

144-A-5

716 Stevens
Ave

College of
Pharmacy

UNE

The determination of need shall be made by the Adjutant General. In such a case, he/she will notify the user of such need and provide as much notice as practicable under the circumstances.

2. Term. This agreement is effective September 1st, 2003 and will terminate on May 31st, 2008, unless sooner rescinded by the DVEM in accordance with the terms of this agreement or the mutual consent of the parties. The parties agree that the terms of this rental agreement may be renewed after negotiations at the end of its term.

3. Rental. Rent during the first year shall be as follows:

Item Description	Quantity	Annual Rate	Annual Rent
Parking Spaces (EA)*	10	540	5,400
Total			5,400

* Price is predicated on \$3/day/space x 20/days/month x 9 months/year.

4. Notices. All notices, demands, or other writings in this agreement provided to be given or made or sent, or which may be given or made or sent, by either party to the other, shall be deemed to have been fully given or made or sent when made in writing and deposited in the United States mail, and postage prepaid, and addressed as follows:

To: Department of Defense, Veterans and Emergency Management
Attn: Marc J. Belanger, Armory Rental & Leasing
DFE, Building 8
33 State House Station
Augusta, Maine 04333-0033

To: Manager of Planning, Design, and Construction
The University of New England
11 Hills Beach Road
Biddeford, Maine 04005

Parties may designate another address in writing.

IN WITNESS HEREOF, the parties have set their hands and seals the day and date written by their duly authorized officers.

University of New England

By: Bernard G. Chretien
Bernard G. Chretien
Vice President for Business and Finance

State of Maine
Department of Defense
and Emergency Management

By: John W. Libby
John W. Libby
Brigadier General
Deputy Commissioner

Handwritten notes:
\$450.00
\$600.00 for 9 months
9/9/03 \$600.
per Council

Handwritten notes:
Do not 9/9/03
Pay 'til 9/11/03
"signed copy" comes in per Ben

MEMORANDUM



TO: Shukria Wiar
FROM: Dan Goyette, PE and Lauren Swett, EIT
DATE: January 17, 2008
RE: University of New England College of Pharmacy Educational Building

Woodard & Curran has reviewed the revised detail sheets submitted for the College of Pharmacy Educational Building located at 716 Stevens Avenue in Portland. The project includes the construction of a building for the UNE College of Pharmacy to be part of the Westbrook College Campus. A parking lot previously included as part of the project has been removed from the plans.

Documents Reviewed

- College of Pharmacy 716 Stevens Avenue Engineering Detail Sheets C-301 to C-303, prepared by SYTDesign Consultants, on behalf of the University of New England, dated January 15, 2008.

Comments

- An ADA compliant handicap ramp should be installed at the intersection of the driveway and Stevens Avenue. A detail has not been included.
- The sidewalk on Stevens Avenue adjacent to the project will need to be replaced if it is found to be in poor condition.
- The "initial fill" shown in the pipe trench detail should be labeled specifically as crushed stone. The note is correct, however the trench schedule still reflects varying fill materials.
- The pavement detail for parking and driveways is inconsistent with the City of Portland standard details. Pavement surface should be grading C, corresponding closely to 12.5 mm HMA.
- The standard detail for manholes provided in the City of Portland Technical and Design Standards and Guidelines calls for a minimum of three courses of brick to adjust a manhole to grade. The applicant's detail shows a minimum of one, and a maximum of three courses of brick.

Please contact our office if you have any questions.

DRG/LJS
203943

**COMMITMENT & INTEGRITY
DRIVE RESULTS**

41 Hutchins Drive
Portland, Maine 04102
www.woodardcurran.com

T 800.426.4262
T 207.774.2112
F 207.774.6635

MEMORANDUM



TO: Shukria Wiar
FROM: Dan Goyette, PE and Lauren Swett, EIT
DATE: January 2, 2008
RE: University of New England College of Pharmacy Educational Building

Woodard & Curran has reviewed the Application for Site Plan and Conditional Use Approvals Supplemental Information for the College of Pharmacy Educational Building located at 716 Stevens Avenue in Portland. The project includes the construction of a building for the UNE College of Pharmacy to be part of the Westbrook College Campus. A parking lot previously included as part of the project has been removed from the plans.

Documents Reviewed

- Supplemental Information provided for the Application for Site Plan and Conditional Use Approvals for the College of Pharmacy Educational Building, prepared by SYTDesign Consultants, on behalf of the University of New England, dated December 20, 2007.
- College of Pharmacy 716 Stevens Avenue Engineering Plan Sheets C-100 to C-104, C-300 to C-302, A 1.1 to A1.4, A3.1, A3.2, prepared by SYTDesign Consultants, on behalf of the University of New England, dated December 20, 2007.

Comments

- An ADA compliant handicap ramp should be installed at the intersection of the driveway and Stevens Avenue.
- The sidewalk on Stevens Avenue needs to be replaced.
- The "initial fill" shown in the pipe trench detail should be labeled specifically as crushed stone.
- Details should be provided for the following items:
 - The casco trap
 - The sanitary sewer manhole
 - Waterline components
- The pavement detail for parking and driveways is inconsistent with the City of Portland standard details. Pavement should have a minimum of 1" of grading C pavement (corresponding closely to 12.5 mm HMA) and 2" of grading B (corresponding closely to 19 mm HMA) pavement.

Please contact our office if you have any questions.

DRG/LJS
203943.07

14a

**CITY OF PORTLAND
DEPARTMENT OF PUBLIC WORKS
Engineering Division**

M E M O

TO: Shukria Wiar
FROM: Michael Farmer, Project Engineer
DATE: February 20, 2008
Revised 2//21/2008
RE: UNE School of Pharmacy Project

The February 19, 2008 e-mail correspondence from Tom Saucier of SYTDesign indicates that UNE has agreed to replace the sidewalk and curb along Stevens Avenue, as previously recommended by DPW. These features of the proposed project should be shown on the project plans.

Upon review of the project plans, submittals, and related correspondence, DPW recommends the following two conditions of approval for the project to address the concern about the discharge of foundation drainage and surface runoff to the City's combined sewer system.

1. The volume of foundation drainage discharged to the City's combined sewer system shall be continuously metered, and recorded and reported on a monthly, or more frequent, basis to the Engineering Division of Public Works. If the Engineering Division determines that the volume of such discharge is significant, then the City shall charge UNE, and UNE shall pay the City, the normal sewer use fee based on the volume discharged. UNE shall be responsible for owning and maintaining the facilities necessary to accurately meter the discharge of foundation drainage to the City's combined sewer system. "The requirement to meter, record, and report the volume of foundation drainage discharged shall be suspended by the City if records indicate that the volume of such discharge is insignificant."
2. UNE shall develop a campus stormwater management plan as part of its Campus Master Plan. The stormwater management plan shall address the treatment and discharge of stormwater runoff from the campus with the goal of minimizing impacts on the City's sewer system and natural drainage system.

**CITY OF PORTLAND
DEPARTMENT OF PUBLIC WORKS
Engineering Division**

M E M O

TO: Shukria Wiar
FROM: Michael Farmer, Project Engineer
DATE: February 1, 2008
RE: UNE Pharmacy School

I will address two issue of concern to DPW on this project: (1) the sidewalk and curb along Stevens Avenue in front of this project and (2) the discharge of groundwater and runoff from the project.

About two thirds of the existing sidewalk in front of the proposed building and along Stevens Avenue is constructed of asphalt and about one third is constructed of concrete. The existing concrete sidewalk, located on the northern side of the proposed building site, is in good condition. The existing asphalt sidewalk, which extends from the driveway by Finley Recreation Center north to the end of the concrete section described above, is in fair shape. The City Sidewalk Materials Policy calls for concrete sidewalks along Stevens Avenue in front of the proposed building site. Based on the Sidewalk Materials Policy and the condition of the existing sidewalk, DPW recommends replacing the existing asphalt sidewalk along Stevens Avenue in front of the proposed building with a new concrete sidewalk, constructed in accordance with our design standards.

The existing curb along Stevens Avenue at the project site was largely obscured by snow banks when I inspected it recently. Based on what I could see and what DPW staff members have told me, the existing curbing in this area is granite. The existing granite curb has low reveal and some sections of curb are missing, which indicates an overall condition of poor to fair. DPW recommends that the existing curb along Stevens Avenue be replaced with new granite curbing.

As mentioned in a January 9, 2008 memo, DPW has a concern about the discharge of groundwater associated with the foundation drainage system of the proposed College of Pharmacy building. The applicant reports that the proposed basement floor elevation has been raised by 2 feet (up to elevation 115) to address the City's concern. One of the applicant's submittals states that the basement elevation was raised two feet "to eliminate the need for the pumping of clean groundwater." But, clearly, the need to pump groundwater has not been eliminated. Two sentences later, the submittal describes the pumping system that will be installed for "emergency use" to accommodate a "short term, unforeseen event." The geotechnical report recommends a pump system that can pump 50 gallons per minute, or 72,000 gallons per day. The unforeseen events the applicant apparently referred to are heavy rainstorms

and seasonal high groundwater levels. Raising the basement floor elevation should significantly reduce the amount of groundwater collected in the foundation drainage system; but, there will still be some flow. This represents a challenging situation for the City's combined sewer system. The proposed building will probably only need to discharge the sump pumps to the combined sewer system occasionally. But, when the need arises, the City's sewer system is likely to be overtaxed by the same heavy rain that is affecting the proposed building.

The best solution, from the Engineering Division's perspective, would be to discharge the sump pumps, together with the surface runoff from the project site, to a new storm drain system that would flow to Capisic Brook. This storm drain system would be a substantial benefit to the environment and the City. It could be designed to accommodate the future master plan for the campus and to handle the runoff from College Street.

In the unfavorable event that the foundation drain pumps are connected to the combined sewer system, The Engineering Division would require that the flow be metered so that an appropriate sewer user fee could be charged.

Att. 15

From: John Peverada
To: Barbara Barhydt; Dan Goyette; James Carmody; Michael Farmer; Thomas Errico
Date: 2/5/2008 8:28:44 AM
Subject: Re: Fwd: Staff Comments

Barbara, I am satisfied provided that they agree to complete the Master Plan as discussed, and they will add additional on site parking prior to any further expansions.

Concerning the "Parking Schedule" that they distributed at the meeting. They should make a foot note that the number of available spaces is the *average* number of available spaces, and indicate when the data was collected.

Finally, where will the contractors be parking during construction ?

>>> Barbara Barhydt 2/4/2008 5:27:12 PM >>>
Hello all:

This just arrived and Shukria is out today.

Dan and Mike, are there any more comments regarding the sewer and geotechnical report they have submitted?

Tom, did you give Shukria your breakdown for the traffic contribution.

Tom, Jim and John - I believe they are looking for feedback on the parking analysis they provided at the meeting. Are there any comments for us to forward to them?

Thanks for following up on this. Please send the comments to us and we will respond to Tom.

Barbara

>>> "Tom Saucier" <TSaucier@mail.sytdesign.com> Monday, February 04, 2008 5:05 PM >>>
Hi Shukria

When we met last Monday morning, it was our understanding that we would have any additional comments from public works staff relative to the sewer design and Dan Goyette's comments possibly by that Tuesday, but certainly by last Friday at the latest.

Additionally, either Tom Errico or Jim Carmody was going to provide calculations which demonstrate how the traffic impact fee was calculated, as the amount seems far in excess of initial indications.

Also, I know Alan Thibeault was looking for any feedback staff may have had on his draft parking analysis report.

