

49-A-1

2007-0157

165 Park Ave.

Sea Dogs Clubhouse

City of Portland

on Spreadsheet

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

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

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

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

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

7. Existing Vegetation

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

8. Soil and Drainage, Erosion and Sedimentation Control

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

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

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

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

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

9. Lighting

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

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

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

10. Fire

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

11. Infrastructure

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

3. Recreation Open Space Standards

1. Landscaping

See Site Plan Review, Section 6.

2. Natural features

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

3. Screening and landscaping of loading and parking areas

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

4. Siting of structures to avoid significant views

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

5. Storage of commodities and equipment

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

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

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

7. Parking

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

MOTIONS FOR THE BOARD TO CONSIDER

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

1. That the plan is in conformance with the Site Plan Ordinance of the Land Use Code.

A. Potential Conditions of Approval

- i. The City Traffic Engineer shall complete the traffic study and review thereof for all intersections as jointly determined by the Maine Department of Environmental Protection, Maine Department of Transportation 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.
 - ii. That an exterior lighting plan be submitted to the Planning Department for review and approval.
2. That the plan is in conformance with the Recreation-Open Space Development Standards of the Land Use Code.

ATTACHMENTS:

- A. Site Plan
- B. Landscaping Plan
- C. Building Elevation Plan
- D. Background Information
- E. Ice Arena, King School Background Information
- F. Eaton Traffic Review
- G. Parking Summary and Traffic-Parking Issues
- H. Erosion and Sedimentation Control Plan
- I. Summary of Soil Report
- J. Memo from Melodie Esterberg, Development Review Coordinator
- K. Lighting Information
- L. Fire Department Comments

The following small shrubs would be based on local availability 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

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:

<i>Juniper Horizontalis</i>	Creeping Juniper
<i>Cotoneaster horizontalis</i>	Spreading Cotoncater
<i>Parthenocissus tricuspidata</i>	Boston Ivy
<i>Pachysandra procumbens</i>	Pachysandra
<i>Convallaria majalis</i>	Lilly of the Valley
<i>Vinca minor</i>	Periwinkle
<i>Ajuga</i>	Bugle
<i>Hedera helix</i>	Hardy English Ivy
<i>Gaultheria procumbens</i>	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:

<i>Leucothoe fontainensia</i>	Drooping Leucothoe
<i>Spiraea bumalda</i>	Spiraea
<i>Cotoneaster</i>	Cotoneaster
<i>Myrica pensylvanica</i>	Northern Bayberry
<i>Berberis thunbergi</i>	Barberry
<i>Rhodora canadense</i>	Rhodora

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Small Deciduous 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:

<i>Acer griseum</i>	Paperback Maple
<i>Acer campestre</i>	Hedge Maple
<i>Carpinus caroliniana</i>	American Hornbeam
<i>Pyrus calleryana</i>	Callery Pear
<i>Malus baccata</i>	Selected Crabs
<i>Malus f. hillierii</i>	

Evergreen Trees:

The following trees are able to withstand the smoke, dust, exhaust gases, soil compaction, extensive heat reflection, and limited nutrient and water supply of this urban environment.

Quantity: 1

Type:

<i>Abies Concolor</i>	White Fir
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Size: 3" - 4"

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 encouraged 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 conditions (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 nutrient and water supply of this urban environment.

<i>Acer rubrum</i>	Red Maple
<i>Acer platanoides</i>	Norway Maple
<i>Ginkgo biloba</i>	Ginkgo
<i>Quercus palustris</i>	Pin Oak
<i>Tilia cordata</i>	Linden
<i>Gleditsia triacanthos</i>	Honey Locust
<i>Carpinus betulus</i>	European Hornbeam

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 Usage 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 *RB*

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	<u>200,000</u>
	\$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.

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

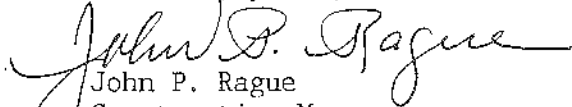
Dear Mr. Knowland:

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.

	<u>Required</u>	<u>To Be Provided</u>
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

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.

$$6,100 \text{ spectators @ } 5 \text{ GPD/Spectator} = 30,500 \text{ GPD}$$

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.

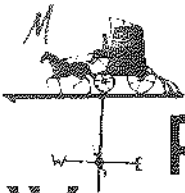
Very truly yours,
CITY OF PORTLAND

A handwritten signature in cursive script that reads "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



Portland Water District

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

ATTACHMENT "D"

D-10

(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

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

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

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

Area #

①	$\frac{1}{2} (240) (240) = 28800$	—
②	$\frac{1}{2} (80) (30) = 1200$	
③	$\frac{1}{2} (225) (70) = 9625$	
④	$\frac{1}{2} (275) (65) = 22688$	
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	$(450) (20) = 9000$	
㉜	$(250) (8) = 2000$	

Preadeveloped Areas by Soil Type

① Deerfield (De.B)

$$\text{Total Area} = (305)(480 + 80) + (290)(80) = 194,000 \text{ sf.}$$

③ Cut & Fill land (Cu)

$$\text{Total Area} = (350)(900) + (252)(440) + (200)(360) = 497,000 \text{ sf}$$

$$\text{Impervious} = \sum \text{Areas } 1, 9, 10, 24, 25, 33 = 82,940 \text{ sf}$$

$$\text{Vegetated} = 497,000 - 82,940 = 414,060 \text{ sf}$$

⑤ Hinckley (H/B)

$$\text{Total Area} = \overset{56,400}{(370)(320)} + \overset{149,400}{\frac{1}{2}(610)(490)} + \overset{15,525}{\frac{1}{2}(270)(135)} + \overset{15,000}{(250)(140)} = 286,325$$

$$\text{Impervious} = \sum \text{Areas } 2-8, 11-23 = 193,000$$

$$\text{Vegetated} = 286,325 - 193,000 = 93,325$$

Hedlock Stadium Site

Postdeveloped Conditions

Calculation of Areas by Soil Type

① Deerfield (same as pre-developed)

$$\text{Total Area} = 194,000 \text{ sf.}$$

② Ct and Fill Land (Cu)

$$\text{Total Area} = 497,000 \text{ sf.}$$

$$\begin{aligned} \text{Impervious} &= (230)(275) + \left(\frac{1}{2}\right)(60)(225) + (180)(40) + \\ &\quad + (260)(37) + (450)(20) + \frac{1}{2}(80)(30) = 119,650 \end{aligned}$$

$$\text{Vegetated} = 497,000 - 119,650 = 377,350 \text{ sf.}$$

③ Hinckley (HIB)

$$\text{Total Area} = 286,375$$

$$\begin{aligned} \text{Impervious} &= \frac{1}{2}(330)(550) + \frac{1}{2}(40)(100) + \frac{1}{2}(60)(220) + \\ &\quad + (230)(100) + (120)(240) + \frac{1}{2}(40)(95) + \\ &= (450)(120) + (270)(50) = 220,550 \end{aligned}$$

$$\text{Vegetated} = 286,375 - 220,550 = 65,825$$

M

Worksheet 2: Runoff curve number and runoff

0-15

Project Hadlock Stadium SiteLocation Portland, MEBy BatDate 2/19/93Circle one: Present Developed

Checked

Date

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/			Area <input type="checkbox"/> acres <input type="checkbox"/> mi ² <input checked="" type="checkbox"/> %	Product of CN x area
		Table 2-2	Fig. 2-3	Fig. 2-4		
DeB-Dorfield Soil Group B	Urban District Commercial & Business	94			194,000 19.8%	18.6
Cu-Filled Area	Impervious 19 10 24 25 33 Area #3	98			82,940 8.5%	8.3
Cu-Filled Area Soil Group C*	Vegetated	79			414,000 42.4%	33.5
H1B-Hinckley	Impervious 23 45 56 78 11 12 13 14 15 16 17 18 19 20 21 22 23 Area #3	98			193,000 19.7%	19.3
H1B-Hinckley Soil Group C*	Vegetated	79			93,400 9.6%	7.6
Totals =						87.3

1/ Use only one CN source per line.

$$\text{CN (weighted)} = \frac{\text{total product}}{\text{total area}} = \underline{87.3}$$

Use CN =

87.3

2. Runoff

Frequency yr

Rainfall, P (24-hour) in

Runoff, Q in

(Use P and CN with table 2-1, fig. 2-1, or eqs. 2-3 and 2-4.)

Storm #1	Storm #2	Storm #3
2	10	25
2.0	4.5	5.4
.9	3.1	4.0

(210-VI-TR-55, Second Ed., June 1986)

*Per soils analysis for Hadlock stadium.

Worksheet 3: Time of concentration (T_c) or travel time (T_t)

Project Hadlock Stadium Site By BH Date 2/19/73
Location Portland ME Checked _____ Date _____
Circle one: Present Developed Predeveloped condition
Circle one: T₁ T₂ 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

1. Surface description (table 3-1)
2. Manning's roughness coeff., n (table 3-1) ..
3. Flow length, L (total $L \leq 300$ ft) ft
4. Two-yr 24-hr rainfall, P_2 in
5. Land slope, s ft/ft
6. $T_c = \frac{0.007 (nL)^{0.8}}{P_2^{0.5} s^{0.4}}$ hr
 Compute T_c hr

AB		1
base		
gross		
.24		
300		
2.0		
.005		
1.26	+	
	=	1.26

Shallow concentrated flow

Segment ID

7. Surface description (paved or unpaved)
8. Flow length, L ft
9. Watercourse slope, s ft/ft
10. Average velocity, V (figure 3-1) ft/s
11. $T_t = \frac{L}{3600 V}$ hr Compute T_t

BC		
improved		
100		
.005		
1		
.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,

+=

1, and 19) hr

129

Worksheet 4: Graphical Peak Discharge method

D-17

Project Hadlock Stadium Site

By Barf

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)

2. Frequency yr

3. Rainfall, P (24-hour) in

4. Initial abstraction, I_a in
(Use CN with table 4-1.)

5. Compute I_a/P

6. Unit peak discharge, q_u csm/in
(Use T_c and I_a/P with exhibit 4-III)

7. Runoff, Q in
(From worksheet 2).

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.)

9. Peak discharge, q_p cfs
(Where $q_p = q_u A_m Q F_p$)

Storm #1	Storm #2	Storm #3
2	10	25
2.0	4.5	5.4

.291	.291	.291
------	------	------

.146	.065	.054
------	------	------

250	260	265
-----	-----	-----

.9	3.1	4.0
----	-----	-----

1	1	1
---	---	---

7.9	28.2	37.1
-----	------	------

By Ba

Date 2/19/97

Checked

Date _____

checked _____ Date _____
post-developed condition

Soil name and hydrologic group (appendix A)	Cover description (cover type, treatment, and hydrologic condition; percent impervious; unconnected/connected impervious area ratio)	CN 1/			Area <input type="checkbox"/> acres <input type="checkbox"/> mi ² <input checked="" type="checkbox"/> %	Product of CN x area
		Table 2-2	Fig. 2-3	Fig. 2-4		
DeB-Deerfield Soil Group B	Urban District Commercial & Business	94			19.8%	18.6
Cu-Filled Area	Impervious	98			119650 12.2%	12.0
Cu-Filled Area Soil Group C*	Vegetated	79			377350 38.6%	30.5
H1B-Hitchley	Impervious	98			220550 22.5%	22.1
H1B-Hitchley Soil Group C*	Vegetated	79			65825 6.7%	5.3
Totals =						82.5

Use only one CN source per line.

Totals =

Use CN \approx

Use CN = 88.5

Frequency yr
Rainfall, P (24-hour) in
Runoff, Q in
(Use P and CN with table 2-1, fig. 2-1,
or eqs. 2-3 and 2-4.)

Storm #1	Storm #2	Storm #3
2	10	25
2.0	4.5	5.4
.9	3.2	4.1

Include a map, schematic, or description of flow segments.

1.29

Worksheet 4: Graphical Peak Discharge method

Project Hadlock Stadium SiteBy BatDate 2/19/93Location Portland ME

Checked _____

Date _____

Circle one: Present Developed

Post developed condition

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)

2. Frequency yr

3. Rainfall, P (24-hour) in

4. Initial abstraction, I_a in
(Use CN with table 4-1.)5. Compute I_a/P in6. Unit peak discharge, q_u csm/in
(Use T_c and I_a/P with exhibit 4-III)7. Runoff, Q in
(From worksheet 2).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.)9. Peak discharge, q_p cfs
(Where $q_p = q_u A_m F_p$)

Storm #1	Storm #2	Storm #3
2	10	25
2.0	4.5	5.4

260	260	260
-----	-----	-----

.13	.058	.048
-----	------	------

250	260	265
-----	-----	-----

.9	3.2	4.1
----	-----	-----

1	1	1
---	---	---

7.9	29.1	38.0
-----	------	------

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
--	--------------------

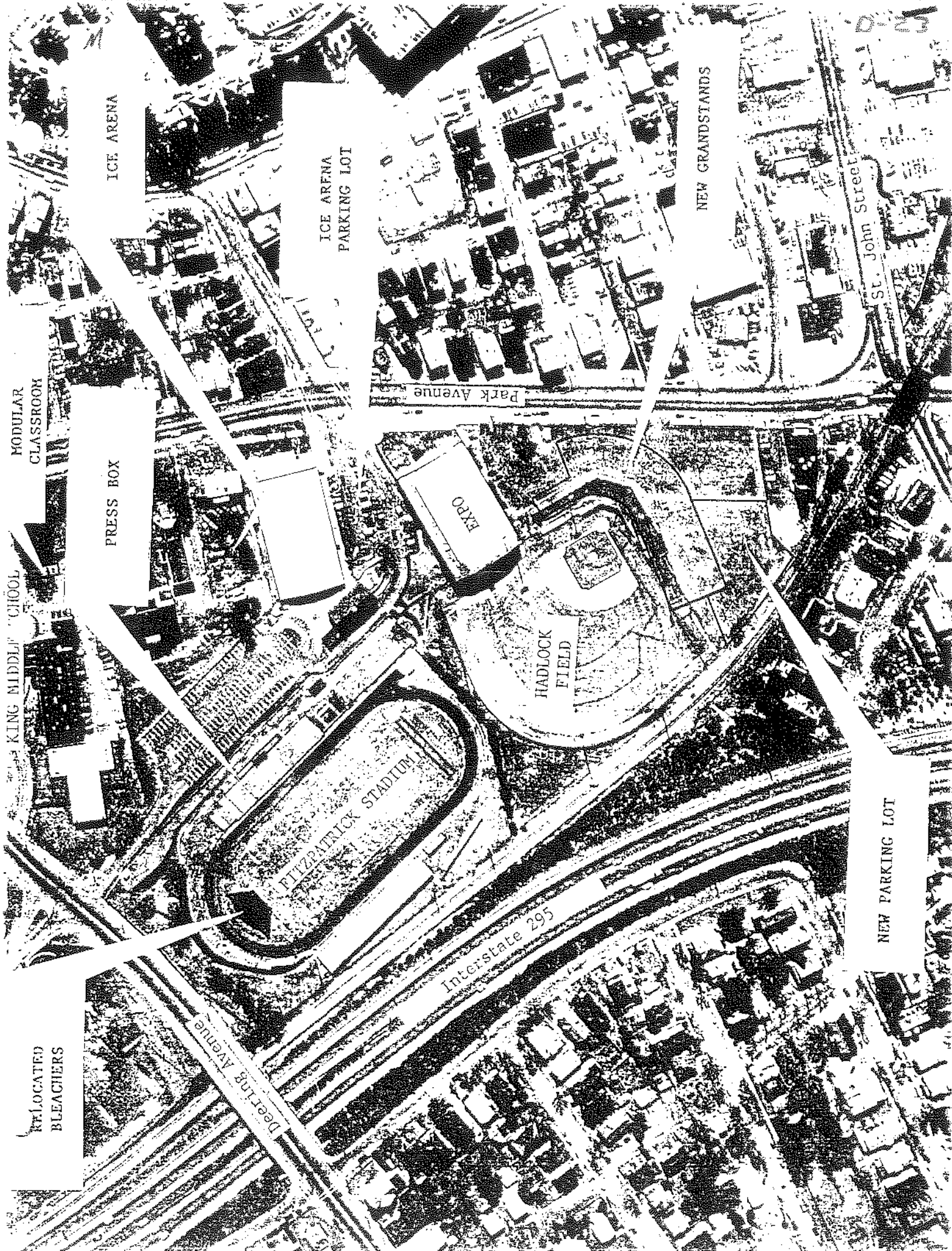
Proposed Non-Revegetated Areas:

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)



KING MIDDLE SCHOOL

MODULAR CLASSROOM

PRESS BOX

ICE ARENA

ICE ARENA PARKING LOT

EXPO

HADLOCK FIELD

FITZPATRICK STADIUM

Interstate 295

Deering Avenue

Park Avenue

St. John Street

NEW GRANDSTANDS

NEW PARKING LOT

D-25

M response has been overwhelmingly supportive. Subsequently, staff has further refined the information pertaining to parking and traffic for the benefit of the Planning Board. 0-25-

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 amateur 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, consistently 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 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 Engineer.

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 walkway 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 landscaped.
- 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 continuous 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

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 constructed 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 School 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 school 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. Surface strength study
3. Memo from Carmela Barton
4. Memo from Jim Katsiaficas

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 RMB 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.



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.

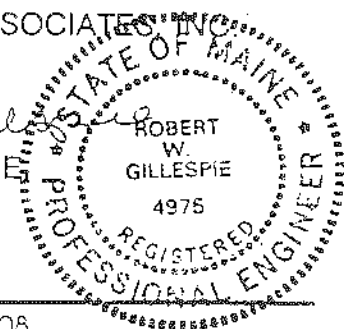
Driven treated timber piles, founded in the sand stratum, are recommended for support of the structure. Lengths can be varied to suit the loading condition at structural points up to a maximum of 25 tons per pile.

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.

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

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 Figure 1. Boring Location Plan

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 Plate 1. Direct Shear Test Results

 Plates 2-5. Grain Size Distribution

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.

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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 curvilinear 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 1

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.

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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.

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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.

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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.

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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 Geotechnical 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.

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ATTN: WHART K

CITY OF PORTLAND
RECREATION DIVISION
MEMORANDUM

March 17, 1993

TO: Rick Knowland, Senior Planner

FROM: Larry Mead, Superintendent of Recreation. *SLM*

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.

CITY OF PORTLAND, MAINE
MEMORANDUM

TO: Douglas Mason, Senior Planner

FROM: Robert Roy, Planning Engineer *RR*

SUBJECT: Portland Ice Arena Site Plan

DATE: 6/22/84

I have reviewed the subject site plan and find it to be acceptable to the Department of Parks and Public Works.

A revised plan is to be submitted by Berman French Associates reflecting a change in the stormdrain at the Deering Avenue access. The stormdrain will tie into an existing catchbasin southeasterly of the entrance rather than running across Deering Avenue to a manhole, as originally proposed. This design may result in stormwater detention during intense rainstorms at the catchbasin located in the roadway between Deering Avenue and the parking lot. The installation of a Hydrobrake would regulate flows and prevent clogging and should be considered.

