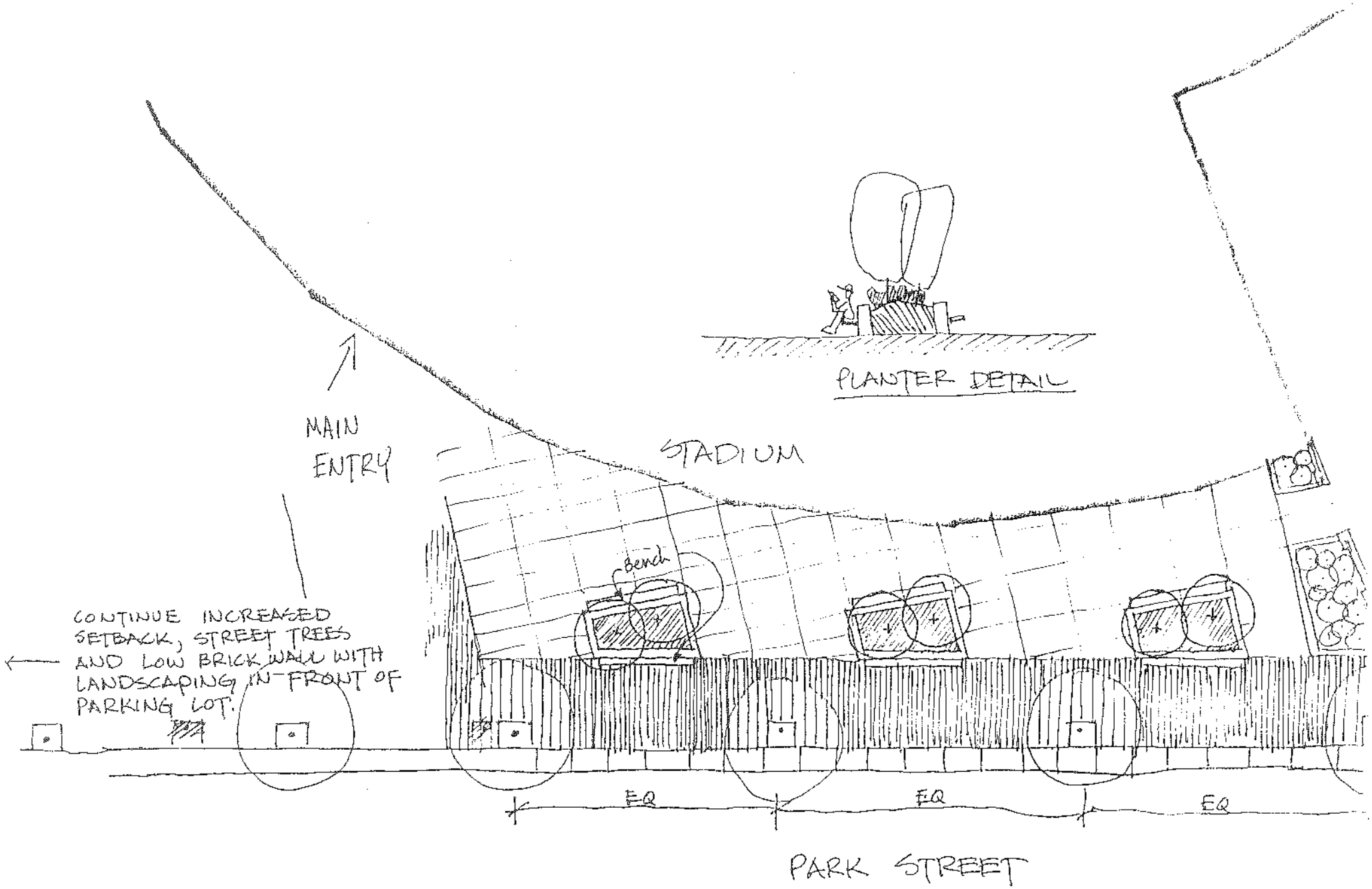
DROP 3 PARKING SPACES DUE TO INCREASED SETBACK TO ACCOMMODATE WALL + FENCE (PURPOSE: SECURITY AND SCREENING/AESTHETICS)

TEAM LOT

EXPO



BALLPARK SKETCH


PLANTER DETAIL
MAIN ENTRY
STADIUM
bench
CONTINUE INCREASED SETBACK, STREET TREES AND LOW BRICK WALL WITH LANDSCAPING IN FRONT OF PARKING LOT.
EQ
EQ
EQ
PARK STREET

M

CITY OF PORTLAND, MAINE
MEMORANDUM

TO: Mary Theriault, Engineer

FROM: Richard Knowland, Senior Planner

DATE: April 16, 1993

SUBJECT: Hadlock Field Parking

At the April 1st Baseball Operations Committee meeting, additional information was requested on the zoning and site plan ordinance regulations regarding parking. This question was apparently the result of numerous inquiries received from private homeowners wanting to sell parking spaces to spectators attending Hadlock Field baseball games.