Could you please update me on the status of this information?

We had planned on submitting an updated set of plans tomorrow, assuming that no unexpected information requiring plan revisions is received.

I believe we have addressed staffs' comments and requests for information.

Thanks

Attachment 16

From: Gregory Cass
To: Peter Biegel; Shukria Wiar
Date: 1/9/2008 7:25:12 AM
Subject: RE: University of New England - College of Pharmacy

Shukria

All fire dept. concerns have been addressed. Thank you for your assistance with this project.
>>> "Peter Biegel" <PBiegel@mail.sytdesign.com> 1/8/2008 5:08:48 PM >>>
Captain Cass,

Thank you for your review. I have attached another site plan showing a more specific location, a 3 Ft. wide paved walk, and the proposed tree planting. I am hoping with this information you will be able to confirm (in writing and cc me) with the Planning Staff that the project is acceptable from your perspective. We will be attending a public hearing for the project on January 22nd.

Your help through this process is most appreciated, thank you.

Peter

Peter Biegel, ASLA, LEED A.P.
SYTDesign Consultants
P.O. Box 86A, 160 Longwoods Road
Cumberland, ME 04021
Tel. (207) 829-6994 ext.32
Fax (207) 829-2231

-----Original Message-----

From: Gregory Cass [<mailto:GEC@portlandmaine.gov>]
Sent: Tuesday, January 08, 2008 4:28 PM
To: Peter Biegel
Subject: Re: University of New England - College of Pharmacy

Option 1 is acceptable
Could you narrow down the area to a specific location??
And please be mindful of landscaping.
Thank you for your attention to this matter it has been a pleasure working with you.

Captain Greg Cass
Portland Fire Dept.
Fire Prevention Officer

Captain Greg Cass
Portland Fire Dept.
Fire Prevention Officer

>>> "Peter Biegel" <PBiegel@mail.sytdesign.com> 1/8/2008 3:33:13 PM
>>>
Captain Cass,

I have attached a PDF of the site plan for your review and comment.
We show 2 locations which are labeled options 1 and 2. Our preferred option is 1 which would be less visible from Stevens Ave. and easier to maintain, however we could live with option 2 if we had to.

Thanks,

Peter

From: "Errico, Thomas A" <TERRICO@wilbursmith.com>
To: "Shukria Wiar" <SHUKRIAW@portlandmaine.gov>
Date: 2/22/2008 9:06:26 AM
Subject: UNE - COP

Shukria -

I have reviewed the Parking Assessment 2007 and Site Plan Review packet dated February 5, 2008 prepared by SYTDesign Consultants and provide the following comments.

1. I agree with the methods and conclusions contained in the 2007 Parking Assessment. Specifically, a parking deficit will occur at the opening of the project (16 spaces), with the deficit increasing as enrollment increases. For the immediate opening condition, leasing spaces from nearby locations is acceptable. For long-term parking deficit needs, a condition requiring completion of a campus master plan and implementation of required parking facilities or parking strategies should be included.

2. I have reviewed the traffic control plan and the site plan and would note the following:

* The specific signing noted on Stevens Avenue will need to be reviewed by the City parking and traffic divisions for sign location and sign details. Accordingly the signs noted may need to be revised. Exact sign type and location can be determined in the future.

* Because of the narrow roadway width (14 feet), the roadway behind the proposed COP building will be restricted to one-way flow in the southerly direction. Additional signs will be required to reinforce this restriction.

* Based upon the above two items, the applicant shall submit a roadway signage plan for both Stevens Avenue and on-site for review and approval before Certificate of Occupancy.

3. The City is undergoing a long-term planning process for the next generation of improvements at Morrill's Corner. Accordingly, the City will be collecting monetary contributions from projects that impact Morrill's Corner. Based upon traffic generation and assignment information provided by the applicant, the applicant shall contribute \$29,000.00 towards improvements at Morrill's Corner. The fee contribution estimate was based upon mitigation requirements (either pending or approved) for two projects, Morrill's Crossing and Warren Green, and the relative trip generation comparison between these previously noted projects and the proposed UNE COP project. In respect to the Morrill's Crossing project, construction implementation costs are

expected to be approximately \$900,000.00 (preliminary construction estimate for Forest Avenue only). Based upon a trip level comparison, a fee contribution of \$55,530.00 would be expected. For the Warren Green project, an \$80,000.00 contribution is being programmed for both the conduct of an improvement study and study implementation costs. Based upon a trip level comparison, a fee contribution of \$29,000.00 would be expected. From the two fee contribution estimates, the lower value was selected for this project.

If you have any questions or comments, please contact me.

Best Regards,

Thomas A. Errico, P.E.

Senior Transportation Engineer

Wilbur Smith Associates

59 Middle Street

Portland, Maine 04101

w: 207.871.1785 f: 207.871.5825

TErrico@WilburSmith.com

[www.WilburSmith.com](http://www.wilbursmith.com/) <<http://www.wilbursmith.com/>>

CC: "James Carmody" <JPC@portlandmaine.gov>, "Katherine Earley" <KAS@portlandmaine.gov>

From: "Errico, Thomas A" <TERRICO@wilbursmith.com>
To: "Shukria Wiar" <SHUKRIAW@portlandmaine.gov>
Date: 1/18/2008 11:02:20 AM
Subject: UNE College of Pharmacy -- Traffic Review

Shukria -

I have conducted a review of the Pre- and Post-Development LOS Analysis, Revised January 2008 prepared by Eaton Traffic Engineers prepared in response to the Traffic Movement Scoping Meeting held on January 4, 2008 for the above noted project. In addition, I have reviewed the site plan transmitted by SYTDesign on December 20, 2007. My comments are noted below.

1. I find the revised traffic assessment to be acceptable and agree with the Summary of Findings, that the intersections of Stevens Avenue with College Avenue, the UNE South Entrance, and Walton Street will operate at satisfactory levels of service following project completion.

2. On-street parking on the westerly side of Stevens Avenue should be prohibited near the intersections of College Avenue and the UNE South Entrance such that sight distance is improved. I concur with the specifics noted in the Tom Saucier's email dated January 16, 2008. In addition the nearest parking space on College Street (west of Steven Avenue) should be eliminated I would note that the applicant will be responsible for all costs associated with the suggested parking prohibitions. The applicant shall also be responsible for providing graphics illustrating the changes for use by the City in implementing the changes.

3. The proposed site plan notes the internal roadway west of the proposed building to be approximately 14 feet wide. This narrow width is unacceptable for two-way flow. According to an email from Tom Saucier dated January 17, 2008, UNE is recommending that this road be restricted to one-way flow from north to south. I concur with this recommendation and the applicant shall submit a traffic control plan for review and approval by the City.

4. The City is undergoing a long-term planning process for the next generation of improvements at Morrill's Corner. Accordingly, the City will be collecting monetary contributions from projects that impact Morrill's Corner. Based upon traffic generation and assignment information provided by the applicant, the applicant shall contribute \$29,000.00 towards improvements at Morrill's Corner.

If you have any questions, please contact me.

Best regards,

Thomas A. Errico, P.E.

Senior Transportation Engineer

Wilbur Smith Associates

59 Middle Street

Portland, Maine 04101

w: 207.871.1785 f: 207.871.5825

TErrico@WilburSmith.com

www.WilburSmith.com <<http://www.wilbursmith.com/>>

CC: "James Carmody" <JPC@portlandmaine.gov>, "Barbara Barhydt" <BAB@portlandmaine.gov>, "Katherine Earley" <KAS@portlandmaine.gov>

MEMORANDUM

To: FILE

From: Marge Schmuckal

Dept: Zoning

Subject: Application ID: 2007-0158

Date: 1/18/2008

I have relooked at the floor plans with the current memo from Tom Saucier. I am still not duplicating what is being told me and what I am seeing on plans. The basement is the vivarium. The first floor has 121 counted seats for the lecture class room. The "Pharm Practice" has 36 (not 18) counted seats. The second floor has 16 long tables in the "Pharm teach Lab". I do not know how many seats are located around the tables, because none are shown. The third floor is research lab & offices with no teaching classrooms.

Either way, my addition does not quite add up to what is given. HOWEVER, the bottom line is that there are many more parking spaces provided above the minimum requirements listed in the parking division. I am not in dispute of the overall numbers of parking provided off-street. The parking requirements are not a zoning problem.

I did want to clarify another point: the setback to property lines. On the site plan provided with a scale of 1" = 100', I scaled the setback of the new building to the front property line as about 40'. On a different site plan labeled C-101, part of the building (the front stairs) are located within the required 30' setback. Stairs and landings are considered to be part of the main structure and must meet the setback requirements. The revised R-5 Zone states that a college or university may build a principal structure to a height of 55' with a condition that there is a setback of 30' to the external property lines. The principal structure includes the stairs. So depending on which plan is more accurate as to where the structure is to be placed, I want to point out the required setback of 30' to the external property line must be met. The building is under the maximum 55'.

Marge Schmuckal
Zoning Administrator

MEMORANDUM

To: FILE

From: Marge Schmuckal

Dept: Zoning

Subject: Application ID: 2007-0158

Date: 1/30/2008

On 1/29/08 I received an e-mail with drawings concerning the entryway for the College of Pharmacy. The sketch is showing that the new building will be setback the minimum of 30 feet as required under zoning.

It is my understanding that the height for this building may be altered. I reserve the right to review those height requirements for zoning compliance.

All other R-5 zoning requirements are being met at this time.

Marge Schmuckal
Zoning Administrator

From: Jeff Tarling
To: Shukria Wiar
Date: 2/22/2008 9:15:38 AM
Subject: UNE Site Plan

Hi Shukria -

I have reviewed the proposed UNE landscape plan and tree protection measures. The landscape plan and tree protection measures are acceptable and should improve the proposed project. The tree-protection fencing should include the area within the drip-line of the tree as shown on their plan. I would be glad to meet with them when the time comes to install if they have any questions.

Thanks,

Jeff Tarling
City Arborist

From: "Tom Saucier" <TSaucier@mail.sytdesign.com>
To: "Michael Farmer" <Mfarmer@portlandmaine.gov>
Date: 2/19/2008 12:20:28 PM
Subject: RE: FW: UNE - COP Department of Public Works Issues

Hi Mike

Thanks for your suggestion. We have always considered that as an option, particularly early in the project when the foundation drainage was lower and we realized the City would probably not want the then predicted volume of runoff in the combined system. Given some variations in the soil conditions on the site, and the potential impact on the groundwater table, we believe this may or may not be a viable alternative.

Due to the significant costs associated with both infiltration and piped systems, we have raised the bottom floor elevation of the building two feet to significantly reduce the potential for ever having to pump groundwater.

I think when we develop the master plan, we are going to see that infiltration may be a primary source of meeting both stormwater quantity and quality regulations.

However, currently either a piped system or a subsurface infiltration system will burden the current project to the point of questionable feasibility.

At this point, we believe that the interests of both the City and the University would be served by proceeding with a metering plan, of both the groundwater elevations and any pumping. If it is found that groundwater flow to the city system occurs, UNE would address the flows through development of a mitigation plan as part of their master plan process, prior to City approval of other site development projects on the campus. Mitigation options may include impact fees, construction of dry well systems, or participation with the City in installation of new drainage in College Street.

Again, we hope to have your support to pursue this option. Could we meet tomorrow at 9:00 as suggested by Shukria to work this out?