The applicant should also explore the possibility of making the sanitary sewer connection into the Alms House sewer rather than into the sewer in Park Avenue. The connection in Park Avenue would involve crossing practically the entire travelway. The trench would have to be repaired with a concrete pad with bituminous pavement over that. Because of the difficulty and expense involved in such a connection, we hope a reasonable alternative can be found.

If I can be of further assistance, please feel free to contact me.

RR/na
cc: William Boothby, Principal Engineer

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.



STATE OF MAINE

DEPARTMENT OF ENVIRONMENTAL PROTECTION

JOHN R. McKERNAN, JR.
GOVERNOR

DEAN C. MARRIOTT
COMMISSIONER

DEBRAH RICHARD
DEPUTY COMMISSIONER

February 25, 1993

Richard Knowland
City of Portland
389 Congress Street
Portland, ME 04101

Re: Hadlock Field

Dear Rick:

First of all I would like to assure you and the City of Portland that the Department is attempting to facilitate the City's actions in acquiring a baseball franchise for Hadlock Field. The Department recently granted the City authority under the Site Location of Development Law (Site Law) to substitute its local permit for those required under the Site Law. The required improvements to Hadlock Field necessitate its review under the City's delegated authority. The Department is required to issue a decision whether to subsequently exert jurisdiction or not within 45 days of the city's final action on the project. As part of our efforts, we have stated that we will render our decision within a day after the City's final action provided we are kept informed of the City's environmental review in a timely manner and the final decision meets the City's ordinances.

The order issued to the City granting delegated authority was conditional upon the City updating its traffic requirements to require that traffic be traced to an extent at least as stringent as the Department's regulations. The City subsequently amended its ordinances to meet that standard. However, we have been aware for some time now that the traffic study prepared by the City for Hadlock Field redevelopment did not trace traffic to the limits required in its updated traffic ordinance. On a number of occasions, we had indicated to the City that failure to trace traffic to those limits would require us to exert jurisdiction over this project after the City took its final action. This of course assumed that the City's Planning Board would approve the traffic study as currently prepared. I have discussed this issue at length with my staff, Bureau Director and the Commissioner's Office and they concur with this assessment.

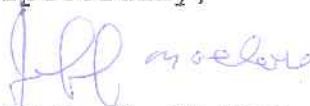
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Page 2

I and a representative of the Maine Department of Transportation had hoped to be able to personally discuss the issue with you, your staff and Bill Bray, the city engineer who prepared the traffic study on Tuesday, February 23. We had arranged that meeting in the interest of keeping this project on track. Although it is still unclear to me why, the city canceled that meeting. The message I am receiving is that the City feels that the Maine Department of Transportation (MDOT) has been satisfied with what the City has prepared regarding an analysis of traffic. That has not been our understanding and the following memo to Dean Marriott from Dana Connors affirms our concerns. Additionally, MDOT has indicated that they have just recently received the peer review of the current traffic study and hope to have comments to us by early next week.

It has been a frustrating past few weeks for the Department. We have repeatedly alerted the City that a very significant problem exists which if not corrected may seriously impact its efforts to redevelop Hadlock Field. Once again, we request an opportunity to meet with you and the City's staff to discuss this issue. Please contact me at your earliest.

Respectfully,


Jeffrey G. Madore, Director
Division of Site Location Review
Bureau of Land Quality Control

cc: Debrah Richard, Deputy Commissioner, Department of
Environmental Protection
Martha Kirkpatrick, Director, Bureau of Land Quality
Control
Linda Kokemuller, Bureau of Land Quality Control

STATE OF MAINE

Inter-Departmental Memorandum

Date 02/22/93

To Dean Marriott, Commissioner

Dept. MDEP

From Dana F. Connors, Commissioner

Dept. MDOT

Subject Hadlock Baseball Field, Portland

=====

This is to acknowledge receipt of your February 19, 1993 memorandum concerning the above referenced subject.

As you have mentioned, the applicant's staff (City of Portland) has had a preliminary meeting with my staff to discuss the traffic issues surrounding the proposed development.

To date, the City has not traced traffic to the limits required by the DEP Site Location Law, or by the City of Portland traffic ordinance developed to satisfy delegated review authority, nor conducted an analysis of same.

It is imperative for your Office to provide early direction to the City of Portland as to what will be required to meet the intention of the traffic portion of the Site Law.

This Department stands ready to provide a quick turn around review timeframe but will only review the data provided to us by the City.

DFC/PJM/jdj

MUNICIPAL REVIEW OF DEVELOPMENT (38 M.R.S.A. Section 489-A)
NOTIFICATION OF APPLICATION RECEIPT BY MUNICIPALITY

This form is to be used by a registered municipality to notify the Department upon the receipt of an application for review pursuant to 38 M.R.S.A. Section 489-A. It must be filed immediately upon receipt of an application. If additional space is needed please attach additional sheets to this form.

Municipality: City of Portland

Owner or Developer: City of Portland

Title of Project: Hadlock Field Renovations

I. Type of Project for which permit is sought: CIRCLE ONE

- A. Residential and non-residential subdivision of more than 20 acres but less than 100 acres;
- B. Structure of greater than 60,000 square feet but less than 100,000 square feet or structures of greater than 100,000 square feet but less than 150,000 square feet of gross floor area;
- C. Project which occupies more than 3 acres and less than 7 seven acres of non-revegetated land.

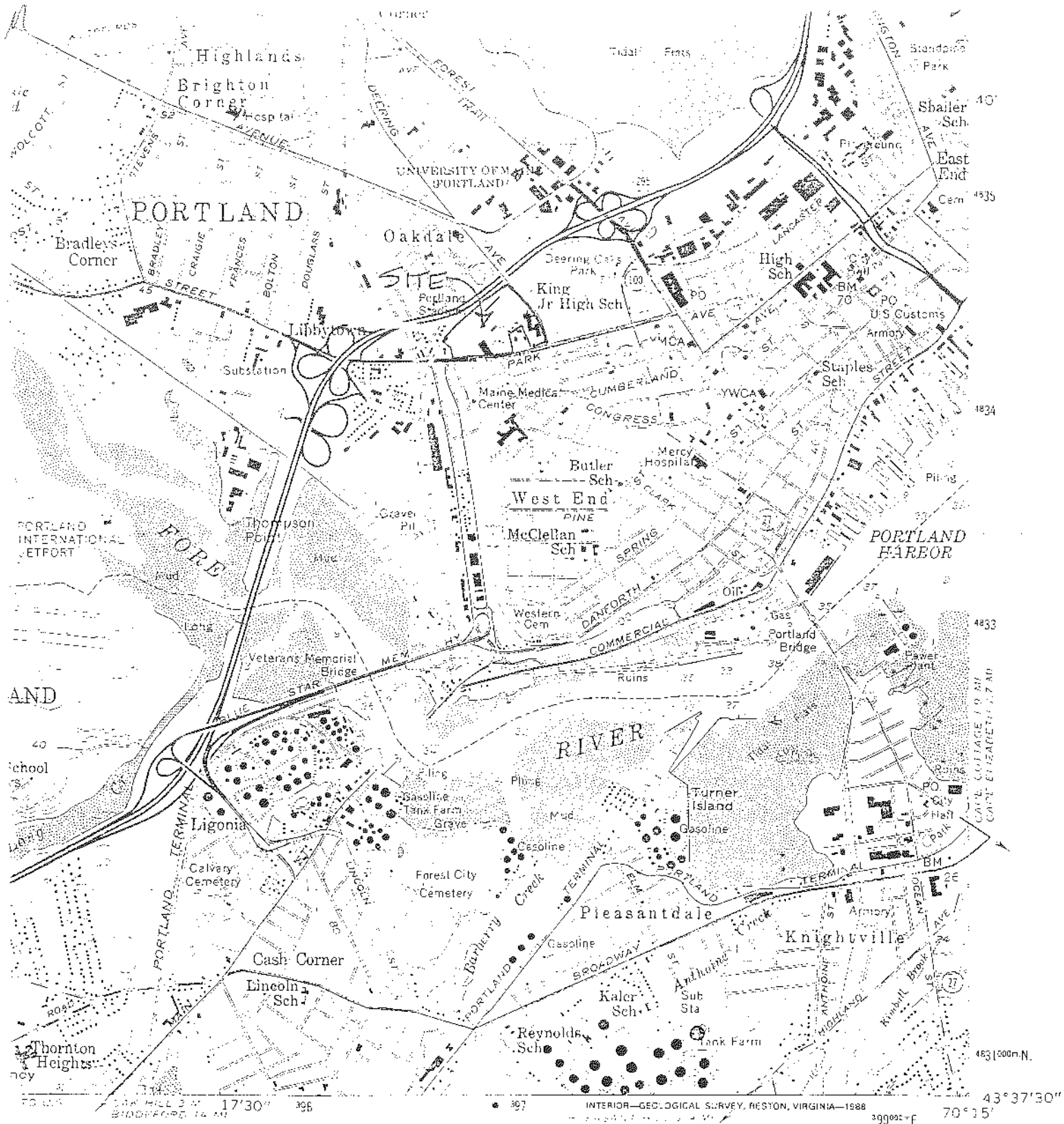
II. Description of Project. (Include number of units or lots, parcel size, footprint, etc.)

The renovations to Hadlock Field consist of construction of a 6,000 seat stadium (approximately 345 ft by 100 ft), ancillary structures, and parking facilities. This project also includes after the fact approvals for the Ice Arena (1985), a 12 ft by 100 ft press box at Richardson Field (1987) and a modular classroom at King Middle School. The entire parcel which includes the Expo, Hadlock Field, the Ice Arena, Richardson Field and King Middle School is approximately 27 acres.

III. Site and Situation of Project. Describe the physical context of the site relative to neighboring sites. If the project borders a municipal boundary, please indicate the adjoining municipality. A marked topographic map may be sufficient.

The site is bounded by Park Avenue, Deering Avenue, and Portland Terminal Company. The parcel is delineated on the attached USGS Portland West Quadrangle

NOTE: APPLICANT IS ADVISED TO REVIEW THE NATURAL RESOURCES PROTECTION ACT (N.R.P.A.) TO ENSURE CONSISTENCY WITH THAT LAW. THE REVIEW AUTHORITY CONFERRED UPON A MUNICIPALITY PURSUANT TO 38 M.R.S.A. SECTION 489-A DOES NOT EXTEND TO THE N.R.P.A. IF AN N.R.P.A. PERMIT IS NECESSARY IT MUST BE OBTAINED FROM THE DEPARTMENT PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.



ROAD CLASSIFICATION

Heavy-duty	Light-duty
Medium-duty	Unimproved dirt
U.S. Route	State Route
Interstate Route	

PORTLAND WEST, ME.

NE 4 PORTLAND 15' QUADRANGLE
43070-F3-TF-024

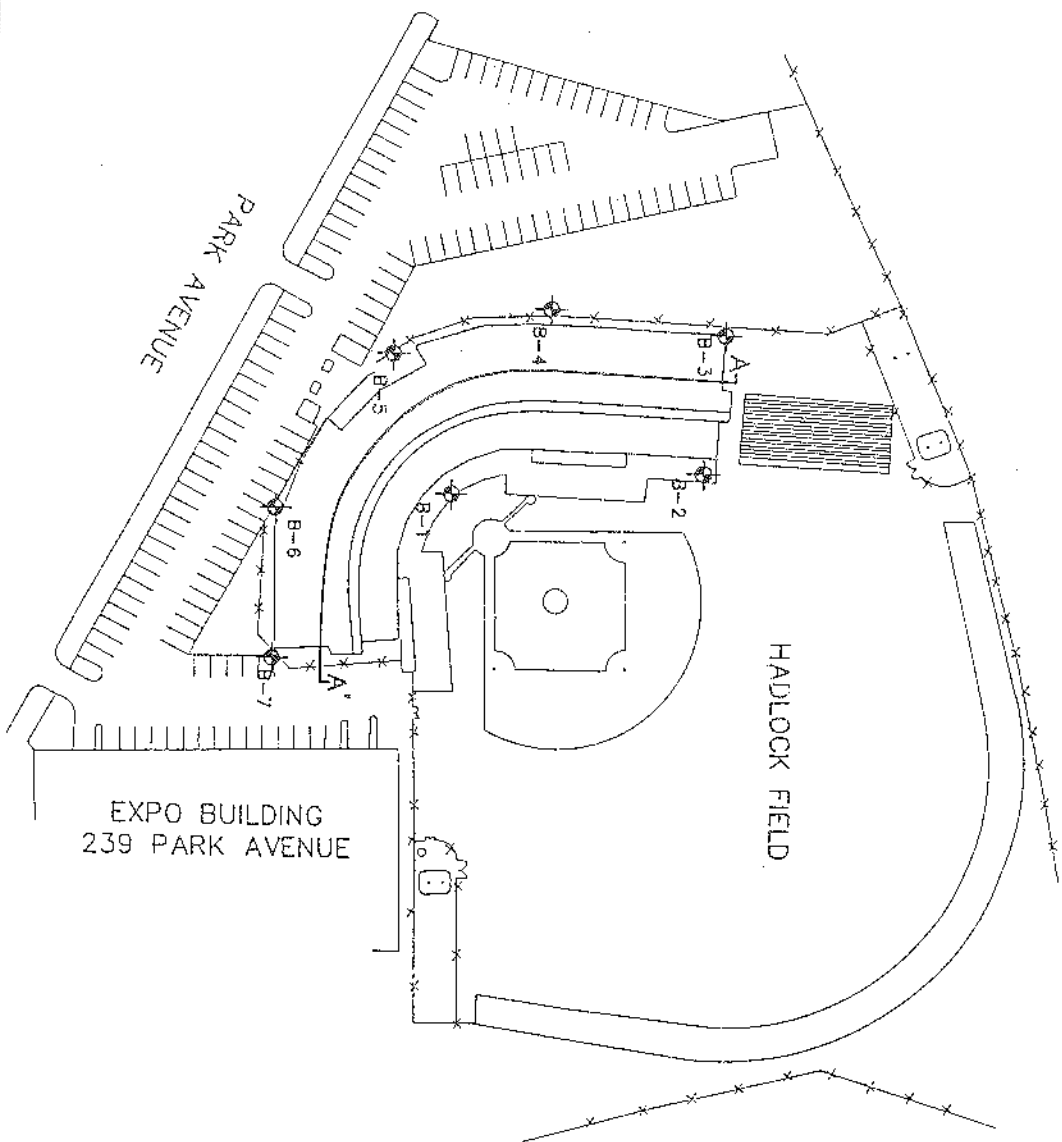
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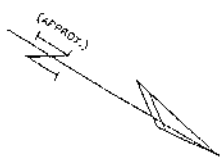
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and Place Names of Maine, 1956. This edition is
based on the 1956 edition of the Geographic Names and
Place Names of Maine, 1956.

CAPE ELIZABETH
6971 III SW



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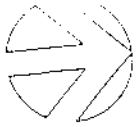
⊕-B-1 TEST BORING LOCATION
 APPROXIMATE SCALE : 1"=80'



R.W. Gillespie & Associates
 CONSULTING GEOTECHNICAL & ENVIRONMENTAL SPECIALISTS
 700 Main Street
 Portland, Maine 04101
 Telephone: (603) 833-1100
 Fax: (603) 833-1101

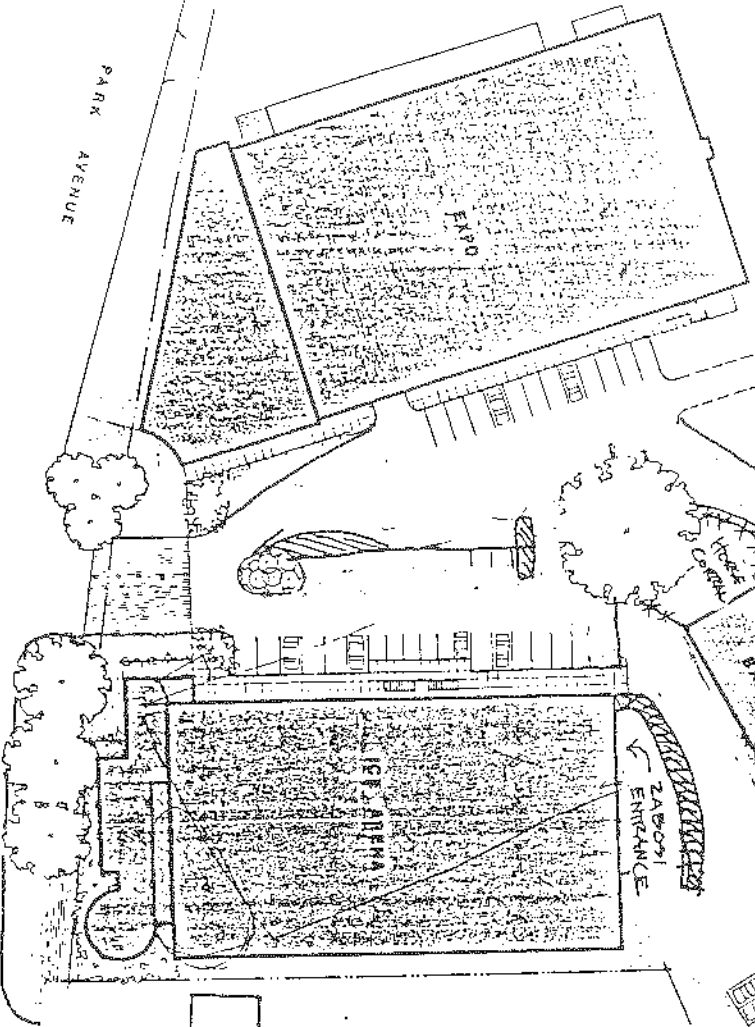
**GEOTECHNICAL INVESTIGATION
 NEW HADLOCK FIELD STADIUM
 PORTLAND, MAINE**
 TEST BORING LOCATION PLAN
 DECEMBER 1992
 PROJECT NO. 557-01

FIGURE 1



PLAYING FIELDS

PARK AVENUE



SITE PLAN

Mc. CTE,
BLIND

KINDER
MIDDLE
SCHOOL

DEEPI
AVE. 7

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Todd A. Richardson
Landscape Architect

Hadlock Stadium

Landscape Proposal

The proposal depicted in the study model is based on the site plan prepared by the Engineering Division of the Park and Public Works Department of the City of Portland.

The study model depicts the following minor modifications:

1. Almost all of the trees previously proposed to be planted in paved areas within tree pits with tree grates/guards are now proposed to be planted within planting areas. This reduces costs by converting paved areas into "green" areas, eliminates the expense of paving, tree pits, tree grates and tree protectors. It also greatly increases the trees probability of a longer, healthier life.
2. A planting strip (approximately 6' wide) has been established along the fence which is adjacent to the abutting property. This planting strip will allow for the planting of vines, shrubs, and hedges. These plantings will screen the abutting property from the parking/stadium and vice versa.
3. Planting areas have been introduced to the picnic areas in order to provide shade and to beautify them. Low shrubs, ground covers and additional trees have been placed at the *periphery* of the picnic areas in order to maintain the necessary flexibility in accommodating a diversity of uses within those areas. A small planting area has been established between the general use picnic area from the club picnic area to allow for vines, shrubs and hedges to screen the two areas from each other. Since this area will have predominantly foot traffic in them, it is also suggested that materials such as pavers or bricks be considered.
4. A crosswalk on Park Avenue has been added for safety purposes. It is important to identify a single location where people will be crossing Park Avenue, since many of the people walking to the games, either from the parking garage or from the city, will need to cross Park Avenue in order to get to the stadium. Since the road width is excessively large along this section of Park Avenue, (approximately 78 feet) a change in paving materials as

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well as a "safety island" within the roadway are recommended for the safety of those crossing the road. A crossing signal might also be considered.