The Site Plan Ordinance requires that the creation of new parking spaces must undergo Site Plan Review (Sec. 14-522). This also applies to temporary parking spaces. I would assume that most property owners would not want to go through this process. In addition, the Zoning Ordinance prohibits parking in the front yard area of lots having residential uses. (Sec. 14-336)

The residential area closest to the ball park (Parkside Neighborhood) is zoned R-6. The R-6 zone has open space standards that restricts the percentage of a lot that may be devoted to parking and impervious surface areas. (Sec. 14-139)

To summarize, there are a number of zoning and site plan ordinance provisions that regulate parking areas. These regulations are meant to protect the character of residential neighborhoods. It would not be possible for a property owner to simply set up ball game parking spaces without benefit of zoning and site plan review. Also we don't want to encourage people to tear down buildings for parking lots.

Existing commercial and nonresidential uses with existing parking lots have the benefit of being an established use so that they would be available for ballpark use.

Should a property owner have a specific question on what the zoning and site plan regulations might be regarding their property, they should be directed to Bill Giroux, the Zoning Administrator. Please call me should you have any questions on this memo.

cc: Joseph E. Gray, Jr., Director of Planning and Urban Development
Alexander Jaegerman, Chief Planner
Larry Mead, Director of Recreation
Samuel P. Hoffses, Chief of Building Inspections
William Giroux, Zoning Administrator
Natalie Burns, Associate Corporation Counsel

PLANNING REPORT #07-93

HADLOCK FIELD BASEBALL STADIUM

SITE PLAN AND R-OS DEVELOPMENT STANDARD REVIEW

CITY OF PORTLAND, APPLICANT

Submitted to:

Portland Planning Board
Portland, Maine

March 23, 1993

M

I. INTRODUCTION

The City of Portland requests site plan review for a 6,000 seat baseball stadium on the site of Hadlock Field in the vicinity of 255 Park Avenue. The stadium is adjacent to other city landholdings including the Expo, Portland Ice Arena, Fitzpatrick Stadium and King Junior High School totalling 29 acres. See Attachments A, B, C, D for site plan, landscaping plan, building elevation plan and background information.

The development is also being reviewed locally under the Site Location Law. As the Board may recall, the City has been certified by the DEP to review such projects locally. The Site Location Law was triggered by the development of the stadium but the Board must also review as part of this application, the Portland Ice Arena, King Junior School modular classroom and the Fitzpatrick Press Box. This review is required because the Site Location Law sweeps in all development constructed after 1970. 310 notices of this public hearing were sent to area property owners.

II. FINDINGS

Zoning:	Recreation Open Space
Total Land Area:	29 acres
Parking Spaces:	87 spaces (Hadlock Field lots)...total parking spaces 1,789 to 2,229
Building Height:	40 feet

The proposed stadium will replace the existing bleachers on the site. The stadium is about 345 feet long and 100 feet wide. The footprint of the structure is about 40,000 sq. ft. The height of the stadium is about 40 feet. The base of the stadium is 30 feet high while the media booth and sky boxes adds another 10 feet to the height. [Recently, the City Council enacted an amendment to the R-OS Zone increasing the height limit from 35 feet to 45 feet for areas more than 1,000 feet from the shoreland zone.]

The first floor of the stadium along Park Avenue will have a main entrance with a ticket collection station. A ticket sales office will have four windows facing Park Avenue near the main entrance. The main entrance opens up to a large concourse with concession stands, administrative offices, novelty stands, restrooms and other support service facilities. The concourse also provides the main access to the stands. Several of the spaces, such as the administrative offices will have separate entrances on the Park Avenue facade of the building. The administrative offices will also have a second floor of offices within the stadium structure. In addition to the main entrance, there are two major exits along the front side of the stadium. Service deliveries are provided for by a separate entrance on the Expo side of the stadium.

Vehicle circulation on the site is divided into two sections. Parking for the general public will be provided on the Valley Street side of the property. This parking area will have 58 striped parking spaces (8 handicapped spaces) with two curb cuts. The second parking area on the site is between the stadium and the Expo. This will provide parking for staff (29 spaces) and the team busses. It will also provide an entrance for service deliveries.

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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.

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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.

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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 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 attendent 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 attendents 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~~ 2,274 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.

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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.