Please let me know.
Thanks
Tom

-----Original Message-----

From: Michael Farmer [mailto:Mfarmer@portlandmaine.gov]
Sent: Tuesday, February 19, 2008 11:33 AM
To: Tom Saucier
Cc: Bradley Roland; David Margolis-Pineo; Judy Harris; Katherine Earley; Shukria Wiar
Subject: Re: FW: UNE - COP Department of Public Works Issues

Tom:

After writing my last memo regarding your UNE project, I thought about

the possibility of using dry wells for stormwater discharge. Your soils borings suggest the presence at the site of an extensive sand stratum with a water table that is well below the ground surface. The sand stratum may be suitable for using infiltration as a means of runoff disposal. I think the City would be pleased to see a stormwater system for your project that allowed surface runoff and foundation drainage to be discharged to dry wells or some other type of infiltration basin. Such a system might be attractive to your client because it would preclude the need to build a long and expensive discharge pipe at this stage of the campus development.

Michael Farmer, Project Engineer
Dept. of Public Works
55 Portland Street
Portland, ME 04101
phone: 207-874-8845
fax: 207-874-8852

>>> "Tom Saucier" <TSaucier@mail.sytdesign.com> 02/15 10:05 AM >>>
Hi Shukria,

In response to the memo from Mike Farmer, dated February 1, 2008, received by us on February 5, 2008, we offer the following responses:

1. We agree to replace the bituminous concrete walk from the campus entrance drive (in front of Finley) to the bus stop shelter with a concrete walk meeting the City of Portland standards.
2. We agree to construct a handicap accessible curb cut/ramp where the proposed sidewalk above abuts the campus entrance.
3. We agree to reset and replace as necessary, per City of Portland standards, the granite curb along the walk section described above.
4. We believe it may be appropriate to meet in person with Mike to work out the details, but we offer the following preliminary comments related to groundwater issues;

a) Reference is made to a concern of discharge of groundwater associated with the building foundation drainage system.

As we indicated, the building cellar floor elevation was raised two feet and a pumping system is proposed to be installed for emergency use to accommodate a short term unforeseen event. Mike's memo concludes that there "will still be some flow." In our opinion, that is still an unknown, is listed as a possibility in the report, and it may or may not occur.

We can equate the drainage system to a sprinkler system installed in a building for fire protection. The sprinkler system must be installed for protection and emergency use, and to minimize damage due to an unforeseen event, but that does not mean such an event is imminent. The same theory holds true for the groundwater pumping system.

b) The memo suggests that if pumping is required, it would be necessary to pump groundwater while the combined system is "likely to be overtaxed by the same heavy rain that is affecting the proposed building." We agree that is likely, but also point out that at that point, the flows would probably not reach the treatment plant if the system were activated, but would be discharged through a CSO. The flows, if any, would be clean water which would serve to dilute any effluent already in the lines.

c) The memo offers two solutions for addressing the groundwater issue: one is the construction of a new stormdrain system to convey any potential flows to the Capisic Brook watershed, and the other is to meter flow so that an appropriate user fee can be calculated and charged.

The cost to install a new stormdrain system such as envisioned in option 1 of Mike's memo would literally derail the project at this point. It is clear that such a system is unnecessary to serve the proposed project, and the expenditure of funds, even if available, would be unwarranted at

this point.

The second alternative suggested in Mike's memo was monitoring of any groundwater flows.

We suggest that a combination of the two alternatives may be the most appropriate. UNE agrees to install a metering apparatus (option 2) and report the results of any groundwater flows and groundwater elevations to the city on a quarterly basis. If the groundwater flows exist and are deemed to have a significant impact upon the functioning of the City system, i.e. occur on a regular basis for a significant duration, then the city and UNE would agree to an impact fee, or possibly to UNE's participation in the reconstruction of the College Street storm drainage at such time in the future when the city has scheduled that reconstruction work. It is our understanding from previous memos issued by the city, that this work is contemplated in the near future. (2011?)

Our goals are to receive approval for the project, with staff support, without incurring unnecessary expenses which threaten the viability of the project, and to address any staff concerns or issues as required.

We believe staff support for this approach is important to the planning board. We believe that in the end, either metering will show no continuous flow to the city system due to groundwater elevations, or the city and UNE will agree to an approach to address any flows prior to further approvals for projects contemplated on the campus.

Please advise us whether we should go ahead and schedule a meeting with Mike and other city staff as you see necessary to address what we see as the final outstanding issue related to this project. We are available February 20 to the 22nd to meet with staff to resolve any outstanding issues.

Thanks

Tom

Tom Saucier, Principal
SYTDesign Consultants
P.O. Box 86A
160 Longwoods Road
Cumberland, Maine 04021
ph: 207-829-6994 xt. 30
fax: 207-829-2231

183 Park Row
Brunswick, Maine 04011
ph: 207-725-7248 xt. 30
fax: 207-725-7365

email: tsaucier@sytdesign.com <<mailto:tsaucier@sytdesign.com>>
web: www.sytdesign.com <<http://www.sytdesign.com/>>

CC: "Bradley Roland" <BRAD@portlandmaine.gov>, "David Margolis-Pineo" <DMP@portlandmaine.gov>, "Judy Harris" <JH@portlandmaine.gov>, "Katherine Earley" <KAS@portlandmaine.gov>, "Shukria Wiar" <SHUKRIAW@portlandmaine.gov>, "Alan Thibeault" <AThibeault@une.edu>

From: "Tom Saucier" <TSaucier@mail.sytdesign.com>
To: "Shukria Wiar" <SHUKRIAW@portlandmaine.gov>
Date: 2/15/2008 10:06:59 AM
Subject: FW: UNE - COP Department of Public Works Issues

Hi Shukria,

In response to the memo from Mike Farmer, dated February 1, 2008, received by us on February 5, 2008, we offer the following responses:

1. We agree to replace the bituminous concrete walk from the campus entrance drive (in front of Finley) to the bus stop shelter with a concrete walk meeting the City of Portland standards.
2. We agree to construct a handicap accessible curb cut/ramp where the proposed sidewalk above abuts the campus entrance.
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As we indicated, the building cellar floor elevation was raised two feet and a pumping system is proposed to be installed for emergency use to accommodate a short term unforeseen event. Mike's memo concludes that there "will still be some flow." In our opinion, that is still an unknown, is listed as a possibility in the report, and it may or may not occur.

We can equate the drainage system to a sprinkler system installed in a building for fire protection. The sprinkler system must be installed for protection and emergency use, and to minimize damage due to an

unforeseen event, but that does not mean such an event is imminent. The same theory holds true for the groundwater pumping system.

b) The memo suggests that if pumping is required, it would be necessary to pump groundwater while the combined system is "likely to be overtaxed by the same heavy rain that is affecting the proposed building." We agree that is likely, but also point out that at that point, the flows would probably not reach the treatment plant if the system were activated, but would be discharged through a CSO. The flows, if any, would be clean water which would serve to dilute any effluent already in the lines.

c) The memo offers two solutions for addressing the groundwater issue: one is the construction of a new stormdrain system to convey any potential flows to the Capisic Brook watershed, and the other is to meter flow so that an appropriate user fee can be calculated and charged.

The cost to install a new stormdrain system such as envisioned in option 1 of Mike's memo would literally derail the project at this point. It is clear that such a system is unnecessary to serve the proposed project, and the expenditure of funds, even if available, would be unwarranted at this point.

The second alternative suggested in Mike's memo was monitoring of any groundwater flows.

We suggest that a combination of the two alternatives may be the most appropriate. UNE agrees to install a metering apparatus (option 2) and report the results of any groundwater flows and groundwater elevations to the city on a quarterly basis. If the groundwater flows exist and are deemed to have a significant impact upon the functioning of the City system, i.e. occur on a regular basis for a significant duration, then the city and UNE would agree to an impact fee, or possibly to UNE's participation in the reconstruction of the College Street storm drainage at such time in the future when the city has scheduled that reconstruction work. It is our understanding from previous memos issued by the city, that this work is contemplated in the near future. (2011?)

Our goals are to receive approval for the project, with staff support, without incurring unnecessary expenses which threaten the viability of the project, and to address any staff concerns or issues as required.

We believe staff support for this approach is important to the planning board. We believe that in the end, either metering will show no continuous flow to the city system due to groundwater elevations, or the city and UNE will agree to an approach to address any flows prior to further approvals for projects contemplated on the campus.

Please advise us whether we should go ahead and schedule a meeting with Mike and other city staff as you see necessary to address what we see as the final outstanding issue related to this project. We are available February 20 to the 22nd to meet with staff to resolve any outstanding issues.

Thanks

Tom

Tom Saucier, Principal
SYTDesign Consultants
P.O. Box 86A
160 Longwoods Road
Cumberland, Maine 04021
ph: 207-829-6994 xt. 30
fax: 207-829-2231

183 Park Row
Brunswick, Maine 04011
ph: 207-725-7248 xt. 30
fax: 207-725-7365

email: tsaucier@sytdesign.com <<mailto:tsaucier@sytdesign.com>>
web: www.sytdesign.com <<http://www.sytdesign.com/>>

CC: "Barbara Barhydt" <BAR@portlandmaine.gov>, "Alex Jaegerman " <AQJ@portlandmaine.gov>



Shukria Wiar, Planner
City of Portland
Planning & Urban Development
389 Congress Street
Portland, ME 04101

RE: Proposed development of "Gullivars Field" at University of New England Campus in Portland.

Dear Ms Wiar,

It has come to our attention that the University of New England is proposing construction of a new building and a 354-space parking lot on the "Gullivars Field" at their Portland campus. Maine Audubon would like to express concern for the potential impacts of this development on the wildlife habitat and wetlands adjacent to this site.

Maine Audubon's familiarity with this site goes back at least 35 years, as it is associated with a tract of undeveloped woodland and wetland habitat that is heavily frequented by area birdwatchers every spring. Surrounded by densely built-on urban environment, the open area stretching from Evergreen Cemetery through the UNE campus is a magnet for migrating birds, functioning much the way an oasis does in desert areas. Migrating mostly at night, these birds are initially drawn to the large dark "hole" in a sea of lights. On a typical May morning it is not uncommon to see thousands of birds of fifty or more species—many of them migrants from the tropics—resting and feeding here. This "hotspot" for birds is similarly attractive to birders, who come here individually or with Audubon groups to experience and enjoy this seasonal spectacle. Access to the site is via a network of well known footpaths that wander through the various habitats between the cemetery and the UNE property.

Our concern about the athletic field and its proposed development is that this open area now serves as a buffer to the shrub area and wetland forest that runs along the northwest edge of the field. Disturbance associated with the construction and operation of a building, plus use of a large parking lot will very likely compromise the value of the edge habitat for migratory birds. Because most of these migrants move at night, additional street lights in the parking lot and along the road will further discourage birds from using this area as a migrant stop-over. Further, runoff from the parking lot could have negative impact on the water quality of the wetland below the lot.

If development of the field is permitted, we urge that it be contingent on some remediation efforts. These include: treatment of runoff from the parking lot; protection of the shrub and forested edges, including control of nonnative invasive species that are thriving there now; planting of native fruiting or evergreen shrubs and trees on islands around the parking lot; and shielded street lighting to minimize upward projection.

Because of the importance of this area, Maine Audubon staff would be available to assist in the planning efforts associated with any development there.