5. A plaza area has been developed in front of the main entrance to the stadium to identify it as well as be a center for activity, for the meeting of friends and family before the game, and possibly for vendors. This plaza is enclosed by seating walls which provide informal seating and define two major planting areas. The planting areas will provide color and beauty to the plaza. This plaza may also serve as a gathering area for nearby residents of the adjacent neighborhoods or for outdoor activities not associated with baseball.

6. The dumpster on the public parking side of the stadium has been moved because of its proximity to the picnic area. Its new location is still accessible by truck and is within 130' of the stadium.

7. Two additional trees have been added to the public parking side of the stadium. These trees will provide shade within the parking lot and create more of a human scale environment within the parking lot. (It has been shown that plantings in parking areas "humanizes" them causing cars to slow down and respect the pedestrian.)

8. The study model depicts the preservation of the existing maple tree. The preservation of this tree serves has two primary values. First, the tree is beautiful and mature which would enhance the landscape if it were preserved. Second, the height of the tree and its horizontal branching will serve to break down the scale of the building facade which is particularly pronounced at its corner.

9. A small secondary plaza has been established which could serve as a gathering space and as an area for pre and post game vendors. The continuous seating wall would provide areas for people to sit out of the flow of traffic to rest or enjoy their food.

10. The grass area along the Portland Exposition Center would be planted with shrubs to provide relief to its blank wall.

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These modifications have effected the following:

The number of trees:

Site Plan *

17 Park Avenue

14 Additional

31 Total Trees

Landscape Plan (Model)

17 Park Avenue

17 Additional

34 Total Trees

* Using the recommended spacing of 50' on center for each side of a double row of trees.

The number of parking spaces:

Site Plan

Public Lot

52 Regular

8 HC

Landscape Plan

50 Regular

(two lost to additional trees in lot)

8 HC

Site Plan

Team Lot

30 Regular

2 HC

Landscape Plan

27 Regular

(3 lost for the preservation
of existing tree)

2HC

Ground covers are low-growing mass plantings (usually less than 1' high) in which individual plants are not distinguishable. Besides pleasing esthetically, they prevent erosion, water loss, and moderate temperatures.

Needle Evergreens

<i>Juniperus chinensis</i> vars. (except -- 'Columnaris')	Chinese Juniper
<i>J. c. procumbens</i>	Juniper
<i>J. c. 'Sargentii'</i>	Sargent Juniper
<i>J. communis 'Depressa'</i>	Common Juniper
<i>J. conferta</i>	Shore Juniper
<i>J. horizontalis</i>	Creeping Juniper
<i>J. h. 'Bar Harbor'</i>	" "
<i>J. h. 'Depressa Plumosa'</i>	" "
<i>J. h. 'Douglasii'</i>	Waukegan Juniper
<i>J. h. 'Ozark Compacta'</i>	Creeping Juniper
<i>J. h. 'Parsonii'</i>	" "
<i>J. Sabina 'Tamaricifolia'</i>	Savin
<i>J. squamata</i>	Juniper
<i>J. virginiana 'Heptans'</i>	Red Cedar
<i>Picea Abies 'Procumbens'</i>	Norway Spruce
<i>P. A. 'Repens'</i>	" "
<i>Pinus Hugo Hugo</i>	Mountain Pine
<i>Taxus baccata 'Repandens'</i>	English Yew
<i>T. canadensis</i>	Ground Hemlock
<i>T. cuspidata</i>	Japanese Yew
<i>T. c. 'Nana'</i>	Japanese Yew
<i>T. c. 'Procumbens'</i>	" "
<i>T. c. 'Thayerae'</i>	Japanese Yew
<i>T. x hummwelliana</i>	Hummwell Yew
<i>Thuja canadensis</i> vars.	Cole Prostrate Hemlock
<i>T. c.</i>	Perth Prostrate Hemlock

Broadleaf Evergreens

<i>Arctostaphylos Uva-ursi</i>	Common Bearberry
	(difficult, likes acid & sun)
<i>Lyneckenthalia spiculifolia</i>	Spike Heath
<i>Chimaphila maculata</i> IV	Spotted Wintergreen
	(woodland, shade)
<i>C. umbellata</i>	Pipsissewa (woodland, shade)

<i>Carex Conradii</i>	Poverty Grass (difficult)
<i>Calluna vulgaris</i>	Heather (acid, sun)
<i>Daphne Genkwa</i>	Garden Flower
<i>Epigaea repens</i>	Trailing Arbutus (difficult, woodland, shade)
<i>Erica carnea</i> & spp.	Heath (acid, sun)
<i>Euonymus Fortunei</i> vars. except -- 'Sarcocoe' & <i>E. f. vegeta</i>	<i>E. f. vegeta</i>
	<i>Euonymus</i> (burn in winter sun)
<i>Cotoneaster buxifolius</i> VII	<i>Cotoneaster</i>
<i>C. Dammeri</i>	Dammer <i>Cotoneaster</i>
<i>C. microphyllus</i>	<i>Cotoneaster</i>
<i>C. m. thymifolius</i>	" "
<i>Gaultheria hispidula</i>	Creeping Snowberry (difficult)
<i>G. procumbens</i>	Wintergreen (difficult, woodland, shade)
<i>Gaylussacia brachycera</i>	Box Huckleberry (difficult, dry shade)
<i>Hedera Helix</i> & vars.	English Ivy
<i>Hypoxis patulum Henryi</i>	St. John's Wort
<i>Kalmia angustifolia</i>	Sheep Laurel
<i>Ledum groenlandicum</i>	Labrador Tea
<i>L. palustre</i> II	Wild Rosemary
<i>Leionanthium buxifolium</i>	Sand Myrtle
<i>L. h. 'Prostratum'</i>	Box Sand Myrtle
<i>Lonicera Henryi</i> VI	Honeysuckle
<i>L. pileata</i> VI	" "
<i>Mahonia repens</i>	Creeping Holly
<i>Mitchella repens</i>	Partridgeberry
<i>Paxistima Canbyi</i>	Cliff-Green
<i>P. Myrsinitis</i>	Oregon Boxwood
<i>Pachysandra terminalis</i>	Jap. Pachysandra
<i>Pyrola vitreus</i> (chlorantha)	Shinleaf
<i>P. elliptica</i>	Shinleaf
<i>P. rotundifolia</i>	Wild Lily-of-the-Valley
<i>Vaccinium Vitis-idaea</i>	Major Cowberry
<i>V. V. i. Minor</i>	Mountain Cranberry
<i>Vinca minor</i> & vars.	Lesser Periwinkle

Deciduous

<i>Akebia quinata</i> (semi-evergreen)	Five-leaf Akebia
<i>Cotoneaster adpressus</i> Praceox	Cotoneaster
<i>C. apiculatus</i>	Cranberry Cotoneaster
<i>C. horizontalis</i>	Rock Cotoneaster
<i>C. h. perpusillus</i>	" "
<i>C. h. 'Prostratus'</i>	" "
<i>Euonymus obovata</i>	Running Strawberry Bush
<i>Forsythia Arnold Dwarf</i>	Golden-bells
<i>Helianthemum nummularium</i> Sun Rose	
<i>Lonicera japonica</i> 'Halliana' (semi-evergreen)	Hall's Jap. Honeysuckle
<i>L. sempervirens</i>	Trumpet Honeysuckle
<i>Celastrus spp.</i>	Bittersweet
<i>Parthenocissus quinquefolia</i> Virginia Creeper	
<i>P. tricuspidata</i>	Boston Ivy
<i>Potentilla tridentata</i>	Three-toothed Cinquefoil
<i>Rhus aromatica</i>	Fragrant Sumac
<i>Rosa 'Ax Graf'</i>	Rose
<i>R. multiflora</i>	Baby Rose
<i>R. rugosa</i>	Japanese Rose
<i>R. wichuraiana</i>	Memorial Rose
<i>Rubus hispidus</i>	Swamp Dewberry
<i>Salix tristis</i> II	Willow
<i>Tenacium Chamaedrys</i>	Germander
<i>Thymus spp.</i>	Thyme
<i>Vaccinium angustifolium</i> low-bush Blueberry	
<i>Xanthoxhiza simplicissima</i> Shrub Yellowroot	

Herbaceous

- 1 for hot, dry, sandy locations
2. for shady locations
- 3 for acid locations
- 4 for moist locations
- 5 for the sea side
- 6 wild plants
- 7 evergreen

<i>Acaena microphylla</i>	Acaena	1
<i>Achillea tomentosa</i>	Woolly Yarrow	157
<i>Aegopodium Podagraria</i>	Goutweed	124
<i>Aethionema</i> , x <i>Warleyense</i>	Stone Cress	1
<i>Ajuga</i> spp. & vars.	Bugle	24
<i>Anemone canadensis</i>	Windflower	246
<i>A. Pulsatilla</i>	Pasqueflower	16
<i>A. quinquefolia</i>	Windflower	246
<i>Antennaria rosea</i>	Everlasting	16
<i>Anthemius tinctoria</i> 'Kelwayi'		
	Hardy Marguerite	15
<i>Apios tuberosa</i>	Ground Nut	246
<i>Arabis</i> spp.	Wall Rock Cress	1
<i>Arenaria</i> spp.	Sandwort	1245
<i>Artemisia</i> spp.	Thrift	145
<i>Artemisia frigida</i>	Sage Brush	15
<i>A. Absinthium</i>	Absinthe	15
<i>A. Stellerana</i>	Beach Wormwood	15
<i>A. Schmidtiana</i>	Sage Brush	15
<i>Asarum</i> spp.	Wild Ginger	2346
<i>Asclepias tuberosa</i>	Butterflyweed	
<i>Aurinia</i> (<i>Alyssum saxatilis</i>)		
	Basket-of-Gold	1
<i>Bergenia</i> spp.	Bergenia	25
<i>Campanula rotundifolia</i>	Bluebell	56
<i>Cerastium tomentosum</i>	Snow-in-Summer	157
<i>Ceratostigma plumbaginoides</i>		
	Ceratostigma	1
<i>Chrysogonum virginianum</i>	Chrysogonum	6
<i>Clintonia borealis</i>	Cornlily	246
<i>Convallaria majalis</i>	Lily-of-the-Valley	2

GROUND COVERS

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Suggested Number of Plants for Covering 100 Square Feet

110-420 plants = 6-12" apart
 30-110 " = 1-2' apart
 9-30 " = 2-4' apart

Needle Evergreens

<i>Juniperus chinensis</i> vars. except <i>J. c. 'Columnaris'</i>	Chinese Juniper	9-30
<i>J. communis</i> 'Hornibrookii'	Common <i>J.</i>	90
<i>J. c.</i> 'Repanda'	"	90
<i>J. horizontalis</i> & vars. Creeping Juniper		90
<i>J. Sabina</i> 'Pumarscifolia'	Savin	65
<i>Yewus baccata</i> 'Repandens'	English Yew	9-30
<i>T. cuspidata</i>	Japanese Yew	9-30
<i>T. canadensis</i>	Ground Hemlock	30-110

Broadleaf Evergreens

<i>Arctostaphylos Uva-ursi</i>	Common Bearberry	30-110
<i>Berberis buxifolia</i> 'Nana'	Kagellan Parberry	90
<i>Bruckenthalia spiculifolia</i>	Spike Heath	100-420
<i>Calluna vulgaris</i>	Scotch Heath	300
<i>Corema Conradii</i>	Poverty Grass	110-420
<i>Cotoneaster salicifolius</i>	'Park Carpet'	

<i>Epigaea repens</i>	Cotoneaster	30-110
<i>Daphne Genorum</i>	Trailing Arbutus	30-110
<i>Erica carnea</i>	Garland Flower	30-110
<i>Euonymus fortunei</i>	Spring Heath	30-110
<i>E. h. vegeta</i>	"	30-110
<i>Gaultheria procumbens</i>	Wintergreen	300
<i>Gaylussacia brachycera</i>	Huckleberry	110
<i>Hedera Helix</i>	English Ivy	30-110
<i>Leptophyllum buxifolium</i>	Sand Myrtle	30-110
<i>Phacelia Canbyi</i>	Cliff-green	110-420
<i>Rubus Aquifolium</i>	Oregon Grape	9-30
<i>R. repens</i>	"	30-110
<i>Silene repens</i>	"	30-110
<i>Pachysandra terminalis</i>	Pachysandra	30-110
<i>Vincetoxicum</i>	Common Periwinkle	30-110
<i>Vaccinium Vitis-idaea</i>	Major Cowberry	420
<i>V. V. minus</i>	Mountain Cranberry	420

Deciduous

<i>Cotoneaster adpressus praecox</i>	Cotoneaster	9-30
<i>C. apiculatus</i>	Cranberry Cot.	9-30
<i>C. horizontalis</i> 'Prostrata'	Rock Cot.	9-30
<i>Dryas</i> spp.	Dryas	30-110
<i>Helianthemum nummularium</i>	Sun Rose	110
<i>Hydrangea anomala petiolaris</i>	Climbing Hydrangea	90
<i>Hypericum calycinum</i>	Creeping St. John's Wort	90

<i>Lonicera japonica</i>	'Hall's Japanese'	9-30
<i>L. Henryi</i>	Honeysuckle	30-110
<i>Potentilla tridentata</i>	Three-toothed Cinquefoil	30-110
<i>Rosa Max Graf</i>	Rose	9-30
<i>R. Wichuraiana</i>	Memorial Rose	9-30
<i>Salix repens</i>	Creeping Willow	90
<i>Tenckium Chamaedrys</i>	Germander	110

Herbaceous

<i>Ajuga</i> spp. & vars.	Bugle	30-110
<i>Asarum</i> spp.	Wild Ginger	30-110
<i>Anthemis tinctoria</i> 'Kelwayi'	Hardy Marguerite	110-420
<i>Cerastostigma plumbaginoides</i>	Cerastostigma	30-110
<i>Chrysogonum virginianum</i>	Chrysogonum	30-110
<i>Conwallaria majalis</i>	Lily-of-the-Valley	110-420
<i>Cymbalaria muralis</i>	Kentworth Ivy	110-420
<i>Duchesnea indica</i>	Indian Strawberry	110-420
<i>Epimedium</i> spp.	Epimedium	30-110
<i>Galium (Asperula) odoratum</i>	Woodruff	110-420
<i>Iberis sempervirens</i> & vars.	Edging Candytuft	110-420
<i>Lavandula</i> spp.	Lavender	300

STREET TREES

The listed trees are largely able to withstand today's urban conditions: smoke, dust, exhaust gases, soil compaction, extensive heat reflection, and limited nutrient & water supply. Due to this unfavorable environment urban street trees do not usually reach normal heights. For extreme situations see Plants for Adverse City and Industrial Conditions, pp. 124-125.

Trees to 25 Feet High

(fit under telephone wires)

Suggested Spacing: 20'

<i>Acer campestre</i>	Hedge Maple
<i>A. friseum</i>	Paperbark Maple
<i>A. palmatum</i>	Japanese Maple
<i>A. pennsylvanicum</i>	Striped Maple
<i>A. platanoides</i>	
'Faassen's Black'	Norway Maple
<i>A. pseudoplatanus</i> 'Erectus'	Sycamore
<i>A. tataricum</i>	Tatarian Maple
<i>Amelanchier laevis</i>	Serviceberry
<i>Carpinus caroliniana</i>	American Hornbeam
<i>Cercis canadensis</i>	Redbud
<i>Cornus florida</i>	Flowering Dogwood
<i>C. kousa</i>	Kousa Dogwood
<i>Crataegus laevigata</i> (oxyacantha)	
<i>C. x 'lavalloei'</i> (carrieri)	English Hawthorn
<i>C. Philenopyrum</i>	Hawthorn
<i>C. prunifolia</i>	Washington Hawthorn
<i>Elaeagnus angustifolia</i>	Hawthorn
<i>Fraxinus excelsior</i>	Russian Olive
'Glabosa'	
<i>Halesia carolina</i>	European Ash
<i>Koeleria paniculata</i>	Wild Olive
<i>Laburnum</i> spp.	Varnish Tree
<i>Malus</i> spp.	Golden-chain
<i>M. x atrocyaninea</i>	most Crab Apples
<i>M. baccata</i> & vars.	Carmine Crab
<i>M. floribunda</i>	Siberian Crab Apple
<i>M. Hartwigii</i>	Showy Crab
<i>M. f. Hillierii</i>	Crab Apple
<i>M. Hope</i>	Hillier Crab
	Hope Crab

Trees 25-60 Feet

Suggested Spacing: 30'

<i>Malus purpurea</i> x <i>Eleyi</i>	Eley Crab
<i>Magnolia stellata</i>	Star Magnolia
<i>M. kobus</i>	Magnolia
<i>M. Soulangeana</i>	Saucer Magnolia
<i>Prunus</i> spp. & vars.	Flowering Plum, Cherry, Almond
<i>P. avium</i> 'Plena'	Sweet Cherry
<i>P. cerasifera</i> vars.	Cherry Plum
<i>P. serrulata</i>	Oriental Cherry
<i>P. s. Amalgama</i>	" "
<i>P. s. Kwanzan</i>	" "
<i>P. yedoensis</i>	Yoshino Cherry
<i>Styrax japonica</i>	Japanese Snowball
<i>Acer Davidii</i>	Maple
<i>A. platanoides</i> & vars.	Norway Maple
<i>A. pseudoplatanus</i>	Sycamore
<i>A. rubrum</i> & vars.	Red Maple
<i>A. saccharum</i> 'Columnaris'	Sugar Maple
<i>A. s. 'Fastigiata'</i> (monumentale)	" "
<i>A. s. Green Mountains</i>	" "
<i>Aesculus x carnea</i>	Red Horse Chestnut
<i>Ailanthus altissima</i>	Tree-of-Heaven
<i>Amelanchier canadensis</i>	Serviceberry
<i>Carpinus Betulus</i>	European Hornbeam
<i>Cercidiphyllum japonicum</i>	Katsura Tree
<i>Corylus Columna</i>	Turkish Hazel
<i>Eucornia ulmoides</i>	Eucornia
<i>Fraxinus pennsylvanica</i>	
<i>lanceolata</i>	
<i>Kalmianax nictus</i>	Green Ash

Plants must withstand extreme soil compaction, soil contamination, unfavorable watering conditions (flood-drought cycles), smoke, dust, and car exhaust, abuse by dogs & people & extreme heat.
For less trying conditions use Smoke-Resistant Plants, pp. 120-128 & Salt-Resistant Plants, pp. 81-85.