William Hancock,
Environmental Centers Director
Maine Audubon
20 Gillsland Farm Road
Falmouth, ME 04105
207-781-2330

From: "Jerry Hankinson" <JHankinson@llbean.com>
To: <bab@portlandmaine.gov>, <shukriaw@portlandmaine.gov>
Date: 1/17/2008 1:15:31 AM
Subject: UNE College of Pharmacy expansion

Barbara & Shukria:

I attended the neighborhood meeting about the UNE Westbrook College campus College of Pharmacy site plan on January 15, 2008.

The plan looks great and I'm pleased to see UNE bring the new College of Pharmacy to their campus in Portland. However, I am concerned about the loss of approximately 60 parking places on the campus due to construction of the new building. I also understand there are no immediate plans to increase the on-campus parking as part of this project. I am concerned about this loss of on-campus parking and hope any future expansion plans will include additional parking.

I've lived in the abutting neighborhood for 14 years and have noticed a substantial increase in the on-street parking ... especially in the last three or four years. Due to the increase in on-street parking on Stevens Avenue, Elmwood, and Waverly Streets, I believe the city needs to step-up improvements and enforcement in the neighborhood. In particular I would like to see the city improve the curbing and sidewalks on both Elmwood and Waverly Streets. Also, some consideration about one side of the street parking may be warranted as well? For example, with the amount of snow this winter I have observed garbage, FedEx, UPS, and oil delivery trucks being unable to get through on Waverly Street.

I will be unable to attend the Planning Board public hearing on Tuesday, January 22. Please feel free to enter my comments for review at the meeting. Thank you.

Jerry Hankinson
35 Waverly St
Portland ME 04103
tel 797-6331



City of Portland, Maine Site Plan Checklist

University of New England
Project Name, Address of Project
Number

2007-0158
Application

*See these sheet — material missing
will do as a concept with zone text
change amendment*

Submitted () & Date
(b,c)

Item Required Information Section 14-525

_____	(1)	Standard boundary survey (stamped by a registered surveyor, at a scale of not less than 1 inch to 100 feet and including:	1
_____	(2)	Name and address of applicant and name of proposed development	a
_____	(3)	Scale and north points	b
_____	(4)	Boundaries of the site	c
_____	(5)	Total land area of site	d
_____	(6)	Topography - existing and proposed (2 feet intervals or less)	e
_____	(7)	Plans based on the boundary survey including:	2
_____	(8)	Existing soil conditions	a
_____	(9)	Location of water courses, marshes, rock outcroppings and wooded areas	b
_____	(10)	Location, ground floor area and grade elevations of building and other structures existing and proposed, elevation drawings of exterior facades, and materials to be used	c
_____	(11)	Approx location of buildings or other structures on parcels abutting the site	d
_____	(12)	Location of on-site waste receptacles	e
_____	(13)	Public utilities	e
_____	(14)	Water and sewer mains	e
_____	(15)	Culverts, drains, existing and proposed, showing size and directions of flows	e
_____	(16)	Location and dimensions, and ownership of easements, public or private rights-of-way, both existing and proposed	f
_____	(17)	Location and dimensions of on-site pedestrian and vehicular access ways	g
_____	(18)	Parking areas	g
_____	(19)	Loading facilities	g
_____	(20)	Design of ingress and egress of vehicles to and from the site onto public streets	g
_____	(21)	Curb and sidewalks	g
_____	(22)	Landscape plan showing:	h
_____	(23)	Location of existing proposed vegetation	h
_____	(24)	Type of vegetation	h
_____	(25)	Quantity of plantings	h
_____	(26)	Size of proposed landscaping	h
_____	(27)	Existing areas to be preserved	h
_____	(28)	Preservation measures to be employed	h
_____	(29)	Details of planting and preservation specifications	h
_____	(30)	Location and dimensions of all fencing and screening	i
_____	(31)	Location and intensity of outdoor lighting system	j
_____	(32)	Location of fire hydrants, existing and proposed	k
_____	(33)	Written statement	c
_____	(34)	Description of proposed uses to be located on site	l
_____	(35)	Quantity and type of residential, if any	l
_____	(36)	Total land area of the site	b2
_____	(37)	Total floor area and ground coverage of each proposed building and structure	b2
_____	(38)	General summary of existing and proposed easements or other burdens	c3
_____	(39)	Method of handling solid waste disposal	4
_____	(40)	Applicant's evaluation of availability of off-site public facilities, including sewer, water and streets	5
_____	(41)	Description of any problems of drainage or topography, or a representation that there are none	6
_____	(42)	An estimate of the time period required for completion of the development	7
_____	(43)	A list of all state and federal regulatory approvals to which the development may be subject to	8

<hr/>	(44)	The status of any pending applications	8
<hr/>	(45)	Anticipated timeframe for obtaining such permits	h8
<hr/>	(46)	A letter of non jurisdiction	h8
<hr/>	(47)	Evidence of financial and technical capability to undertake and complete the development including a letter from a responsible financial institution stating that is has reviewed the planned development and would seriously consider financing it when approved.	

Note: Depending on the size and scope of the proposed development, the Planning Board or Planning Authority may request additional information, including (but not limited to):

- drainage patterns and facilities;
 - erosion and sedimentation controls to be used during construction;
 - a parking and/or traffic study;
 - emissions; and
 - a wind impact analysis.
- an environmental impact study;
 - a sun shadow study;
 - a study of particulates and any other noxious
 - a noise study;

Other comments:

000

0000

KNOW ALL MEN BY THESE PRESENTS, That the CITY OF PORTLAND, a body politic⁵ and corporate located in the County of Cumberland and State of Maine, in consideration of One Dollar (\$1.00) and other good and valuable considerations, paid by Westbrook College, a corporation organized and existing under the laws of the State of Maine and located at 716 Stevens Avenue in said Portland in said County and State, the receipt whereof it does hereby acknowledge, does hereby give, grant, bargain, sell and convey, unto the said Westbrook College, its successors and assigns forever, certain real estate located in said Portland, lying Westerly of College Street and Southerly of Bishop Street, bounded and described as follows:

Beginning at a point on the Northerly line of the land of Portland Railroad Company where the same intersects with land hereby conveyed and land formerly of George H. Smardon, commonly known as the Smardon Gravel Pit, formerly Read's Gravel Pit; thence from said point North $19^{\circ} 30'$ East 28.68 rods; thence North 60° West Seven and thirty-two hundredths (7.32) rods to a point; thence South $74^{\circ} 45'$ West Thirty-six and sixty-four hundredths (36.64) rods to a point; thence North 5° West Two and fifty-six hundredths (2.56) rods; thence North 30° West Twenty-four and four tenths (24.4) rods; thence South 65° West Forty-seven and twelve hundredths (47.12) rods to center of ditch; thence up the center of said ditch towards what is known as pasture Two Hundred Ninety-eight (298) feet; thence in a straight line to a point in line of Evergreen Cemetery indicated by a spruce stump, said stump being on the intersection between land of said Cemetery and land conveyed by Luther B. Roberts to the said City of Portland; thence from said stump North $80^{\circ} 21'$ East Three Hundred Seventy-one and two tenths (372.2) feet to an angle; thence from said angle North $76^{\circ} 8'$ East, Five Hundred Ninety-six and twenty-two hundredths (596.22) feet to an angle; thence from said last named angle at a right angle South $12^{\circ} 52'$ East Seventy-five (75) feet to land of said Portland Railroad Company; thence about North $76^{\circ} 8'$ East by said Portland Railroad Company's land to the point of beginning.

Also a certain other parcel of land, abutting the above described premises and bounded and described as follows: Beginning at the center of the ditch

Two Hundred Ninety-eight (298) feet; thence in a straight line to a point in line of Evergreen Cemetery indicated by a stump, said stump being at the intersection between land of said Cemetery and land conveyed by Luther B. Roberts to the said City of Portland; thence from said stump North $80^{\circ} 21'$ East Three Hundred Seventy-one and two tenths (372.2) feet to an angle; thence from said angle North $76^{\circ} 8'$ East, Five Hundred Ninety-six and twenty-two hundredths (596.22) feet to an angle; thence from said last named angle at a right angle South $12^{\circ} 52'$ East Seventy-five (75) feet to land of said Portland Railroad Company; thence about North $76^{\circ} 8'$ East by said Portland Railroad Company's land to the point of beginning.

Also a certain other parcel of land, abutting the above described premises and bounded and described as follows: Beginning at the center of the ditch between the hereinabove described premises and the land hereby conveyed and in line of land now or formerly owned by Adam Wilson and running Southerly by land of said Wilson to the Westerly corner of land of Evergreen Cemetery; thence South Twenty-four (24°) degrees East by land of said Cemetery One hundred and seventy-five (175) feet to a point; thence by land formerly of Dennis F. Gulliver, and being the premises hereinabove described, in a straight line to a point in the center of said ditch; said point being Two Hundred Ninety-eight (298) feet from the point of beginning; thence down the center of said ditch to the point of beginning.

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- 2 -

Excepting and reserving from the above described premises that portion thereof conveyed by the Grantor to Central Maine Power Company by deed dated February 26, 1967, recorded in said Registry of Deeds in Book 2989, Page 13.

This conveyance is made subject to the right-of-way or easement granted by the Grantor to Central Maine Power Company by deed dated December 13, 1951, recorded in said Registry of Deeds in Book 2055, Page 463.

Reserving to the Grantor, its successors and assigns, the right perpetually to enter at any and all times upon a strip of land fifty (50) feet in width lying equally on either side of the storm drain and upon a strip of land fifty (50) feet in width lying equally on either side of the brook presently located on the premises herein conveyed and the right perpetually to maintain, repair, rebuild, relocate, or remove said storm drain and brook with all necessary fixtures and appurtenances within said strips of land, granting to the Grantee, its successors and assigns, the use and enjoyment of said strips of land for such purposes only as will in no way interfere with the perpetual use thereof by the Grantor, its successors and assigns, for the purposes above mentioned, except that no buildings or structures may be erected within said strips of land. Also reserving to the Grantor, its successors and assigns, the right perpetually to enter at any and all times upon the premises herein conveyed for the purpose of access and egress by itself, its servants and/or agents to and from said strips of land.

Being the same premises conveyed to the Grantor by deed of James Gulliver, Administrator, d.b.n.c.t.a., of the Estate of Stephen Gulliver by deed dated August 23, 1935, recorded in said Registry of Deeds in Book 1476, Page 441.

Also a certain lot of land lying in the rear of College Street, in the City of Portland, bounded and described as follows, to wit:

Beginning at a point on the Northerly side line of College Street and at the Westerly corner of land belonging to Francis L. Stone; thence North 25° 22' east by land of said Stone eighty-seven and nineteen one hundredths (87.19) feet to land of the Portland Railroad Company; thence North 62° 26' west by land of said Portland Railroad Company four hundred and thirty-one and ninety three one hundredths (431.93) feet

Seventy-one and two tenths (372.2) feet to an angle; thence from said angle North $76^{\circ} 8'$ East, Five Hundred Ninety-six and twenty-two hundredths (596.22) feet to an angle; thence from said last named angle at a right angle South $12^{\circ} 52'$ East Seventy-five (75) feet to land of said Portland Railroad Company; thence about North $76^{\circ} 8'$ East by said Portland Railroad Company's land to the point of beginning.

Also a certain other parcel of land, abutting the above described premises and bounded and described as follows: Beginning at the center of the ditch between the hereinabove described premises and the land hereby conveyed and in line of land now or formerly owned by Adam Wilson and running Southerly by land of said Wilson to the Westerly corner of land of Evergreen Cemetery; thence South Twenty-four (24°) degrees East by land of said Cemetery One hundred and seventy-five (175) feet to a point; thence by land formerly of Dennis F. Gulliver, and being the premises hereinabove described, in a straight line to a point in the center of said ditch; said point being Two Hundred Ninety-eight (298) feet from the point of beginning; thence down the center of said ditch to the point of beginning.