*for most difficult situations

Evergreen

Abies concolor White Fir
Juniperus chinensis 'Pfitzerana' Pfitzer Juniper
J. communis 'Depressa' Common Juniper
J. virginiana Red Cedar
Picea pungens Colorado Spruce
Pinus mugo mugo Mountain Pine
P. nigra Austrian Pine

Buxus sempervirens Common Box
Ilex crenata vars. Japanese Holly
Leucothoe fontanesiana Drooping Leucothoe (shade)
Pyracantha coccinea vars. Fire Thorn

Deciduous

Acanthopanax Sieboldianus Acanthopanax
Acer Negundo Box Elder
A. platanoides Norway Maple
A. p. 'Globosum' "
A. p. 'Schwedleri' "
A. p. 'Summershade' "
A. rubrum Red Maple
A. saccharinum Silver Maple
Aesculus hippocastanum Common Horse Chestnut
Ailanthus altissima Tree-of-Heaven
Alnus cordata Italian Alder
Amorpha fruticosa Indigo Bush
Aralia spinosa Devil's-walking Stick
Barberis spp. Barberry
Betula populifolia Gray Birch
Corylus heterophylla European Hornbeam

Catalpa spp. Catalpa
Celtis occidentalis Sugarberry
Cercis canadensis Redbud
Chaenomeles japonica Lesser Flowering Quince
Cornus alba 'Sibirica' Siberian Dogwood
C. mas Cornelian Cherry
C. sericea (stolonifera) Red-osier Dogwood
C. g. 'Flaviramea' Yellow-twig Dogwood
Corylus Colurna Turkish Hazel
Cotinus coggygria Smoke Tree
Crataegus x 'Lavallei' (carrieri) Lavelle Hawthorn
C. Phaeopyrum Washington Hawthorn
C. prunifolia Hawthorn
Deutzia scabra Deutzia
Euonymus alata Winged Spindle Tree
Fraxinus spp. Ash
Forsythia spp. Golden-bells
Ginkgo biloba Maidenhair Tree
Gleditsia triacanthos & vars. Honey Locust
Hibiscus syriacus Rose-of-Sharon
Hydrangea paniculata Hydrangea
Ligustrum spp. Privet
Lonicera fragrantissima honeysuckle
L. Morrowi "
Myrica carolinensis Babyberry
Phellodendron amurense Cork Tree
Philadelphus coronarius Mock Orange
Physocarpus opulifolius Common Ninebark
Platanus x acerifolia London Plane
P. orientalis Oriental Plane
Populus tremuloides Quaking Aspen
Prunus serotina Black Cherry
Quercus coccinea Scarlet Oak
Q. palustris Pin Oak

Vines which Cling to Masonry

	Height	Outstanding Feature	Month
<i>Bignonia capreolata</i>	Cross Vine 20-60'	evergreen	
<i>Duonymus Fortunei</i> & vars.	<i>Duonymus</i> 10-20'	evergreen	
<i>E. F. 'Carrieri'</i>	" 10-20'	evergreen, glossy foliage	
<i>E. F. 'vegeta'</i>	" to 10'	evergreen; orange berry	10
<i>Hedera Helix</i> & vars.	English Ivy 30-80'	evergreen	
<i>Hydrangea anomala</i>			
<i>petiolaris</i>	Climbing Hydrangea 30-50'	white flowers 6-7; brown fruit clusters	9-2
<i>Parthenocissus quinquefolia</i>			
<i>'Engelmannii'</i>	Virginia Creeper 30-60'	fiery-red fall foliage	
<i>P. tricuspidata</i>	Boston Ivy 30-60'	" " "	
<i>P. t. 'Iowii'</i>	" 10-30'	" " "	
<i>Schizophragma hydrangeoides</i>			
Japanese Hydrangea	20-30'	white flowers	7

Large, Coarse Vines for Use on Large Arbors or Fences

(Require Severe Annual Cutting)

<i>Actinidia arguta</i>	Bower Actinidia 20-50'	Green berry	9-10
<i>A. polygama</i>	Silvervine Actinidia 10-30'	Yellow-Green berry	9-10
<i>Aristolochia durior</i>	Common Dutchman's Pipe 20-40'	very coarse foliage	
<i>Celastrus orbiculatus</i>	Oriental Bittersweet 20-40'	orange berry	10-2
<i>C. scandens</i>	American Bittersweet 20-50'	" "	10-2
<i>Vitis aestivalis</i>	Summer Grape 50-100'	coarse foliage, blue berries	9
<i>V. labrusca</i>	Fox Grape 50-100'	" " "	9
<i>V. vulpina</i>	Frost Grape 40-80'	" " "	
<i>Wisteria floribunda</i>	Japanese Wisteria 50-100'	fine foliage, violet, pink, red, white flowers	6
<i>W. frutescens</i>	Wisteria 30-40'	" " lilac flowers	6-7
<i>W. sinensis</i>	Chinese Wisteria 50-100'	" " violet flowers (white fragrant)	5-6

Delicate Vines for Small Arbors & Accents

<i>Akebia quinata</i>	Five-leaf Akebia 10-30'	fine foliage, purple flowers	5
<i>Berchemia racemosa</i> VI	Supplejack 10-15'	" " red-black berries	7-8

PLANTS TO COVER WALLS, FENCES, AND PERGOLAS

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Delicate Vines for Small Arbors & Accents

<i>Ampelopsis aconitifolia</i> V.	Monkshood Vine	Height 15-25'	Outstanding Feature fine foliage; blue berries	Month 9-10
<i>Clematis hybrids</i>	Large-flowered <i>Clematis</i>	6-10'	fine foliage; red, pink, white, blue, purple flowers 6-10; some have feathery fruit stands scarlet flowers 7-9; feathery fruit stand	10-2 10 6-9
<i>C. coccinea</i> (toxic)	"	3-6'	purple flowers	10-2
<i>C. crispa</i> V	"	5-9'	white; fragrant flowers 5; feathery fruit stand	10
<i>C. montana</i>	"	15-25'	white; fragrant flowers 9-10; feathery fruit "	10-2
<i>C. paniculata</i>	"	25-40'	yellow flowers 6' & 9'; feathery fruit stand	9-2
<i>C. lanuginosa</i>	"	6-9'	white flowers 8-9; feathery fruit stand	10-2
<i>C. virginiana</i>	Virgin's Bower	15-25'	fine foliage; purple flowers	7-10
<i>C. x Jackmanii</i>	Jackman Clematis	6-9'	purple flowers 7-10; red berries (toxic)	7-10
<i>Solanum Dulcamara</i>	Nightshade	to 15'		

Scrambler Vines for Large Banks and for Hanging Over Walls

<i>Ampelopsis brevipedunculata</i>	<i>Ampelopsis</i>	10-15'	cream, turquoise, finally blue berries	9-10
<i>Campsis radicans</i>	Trumpet Creeper	20-30'	red-orange flowers	7-9
<i>Celastrus orbiculatus</i>	Oriental Bittersweet	20-40'	orange berry	10-2
<i>C. scandens</i>	American Bittersweet	30-50'	"	10-2
<i>Cleratis virginiana</i>	Virgin's Bower	10-15'	feathery fruit stands	9-11
<i>Loniceera japonica</i> 'Halliana'	Hall's Japanese Honey-suckle	15-30'	semi-evergreen; white, yellowish fragrant flowers	6-9
<i>Parthenocissus quinquefolia</i>	Virginia Creeper	30-60'	fiery-red fall foliage	
<i>Rosa</i> spp.	Rose (Ramblers)	5-10'	pink, white, yellow, red flowers (some ever-blooming)	
<i>R. multiflora</i>	Baby Rose	8-15'	white flowers 7-8; rose hips	9-2
<i>R. setigera</i>	Prairie Rose	6-10'	pink flowers 6-8; rose hips	10-2
<i>R. Wichuraiana</i>	Memorial Rose	2-12'	white, fragrant flowers	7-9
<i>Vitis labrusca</i>	Fox Grape	50-100'	coarse foliage, blue berries	9
<i>V. vulpina</i>	Frost Grape	40-80'	"	10



STATE OF MAINE
DEPARTMENT OF ENVIRONMENTAL PROTECTION
STATE HOUSE STATION 17 AUGUSTA, MAINE 04333

BOARD ORDER

IN THE MATTER OF

CITY OF PORTLAND) SITE LOCATION OF DEVELOPMENT
Portland, Cumberland County)
REQUEST FOR MUNICIPAL)
REVIEW AUTHORITY) MUNICIPAL REGISTRATION
L-17695-06-A-N (APPROVAL)) FINDINGS OF FACT AND ORDER

Pursuant to the provisions of Title 38 M.R.S.A. Section 489-A, the Board of Environmental Protection has considered the application of the CITY OF PORTLAND with its supportive data and other related materials on file and finds the following facts:

1. AUTHORITY REQUEST:

The applicant is requesting authority to substitute permits issued pursuant to Title 30-A, Chapter 187, Subchapter IV, for permits required by Title 38, Section 485-A. The City is making this request for the following types of projects:

- a. Residential and nonresidential subdivisions of 20 or more acres but less than 100 acres;
- b. Structures which occupy a ground area in excess of 60,000 square feet but less than 100,000 square feet;
- c. Structures which occupy a total floor area of 100,000 square feet or more but less than 150,000 square feet;
- d. Structures which occupy a ground area in excess of 3 acres but less than 7 acres of nonrevegetated land.

2. MUNICIPAL REVIEW AUTHORITY:

Article V, Section 14-523 of the Land Use Code of the City of Portland states that no person shall undertake any development without obtaining appropriate approval. Major development requires the approval of the planning board and minor development requires the approval of the planning authority.

3. COMPREHENSIVE PLAN:

The City of Portland has a comprehensive plan and has implemented a policy of ongoing planning. This plan and planning policies are not consistent with all of the requirements of Title 30-A, Chapter 187. However, Title 30-A, Chapter 187, does not require the City to have adopted a plan in compliance with all of the requirements of that chapter until the year 2003. The applicant has indicated its intent to submit its comprehensive plan for state certification by 1996. Currently, the state guidelines are being integrated into the City of Portland's existing comprehensive planning elements. The City's

2014-2015

current plan has been reviewed by the Department and determined to have standards and objectives at least as stringent as 38 M.R.S.A. Section 481 et seq.

4. SUBDIVISION REGULATIONS:

Article IV of the City of Portland Land Use Code regulates the approval and construction of subdivisions within the City of Portland. The Board finds that Article IV, as amended by the Portland City Council on January 4, 1993, meets the standards of 38 M.R.S.A. Section 484, as well as the requirements of Department of Environmental Protection Regulations, Chapters 371 - 377, with the exception of Chapter 374 (Rules Regarding the Traffic Movement Standard of the Site Location Law). The applicant has submitted evidence indicating that the Portland Planning Board also intends to utilize the Bureau of Land Quality Control's technical guidelines for the review of all applications subject to review pursuant to 38 M.R.S.A. 489-A.

Currently, Section III, the Traffic Design Standards and Guidelines for the City of Portland establish that a traffic/parking study is encouraged when the proposed development is calculated to generate an increase of more than 50 new vehicle trips during the peak street travel hours. Chapter 374 of the Department Regulations requires the applicant to trace traffic attributable to the proposed development in each direction from the development entrance or entrances to, but no farther than:

- a. the first major intersection; and
- b. all intersections where, during any one-hour period, traffic attributable to the proposed development equals or exceeds:
 - i. 25 vehicles in a left-turn-only lane;
 - ii. 35 vehicles in a through lane, right-turn lane, or a combined through and right-turn lane; or
 - iii. 35 vehicles (multiplying the left-turn volume by 1.5) in a combined left-turn and through lane, or a combined left-turn, through and right-turn lane.

5. SITE PLAN REVIEW REGULATIONS:

Article V of the Portland Land Use Code regulates the approval and construction of all major and minor developments within the City of Portland. The Board finds that Article V, as amended by the Portland City Council on January 4, 1993, meets the standards of 38 M.R.S.A. Section 484, as well as the requirements of Department Regulations Chapters 371 - 377 with the exception of Chapter 374 (Rules Regarding the Traffic Movement Standard of the Site Location Law). The applicant has submitted evidence indicating that the Portland Planning Board also

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CITY OF PORTLAND	3 SITE LOCATION OF DEVELOPMENT
Portland, Cumberland County)
REQUEST FOR MUNICIPAL)
REVIEW AUTHORITY) MUNICIPAL REGISTRATION
L-17695-06-A-N (APPROVAL)) FINDINGS OF FACT AND ORDER

intends to utilize the Bureau of Land Quality Control's technical guidelines for the review of all applications subject to review pursuant to 38 M.R.S.A. 489-A.

Currently, Section III, the Traffic Design Standards and Guidelines, of the Technical and Design Standards and Guidelines for the City of Portland establish that a traffic/parking study be encouraged when the site plan proposal is determined to generate additional traffic as outlined in Finding 4 above. Chapter 374 of the Department's regulations set forth traffic study requirements as outlined in Finding 4 above.

6. PROFESSIONAL PLANNING STAFF:

The City of Portland retains a professional staff which advises the municipal reviewing authority on the types of projects which will be reviewed pursuant to this order. This staff includes: a Chief Planner, Senior Planner, Planner, City Engineer, Deputy City Engineer, Project Engineer, Traffic Engineer, and City Arborist.

7. PUBLIC HEARING AND NOTIFICATION PROCEDURES:

Article V, Section 14-525(d) of the Portland Land Use Code directs the Portland Planning Board to schedule a public hearing within 90 days of receipt of a complete site plan application. Article IV, Section 14-495(b) of the Portland Land Use Code states that a public hearing shall be conducted within 30 days following the receipt of a complete subdivision application.

The City of Portland has established procedures for notification to the Department upon receipt of any application submitted pursuant to this order. The City of Portland has also established procedures for notification to the Department upon the rendering of any decisions on applications submitted pursuant to this order.

8. APPEAL PROCEDURES:

Article IV, Section 14-505 of the Portland Land Use Code states that an appeal from any final decision of the Planning Board regarding subdivision approval may be taken by the applicant or his authorized agent to Superior Court in accordance with Rule 80B of the Maine Rules of Civil Procedure. Article V, Section 14-527(b) of the Portland Land Use Code states that when the Planning Board has made a final decision on a site plan, any person aggrieved or the city may appeal the decision to the Superior Court pursuant to Rule 80B of the Maine Rules of Civil Procedure, within 30 days of the decision being rendered.

1000

9.

The City of Portland has submitted a registration form demonstrating compliance with 38 M.R.S.A. Section 489-A. This registration form was received by the Department on June 11, 1991 and accepted for processing on June 14, 1991.

BASED on the above findings of fact, the Board makes the following conclusions pursuant to 38 M.R.S.A. Section 489-A:

A. A municipal planning board has been established.

B. Although a comprehensive plan consistent with Title 30-A, Chapter 187 has not been adopted the City is not required to have adopted a plan in compliance with all of the requirements of that chapter until the year 2003. The City's current plan has been reviewed by the Department and determined to have standards and objectives at least as stringent as 38 M.R.S.A. Section 481 et seq.

C. Subdivision regulations have been adopted that are consistent with Title 30-A Chapter 187 and determined by the Board to be at least as stringent as criteria set forth in 38 M.R.S.A. Section 484 provided the applicant's traffic standards are revised to be at least as stringent as the requirements set forth in Chapter 374 of the Department regulations as outlined in Finding 4, and provided the revision to the applicant's traffic standards are adopted by the Portland Planning Board prior to the review of any subdivision applications subject to review pursuant to this order.

D. Site plan review regulations have been adopted with criteria which are determined by the Board to be at least as stringent as 38 M.R.S.A. Section 484 provided the applicant's traffic standards are revised to be at least as stringent as the requirements set forth in Chapter 374 of the Department regulations as outlined in Finding 5, and provided the revision to the applicant's traffic standards are adopted by the Portland Planning Board prior to the review of any site plan applications subject to review pursuant to this order.

E. The municipality has adequate resources to administer and enforce the provisions of its ordinances.

F. Procedures for public hearing and public notification have been established. The Commissioner will be notified by the City of Portland upon receipt of all applications and of the decision rendered on all applications pursuant to this approval.

G. Procedures for appeal by aggrieved parties of local decisions are defined.

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CITY OF PORTLAND	5 SITE LOCATION OF DEVELOPMENT
Portland, Cumberland County)
REQUEST FOR MUNICIPAL)
REVIEW AUTHORITY) MUNICIPAL REGISTRATION
L-17695-06-A-N (APPROVAL)) FINDINGS OF FACT AND ORDER

H. A registration form, provided by the Commissioner, has been completed and submitted by the municipality, demonstrating compliance with the criteria under this subsection.

THEREFORE, the Board APPROVES the application of the City of Portland to substitute permits issued pursuant to Title 30-A, Chapter 187, subchapter IV for permits required by Title 38, Section 481 et seq. as described in Finding 1 of this order SUBJECT TO THE FOLLOWING CONDITIONS:

1. The City of Portland shall notify the Commissioner upon receipt of all applications for an approval pursuant to 38 M.R.S.A. Section 489-A. This notification shall include a project description, and one copy of the notification form provided by the Commissioner.
2. The City of Portland shall submit to the Commissioner within 14 days of final action by the municipal reviewing authority, one copy of the project application, one copy of the record of review and action, and one copy of the notification form provided by the Commissioner.
3. The City of Portland shall submit to the Commissioner within 14 days of adoption copies of any changes or amendments made to municipal ordinances or guidelines used for the review of projects pursuant to 38 M.R.S.A. Section 489-A. If such changes or amendments should cause the City to no longer comply with 38 M.R.S.A. Section 489-A then this Registration shall lapse.
4. The City of Portland Planning Board shall revise its Traffic Design Standards and Guidelines to require the applicant to trace traffic as outlined in Findings 4 and 5. This revision shall be adopted by the Portland Planning Board prior to review of any proposed development pursuant to this order.

DONE AND DATED AT AUGUSTA, MAINE, THIS 27 DAY OF January, 1993.


BOARD OF ENVIRONMENTAL PROTECTION

BY Owen R. Stevens
OWEN R. STEVENS, CHAIRMAN

LK/L17695AN

PDTEAM1.TXT

March 17, 1993

TO: Alan Kuniholm
FROM: Larry Mead 

Alan, I have some comments with regard to the elevation work on the baseball stadium. Please call me first thing Thursday morning to discuss. (874-8793) Briefly, the areas of comment are as follows:

1. I really like the way the area above the entrance looks in the first, or "basic" sketch. To me it is preferable to the solid face that exists in the "finished" work. Do you think that the initial approach, with some modifications, would work well with the finished design? Perhaps there could be a bit more vertical elevation on the brick work than is present in the initial approach, while still retaining the uppermost portion of the structure.
2. How would you incorporate a prominent "Hadlock Stadium" sign over the entrance?
3. To what does the large, open portal above the main entrance lead? Is this glass? Is it intended to provide light into the concourse?
Also, in the finished drawing, there is a white, rectangular block just above the entrance and below the area that looks like a balcony. What is this material? It appears that you may simply have failed to color it.
4. What are the bars between the columns that form an X shape?
5. You provide a row of windows across the entire expanse of the facade, at the back of the slanted metal roof. Are these glass windows?, simply open space? If interior design precludes a continual row of windows, what other thoughts would you have for this area?
6. Have you given any thought to how the design could blend a split-face block with an unadorned block material? Would you be able to assist us with this design need?

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CITY OF PORTLAND
RECREATION DIVISION

3/18/93

TO: Alan Kuniholm

FROM: Larry Mead



SUBJECT: Additional comments stadium design

Alan, I finally realized this morning that your design does not represent the planned location of the ticket booth windows and second floor offices. The ticket windows are one section further down towards the EXPO. The area that you have them is the proposed entrance to the administrative offices. The reason the ticket windows are proposed further down is to better separate the entrance gates from ticket sales and lines.

1. Can you make revisions prior to Tuesday?
2. Can you add some people and trees to the rendition?
3. Who will be able to attend the public hearing from PDT on Tuesday evening? Will that be you?

#

CITY OF PORTLAND, MAINE
MEMORANDUM

TO: Chair Kenneth Cole and Members of the Portland Planning Board

FROM: Albert Nickerson, L.A. for the Friends of the Parks Commission

DATE: February 16, 1993

SUBJECT: Hadlock Field Baseball Stadium

At the February 11th meeting of the Friends of the Parks Commission, it became the consensus to write with several concerns on the site plan approval on the proposed ballpark.

- The Friends of the Parks Commission would like to see a double row of street trees along Park Avenue. (In private discussions, perhaps a row(s) in front of the Expo Building to enhance the plaza).
- We understand that there is no reason at this time to remove the large Maple in the parking lot next to the Expo. It is our understanding that it is essentially in good shape and needs asphalt removal to breathe and thrive. We understand a pedestrian plaza is shown at that location in later versions of plans than we have seen.
- We have questions about adequate buffering of the parking from neighbors and Park Avenue. We remain uncertain that the plan as we saw meets current City site plan standards.
- We saw no landscape plan and hope that a project of this magnitude would have a professional, distinguished landscape plan for building and site.

Our best to you all.

cc: Anne Pringle, City Councilor
Larry Mead, Director of Recreation

M
RECEIVED

MAR 23 1993

PORTLAND PLANNING OFFICE

67 Payson Street
Portland, ME 04102
March 21, 1993

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

Dear Mr. Gray:

I am responding to the notice I received regarding the baseball stadium at Hadlock Field.

The problem that I feel should be totally resolved before anything, is the parking situation. I own property at 67-69 Payson Street next to Nathan Clifford School. I know this sounds like it would be far enough away from the stadium, but in the past, events at Deering Oaks, the Exposition Building and stadium, people attending from outlying areas always use our neighborhood streets for parking. This leaves residents with no parking at all unless we stay at home and don't move our cars.

It is already rough enough now, trying to park on routine days because many houses in this area have 4-6 college students and/or working singles living in one rent with the same number of cars per rent, and most of these are year-round occupants. Add the parking for evening events at USM, and you have an automotive nightmare of "musical chairs". And finally, some homes, like mine, in this neighborhood have no driveways at all, leaving the street as our only alternative.

Incidentally, fans will definitely park away from the stadium and walk if there is any parking fee. Just ask any long-term resident of Roberts Street, Payson, Deane, Exeter, Falmouth, Granite and Washburn. (The latter two are even sometimes impassable in the summer for ambulances or fire trucks).

One other comment; I was under the impression that being a Double A baseball franchise, the tickets would be reasonable for a family. Six dollars per box seat seems a little steep to me for a family in Portland. Hope general admission is a lot lower.

Thanks for taking time to read my letter and concerns, and good luck in building a state-of-the-art baseball stadium for Portland.

Sincerely,


Francis J. Gallagher

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CITY OF PORTLAND, MAINE
MEMORANDUM

TO: Larry Mead, Recreation Director

FROM: Richard Knowland, Senior Planner RK

DATE: March 9, 1993

SUBJECT: Hadlock Field Site Plan Review Update

Planning staff has reviewed the material received to date for the Hadlock Field site plan review. We have reviewed this material in reference to the submission requirements of Sec. 14-525 of the Site Plan Ordinance. The City's application is coming together but additional material will be needed to meet the requirements of the ordinance. The following is a list of items that will need to be incorporated into the final site plan. As I understand it, many of these elements are in the process of being put together.

1. Soil conditions . . . I understand the City has a soils report in the site. This can be incorporated into the application.
2. The original grading plan submitted will need to be modified. French drain should be shown on the plan.
3. Exterior building elevations . . . Being done by Portland Design Team but not yet received.
4. Utilities . . . All utilities should be shown on the plan. Power lines should be shown as underground. The type and height of the dumpster screening should be noted, such as dumpster enclosed in 6 foot high solid wood fence with gate. For the dumpster adjacent to the Expo, a non-stockade fence (solid wood) would be appropriate.
5. Dimensions of curb cuts, aisles and typical parking spaces.
6. Landscaping . . . City is in the process of hiring a landscape architect to address this.
7. Outdoor lighting . . . A description of existing baseball field lighting and changes proposed to it should be indicated (i.e. type of lighting, pole height, other technical information, are poles being moved?). Exterior lighting for the plaza and parking area has not been submitted. I'm assuming this will be a condition of approval, absent additional information.
8. Erosion and sedimentation control plan.
9. Are there any easements running through the property? If there are, the dimensions of the easements should be shown on the plan.

10. A standard chainlink fence should not be used for the fencing shown adjacent to the Expo and the small parking lot. Fence might be black vinyl or a color or design integrated with the facade treatment that Portland Design Team is proposing.
11. What is the type of fence proposed adjacent to the picnic area?
12. The type of surface material should be indicated for the parking lot and the plaza.
13. The following note should be shown on the site plan, "The City shall implement the traffic and parking recommendations in the "Hadlock Field Traffic Study", the "Hadlock Field Parking Study" and the William Eaton report entitled "Hadlock Field Traffic/Park Study Peer Review." A Field Operation Manual shall be developed and implemented to address parking and access management issues described in these reports.

We are dealing with two site plans. A large site plan showing the entire site and a smaller one showing the stadium area. Before you revise them, give me a call so that we can figure out what items should be on what plan.

Should you have any questions on these items please call me. It is important these items be indicated on the site plan to avoid conditions of approval. This material should be put together A.S.A.P. With a public hearing two weeks away, time is running short. We will also be meeting with the DEF well before the public hearing to review the application submissions. A complete application will be very important when we meet with them.

cc: Joseph E. Gray, Jr., Director of Planning and Urban Development
Alexander Jaegerman, Chief Planner
Melodie Esterberg, Development Review Coordinator
William Bray, Deputy Director, Parks and Public Works
John Rague, Principal Engineer

M.
Executive Department



Robert B. Ganley
City Manager

CITY OF PORTLAND

March 2, 1993

Mr. Jeffrey G. Madore
Department of Environmental Protection
State House, Station 17
Augusta, ME 04333

Dear Jeff:

This letter is in response to your letter of February 25th received by FAX.

There have been a number of conversations between various individuals regarding the issue of tracing traffic for the Hadlock Field project. The purpose of this letter is to clarify the City's position on this issue. Please note, it is the intention of the City to do a full tracing of traffic for the Hadlock Field project as required by the Site Location of Development Law.

Should you have any questions concerning this letter, please contact me.

Sincerely,

A handwritten signature in cursive script that reads "Robert B. Ganley".

Robert B. Ganley
City Manager
Department of Planning and Urban Development

cc: Joseph E. Gray, Jr., Director, Planning and Urban Development
Alexander Jaegerman, Chief Planner
William Bray, Deputy Director, Department of Parks and Public Works
/City Traffic Engineer
Larry Mead, Superintendent of Recreation
Dana Connors, Commissioner, Maine Department of Transportation
Dean Marriot, Commissioner, Maine Department of Environmental Protection

2-22-93

TO: LARRY MEAD, TOWN BOARD
FROM: RICK KNIWLAND

COMMENTS ON REQUIRED LANDSCAPING PLAN - HADLOCK ^{FIELD}

- TREES ALONG CURB EDGE ARE VULNERABLE TO BUSES/ BUMPING INTO THEM AS WELL AS PEDESTRIANS. SUGGEST MOVING TREES TO THE OTHER SIDE OF THE SIDEWALK. YOU COULD ALSO START INTRODUCING A DOUBLE ROW OF TREES (STAGGERED) ALONG PARK AVE AS SHOWN ON THE ATTACHED SKETCH
- THREE DECIDUOUS TREES COULD BE ADDED ALONG THE OTHER SIDE OF THE STADIUM. THIS WOULD HELP BREAK UP THE FACADE
- IF YOU ARE PROPOSING A PLANTER NEAR THE MAIN ENTRANCE, YOU ~~MIGHT~~ CONSIDER A MATCHING PLANTER ON THE OPPOSITE SIDE ^{ENTRANCE}
- BRICK DRIVEWAY APRONS SHOULD BE ADDED AT THE DRIVEWAY ENTRANCES
- WHERE IS THE EXISTING LARGE MAPLE TREE?

2-23-93

BASICBALL WORKING

J.O.D. ^{wants to} know for MMC + UMT ~~and then~~

3 + 5 years!!

J.O.D. ^{you} needs an assurance for MMC + UMT
that parking will be available

B. Garity ^{wants} to have a landscape architect look
at the landscaping plan ^{help put in 95}

deal with it as it will open

Cyrus suggests a phasing plan for the improvements

of View from Park Ave to Expo
Ori to Park Ave

M

City of Portland, Maine



City Hall
389 Congress Street
Portland, Maine 04101

FACSIMILE MESSAGE COVER SHEET
RETURN FAX NUMBER
(207) 874-8649

DATE: 2/10/93

TIME: 3:15

MESSAGE to the attention of: JOHN RSCUG

Company/Entity: PARKS AND PUBLIC WORKS

Message From: RICK KNOWLAND

Department: ~~625-8725~~ PLANNING

Phone # EXT 8725

Receiving FAX number: _____

Total # of Pages including cover sheet: _____

MESSAGE: JOHN

ATTACHED ARE SOME SKETCHES THAT PHIL DEVELOPED THAT WE TALKED ABOUT
AT THIS MORNING'S MEETING. IT ALSO INCLUDED SOME IDEAS ON LIGHTING.
ATTACHED IS AN ARTICLE ON A GRILL SYSTEM FOR AN ENTRANCE. PERHAP
WITH A LITTLE CREATIVITY SOMETHING LIKE THIS COULD BE ADAPTED
FOR THE BALLPARK ENTRANCE.

P.B. WINKLER

2-9-93

BSIGALU

1000 36 spaces with Johns scheme

10x20 raised planters maple in the planter

Donna W. wants a memo from Jeff on the tree

6"-7" high planter with benches

J.C. benches should be higher

likes the proposal should be a public statement
taking out
36 cars is OK

CA. when will we see an elevation

small area in front of the stadium ~ is it too small
you ~~need~~ ^{need} more public space

delete 10 spaces in front

- no place for people to be in front of the Expo
- school like system so people don't get run-over

Judine wants to see an elevation ~ wants another
workshop

May T coming off pedestrian area + fire lane adjacent
to King Jr according to Chief Thomas

Donna move the bike racks; security issue

CITY OF PORTLAND, MAINE
MEMORANDUM

TO: Chair Cole and Members of the Planning Board

FROM: Richard Knowland, Senior Planner

DATE: February 4, 1993

SUBJECT: Hadlock Field Baseball Stadium

A second workshop will be held on Tuesday to discuss the site plan for the new baseball stadium at Hadlock Field. A public hearing has been tentatively scheduled for the Board's February 23rd meeting. Please bring to Tuesday's meeting the Hadlock Field Traffic Study (yellow cover) that was distributed at the last workshop. A copy of the last workshop memo is attached (see Attachment A).

The baseball stadium is subject to DEP site location review. The City has been certified by the DEP to review such projects locally. Since the baseball stadium will be the first site location application to be reviewed by the Planning Board, we thought it appropriate to spend a portion of the workshop discussing this process and the review standards. As the Board may recall, the site plan and subdivision amendments required for site location review were originally reviewed by the Planning Board. The City Council approved the amendments and the DEP has formally certified the City for this review.

The process for reviewing a development under ^{new} site location is very similar to site plan review except there are additional requirements and review criteria. See Attachment B. The additional requirements are highlighted on the attachment.

The City has contracted with an independent traffic consultant to review the traffic report prepared by the City's Traffic Division. This has been done to assure that the traffic analysis and recommendations subject to site location review are appropriately addressed. The Maine Department of Transportation, the agency that normally reviews traffic issues for the DEP in a state site location review, has been consulted with in this process. The report will be available for the public hearing.

Staff will be prepared to answer any questions or discuss issues raised at the last workshop. One issue that was discussed at the last workshop was the possibility of expanding the plaza area on the Valley Street side of the parking lot. Staff will be prepared to discuss several options to provide more plaza area and open space along this side of the stadium. The existing site plan shows a fence (intended to be ornamental) adjacent to the Park Avenue sidewalk in front of the stadium. To make the plaza and sidewalk more useful for pedestrians coming from the east (Ice Arena, King Junior High parking lots and other areas) and for people being dropped off in front of stadium, consideration could be given to eliminating it or shifting it to another location.

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When reviewing the previously distributed traffic study (yellow cover), please note that in the last several pages of the report, there are letters indicating interest in making available (Maine Medical, USM) off site parking lots for the ball park. A summary of conversations with other property owners regarding the availability of their parking lots is also in the report.

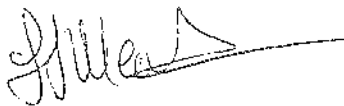
Attachments:

- A. Previous Workshop Memo
- B. Site Location Review Standards

CITY OF PORTLAND, MAINE
RECREATION DIVISION
MEMORANDUM

February 2, 1993

TO: John Rague, Project Engineer
Rick Knowland, Senior Planner ✓

FROM: Larry Mead, Superintendent of Recreation 

SUBJECT: Preparation for Planning Board Hearing

This will summarize the discussion at a meeting held today to discuss preparations for planning board public hearing. Attending were Knowland, Rague, Esterberg and Mead. Most, if not all, of these points relate to the DEP site review process.

1. Prepare site plan of the full site, including Ice Arena and Fitzpatrick Stadium. John Rague has a good start on this, but it needs to be traced for presentation purposes.
2. The review of the parking/traffic studies by a consultant needs to reference the relationship of the ice arena to both factors. Bray will make sure that the consultant does so.
3. Storm-water runoff calculations need to be prepared. Bruce Sherwood is completing this for John Rague.
4. Submit the soils analysis with the report.
5. Obtain letters from the Portland Water District insuring that there is available capacity to meet both water and sewer needs of the development. John Rague will obtain or get Bill Goodwin to do so.
6. Submit construction plan with a timetable. The existing Dant-Clayton timetable will do but will need to be revised when possible.
7. Evidence of ownership must be a part of the written statement. Rague has this information and will make it part of the statement.
8. Planning will list what is needed for the time schedule and the sedimentation control plan (Rick, Melodie ?).
9. Any large size plans will need to be reduced to minimum 11x17 for Board packages.
10. Information needs to be submitted by February 9. Mead and Rague were not certain that the large-parcel site plan could be ready by then. At a minimum the aerial could be, or the composite that exists already.

cc: Melodie Esterberg
William Bray

CITY OF PORTLAND
MEMORANDUM

TO: Chair Cole and Members of the Portland Planning Board

FROM: Richard Knowland, Senior Planner

DATE: January 26, 1993

RE: Hadlock Field Baseball Stadium

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. A copy of the site plan is shown as Attachment A. Zoning for the site is Recreation-Open Space (R-OS). The stadium project is adjacent to other City landholdings including the Expo, Portland Ice Arena, Fitzpatrick Stadium and King Junior High School which totals 27 acres.

The Board will also review the project for the Recreation-Open Space Zone development standards (Sec. 14-158). These standards are shown as Attachment B. The development may also fall under the Site Location Law. A final determination of that will be made in consultation with the DEP prior to the public hearing. Should Site Location review be required, the City has been certified by the DEP to review such projects locally.

The proposed stadium will replace the existing bleachers. 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 just under 40 feet. The base of the stadium is 29 feet high but the media booth and sky boxes add another 10 feet to the height. [The City Council will be considering an amendment to the R-OS Zone on January 25th increasing the height limit from 35 feet to 40 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 106 striped parking 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 (30 spaces) and the team busses. It will also provide an entrance for service deliveries.

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It is expected that the curb edge along Park Avenue in front of the stadium will be designated as a drop-off area for busses and to facilitate off-site parking. Between the stadium and Park Avenue is a plaza about 220 feet wide and minimum 30 feet deep.

The site plan includes four planters in the front plaza. Other planters are proposed near Park Avenue within the two parking lots. This provides the opportunity for street trees and other landscaping to be incorporated along the public view of the stadium along Park Avenue. As the site plan and building elevations are further refined, the design, materials and landscaping of the front plaza will be important in establishing the identity and character of the new Hadlock Field. This is particularly important since this site is part of a greenbelt of parks and community facilities (mostly zoned R-OS) running from Forest Avenue (Deering Oaks, King Junior High School, Portland Ice Arena, Expo) to near Valley Street. The site design of the landscaping, plaza and building can help reinforce the greenbelt edge.

An elevation of the stadium will be available for the public hearing. The design of the building elevation along Park Avenue could provide a positive statement for the Park Avenue greenbelt and the surrounding neighborhood.

A picnic area is proposed on the far northerly side of the property adjacent to the stadium (near the railroad property). 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.

Parking and Traffic Study

A parking and traffic study has been submitted by the applicant (see Attachment C). 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 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.

41

The site plan indicates that there are 106 spaces on the Hadlock Field site for the general public. However, by using attendant controlled (tandem) parking, the Hadlock Field parking lot will yield 211 spaces (see figure 6); Fitzpatrick Stadium (403 spaces); and King School (215 spaces), for a total of 829 spaces. These three lots combined provide 110% of the parking needs for an average attendance ballgame. At a minimum, two parking lot attendants would need to be assigned to direct vehicles in a tandem arrangement. The King School lot will require minor construction for a 300 foot thru-drive to effectively use tandem parking.

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

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

Parking described in the three previous paragraphs would total 1,836 spaces, well above the 1,693 spaces projected demand for a sellout (see table 3). The City has also identified an additional exceeding 2,000 spaces in private lots near the stadium (see table 5). These spaces include Maine Medical Center (500 spaces after 5:00 p.m.), USM campus (Bedford Street parking lot, 500 spaces 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.

ATTACHMENTS

- A. Site Plan
- B. R-OS Standards
- C. Hadlock Field Traffic and Parking Study

- (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.

Supp. No. 19

1-25-93

P. B. WORKSHOP
BASEBALL

Jadine how many games day night and time
7:00 evening

Bud curb opening for drop off area

Dorrie concerns about parking along Park Ave with bicyclist
use the Maine St. Garage → what's the pedestrian
route

a friendly place for people to go
pedestrian safety how do you safely get there
how people from away will be directed to the ballpark
wants to see more of the landscape plan

J. Carroll how many games are average in attendance

Charlie projecting 3,000 a game - that's even greater than
avg.

Cyrus want to a Cetus game with tandem parking bad expense
✓✗ can the Fire Dept. get in there with tandem parking
give a handout for parking

J. Carroll give out a courtesy ticket

M

CITY OF PORTLAND, MAINE
MEMORANDUM

TO: Chairman Cole and Members of the Portland Planning Board

FROM: Alexander Jaegerman, Chief Planner

DATE: January 7, 1993

SUBJECT: R-OS Height Amendment

It has arisen that the stadium media booth and skybox will not quite meet the R-OS 35' height limit. The calculations place the height at 39' 3" and there is evidently no way to shave off height down to 35 feet. Consequently the City is pursuing an amendment with the City Council to increase the R-OS height limit from 35 to 40 feet.