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SECTION 3
Location Maps

SECTION 13

PROJECT PLANS

Number	Description	Revision
-	Vicinity Plan	A
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C-300	Erosion & Sedimentation Control Details and Specifications	A
C-301	Site Details	A
G1.2	Building First Floor Plan	-
G4.1	Building Section	-

Source: [Legal](#) > [States Legal - U.S.](#) > [Maine](#) > [Find Statutes, Regulations, Administrative Materials & Court Rules](#) > **ME - Maine Revised Statutes Annotated by LexisNexis** ⓘ

TOC: [Maine Revised Statutes](#) > /.../ > [SUBCHAPTER 5. PROTECTION AND PRESERVATION](#) > **§ 1371-A. Limitations on construction and excavation near burial sites**

Terms: **grave or burial or cemetery** ([Edit Search](#) | [Suggest Terms for My Search](#))

☛ Select for FOCUS™ or Delivery

13 M.R.S. § 1371-A

Maine Revised Statutes Annotated by LexisNexis(R)

Practitioner's Toolbox ⓘ ⓘ

*** THIS DOCUMENT IS CURRENT WITH EMERG. LEGIS. THROUGH CH. 466***

Resources & Practice Tools

⊕ Legislative Alert

2007 FIRST REGULAR SESSION OF THE 123RD LEGISLATURE

*** JUNE 7, 2007 ANNOTATION SERVICE ***

TITLE 13. CORPORATIONS
PART 2. CORPORATIONS WITHOUT CAPITAL STOCK
CHAPTER 83. CEMETERY CORPORATIONS
SUBCHAPTER 5. PROTECTION AND PRESERVATION

GO TO MAINE REVISED STATUTES ARCHIVE DIRECTORY

13 M.R.S. § 1371-A (2007)

☛ **Legislative Alert:**

[LEXSEE 2007 Me. ALS 112](#) -- See sections 2 and 3.

§ 1371-A. Limitations on construction and excavation near **burial** sites

1. KNOWN **BURIAL** SITES. Construction or excavation in the area of a known **burial** site or within the boundaries of an established graveyard must comply with any applicable land use ordinance concerning **burial** sites or graveyards, whether or not the **burial** site or graveyard is properly recorded in the deed to the property. In the absence of local ordinances, construction or excavation may not be conducted within 25 feet of a known **burial** site or within 25 feet of the boundaries of an established graveyard, whether or not the **burial** site or graveyard is properly recorded in the deed to the property, except when the construction or excavation is performed pursuant to a lawful order or permit allowing the relocation of bodies or when necessary for the construction of a public improvement, as approved by the governing body of a city or town or, in the case of a state highway, by the Commissioner of Transportation.

2. UNDOCUMENTED **BURIAL** SITE. The following procedures apply to construction or excavation that threatens an undocumented or unmarked **burial** site.

A. Whenever any person has knowledge that excavation or other construction activity may disturb or is disturbing a **burial** site,

that person shall notify the local code enforcement officer by providing an affidavit and any other evidence of the location of the **burial** site.

B. Upon receipt of proper notification, the code enforcement officer shall issue a stop-work order to the person or entity responsible for the activity that threatens to disturb the **burial** site.

C. Before the construction activity may continue, the excavator or person who owns the land shall notify the Director of the Maine Historic Preservation Commission and the president of any local historical society of the probable location of the **burial** site. The excavator or the person who owns the land shall also arrange, at that person's own expense, for appropriate investigation to determine the existence and location of **graves**.

D. When the investigation is complete, if no human remains are discovered, the person responsible for the investigation shall notify the code enforcement officer of the results and the code enforcement officer shall revoke the stop-work order if satisfied that the investigation is complete and accurate.

E. If a **burial** site is discovered, excavation or construction may not continue except in accordance with subsection 1 and other applicable provisions of state law.

3. APPLICATION. This section applies only to **burial** sites and graveyards containing the bodies of humans.

Source: [Legal](#) > [States Legal - U.S.](#) > [Maine](#) > [Find Statutes, Regulations, Administrative Materials & Court Rules](#) > **ME - Maine Revised Statutes Annotated by LexisNexis** 

TOC: [Maine Revised Statutes](#) > [/.../](#) > [SUBCHAPTER 5. PROTECTION AND PRESERVATION](#) > [§ 1371-A. Limitations on construction and excavation near burial sites](#)

Terms: **grave or burial or cemetery** ([Edit Search](#) | [Suggest Terms for My Search](#))

View: Full

Date/Time: Monday, October 22, 2007 - 9:50 AM EDT

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Planning and Development Department
Lee D. Urban, Director

Planning Division
Alexander Jaegerman, Director

April 10, 2008

University of New England
Attention: Alan Thibeault
Associate Director for Campus Planning
11 Hills Beach Road
Biddeford, ME 04005-9599

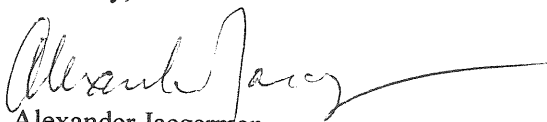
RE: Site Plan Review
University of New England
716 Stevens Avenue
Application ID: 2007-0158; CBL: 0144 A005001

Dear Mr. Thibeault,

On February 26, 2008, the Portland Planning Board approved the application to construct the College of Pharmacy building. As part of the approved site plan, the existing trees on site were to be saved. Based on a site visit by Jeff Tarling, City Arborist with Allied Cook Construction on April 4, 2008, and letter provided by the University of New England, the existing ash tree cannot withstand the root damage that will incur with the excavation so close to the stem of the tree. Due to this, the tree will need to be removed and replaced with two (2) three-inch (3") caliper ash tree, per Mr. Tarling's recommendations.

If there are any questions regarding this, please contact Shukria Wiar, Planner at 756-8083.

Sincerely,


Alexander Jaegerman,
Planning Division Director

Electronic Distribution:

Lee D. Urban, Planning & Development Dept. Director
Alexander Jaegerman, Planning Division Director
Barbara Barhydt, Development Review Services Manager
Shukria Wiar, Planner
Philip DiPierro, Development Review Coordinator
Marge Schmuckal, Zoning Administrator
Jeanie Bourke, Inspections Division
Lisa Danforth, Administrative Assistant
Michael Bobinsky, Public Works Director
Kathi Earley, Public Works
Bill Clark, Public Works

Michael Farmer, Public Works
Jim Carmody, City Transportation Engineer
Jane Ward, Public Works
Captain Greg Cass, Fire Prevention
Jeff Tarling, City Arborist
Tom Errico, Wilbur Smith Consulting Engineers
Dan Goyette, Woodard & Curran
Assessor's Office
Approval Letter File
Hard Copy: Project File



Department of Campus Services

April 8, 2008

Shukria Wiar
Division of Planning
City of Portland
389 Congress Street
Portland ME, 04101

**Re: Site Plan Review
University of New England
716 Stevens Avenue
APPLICATION #2007-0158; CBL 0144 a005001**

Dear Shukria,

As included in our site plan application documentation, the University of New England proposed to work around the large, over mature ash tree on the Stevens Avenue side of the proposed College of Pharmacy building. Our Construction Manager, Allied Cook Construction is now on site and has begun excavation and layout of the building footprint. We were aware that the tree would be impacted by the excavation and construction, but it is now apparent that the impacts will be more significant than originally anticipated. I have attached a photo to illustrate the situation. As you can see in the photo the footprint of the building has been staked out (the corner stake is to the left of the person with the maroon shirt, and it has orange flagging on it) and the limbs of the tree extend over the footprint of the building. These limbs would need to be trimmed back substantially in order to construct the building. Even more significant than this is the impact to the root system of this tree. The bottom of the footings are 15' below grade, thus the excavation will need to go several feet below this. Even with shoring, the extent of the excavation to allow for the installation of the foundation will significantly reduce the root structure on the building side of the tree. This reduction in supporting root structure and the significant weight reduction on the same side of the tree would result in the tree being potentially unstable in a high wind situation, putting it at risk of blow down.

After reviewing the situation in the field with our Construction Manager, they were requested to consult with and to seek the advice of Jeff Tarling in this regard. On Thursday April 4, 2008, Allied Cook Construction consulted with Jeff. It was confirmed that the impact to the tree would be significant enough that Jeff felt the University was justified in seeking release from the proposed efforts to salvage the tree.

With this confirmation, the University seeks permission to remove the tree, and proposes to replace the removed tree with a 3" caliper ash tree, which is of comparable size of the other trees approved in

the landscaping plan. We trust you will agree with this and hope you can get back to us soon, in order that arrangements can be made to remove the tree prior to the shoring being installed.

Should you have any additional questions, please feel free to contact me directly at 468-9296.

Sincerely,



Alan Thibeault
Campus Planner



March 13, 2007

Ms. Shukria Wiar
Division of Planning
City of Portland
389 Congress Street
Portland, ME 04101

RE: Site Plan Review
University of New England College of Pharmacy
716 Stevens Avenue
Application #2007-0158; CBL 0144 A005001

Dear Shukria:

Per our discussion with the Planning Board and the Conditions of Approval dated February 28, 2008 we have prepared revised plans to reflect the following changes:

1. C-101 Site Plan – Replacement of the sidewalk and resetting and/or replacement of the vertical granite curb along the portion of Stevens Avenue south of the bus stop to the Entrance adjacent to the Finley Recreation Center.
2. C-100 Existing Conditions and Demolition Plan and C-303 Site Details - The tree protection notes and details reflect protection of the area within the drip line.
3. A Contractor Parking Site Plan has been prepared delineating the area to be used for contractor parking and staging and outlining the requirements for restoration of this area.

For your convenience we have included a copy of the approved site drawings with each set. This submission includes 7 copies at full size and 1 copy at 11x17.

Title	Drawing No.	Revision
Contractor Parking Site Plan	-	A
Campus Vicinity Plan	-	-
Traffic Control Plan	-	A
Existing Conditions & Demolition Plan	C-100	H
Site Plan	C-101	2
Grading Drainage & Erosion Control	C-102	H
Site Utility Plan	C-103	H
Landscape Plan	C-104	H
Erosion & Sedimentation Control Details and Specifications	C-300	I
Site Details	C-301	J

Shukria Wiar
March 13, 2008
Page 2 of 2

Site Details	C-302	J
Site Details	C-303	I

We believe this information addresses comments iv, v and vi in the Site Plan Review section outlined in your February 28, 2008 Approval Letter. If you have any questions or require additional information, please contact me.

Sincerely,



Tom W. Saucier, P.E.
Principal

PBB/tws
Enclosure

cc: Alan Thibeault, UNE, Director of Campus Planning

Infrastructure Financial Contribution Form

Obtain an Account Number from Paul Colpitts, Chief Acct.,
(ext. 8665) prior to the distribution of this form.

Amount \$ 29,000

City Account Number: 710-0000-236-79-00

Project Name: UNE- College of Pharmacy

Application ID #: 2007-0158
(from Site Plan Application Form)

Project Location: 716 Stevens Avenue

Project Description: Construction of College of Pharmacy building.

Funds intended for: This contribution shall be earmarked towards the improvements at the intersection at Morrill's Corner

Applicant's Name: University of New England Attention: Alan Thibeault

Applicant's Address: 11 Hills Beach Road, Biddeford, ME 04005-9599

Expiration:

If funds are not expended or encumbered for the intended purpose by _____, funds, or any balance of remaining funds, shall be returned to contributor within six months of said date.