The project timetable requires that the Council act on this quickly so as not to jeopardize the February 9 proposed site review before the Planning Board. The Board is therefore being asked to forward comments on the text change to increase the R-OS height by five feet. The attached Council action request form and attachments provides further documentation on this issue. We hope the Board will have some time to discuss this at the January 12 workshop.

cc: Richard Knowland, Senior Planner
Larry Mead, Director of Recreation
John Rague, Stadium Construction Manager

CITY OF PORTLAND, MAINE
CITY COUNCIL AGENDA REQUEST FORM

TO: Nadeen Daniels, City Manager's Office
Elizabeth Boynton, Corporation Counsel's Office

From: Alexander Jaegerman, Chief Planner

Date: January 6, 1993 Subject: Request for Council Item

- 1) Council Meeting at which action is requested (Date):
January 25 (FIRST READING), February 1 (FINAL ACTION)
- 2) Can action be taken at a later date? _____ YES X NO
If no, why not? The item is needed prior to Planning Board approval of the baseball stadium site plan, which is scheduled for February 9.

I. SUMMARY OF ISSUE

(See attached memo from John Rague dated 1/5/93)

The proposed height of the media booth and skyboxes exceeds the Recreation-Open Space Zone (R-OS) zoning maximum by 4' 3" (39' 3" compared with the 35' height limit.) The building cannot reasonably be modified to achieve 35', so a zoning amendment to increase the allowable height to 40' is proposed. This modest allowable height increase will still provide a compatible and appropriate scale for recreational facilities in the R-OS zone.

The Planning Board has reviewed the height amendment at a workshop and has suggested that the amendment be worded to allow a maximum height limit of 40 feet provided the structure is more than 1,000 feet from a shoreland zone. The amendment has been drafted to reflect the Board's comments. The Board believes this would help protect the scenic values of shoreland areas and open spaces near the water. Hadlock Field is more than 1,000 feet from a shoreland zone.

II. REASON FOR SUBMISSION (What issue/problem will this address?)

The zoning height must be resolved prior to Planning Board approval of the baseball stadium improvements. John Rague, the Construction Manager, cannot redesign the facility to conform to 35'. The text amendment will avoid a delay and accommodate the building program.

III. INTENDED RESULT (How does it resolve the issue/problem?)

The amendment will allow the project to proceed as designed and according to the projected timeframe for completion.

IV. FINANCIAL IMPACT

There is no negative financial impact associated with passage of the proposed R-OS height amendment.

M

V. STAFF ANALYSIS & RECOMMENDATION

This has been reviewed by the Planning Division, Zoning Administrator, and Construction Manager. All concur that the proposed height amendment is the best solution to the problem. The five foot increase in allowable height from 35 to 40 feet provides ample protection for adjacent properties against overwhelming or incompatibly scaled structures. The height limit in the R-6 residence zone is 45'. It is my assessment that the proposed 40' height limit for buildings more than 1,000 feet from a shoreland zone is well within the range of appropriate height regulation for the R-OS zone.

cc: Joseph E. Gray, Jr., Director of Planning and Urban Development
John Rague, Stadium Construction Manager
Larry Mead, Director of Recreation
Bill Giroux, Zoning Administrator
Richard Knowland, Senior Planner
Natalie Burns, Associate Corporation Counsel

Attachments:

- 1) Memo from John Rague to Larry Mead, 1/5/93
- 2) Amendment to R-OS Zoning Height

M

City of Portland, Maine

IN THE CITY COUNCIL

AMENDMENT TO PORTLAND CITY CODE
§14-157 (ZONING ORDINANCE)
RE: BUILDING HEIGHT IN THE R-OS ZONE

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

That section 14-157(5) of the Portland City Code is hereby amended
to read as follows:

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:

- (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 feet from a shoreland zone shall
be forty (40) feet.

M

CITY OF PORTLAND, MAINE
MEMORANDUM

RECEIVED

JAN 11 1993

PORTLAND PLANNING DEPT.

TO: Larry Mead, Baseball Committee Chairperson
FROM: John P. Rague, Construction Manager *John*
DATE: January 5, 1993
SUBJECT: Zoning Height Limitations - Hadlock Grandstands

This is to inform you that I met with Bill Giroux yesterday regarding the the height limitations in the R.O.S. zone which currently exists at 35 feet. The anticipated height, measuring from finished grade to the midway point of the pitched roofs of the media booth and sky boxes is 39'-3". Bill has suggested a "text change" be initiated in order to satisfy the height of the proposed grandstands. The change will be from 35 feet to 40 feet.

Bill and I met with Alex Jaegerman and Rick Knowland following our meeting. Alex agreed to arrange through Natalie Burns to initiate the paperwork to effectuate such text change. They will attempt to seek council approval prior to the Planning Board public hearing currently scheduled for February 9th.

cc: Alex Jaegerman, Chief Planner
Richard Knowland, Planning Dept.
Bill Giroux, Inspections

M

City of Portland, Maine
Memorandum

To: William Bray, Deputy Director of Public Works
From: Michael Claus, Engineering
Date: December 11, 1992
Re: Hadlock Field - Site Review

At your request I have reviewed the existing conditions and proposed construction at Hadlock Field and adjacent City of Portland land. I have determined areas of proposed and existing construction that relate to the Site Location and Development and Location Act. My 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 -	<u>1,325</u>	<u>SF</u>

Total building area constructed since 1970 -	32,469	SF
--	--------	----

Proposed building construction under new grandstands -	<u>20,412</u>	<u>SF</u>
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Total existing and proposed building area -	52,881	SF
--	---------------	-----------

Second floor building construction since 1970:

1985: Ice Arena -	4,328	SF
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Proposed second floor building construction above new grandstands -	<u>7,284</u>	<u>SF</u>
--	--------------	-----------

Total existing and proposed second floor building area -	11,612	SF
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M

Non-revegetated areas created since 1975:

Note: King Middle School Modular Classroom
placed on existing paved surface.

1985: Ice Arena -	29,872	SF
1985: Ice Arena Parking Lot -	7,500	SF
1987: Fitzpatrick Stadium Press Box -	<u>1,272</u>	<u>SF</u>

Total non-revegetated areas created since 1975 -	38,644	SF
--	--------	----

Proposed non-revegetated areas:

Relocate Hadlock Field grandstands -	11,400	SF
Proposed AA Baseball Stadium grandstands -	41,645	SF
Proposed new parking area -	<u>22,281</u>	<u>SF</u>

Total proposed non-revegetated areas -	75,326	SF
--	--------	----

Total existing and proposed non-revegetated areas -	113,970	SF
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Calculations and sources for the above areas are in my files, if you need a copy of calculations or if additional facts are need to determine submittal requirements under the Site Location and Development Act, please let me know.



CITY OF PORTLAND

December 11, 1992

Mr. Tom Doyle
Environmental Department
Pierce Atwood
1 Monument Sq.
Portland, ME 04101

Dear Tom:

I have enclosed a copy of my memo to Bill Bray on facts relating to the Site Location and Development Act for the proposed expansion of Hadlock Field. If you need further information regarding the existing or proposed construction in order to write your recommendation and request for regulatory ruling, please let me know.

I am currently researching information on whether Weymouth St., which separated the ice arena from Hadlock Field, is still in existence. We may ask you to recommend whether the existence of Weymouth St. would separate the Hadlock Field construction from the Ice Arena construction in calculating building and non-revegetated area for the Site Location and Development Act. I will let you know when I have the information on Weymouth St.

Sincerely,

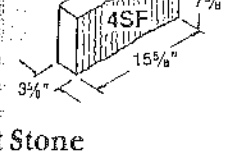
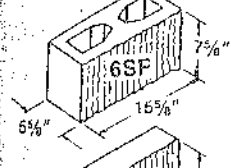
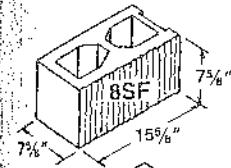
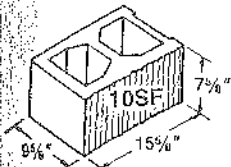
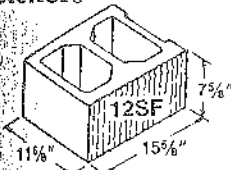
A handwritten signature in cursive script that reads "Michael W. Claus".

Michael Claus, P.E.

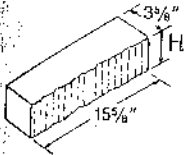
cc: All Baseball Committee members
Encl.

Face Designs & Shapes

Stretchers

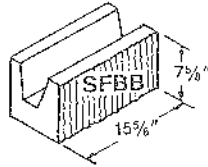


Split Stone



Available in 2 1/4", 2 5/8" and 3 1/8" heights.

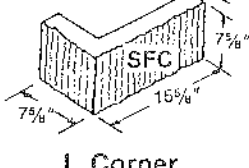
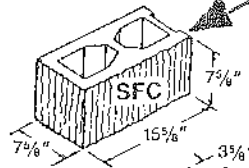
Bond Beam



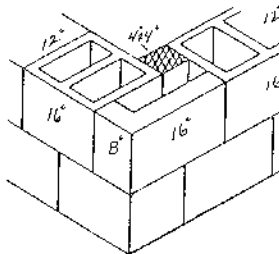
Bond Beam unit available in 6 SF, 8 SF, 10 SF, 12 SF.

CMU
TYPE

Corner Unit



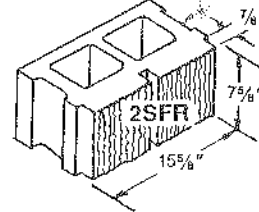
L Corner



Please note: 8 x 16 corner unit available in Split Face only.

Split Rib Block

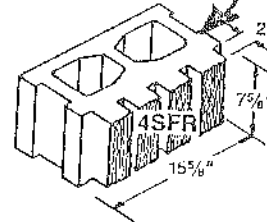
2 Rib Split Block



Two Rib Units available in all standard Split Face sizes.

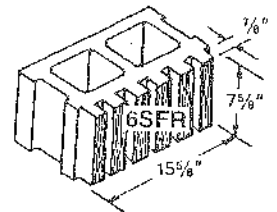
CMU
TYPE

4 Rib Split Block



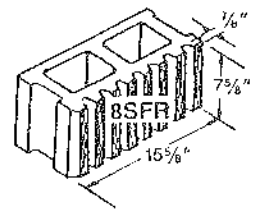
Please note: Four Rib sizes & shapes differ from shown sizes. Exact measurements available on request.

6 Rib Split Block



Six Rib Units available in all standard Split Face sizes.

8 Rib Split Block



Eight Rib Units available in all standard Split Face sizes.

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Background left to right: L-10, L-6, L-19, L-18.
Foreground: L-14.

Call us toll free...1-800-68BLOCK (1-800-682-5625)

227-239 Park ave

Expo 239- built prior to 1970

Pull Box @ Stadium 12'x100' 8/27/87

~~Concessions 30'x20'~~

Box office on Grandstand 4/1/48 4'x20'

Refreshment Stand 13'6"x30' 10/1/47

Baseball Grandstand (relocate bleachers 5/15/47

Richardson Field - Grandstand 9/27/41

Machine Shop addition applied 11/6/46

Move 42'x62' Storage building 5/7/47

2 ticket offices 7'x7' 5/15/47

Garage's Workshop repairs addition 11/20/40

Football Grandstand 560' x 38' 2/15/34

Richardson Field

6'x6' ticket of line 7/3/31

6'x30' press box 7/8/31

200'x20' bleachers 6/16/31

(34,800 SF total)

Ice Arena - 32,000 SF 8/30/84

2-20'x120' greenhouses demolished 7/3/84

demolish 3 greenhouses 11/4/83

Ice Arena
Foundation amt 30,000 SF 8/1/84

227 Park Ave

1 Story concrete block bldg 30'x70' 8/19/65
Parks

1 story masonry bldg 60x40 9/27/60

Demolitions

1 Story conc. structure 9/4/84
Men's & Women's showers

4 garages 20'x40' 9/7/84

Richardson Field - bleachers 90' long 1/17/23

bleachers 24'x200' 6/16/31

grand stands @ Hadlock

$$2 \left(\frac{130+110}{2} \times 40 \right) + \left(\frac{30+60}{2} \right) 40 = 11,400 \text{ SF}$$

IF YOU RECEIVED THIS FAX IN ERROR AND WOULD LIKE TO BE REMOVED PLEASE CALL: 1-877-400-1821

Over Looked Stock Preview

August 3, 2003

Issue 442

CSCA: 31 Mining Claims with Potential Value of \$1.5 Billion

Cascade Mountain Mining Co., Inc. (OTCBB: CSCA)

CSCA is building a world-class mining company through mining metals in the US. CSCA handles all aspects of mining from the initial exploration to the final production and refining the precious and base metals. CSCA's vision is to build revenues in excess of \$100 million annually by year 2013 and generating above normal profits.

Cascade Mountain Mining Co (OTCBB: CSCA) is a US based mining and exploration company, with HQ's in Seattle, WA, that acquired 31 claims representing the "Mazama Project" in WA State, North West region of the US.

The Mazama Project is a gold, copper and molybdenum deposit in NW WA State, encompassing over 600 acres, that offers the best exploration potential among all known deposits in North America.

Currently, there's a 150 million ton reserve on the property with a potential value of \$900 million.

MINING POTENTIAL

CSCA is now in the process of confirming previous exploration work that was started in 1963 by Bear Creek Mining (the exploration division of Kennecott), Brena Mines (Moranda), Exxon Minerals, and others. Initial drilling was conducted in March 2003 and PROVED that there is Molybdenum, Gold and Copper deposits on location.

EarlyAlerts.com gives CSCA a Strong Buy Rating and Sets a Target Price of \$0.24

CSCA Chief Geologist appraised the 31 claims, as is value, at approximately \$25 million to \$30 million. There are approximately 100 previous boring results that confirm his appraisal of value. He believes that with state of the art mining techniques and a fair market price for Gold and Copper, Mazama could produce 2 billion pounds of Copper, 150,000 ounces of Gold, 750,000 ounces of Silver and 6 million pounds of Molybdenum.

This puts the potential dollar value at \$1.5 billion before exploration and drilling costs.

REVENUE STREAM

CSCA intends to generate a revenue stream in excess of \$35M by 2007 of operations yielding in excess of \$22 million in profits. These revenues will be created solely from mining the 31 claims currently owned by CSCA in the Mazama Project.

CSCA estimates that when the mine is producing, estimating that prices of precious metals will increase dramatically and based on these projections, CSCA could show income net of drilling expenses at: \$4.7 million in 2005, \$14.6 million in 2006 and \$22 million in 2007.

<http://www.cascade-mining.com>
 Shares OST: 130,000,000
 Float (est.): 30,000,000
 52 Week High/Low: \$0.26/\$0.05
 TARGET PRICE: \$0.24
 Current Price: \$0.055

FINAL REFLECTIONS

CSCA advantage is that Precious Metal prices are at a historical low and are expected to move upward as the economy recovers and rebuilds.

CSCA projected Revenues:
 2005 \$8.3 million, 2006 \$23.6 million and 2007 \$35.3 million

CSCA Projected Net Income:
 2005 \$4.7 million, 2006 \$14.6 million & 2007 \$22.1 million

CSCA has strong a management team. CSCA's President has 10 years Financial Services experience and Chief Geologist has 45 years of geological mining experience in exploration, development and operations, with proven value of mining resources and claims CSCA owns.

Michael Skopos has experience at such firms as McKenzie and Cochenour Willans Gold Mines, Discovery Mines, NWT, Canada, Rio Tinto and Rio Algom Corporations, Lornex Mines, and many other large mining conglomerates. CSCA is currently in year 1 of their growth phase.

Information, opinions and analysis contained herein are based on sources believed to be reliable, but no representation, expressed or implied, is made as to its accuracy, completeness or correctness. The data contained herein is subject to change without notice. As always do your own due diligence. Data Services, LLC accepts no liability for any losses arising from an investor's reliance on or use of this report. This report is for information purposes only, and is neither a solicitation to buy nor an offer to sell securities. Data Services, LLC has been hired by a third party, and is to receive six million one hundred thousand free trading shares for the construction and circulation of this report. Data Services, LLC and its affiliates or officers may hold or sell common share, of mentioned companies, in the open market without notice. On technical analysis may from time to time cause the target price to fluctuate without notice. CSCA will require additional capital to realize its business plan and continue as a going concern. Certain information included herein is forward-looking within the meaning of the Private Securities Litigation Reform Act of 1995, including, but not limited to, statements concerning manufacturing, marketing, growth, and expansion. Such forward-looking information involves important risks and uncertainties that could affect actual results and cause them to differ materially from expectations expressed herein.

CITY OF PORTLAND

March 24, 1997

Mr. Michael Fagerson, Director of Stadium Operation
Portland Maine Baseball, Inc.
PO Box 636
Portland ME 04104

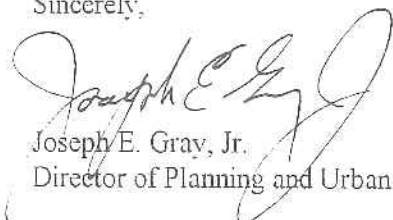
Dear Mr. Fagerson:

The Portland Sea Dogs have recently requested several changes to the Hadlock Field site plan. These changes include installing a temporary concession stand (sausage stand) and a right field observation platform. Excerpts of the submission material are attached. The proposed changes have been reviewed and approved by the Portland Planning Authority subject to the following condition:

1. The sausage stand is approved only as a temporary structure. Unless otherwise approved by the Portland Planning Authority, the stand shall be removed from the site prior to the 1999 season.

Should you have any questions concerning this letter please contact Richard Knowland of the planning staff.