Funds shall be permanently retained by the City.

Other (describe in detail) _____

Form of Contribution:

Escrow Account

Cash Contribution

Interest Disbursement: Interest on funds to be paid to contributor only if project is not commenced.

Terms of Draw Down of Funds: The City shall periodically draw down the funds via a payment requisition from Public Works, which form shall specify use of City Account # shown above.

Date of Form: March 19, 2008

Planner: Shukria Wiar

Person Completing Form: Shukria Wiar

- Attach the approval letter, condition of approval or other documentation of the required contribution.
- One copy sent to the Applicant.

Electronic Distribution to:

Peggy Axelsen, Michael Bobinsky, Michael Farmer, Kathi Earley, Alex Jaegerman, Barbara Barhydt, Phil DiPierro, Planner for project and Applicant.



PORTLAND, MAINE

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

Revised 7/26/2007

REPORT OF RECEIPTS

To the Director of Finance, City of Portland, Maine
From the Planning & Development

Thursday, March 20, 2008

Control #
240000059

For Period: 9

Fiscal Year: 2008

Month: Mar '08

H.T.E. Description (15 chars):

DETAILS	Amount	Revenue/Expense or Short Code	Project	RECAP
Hammond Lumber, ck #118991				Reserved for Treasury Stamp PORTLAND MAINE Treasury MAR 24 2008 PAID <input type="checkbox"/> Cash <input type="checkbox"/> Check <input type="checkbox"/> Other
Application #2006-0227	\$5,481.00	710-0000-236-78-00		
Infrastructure Account				
UNE				
Application #2007-0158				
ck #211916	\$29,000.00	710-0000-236-79-00		
Infrastructure Account				
ck #212078	\$4,621.60	UC		
Inspection Fee Deposit	\$230.00	PV		
TOTAL:	\$39,332.60			

NOTE:

The Authorized Agent certifies that this is a true, complete report of all collections made since the date of their last report.

Authorized Agent: Jennifer Dorr Office Manager Phone#: 874-8719
authorized user, User Title

TOTAL RECEIPT COMPRISED OF
ACH:
Cash:
Checks: \$39,332.60
Credit Card:
Notes:
Offsite Dep:
Wires:
TOTAL: \$39,332.60

CITY OF PORTLAND, MAINE
PLANNING BOARD

Janice E. Tevanian, Chair
David Silk, Vice Chair
Thatcher Freund
Bill Hall
Lee Lowry, III
Shalom Odokara
Michael J. Patterson

February 28, 2008

University of New England
Attention: Alan Thibeault
Associate Director for Campus Planning
11 Hills Beach Road
Biddeford, ME 04005-9599

SYTDesign Consultants
Attention: Tom Saucier, PE
160 Longwood Road
PO Box 86A
Cumberland, ME 04021

RE: **Site Plan Review; 716 Stevens Avenue**
CBL: **0144 A005001**
Application ID: **2007-0158**

Dear Mr. Thibeault,

On February 26, 2008, the Portland Planning Board considered site plan application for the proposed College of Pharmacy building. The Planning Board reviewed the proposal for conformance with the standards of the Conditional Use Review, Traffic Movement Permit, and Site Plan Ordinance. The Planning Board voted 6-0 (Freund absent) to approve the application with the following conditions as presented below.

CONDITIONAL USE

The Planning Board voted 6-0 (Freund absent) that the proposed plans are in conformance with the Section 14-118 and 14-474(2) of the Land Use Code, subject to the following condition(s):

- i. That UNE shall within two (2) years of February 26, 2008 submit to the Planning Board a campus master planning process and prior to any further site development requiring major site plan review by the Planning Board. In addition, UNE shall submit to the Planning Board for review and approval within two (2) years of February 26, 2008 a long term parking strategy which shall address, among other items, the deficit parking that is depicted on page 8 of the Planning Board Report #12-08.

TRAFFIC MOVEMENT PERMIT

Based upon the City of Portland's Delegated Review Authority, the Portland Planning Board voted 6-0 (Freund absent) to approve the Traffic Movement Permit application for the College of Pharmacy subject to the following condition(s):

- i. The applicant shall implement prior to the issuance of certificate of occupancy and at its own cost the suggested parking prohibitions contained in Tom Errico's report, dated January 18, 2008;

- ii. The applicant shall submit a roadway signage plan for both Stevens Avenue and the campus for review and approval by the City Parking and Traffic Division prior to the issuance of a certificate of occupancy;
- iii. The applicant shall make a contribution of \$29,000.00 to the City which shall be earmarked towards the improvements at the intersection at Morrill's Corner, set amount to be paid prior to issuance of the building permit.

SITE PLAN REVIEW

The Planning Board voted 6-0 (Freund absent) that the plan is in conformance with the site plan standards of the Land Use Code, subject to the following condition(s) of approval:

- i. UNE shall conduct a parking analysis/ monitoring study every six months from the issuance of a certificate of occupancy to ensure that sufficient parking spaces are available for the proposed use. The monitoring shall continue until a long-term parking strategy is presented and approved by the Planning Board. If prior to the approval by the Planning Board of a long term parking strategy, the City determines that there is a parking deficit, the applicant shall be required to resolve the parking deficit at its own cost to the City's satisfaction.
- ii. UNE shall within two (2) years of February 26, 2008, present to the Planning Board for review and approval a campus stormwater management plan. The stormwater management plan shall address the treatment and discharge of stormwater runoff from the campus with the goal of minimizing impacts on the City's sewer system and natural drainage system.
- iii. The volume of foundation drainage discharged to the City's combined sewer system shall be continuously metered, and recorded and reported on a monthly, or more frequent, basis to the Engineering Division of Public Works. If the Engineering Division at its sole discretion determines that the volume of such discharge is significant, then the City shall charge UNE, and UNE shall pay the City, the normal sewer use fee based on the volume discharged. If the Engineering Division at its sole discretion determines that the volume of such discharge adversely impacts the City Combined sewer system, UNE shall be responsible for addressing and resolving to the City's satisfaction the problem presented. The requirement to meter, record, and report the volume of foundation drainage discharged shall be suspended by the City if records indicate that the volume of such discharge is insignificant;
- iv. Prior to issuance of building permit, the site plan shall be revised to show the replacement of the sidewalk and curb along Stevens Avenue that meet the City's standards, as reviewed and approved by the Planning Authority;
- v. The tree-protection fencing shall include the area within the drip-line of the trees as shown on the landscaping plan;
- vi. The applicant shall submit a parking plan for the construction phase to be reviewed and approved by the Planning Authority prior to the issuance of a building permit. The construction parking plan shall address construction vehicle parking and may include some parking at Gulliver's Field provided that remediation, protection and restoration are incorporated into the plan. The first priority of the Planning Board is for the applicant to

secure and encourage construction vehicle parking at the Armory site.

The approval is based on the submitted plans and the findings related to site plan and subdivision review standards as contained in Planning Report #12-08 which is attached.

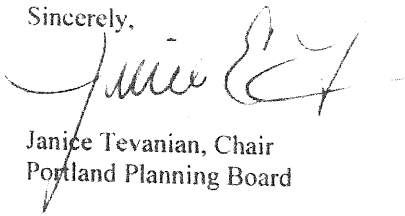
Please note the following provisions and requirements for all site plan and subdivision approvals:

1. The above approvals do not constitute approval of building plans, which must be reviewed and approved by the City of Portland's Inspection Division.
2. A performance guarantee covering the site improvements as well as an inspection fee payment of 2.0% of the guarantee amount and seven (7) final sets of plans must be submitted to and approved by the Planning Division and Public Works prior to the release of the subdivision plat for recording at the Registry of Deeds or prior to the release of a building permit, street opening permit or certificate of occupancy for site plans. If you need to make any modifications to the approved plans, you must submit a revised subdivision or site plan application for staff review and approval.
3. The site plan approval will be deemed to have expired unless work in the development has commenced within one (1) year of the approval or within a time period agreed upon in writing by the City and the applicant. Requests to extend approvals must be received before the expiration date.
4. Final sets of plans shall be submitted digitally to the Planning Division, on a CD or DVD, in AutoCAD format (*.dwg), release AutoCAD 2005 or greater.
5. A defect guarantee, consisting of 10% of the performance guarantee, must be posted before the performance guarantee will be released.
6. Prior to construction, a pre-construction meeting shall be held at the project site with the contractor, development review coordinator, Public Work's representative and owner to review the construction schedule and critical aspects of the site work. Please submit a construction mobilization plan for review and approval by the City prior to the scheduling of a pre-construction meeting. At that time, the site/building contractor shall provide three (3) copies of a detailed construction schedule to the attending City representatives. It shall be the contractor's responsibility to arrange a mutually agreeable time for the pre-construction meeting.
7. If work will occur within the public right-of-way such as utilities, curb, sidewalk and driveway construction, a street opening permit(s) is required for your site. Please contact Carol Merritt at 874-8300, ext. 8828. (Only excavators licensed by the City of Portland are eligible.)

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

If there are any questions, please contact Shukria Wiar at 756-8083.

Sincerely,



Janice Tevanian, Chair
Portland Planning Board

Attachments:

1. Tom Errico, Traffic Consultant
2. Planning Board Report
3. Performance Guarantee Packet

Electronic Distribution:

Lee D. Urban, Planning & Development Dept. Director
Alexander Jaegerman, Planning Division Director
Barbara Barhydt, Development Review Services Manager
Shukria Wiar, Planner
Philip DiPierro, Development Review Coordinator
Marge Schmuckal, Zoning Administrator
Jeanie Bourke, Inspections Division
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Michael Bobinsky, Public Works Director
Kathi Earley, Public Works
Bill Clark, Public works
Jim Carmody, City Transportation Engineer
Captain Greg Cass, Fire Prevention
Jeff Tarling, City Arborist
Assessor's Office
Approval Letter File
Hard Copy: Project File

From: "Errico, Thomas A" <TERRICO@wilbursmith.com>
To: "Shukria Wiar" <SHUKRIAW@portlandmaine.gov>
Date: Fri, Jan 18, 2008 11:02 AM
Subject: UNE College of Pharmacy -- Traffic Review

Shukria -

I have conducted a review of the Pre- and Post-Development LOS Analysis, Revised January 2008 prepared by Eaton Traffic Engineers prepared in response to the Traffic Movement Scoping Meeting held on January 4, 2008 for the above noted project. In addition, I have reviewed the site plan transmitted by SYTDesign on December 20, 2007. My comments are noted below.

1. I find the revised traffic assessment to be acceptable and agree with the Summary of Findings, that the intersections of Stevens Avenue with College Avenue, the UNE South Entrance, and Walton Street will operate at satisfactory levels of service following project completion.

2. On-street parking on the westerly side of Stevens Avenue should be prohibited near the intersections of College Avenue and the UNE South Entrance such that sight distance is improved. I concur with the specifics noted in the Tom Saucier's email dated January 16, 2008. In addition the nearest parking space on College Street (west of Steven Avenue) should be eliminated I would note that the applicant will be responsible for all costs associated with the suggested parking prohibitions. The applicant shall also be responsible for providing graphics illustrating the changes for use by the City in implementing the changes.

3. The proposed site plan notes the internal roadway west of the proposed building to be approximately 14 feet wide. This narrow width is unacceptable for two-way flow. According to an email from Tom Saucier dated January 17, 2008, UNE is recommending that this road be restricted to one-way flow from north to south. I concur with this recommendation and the applicant shall submit a traffic control plan for review and approval by the City.