Sincerely,



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

cc: Alexander Jaegerman, Chief Planner
Richard Knowland, Senior Planner
Frank LaTorre, Director of Public Assembly Facilities
Robert Metcalf, Mitchell & Associates, The Staples School, 70 Center Street, Portland ME 04101
Brian Duffy, 18 Pleasant Street, Portland ME 04101
Samuel P. Hoffses, Chief of Building Inspections
Marge Schmuckal, Zoning Administrator
Charles Eshbach, Portland Maine Baseball, Inc., PO Box 636, Portland ME 04104

O:\PLAN CORRESP\RICK\LETTERS PAGE3-24.JMD

MITCHELL & ASSOCIATES

LANDSCAPE ARCHITECTS

March 12, 1997

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

RE: HADLOCK STADIUM IMPROVEMENTS

Dear Rick:

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

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

The following information has been proposed for your review:

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

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

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

Sincerely,
Mitchell & Associates



Robert B. Metcalf

Enclosure

cc: Mike Fagerson



March 12, 1997

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

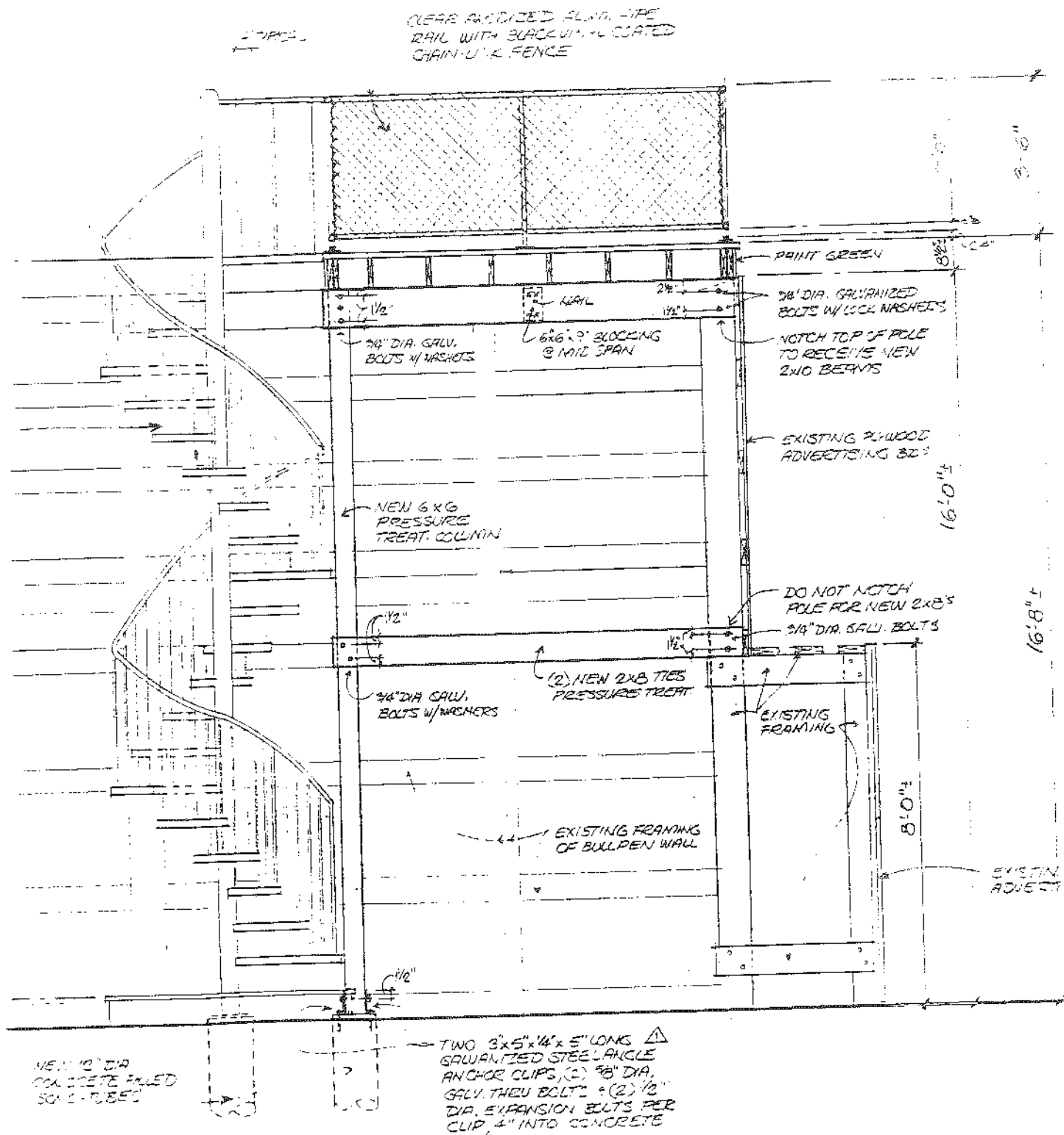
Dear Rick:

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

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

Sincerely,


Michael L. Fagerson
Director of Stadium Operations



SECTION A-A

SCALE: 1/2" = 1'-0"

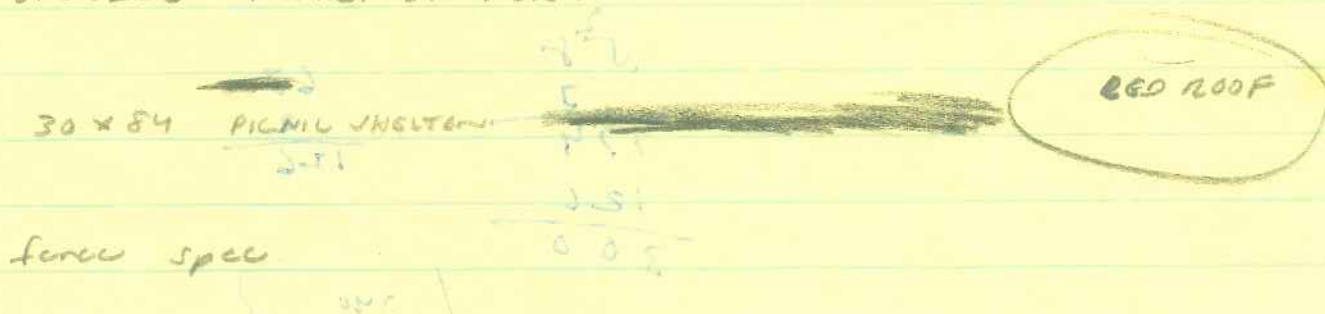
HADLOCK FIELD

FRANK + LOUAY REVIEW

1. TRAFFIC + PARKING LOTTON

EXTENSION MATERIALS OF JOURNAL HOUSE

NOISE SOURCES - IMPACT ON NOISE



force spec

2 SCORBOANO ON PICNIC AREA IN JUVON

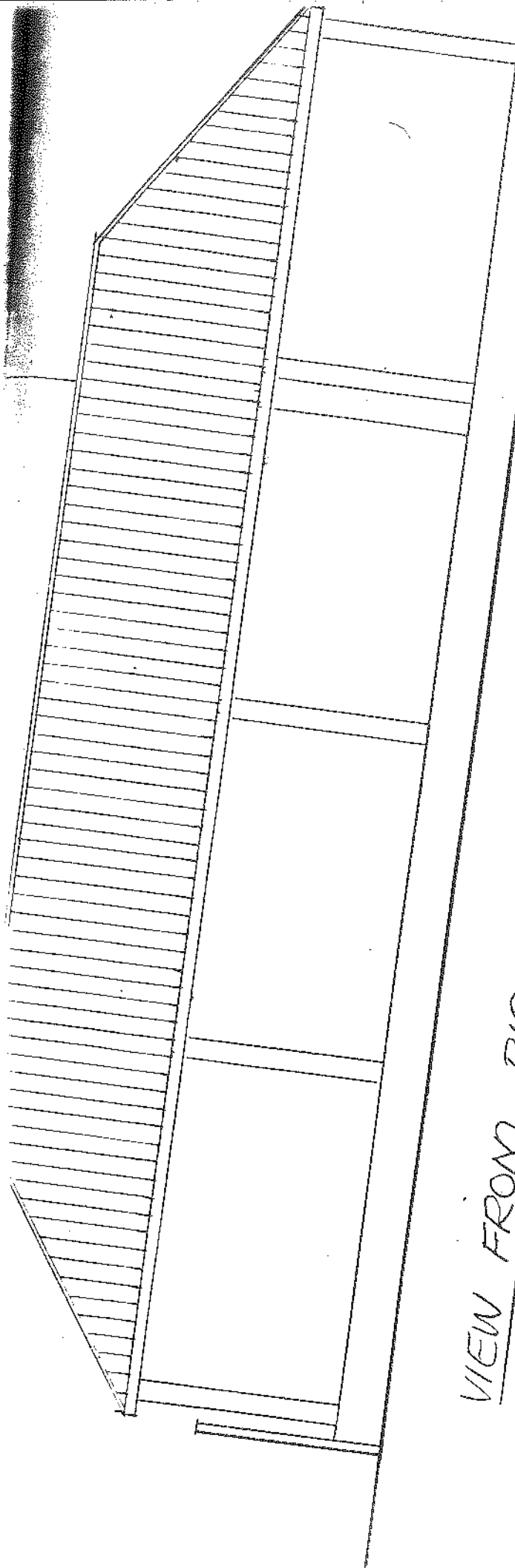
MATERIALS OF GEOGRAPHIC ENCLOSURE - NOT SHOWN ON THE ^{8. ELEVATION}

WHONG AND 3 PINE TREES BEING RELOCATED

WRITTON STATIONS *Site Plan* OK

SUNFALL COVASSA -

Light



VIEW FROM RIGHT FIELD

SCALE: 1/8" = 1'0"

PORTLAND, MAINE, BASEBALL, INC.
dba PORTLAND SEA DOGS

VENDOR ID:
PAYER: CITY OF PORTLAND

CHECK NO.: 25423
MEMO:

DATE: 01/09/97

25423

CHECK TOTAL: *****\$340.00

1/9/97
KIC

PORTLAND, MAINE, BASEBALL, INC.
dba PORTLAND SEA DOGS
P.O. BOX 636 PORTLAND, ME 04104
(207) 874-9300

PEOPLES HERITAGE BANK

52-7445/2112

CHECK NO. 25423

25423

PAY THREE HUNDRED FORTY DOLLARS

DATE 01/09/97
AMOUNT *****\$340.00

TO THE
ORDER
OF CITY OF PORTLAND

James E. Staples
AUTHORIZED SIGNATURE

⑈025423⑈ ⑆211274450⑆0290 28439⑈



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

I. D. Number

Address:

The Portland Sea Dogs

Applicant P O Box 636 - Ptld ME 04104

Applicant's Mailing Address

Robert Metcalf 774-4427

Consultant/Agent (Mitchell & Assoc)

Applicant or Agent Daytime Telephone, Fax

12/19/96
Application Date

Project Name/Description

271 Park Ave

Address of Proposed Site

Assessor's Reference: Chart-Block-Lot

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

seating 20'x60' picnic shelter 30'x84' concession shelter 18'x18'

Proposed Building Square Feet or # of Units Acreage of Site Zoning

approx 29 acres

Check Review Required:

- plans with Rick Knowland

- | | | | |
|---|---|--|--|
| <input checked="" type="checkbox"/> Site Plan <u>amended</u>
(major/minor) | <input type="checkbox"/> Subdivision
of lots <u> </u> | <input type="checkbox"/> PAD Review | <input type="checkbox"/> 14-403 Streets Review |
| <input type="checkbox"/> Flood Hazard | <input type="checkbox"/> Shoreland | <input type="checkbox"/> Historic Preservation | <input type="checkbox"/> DEP Local Certification |
| <input type="checkbox"/> Zoning Conditional
Use (ZBA/PB) | <input type="checkbox"/> Zoning Variance | <input type="checkbox"/> Single-Family Minor | <input type="checkbox"/> Other <u> </u> |

Fees paid: \$300 site plan 12/19/96 subdivision

Approval Status:

Reviewer S BUNNEY JR

- ☒ Approved ☐ Approved w/Conditions listed below ☐ Denied

1.
2.
3.
4.

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

☐ Condition Compliance Richard Knowland signature 1-10-97 date

Performance Guarantee ☐ Required* ☐ Not Required

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

- | | |
|---|---|
| <input type="checkbox"/> Performance Guarantee Accepted | <u> </u> date <u> </u> amount <u> </u> expiration date <u> </u> |
| <input checked="" type="checkbox"/> Inspection Fee Paid | <u> </u> date <u> </u> amount <u> </u> |
| Performance Guarantee Reduced | <u> </u> date <u> </u> remaining balance <u> </u> signature <u> </u> |
| Performance Guarantee Released | <u> </u> date <u> </u> signature <u> </u> |
| Defect Guarantee Submitted | <u> </u> submitted date <u> </u> amount <u> </u> expiration date <u> </u> |
| Defect Guarantee Released | <u> </u> date <u> </u> signature <u> </u> |



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

I. D. Number

Address:

The Portland Sea Dogs

Applicant P.O. Box 836 - Portland ME 04104

Applicant's Mailing Address Robert Metcalf 771-4427

Consultant/Agent (Mitchell & Assoc)

Applicant or Agent Daytime Telephone, Fax

12/19/96

Application Date

Project Name/Description

Address of Proposed Site 771 Park Ave

Assessor's Reference: Chart-Block-Lot

Proposed Development (check all that apply): New Building X Building Addition Change of Use Residential

 Office Retail Manufacturing Warehouse/Distribution Other (specify)

seating 20'x60' picnic shelter 30'x44' concession shelter 13'x19'

Proposed Building Square Feet or # of Units Acreage of Site Zoning

8800 sq ft 2.9 acres

Check Review Required:

☒ Site Plan amended ☐ Subdivision # of lots ☐ PAD Review ☐ 14-403 Streets Review

☐ Flood Hazard ☐ Shoreland ☐ Historic Preservation ☐ DEP Local Certification

☐ Zoning Conditional Use (ZBA/PB) ☐ Zoning Variance ☐ Single-Family Minor ☐ Other

Fees paid: \$300 site plan 12/19/96 subdivision

Approval Status:

Reviewer R. Knowland

☐ Approved ☒ Approved w/Conditions listed below ☐ Denied

1. THE FINAL DESIGN AND MATERIAL OF ALL FENCING SHALL BE REVIEWED AND APPROVED BY THE PLANNING DEPARTMENT
2. PRIOR TO SITE CONSTRUCTION OF THE NEW GRAND STAND (BY THE PICNIC SHELTER) THE EXISTING VEGETATION REQUIRING REMOVAL SHALL BE TRANSPLANTED AT THE EXPENSE OF THE SEADOGS IN LOCATIONS DETERMINED BY THE CITY ARBORIST.
3. THE THREE WHITE PINES ADJACENT TO THE PICNIC AREA SHALL BE TRANSPLANTED BY THE SEADOGS AT A LOCATION DETERMINED BY THE CITY ARBORIST.

Approval Date 1-10-97 Approval Expiration 1-9-98 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

Performance Guarantee Reduced date remaining balance signature

Performance Guarantee Released date signature

Defect Guarantee Submitted submitted date amount expiration date

Defect Guarantee Released date signature

Inspection Services
P. Samuel Hoffses
Chief



Planning and Urban Development
Joseph E. Gray Jr.
Director

CITY OF PORTLAND

December 18, 1996

Joker's Two, Inc.
2460A Lafayette Rd.
Portsmouth, N.H. 03801

RE: 522-558 Warren Ave.

Dear Sir,

Your application to change the use and construct addition at this location been reviewed and a permit is herewith issued subject to the following requirements. This permit does not excuse the applicant from meeting applicable State and Federal laws.

NO CERTIFICATE OF OCCUPANCY WILL BE ISSUED UNTIL ALL REQUIREMENTS OF THIS LETTER ARE MET.

Site Plan Review Requirements

Building Inspection : Approved , with conditions. 1. A separate permit shall be required for any signage. 2. Prior to proposed future exterior work (ex. golf area) , plans shall be submitted to this office for site plan revision/ amendments. M. Schmuckal

Development Review Coordinator : Approved, with conditions (see attached) S. Bushey


Planning Div. : Approved with conditions. 1. That no tree clearance shall take place within the turnpike adjacent to this site unless approved by the Maine turnpike Authority and the city arborist. 2. That the improvements related to the miniature golf area, go-cart area and outside play area including the final location of structures and improvements shall be approved by the Planning Board. R. Knowland

Fire Dept. : Approved: Lt. Mc Dougall

Building and fire code requirements

1. Please read and implement items 1,2,5,7,14,15,17,18,22,23,24,& 25 of the attached building permit report.
2. Please read and implement items 2,3,4,5,6 & 7 of the attached Fire Code Permit Report.

Sincerely,



P. Samuel Hoffses

Chief of Inspection Services

cc: M. Schmuckal , R. Knowland, Lt. Mc Dougall, S. Bushey

MITCHELL & ASSOCIATES

LANDSCAPE ARCHITECTS

January 8, 1997

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

RE: HADLOCK STADIUM EXPANSION

Dear Rick:

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

The following are responses to staff comments.

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

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

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

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

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

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

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

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

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

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

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

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

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

Mr. Richard Knowland

Page 3

The following documents are attached:

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

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

Sincerely,
Mitchell & Associates

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

Robert B. Metcalf

Enclosure

cc: Charles Eschbach
Mike Fagerson
Brian Duffy

EXISTING VEGETATION

ON LOCATIONS DETERMINED

SHALL BE

TRANSPANTED ^{AT THE EXPENSE OF THE} BY THE JCA DOGS AT LOCATIONS ON THE ~~SPORTS COMPLEX~~ AS REQUIRED BY THE CITY ARBORIST.

①

PRION TO SITE CONSTRUCTION ^{NEW GRASSY STAND} ~~OF THE AREA~~ ^{SHALL TRANSFER} ~~STREET~~ (BY THE PICNIC VEGETATION), THE ~~SHADOW~~ ^{SHALL TRANSFER} ~~OF THEIR~~ OWN ~~EXPENSE~~ EXISTING LANDSCAPING

THE EXISTING VEGETATION REQUIRING REMOVAL SHALL BE TRANSPANTED AT THE EXPENSE OF THE JCA DOGS IN LOCATIONS ON THE SPORTS COMPLEX AS DETERMINED BY THE CITY ARBORIST. VEGETATION

②

~~THE FINAL JO~~

^{AND MATERNAL} THE FINAL DESIGN OF THE FENCING SHALL BE REVIEWED AND APPROVED BY THE PLANNING AUTHORITY

THE THREE WHITE PINE ADJACENT TO THE PICNIC AREA SHALL BE TRANSPANTED BY THE JCA DOGS AT A LOCATION DETERMINED BY THE CITY ARBORIST

- should be integrated into the stadium, should be
an attraction
- picnic shelter - concern about color green works
need to be careful about the color red
gable looks more like a car port/shelter

• fence

• what about the trees behind the Expo

- material, parking lot should use columns
treated metal on side
what about brick

• site plan not

stop walls

concrete

green wall

sidewalks concrete

fax 874-2460

City of Portland Planning Department

City Hall
389 Congress Street, 4th Floor
Portland, Maine 04101
FAX NUMBER: 756-8258

FAX TRANSMISSION COVER SHEET

To: BOB METCALF

Fax #: 874-2460

of Pages: 2

From: R. KNOWLAND

Date: 12-31-96

RE: COMMENTS ON MADLOCK FIELD - ENGINEERING COMMENTS

If you do not receive all of the pages, please call 874-8721.

Inspection Services
P. Samuel Hoffses
Chief



Planning and Urban Development
Joseph E. Gray Jr.
Director

CITY OF PORTLAND

January 15, 1997

Seadogs / City of Portland
271 Park Ave.
Portland, Maine 04102

RE: 271 Park Ave.

Dear Sir's

Your application to construct additional seating, minor renovations, picnic shelter as per plans has been reviewed and a permit is herewith issued subject to the following requirements. This permit does not excuse the applicant from meeting applicable State and Federal laws.

NO CERTIFICATE OF OCCUPANCY WILL BE ISSUED UNTIL ALL REQUIREMENTS OF THIS LETTER ARE MET.