4. The City is undergoing a long-term planning process for the next generation of improvements at Morrill's Corner. Accordingly, the City will be collecting monetary contributions from projects that impact Morrill's Corner. Based upon traffic generation and assignment information provided by the applicant, the applicant shall contribute \$29,000.00 towards improvements at Morrill's Corner.

If you have any questions, please contact me.

Best regards,

Thomas A. Errico, P.E.

Senior Transportation Engineer

Wilbur Smith Associates

59 Middle Street

Portland, Maine 04101

w: 207.871.1785 f: 207.871.5825

TErrico@WilburSmith.com

www.WilburSmith.com <<http://www.wilbursmith.com/>>

CC: "James Carmody" <JPC@portlandmaine.gov>, "Barbara Barhydt" <BAB@portlandmaine.gov>, "Katherine Earley" <KAS@portlandmaine.gov>



Department of Campus Services

March 24, 2008

Shukria Wiar
Division of Planning
City of Portland
389 Congress Street
Portland, ME 04101

**Re: Site Plan Review
University of New England College of Pharmacy
716 Stevens Avenue
APPLICATION #2007-0158; CBL 0144 a005001**

Dear Shukria, thank you for your help in pulling the meeting together last week. As agreed to in the meeting, UNE will **not** pursue contractor parking on our ballfield as recommend by the Planning Staff. As we indicated in the meeting, we had incorporated this temporary parking area in our plans in an effort to avoid displacing the contractor vehicles into the surrounding neighborhood, but after listening to the staff's comments and concerns we have determined it best if we can maximize the use of on-site parking when available, rental parking spaces at the Armory and any on street parking available, as recommended by the Planning Staff.

I will instruct our contractor to inform their workers to be considerate of the potential impacts of on street parking to the local community, and will rely on the City Parking Enforcement Division to regulate any issues that arise, as agreed to in the meeting.

Sincerely,

A handwritten signature in black ink that reads "Alan Thibeault".

Alan Thibeault
Campus Planner
University of New England

Cc Tom Saucier, SYTDesign Consultants

CITY OF PORTLAND, MAINE

PLANNING BOARD

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February 28, 2008

University of New England
Attention: Alan Thibeault
Associate Director for Campus Planning
11 Hills Beach Road
Biddeford, ME 04005-9599

SYTDesign Consultants
Attention: Tom Saucier, PE
160 Longwood Road
PO Box 86A
Cumberland, ME 04021

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CBL: **0144 A005001**
Application ID: **2007-0158**

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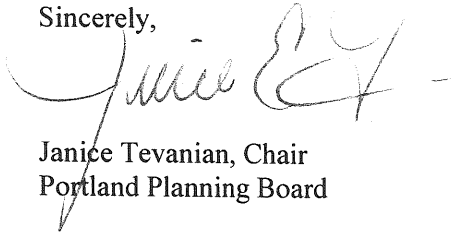
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If there are any questions, please contact Shukria Wiar at 756-8083.

Sincerely,



Janice Tevanian, Chair
Portland Planning Board

Attachments:

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2. Planning Board Report
3. Performance Guarantee Packet

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Jeff Tarling, City Arborist
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Approval Letter File
Hard Copy: Project File

**COLLEGE OF PHARMACY
VICINITY OF 716 STEVENS AVENUE**

CONDITIONAL USE AND SITE PLAN REVIEW

UNIVERSITY OF NEW ENGLAND, APPLICANT

Submitted to:

Portland Planning Board
Portland, Maine

February 26, 2008

Submitted by:

Shukria Wiar
February 20, 2008

I. INTRODUCTION

University of New England (UNE) is seeking to establish a new College of Pharmacy on its Westbrook College Campus on Stevens Avenue in Portland. The program would be a professional six-year degree program with years one and two on the University Campus in Biddeford and years three, four and five on the Westbrook College Campus. The sixth year is off-site. The program will accommodate 100 students per class with approximately 40 full time faculty members. The site is located in the Residential R-5 zone.

The establishment of the pharmacy program will bring 300 additional students (100 students per year over a three year period) and faculty to the Westbrook College Campus. Originally the applicant was proposing a parking lot to be located on the lower campus and accessed by a driveway that would follow the alignment of the existing gravel drive at the end of College Street. This parking lot and the access driveway are no longer being proposed as part of this project. The existing parking lots on campus and the ten spaces leased from the Armory are adequate to meet the zoning ordinance provisions.

The site plan proposal will be reviewed by the Planning Board under the conditional use regulations of the Residential R-5 zone, the site plan standards, and Traffic Movement Permit requirements. Notices were sent to 279 area residents and interested citizens along with a notice in the Portland Press Herald. A Neighborhood Meeting was held on January 15, 2008; two people attended. See Attachment 7 for the minutes.

II. SUMMARY OF FINDINGS

Zoning:	Residential R-5
Proposal:	UNE is proposing a four-story building on their Westbrook College Campus on Stevens Avenue.
Parcel Size:	42 acres; only 25,000 sq ft of existing parking lot will be redeveloped into the proposed building, service drive, entry courtyard, and landscaped areas
Parking Spaces Required:	56 spaces are required for the proposed building (staff estimate calculated from all classroom and teaching lab space) and 175 for existing facilities. A total of 231 parking spaces are required for the entire campus under the City's zoning code.
Parking Spaces Provided:	A total of 413 spaces will be available on the campus at the completion of the project.
Building Floor Area:	The footprint for the building is 11,595 sq ft and total gross area is 46,380 sq ft
Building Height:	50.5 feet
Use of the Project:	College of Pharmacy. Please look at Paragraph III for specifics.

III. PROPOSED DEVELOPMENT

The proposed project includes the construction of a four-story building, see Attachment 5. This new building will house the educational components necessary for UNE's new pharmacy program. The program components consist of research labs, teaching labs, drug information library, vivarium and other supporting spaces. The proposed College of Pharmacy building has 46,380 square feet with a footprint of 11,595 sq ft.

Lower Level	11,595 sf
Mechanical / Support / Unfinished Space (Future Vivarium)	11,595 sf
First Floor	11,595 sf
Classrooms / Lecture Hall	2,342 sf
Teaching Labs (Not included as classrooms)	1,808 sf
Office / Administration	1,193 sf
Support / Circulation	6,252 sf
Second Floor	11,595 sf
Classrooms / Lecture Hall	0 sf
Teaching Labs (Not included as classrooms)	1,444 sf
Library	969 sf
Office / Administration	4,420 sf
Support / Circulation / Grossing	4,762 sf
Third Floor	11,595 sf
Classrooms / Lecture Hall	0 sf
Research Labs (Not included as classrooms)	6,860 sf
Office / Administration	1,902 sf
Support / Circulation / Grossing	2,833 sf

There is a total of 42 acres but only 25,000 sq ft of an existing parking lot will be redeveloped into the proposed building, service drive, entry courtyard, and landscaped areas.

IV. STAFF REVIEW

The proposal will be reviewed for compliance with the conditional use regulations of the Residential R-5 zone, the site plan standards, and Traffic Movement Permit. The site plan has been reviewed by Zoning, Traffic, Fire and Department of Public Works.

V. INSTITUTIONAL CONDITIONAL USE REVIEW

1. The following standards apply for review of an institutional expansion in the R-5 zone.

Sec. 14- 118:

- a. In the case of expansion of existing such uses [onto] land other than the lot on which the principal use is located, it shall be demonstrated that the proposed use cannot reasonable be accommodated on the existing site through more efficient utilization of land or building, and will not cause significant physical encroachment into established residential areas.

The placement of the addition will be within the school's property

- b. The proposed use will not cause significant displacement or conversion of residential uses existing as of June 1, 1983, or thereafter.

The College of Pharmacy building and accompanying improvements will not cause the displacement or conversion of any residential units.

- c. In the case of a use expansion which constitutes a combination of the above-listed uses with capacity for concurrent operations, the applicable minimum lot sizes shall be cumulative.

The applicable lot sizes have been met.

- d. A college, university or trade school may build principal structures to a height of fifty-five (55) feet, not including the USM Overlay Zone, if the following standards can be met:

- (i) Lot size: 10 acres which may include adjacent land owned by the institution on both sides of a public street.

The site is larger than 10 acres with a total of 42 acres.

- (ii) Minimum setback between buildings on-site: 20 feet.

The minimum setback between buildings is being met.

- (iii) Minimum setback from external property boundary: 30 feet, except that parking garages over 35 feet in height must be located 50 feet from external property boundaries when adjacent to an adjoining residential use.

The minimum setback from external property boundary is being met.

- (iv) The area between the structure and adjoining residential uses must be adequately screened with appropriate landscaping or other features to buffer the building and effects thereof (i.e. noise, light, etc) from abutting properties.

The applicant is adequately screening the proposed building from

abutting properties.

2. The following standards apply for all conditional uses:

Sec. 14-474(2):

- a. There are unique or distinctive characteristics or effects associated with the proposed conditional use.

There are no known unique or distinctive characteristics associated with the proposed use.

- b. There will be an adverse impact up on health, safety or welfare of the public or surrounding area.

It does not appear that there will be any adverse impacts associated with the proposed project.

- c. Such impact differs substantially from the impact which would normally occur from such a use in that zone.

The impacts of this site are similar as those normally expected from such a use in this zone.

VI. SITE PLAN REVIEW

1/2. Traffic and Parking

A. Traffic

The traffic portion of this project was reviewed under the State Traffic Movement Permit (TMP). The City has delegated authority to review this permit. The applicant has had a scoping meeting with the City's Traffic Engineer on January 4th to discuss the TMP application (Attachment 2). Tom Errico, Consulting Traffic Engineer has reviewed the TMP application along with the site plan application, and finds that the revised traffic assessment to be acceptable and agrees with the Summary of Findings. The intersections of Stevens Avenue with College Avenue, the UNE South Entrance, and Walton Street will operate at satisfactory levels of service following project completion. Mr. Errico offers the following comments:

- a. On-street parking on the westerly side of Stevens Avenue should be prohibited near the intersections of College Avenue and the UNE South Entrance such that sight distance is improved. I concur with the specifics noted in the Tom Saucier's email dated January 16, 2008. In addition the nearest parking space on College Street (west of Steven Avenue) should be eliminated I would note that the applicant will be responsible for all costs associated with the suggested parking prohibitions.

- b. The proposed site plan notes the internal roadway west of the proposed building to be approximately 14 feet wide. This narrow width is unacceptable for two-way flow. According to an email from Tom Saucier dated January 17, 2008; UNE is recommending that this road be restricted to one-way flow from north to south. I concur with this recommendation and the applicant shall submit a traffic control plan for review and approval by the City.
- c. The City is undergoing a long-term planning process for the next generation of improvements at Morrill's Corner. Accordingly, the City will be collecting monetary contributions from projects that impact Morrill's Corner. Based upon traffic generation and assignment information provided by the applicant, the applicant shall contribute \$29,000.00 towards improvements at Morrill's Corner.

Potential Conditions of Approval are listed below to address the above comments:

1. *The applicant will be responsible for all costs associated with the suggested parking prohibitions contained in Mr. Errico's review, dated January 18, 2008.*
2. *The applicant shall make a contribution of \$29,000.00 towards the improvements at the intersection at Morrill's Corner.*

B. Parking Requirements per Zoning Ordinance

In Section 14-332 (e) states that:

Schools providing instruction for students sixteen (16) years of age and over: One (1) parking space for each ten (10) seats or major fraction thereof, used for purposes of instruction; if no fixed seats, one (1) parking space for each one hundred (100) square feet or major fraction thereof used for purposes of instruction.