Site Plan Review Requirements

Building Inspection : Approved M. Schmuckal
Development Review Coordinator : Approved, Rick Knowland
Fire Dept.: Approved, Lt. Mac Dougall PFD
Planning Div. : Approved with conditions . 1. The final design and material of all fencing shall be reviewed and approved by the Planning Div. 2. Prior to site construction of the new grand stand (by the picnic shelter), the existing vegetation requiring removal shall be transplanted at the expense of the Sea Dogs in locations determined by the city arborist. 3. The three white pine adjacent to the picnic area shall be transplanted by the Seadogs at a location determined by the city arborist. R. Knowland

Building Code Requirements

1. Please read and implement items 1,2,3,,6,8,15,16,17,&19 of the attached building permit report.

Sincerely,


P. Samuel Hoffses

Chief of Inspection Services

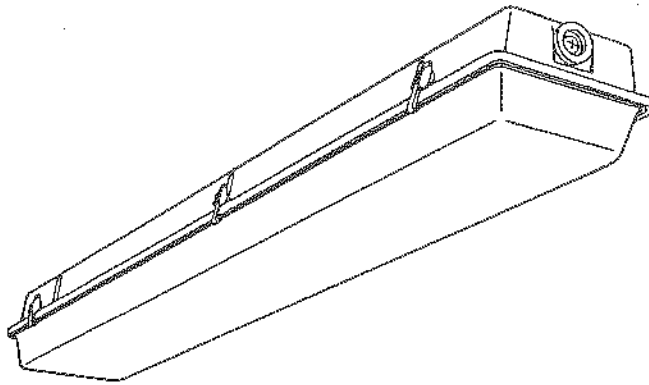
cc: M. Schmuckal, R. Knowland, Lt. Mac Dougall

DUST/MOISTURE WET LOCATION FIXTURE

4' or 8' LENGTH ■ 2 LAMPS ■ SLIMLINE

DMW 248/296

FEATURES



DMW 248 shown.

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

SPECIFICATIONS

Ballast

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

Wiring & Electrical

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

Materials

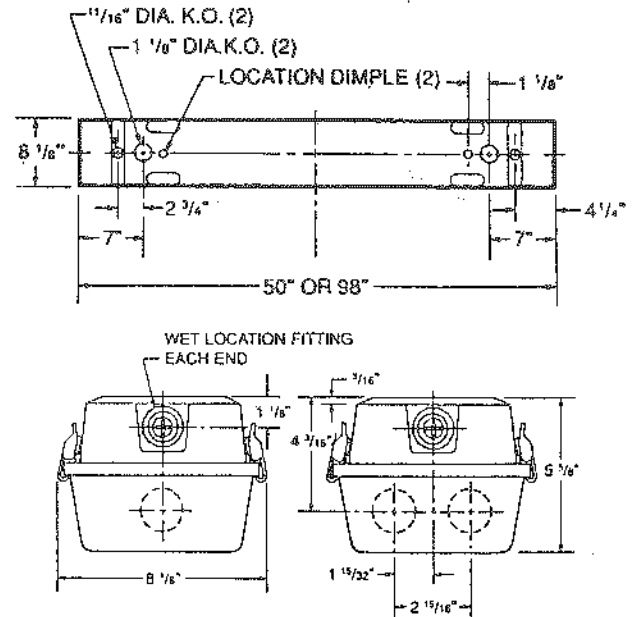
Metal parts die-formed from code-gauge steel. Standard and optional diffusers feature pebbled interior pattern and smooth exterior.

Finish

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

UL listed

Fixture guaranteed for one year against mechanical defects in manufacture.



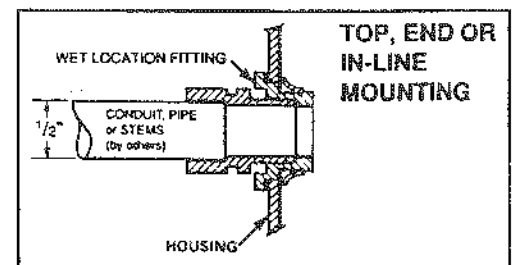
Dimensions and specifications subject to change without notice.

MOUNTING DATA

SURFACE MOUNTING

Drill holes at location dimples through housing and channel. Attach to surface using fasteners and sealing washers appropriate to ceiling material.

See ACCESSORIES on reverse side for hanging devices



Approval

Job Information

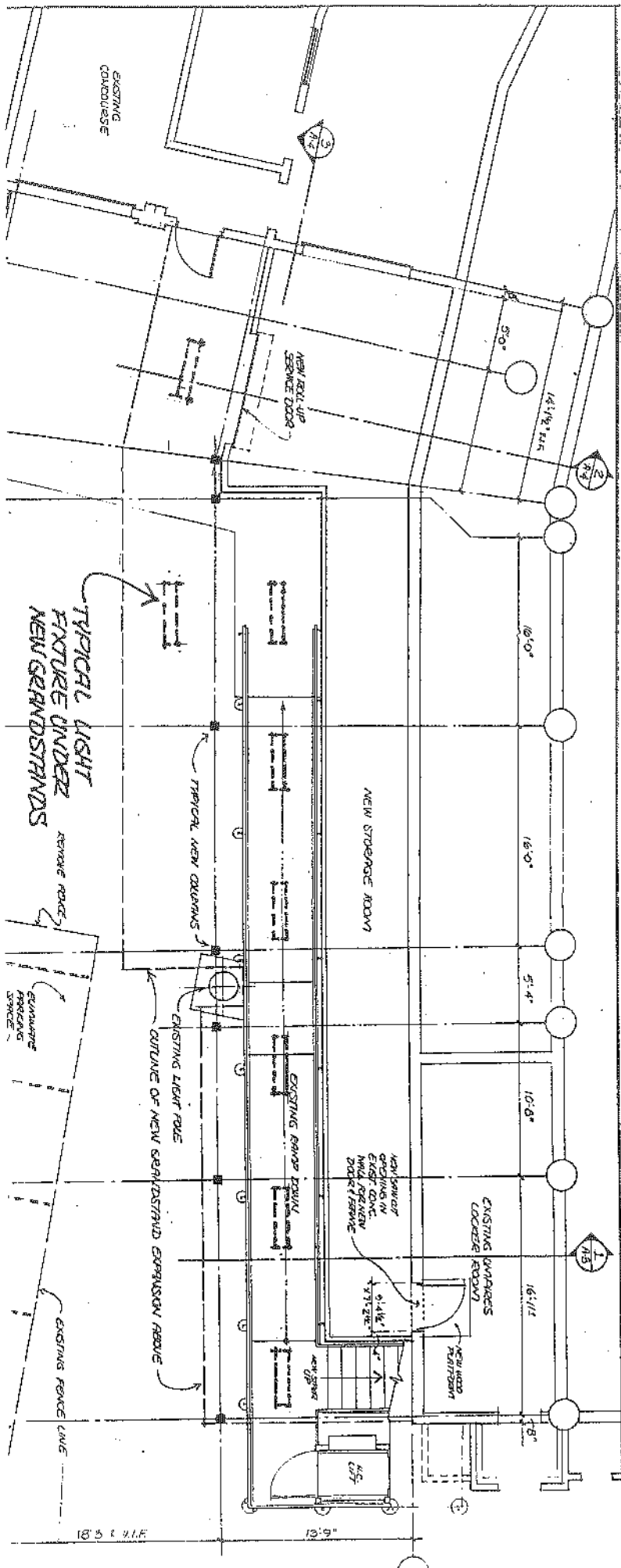
PORTLAND SEA DOGS • HADLOCK FIELD

Type _____
(Specify 120V, 277V)

80 TO 100 WATTS EACH

LITHONIA
FLUORESCENT
COMMERCIAL & INDUSTRIAL LIGHTING

SHEET DMW 248/296



LOWER LEVEL PLAN

PORTLAND SEA DOGS • HADLOCK FIELD

[illegible]

SECTION

PORTLAND SEA DOGS - HADLOCK FIELD

GARDNER SOUND SYSTEMS, INC.

Box 770

Hopkinton, New Hampshire 03229

TEL (603) 224-0229

FAX (603) 746-4662

December 30, 1996

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

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

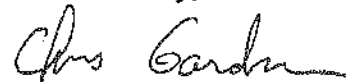
Dear Brian:

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

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

Please feel free to call if you have further questions.

Sincerely,



Chris Gardner

PROPOSED COVERED PICNIC SHELTER/
REFER TO ARCH. DWG'S.

PROPOSED CRUSHED STONE
TRENCH DRAIN & PERF. PIPE

PROPOSED
6" PVC PIPE

INSTALL CONCRETE SLABS
AROUND EXISTING CONCRETE
PADS

RESET ELECTRICAL
PULL BOX

PROPOSED SUT FENCE

RELOCATE 3 EXISTING
WHITE PINES
AREA TO BE RE-MULCHED
WITH WOODCHIPS

AS RELOCATED
WITH PINES

EXISTING CONCRETE WALK-

HADLOCK STADIUM EXPANSION TREE RELOCATION SKETCH

DECEMBER 21, 1996



EATON TRAFFIC ENGINEERING

2 Miranda Street • Brunswick • Maine • 04011
Tel. 207 / 725-9805 • FAX 207 / ~~823-0624~~
725-9773

December 27, 1996

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

Re: Hadlock Stadium Expansion - Traffic/Parking Impact

Dear Bob:

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

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

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

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

Yours truly,

EATON TRAFFIC ENGINEERING


William C. Eaton, P.E.



Post-it brand

Fax Transmittal Memo 7672

To **RICK KNOWLAND**
 Company **CITY OF PORTLAND**
 Location **PLANNING**
 Fax # **756-8258**
 Comments

No. of Pages

1

Today's Date

12/30

Time

From

Company

Location

Fax #

Original
Disposition☐ Destroy☐ Return☐ Call for pickup

Dept. Charge

Telephone # **774-4427**

EATOR TRAFFIC ENGINEERING

2 Miranda Street • Brunswick • Maine • 04011
 Tel. 207 / 725-9805 • FAX 207 / 725-9884
 725-9773

December 27, 1996

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

Re: Hadlock Stadium Expansion - Traffic/Parking Impact

Dear Bob:

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

Sincerely,

EATOR TRAFFIC ENGINEERING

Eaton, P.E.



TY·LIN INTERNATIONAL

To: Richard Knowland

Fax No: 756-8258

From: Tom Errico

Date: January 3, 1997

Subject: Hadlock Stadium Expansion

Copy:

Page 1 of: 2

Job No: 1111.00

From Fax No: (207) 781-4753

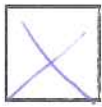
FACSIMILE TRANSMITTAL

SITE PLAN AND SUBDIVISION NOTES

Listed below are notes typically required on all site plans. These notes are listed in an effort to assist the applicant in preparing a site plan. This list is intended to supplement but not substitute the specific submission requirements of the site plan, subdivision, and other ordinances. The specific submission requirements are found in each ordinance and should be reviewed carefully by the applicant. Please note that different sites and developments may pose different site plan issues which affect the content of a site plan submission.



Landscaping shall meet the "Arboricultural Specifications and Standards of Practice and Landscape Guidelines" of the City of Portland Technical and Design Standards and Guidelines.



The entire site shall be developed and/or maintained as depicted on the site plan. Approval of the Planning Authority or Planning Board shall be required for any alteration to or deviation from the approved site plan, including, without limitation: topography; drainage; landscaping; retention of wooded or lawn areas; access; size, location, and surfacing of parking areas; and location and size of buildings.



All powerline utilities shall be underground.



Sidewalks and curbing shall be designed and built with tip down ramps at all street corners, crosswalks and driveways in conformance with the City of Portland Technical and Design Standards and Guidelines.



All erosion and sediment control measures shall be designed in accordance with Maine Erosion and Sediment Control Handbook for Construction: Best Management Practices published by the Cumberland County Soil and Water Conservation District and Maine Department of Environmental Protection, March 1991 or latest edition. [Note: the site plan should specify the erosion control device to be employed (silt fence, hay bale, etc.) as well as their location.]



All erosion control measures shall be installed prior to any site excavation or regrading.



All disturbed areas on the site not covered by buildings or paved areas shall be stabilized with loam and seed or other methods as required by Best Management Practices [see above.]



CITY OF PORTLAND

January 13, 1997

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

Re: Hadlock Field, 271 Park Avenue

Dear Mr. Metcalf:

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

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

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

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

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

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

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CITY OF PORTLAND
Planning and Urban Development Department

MEMORANDUM

TO: Richard Knowland, Senior Planner

FROM: Steve Bushey, Development Review Coordinator

DATE: December 30, 1996

SUBJECT: Hadlock Field Amended Site Plan

I have reviewed the project narrative and amended site plan dated 12/19/96. I also visited the site on December 19, 1996 and observed construction activity including the placement of plastic over much of the proposed Kiosk enclosure and picnic area. It is assumed the plastic was placed to prevent frost penetration prior to January construction. Wire mesh fence was also being installed adjacent to the proposed Kiosk enclosure. Placement of fence at this location did not appear on the plan.

The following comments are provided regarding the drainage features of the proposed construction area.

1. The trench drain within the proposed Kiosk enclosure should be detailed. Presumably the drain will connect to the existing storm drain between catchbasin #2 and catchbasin #3. How will this connection be made?
2. It may be desirable to place spot grades on the plan for the proposed concrete pavement area between catchbasin #1 and catchbasin #2 in order to provide adequate drainage to each structure.
3. The proposed crushed stone trench drain and perforated pipe located along the proposed picnic area does not appear to be tied into any other pipe. The applicant should clarify how this drain will function and its discharge point. Will any other floor drains be provided inside the picnic area? Some form of drainage provision may also be required in the southwest corner of the picnic area since this area will be lower than picnic area.
4. Where will the three existing white pine at the east end of the picnic area be relocated to?

If you have any questions regarding my comments please call.

Memorandum

TO: Rick Knowland - City of Portland, Senior Planner
FROM: STEVE BUSNEY - Development Review Coordinator
Date: December 30, 1996
RE: HADLOCK Field Amended Site Plan

I have reviewed the Project Narrative and Amended Site Plan dated 12/19/96. I also visited the site on December 17, 1996 and observed construction activity including the placement of plastic over much of the proposed Kiosk enclosure and picnic area. It is assumed the plastic was placed to prevent frost penetration prior to January construction. Wire mesh fence was also being installed adjacent the proposed Kiosk enclosure. Placement of fence at this location did not appear on the plan.

The following comments are provided regarding the drainage features of the proposed construction area.

1. The trench drain within the proposed Kiosk enclosure should be detailed. Presumably the drain will connect to the existing storm drain between CB #2 and CB #3. How will this connection be made?
2. It may be desirable to place spot grades on the plan for the proposed concrete pavement area between CB #1 and CB #2 in order to provide

adequate drainage to each structure

3. The proposed caulked stone trench drain and perforated pipe located along the proposed picnic area does not appear to be tied into any other pipe. The Applicant should clarify how this drain will function and its discharge point. Will any other floor drains be provided inside the picnic area? Some form of drainage provision may also be required in the southwest corner of the picnic area since this area will be lower than picnic area

4. Where will the three existing white pice at the east end of the picnic area be relocated to?

If you have any questions regarding my comments please call. ~~the applicant~~

DEPARTMENT OF ENVIRONMENTAL PROTECTION
Bureau of Land Quality Control
State House Station 17
Augusta, Maine 04333
Tel: (207) 287-2111

FOR DEP USE

#L- _____

Date Received _____

NOTIFICATION OF APPLICATION ACCEPTANCE
MUNICIPAL REVIEW OF DEVELOPMENT
(38 M.R.S.A. Section 489-A)

This form is to be used by a registered municipality to notify the Department upon the acceptance of an application for review pursuant to 38 M.R.S.A. Section 489-A. This form must be received by the Department within 14 days of acceptance of an application. The municipality must also submit one copy of the project application and one copy of the record of review and action.

If the application which is the subject of this notice should subsequently be amended during the review process, this form should also be used to submit notice to the Department of the amendment.

Municipality: CITY OF PORTLAND

Contact Person: RICHARD KNOWLAND, SENIOR PLANNER

Address and Phone: PLANNING DEPT., CITY HALL, 389 CONGRESS ST., PORTLAND, ME. 874-8300 EXT 8725

Project Applicant: CITY OF PORTLAND / PORTLAND MAINE BASEBALL, INC.

Address and Phone: P.O. BOX 636, PORTLAND, ME 04104

Title of Project: HADLOCK FIELD*

Date Accepted as Complete By Municipality: 2-23-95

I. Type of Project for which permit is sought: (Check One)

☐ Subdivision as described in section 482, subsection 5 of more than 20 acres but less than 100 acres;

☒ Structure as described in section 482, subsection 6, paragraph B, in excess of 3 acres but less than 7 acres;

☐ Excavation on more than 5 acres of land for borrow, topsoil, clay or silt, whether alone or in combination as described in section 482, subsection 2-B.

10/93 * NOTE. THIS IS AN AMENDMENT TO A PREVIOUSLY
APPROVED PROJECT UNDER THE SITE LOCATION OF DEVELOPMENT
LAW



STATE OF MAINE

DEPARTMENT OF ENVIRONMENTAL PROTECTION

ANGUS S. KING, JR.
GOVERNOR

EDWARD O. SULLIVAN
COMMISSIONER

February 7, 1997

Richard Knowland
Senior Planner
City Hall, Planning Dept.
389 Congress Street
Portland, Maine 04101

RE: HADLOCK FIELD IMPROVEMENTS 1996
DEP #L-18389-26-D-D

Dear Rick:

This letter is to inform you that the Department of Environmental Protection has reviewed the application of the City of Portland for a site location permit for improvements to Hadlock Field, and the City acceptance of that application. Based on this review the Department has decided not to assert jurisdiction over this project, pursuant to Title 38, Section 489-A, Municipal Review of Development.

If you have any questions, please feel free to give me a call.

Sincerely,

LINDA KOKEMULLER, Project Manager
Division of Land Resource Regulation
Bureau of Land and Water Quality

LK/L18389DD

Serving Maine People & Protecting Their Environment

AUGUSTA
17 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0017
(207) 287-7688 FAX: (207) 287-7826
OFFICE LOCATED AT: RAY BUILDING, HOSPITAL STREET

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

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

PROJECT NARRATIVE

HADLOCK STADIUM AMENDED SITE PLAN

December 19, 1996

1. Project Description

Phase I Grandstand Seating & Concession Stand

- Expand the existing grandstand seating along the first baseline behind the Sea Dogs dugout. This will require the removal of 34 existing seats along the main walkway area and reconfiguration of the access ramp.
- The new grandstand seating will be tied into the existing stadium utilizing the same detail and materials to maintain continuity. Two new speakers on risers will also be added along the rear of this new seating.
- The existing ramp access will be modified by eliminating the second level ramp and providing access from a stairway and an enclosed handicap lift.
- The area below the new grandstand seating (former ramp location) will be enclosed for use as a storage area.
- The existing free standing concession (sausage stand) area is being replaced by a permanent covered area with an enclosed storage kiosk. The materials for this concession stand will be the same masonry block and metal panels used in the stadium.
- The existing fence and parking configuration is being modified slightly to provide better circulation and access to the existing picnic area in right field. A new six foot high fence will be provided that will enhance the appearance of the stadium from Park Avenue. Presently, a tight weave metal fabric fence, green in color is being considered for this location.

2. Picnic Shelter

- The existing picnic area along the right field line will be modified by providing a new 30' x 84' open air picnic shelter. The existing concrete slabs will be reset at closer spacing and new concrete will be placed between these existing concrete slabs to form a continuous slab. The area surrounding the slab will be remulched with bark mulch.