Based on the numbers presented in the applicant's submission of December 20, 2007, the required parking for the entire campus and the proposed pharmacy building is broken down as following:

Existing Conditions as Submitted by UNE

- 14,077 sq ft of classroom space without fixed seating- 560 non-fixed
- Two rooms with 222 fixed seats
- Total classroom seating = 782 seats
- Total classroom sq ft = 17,492 sq ft

Staff Calculations for Required Parking- College of Pharmacy Building

- Two classrooms space without fixed seating- 68 non-fixed (includes teaching labs)
- One classroom with 121 fixed seats
- Total classroom seating = 189 seats
- Total classroom sq ft = 5,594 sq ft

Totals after construction

- 14,077 sq ft of classroom space without fixed seating
- Five rooms with 393 fixed seats
- Total classroom seating = 953 seats
- Total classroom sq ft = 22,751 sq ft

Therefore according to above information, the total number of parking spaces required for the existing classrooms and the proposed pharmacy building is 231 spaces (175 for existing facilities and 56 for the propose development). The proposed Pharmacy building will be located in an existing parking lot and will permanently displace 63 parking spaces. Therefore, a total of 413 (476 minus 63) off-street parking spaces are provided on the campus, including the ten spaces being leased from the Armory. Please see Attachment 12 for overview of the parking spaces on the Westbrook College campus.

Marge Schmuckal, the Zoning Administrator has reviewed the submitted information and had been unable to reproduce some of the figures given for the calculations. However, she states in her memo dated 01.18.2008 that there are many more parking spaces provided for the college above the minimum requirements listed in the parking division, see Attachment 18a.

C. Parking Assessment per UNE's Needs/Demand

The applicant prepared a parking assessment, which is based on the number of existing parking spaces and the current number of enrolled students. Based upon the most recent available enrollment data, the student population is approximately 735 students. Hourly counts were taken between October 22, 2007 and October 26, 2007. There is a total capacity of 466 spaces on site, with a rental agreement with the State of Maine Armory for an additional ten (10) spaces, resulting in 476 available parking spaces. According to the parking assessment, average of 106 spaces were vacant at any specific time; therefore 370 spaces are occupied. Based upon this data, there is an existing ratio of 0.50 (370 divided by 735) occupied spaces per student.

Understanding that there are on-street parking spaces available and utilized by students and staff, these spaces were considered when projecting future parking demand as a result of the proposed development. Off-street parking will not be considered in mitigating potential parking demand. Observations from the week of December 3 to December 7, 2007 of on-street parking along Stevens Avenue and College Street indicated that a maximum of approximately 64 spaces were occupied adjacent to the campus. When these numbers are factored into the occupied spaces to student ratio calculation, the ratio is increased to 0.59. (This is a conservative estimate in that it assumes all on street parkers in the vicinity are college related and the other uses in the vicinity include St. Patrick's church, an elementary school, day care center and the Armory.)

The University began offering free use of the METRO to all students and staff in September of 2006. Since the launch of the program, ridership averages 310 rides per academic month. The University is looking at other ways to increase this usage.

The establishment of the pharmacy program will bring 300 additional students (100 students per year over a three year period) to the Westbrook College Campus, starting in the fall of 2009. Using the 0.59

occupied spaces to student ratio calculated in the previous paragraphs, the yearly anticipated parking demand is presented in the Table below by the applicant. The following Table was obtained from Attachment 4a.

Year	Total Spaces	Available	New Students	New Demands	Deficit
2007-08	476	06	0	0	-106
2008-09	413	43	0	0	-43
2009-10	413	43	100	59	16
2010-11	413	-16	100	59	75
2011-12	413	-75	100	59	134

As it can be observed from the table that there will be a shortage of sixteen (16) spaces when the College of Pharmacy building is first occupied in the fall of 2009. According to the applicant, this shortage number could be less with an increase in the METRO ridership or if other parking management mitigation measures are proposed.

UNE has been in contact with the Maine State Amory to explore the possibility of extending its parking space rental agreement. According to the applicant, the Armory has verbally committed to extend the agreement to include a total of 30 parking spaces. With this agreement, the parking will offset the projected parking deficit anticipated prior to September 2010.

Eventually, a parking structure may be needed to meet the growth needs of UNE, and we have discussed with the applicant the need for a medium to long term campus master plan to address future growth and associated campus development. Because the College of Pharmacy is a start-up program, the maximum parking demand generated by this facility will not be fully realized until 2011 when all three classes will be present on campus. Therefore it may be reasonable in this case to impose a condition of approval on parking that includes monitoring and locating supplemental parking in the years to come.

John Peverada, Parking Manager, has reviewed the 2007 Parking Assessment and is satisfied provided that the applicant completes a Campus Master Plan (Condition of Approval for the Conditional Use Permit), see Attachment 15.

Tom Errico, Consulting Traffic Engineer has also reviewed the 2007 Parking Assessment (Attachment 4a) and concurs with the methods and conclusions contained in the report. There will be a parking deficit that will occur at the opening of the project (16 spaces), with the deficit rising as enrollment increases. For the short term condition, leasing of spaces from surrounding locations is satisfactory. As for the long-term parking deficit requirements, Mr. Errico recommends that a condition of approval requiring completion of a campus master plan and implementation of required parking facilities or parking strategies should be included. In the proceeding paragraphs, a condition of approval language is proposed.

The Traffic Control Plan has also been reviewed by Tom Errico and offers the following comments:

- a. The specific signing noted on Stevens Avenue will need to be reviewed by the City parking and traffic divisions for sign location and sign details. Accordingly the signs noted may need to be revised. Exact sign type and location can be determined in the future.

- b. Because of the narrow roadway width (14 feet), the roadway behind the proposed COP building will be restricted to one-way flow in the southerly direction. Additional signs will be required to reinforce this restriction.
- c. Based upon the above two items, the applicant shall submit a roadway signage plan for both Stevens Avenue and on-site for review and approval before Certificate of Occupancy.

Potential conditions of approval:

1. *The applicant shall submit a traffic control plan and a roadway signage plan for both Stevens Avenue and the campus for review and approval by the City Parking and Traffic Division prior to the issuance of a certificate of occupancy.*
2. *UNE shall conduct a parking analysis/ monitoring study every six months from the issuance of a certificate of occupancy to ensure that sufficient parking spaces are available for the proposed use. The monitoring shall continue until a master plan and long-term parking strategies are approved by the Planning Board. If during that time, the City determines the improvements are not working as intended, the applicant shall be required to mitigate parking impacts as directed by the City.*

2. Bulk, Location, Health, Safety Air and Height of Proposed Buildings

Carrie Marsh, Urban Designer reviewed the conceptual elevations for the UNE College of Pharmacy building. Currently there are no design guidelines in the R-5 therefore this building is not subject to review under the City's design guidelines. According to Carrie Marsh, the architectural plans present a handsome building that appears to be well articulated and appropriate to its context

The City Sidewalk Materials Policy calls for concrete sidewalks along Stevens Avenue in front of the proposed building site. Based on the Sidewalk Materials Policy and the condition of the existing sidewalk, DPW recommends replacing the existing asphalt sidewalk along Stevens Avenue in front of the proposed building with a new concrete sidewalk, constructed in accordance with our design standards. The applicant has agreed to replace the bituminous concrete walk from the campus entrance drive (in front of Finley) to the bus stop shelter with a concrete walk.

DPW recommends that the existing curb along Stevens Avenue be replaced with new granite curbing. The applicant agrees to only replace the granite curbing along the sidewalk section that will be replaced with concrete. The applicant will be providing a handicapped accessible ramp at the campus entrance near the proposed building.

A potential condition of approval:

The site plan shall be revised to show the replacement of the sidewalk and curb along Stevens Avenue that meet the City's standards.

3. Stormwater, Stormdrains, Soils and Drainage

The proposed pharmacy building is located entirely on an existing parking lot. Currently the runoff from

this area enters an enclosed stormwater system which drains the campus and connects to the City system at Stevens Avenue. This development will result in the conversion of approximately 12,000 sq ft of existing impervious pavement to impervious roof area and about 6,200 sq ft of existing pavement will be converted to pervious landscaped area. The conversion of impervious pavement to landscaping will increase the potential for groundwater recharge through infiltration to the underlying sandy soils.

UNE is proposing to discharge foundation drainage into the City's combined sewer system. UNE agrees to install an hour-metering apparatus (one of the options suggested in the memo dated 02.01.2008 by Mike Farmer) and report the results of any groundwater flows and groundwater elevations to the city on a monthly basis so that an appropriate sewer user fee could be charged, if the discharge is significant. If the groundwater flows exist and are estimated to have a significant impact upon the functioning of the City system, UNE would address the flows through development of a mitigation plan as part of their master plan process, prior to City approval of other site development projects on the campus. Mitigation options may include impact fees, construction of dry well systems, or participation with the City in installation of new drainage in College Street at such time in the future when the City has scheduled that reconstruction work.

Mike Farmer, Project Engineer for Department of Public Works, recommends two conditions of approval in his memo dated February 20, 2008, see Attachment 14a, for the project to address the concern about the discharge of foundation drainage and surface runoff to the City's combined sewer system. The monitoring would last as long as the City thinks the discharge is significant.

The volume of foundation drainage discharged to the City's combined sewer system shall be continuously metered, and recorded and reported on a monthly, or more frequent, basis to the Engineering Division of Public Works. If the Engineering Division determines that the volume of such discharge is significant, then the City shall charge UNE, and UNE shall pay the City, the normal sewer use fee based on the volume discharged. UNE shall be responsible for owning and maintaining the facilities necessary to accurately meter the discharge of foundation drainage to the City's combined sewer system. The requirement to meter, record, and report the volume of foundation drainage discharged shall be suspended by the City if records indicate that the volume of such discharge is insignificant.

UNE shall develop a campus stormwater management plan as part of its Campus Master Plan. The stormwater management plan shall address the treatment and discharge of stormwater runoff from the campus with the goal of minimizing impacts on the City's sewer system and natural drainage system.

4. Wetlands and Wild Life

The initial proposal included a parking lot in the lower campus, also known as Gulliver's Field. This portion of the parcel is not being developed as part of this proposal. Broadwater Environmental, Inc. has conducted a wetland delineation and vernal pool survey on this parcel; fieldwork was initially conducted in February 2007 and a review of the wetland boundaries was completed in field in May 2007. There were a number of wetlands areas that were identified on the lower part of parcel: five wetlands and two open water areas. According to the environmental report, wetland area 1 and wetland 2 are of special significance under Maine Department of Protection (MDEP) Chapter 310, Wetlands and Waterbodies

Protection. Wetland 3 is classified as small Palustrine Forested Wetlands (PFO) wetland; these types of wetland only occur in undisturbed areas and often associated with streams. Wetland 4 and wetland 5 may be considered a stream by the MDEP. Please refer to the Wetland Delineation Report (Attachment 3f) for details.

Capisic Brook is also located on this parcel and runs through the lower campus. Capisic Brook is listed as an Urban Impaired Stream.

Third Party Review of the Wildlife Habitat

Upon the request of the Planning Board, a third review of the wildlife habitat of the lower campus was conducted by an independent entity. Diane Boretos, P.W.S of Call of the Wild Consulting conducted a site visit of the parcel on December 5, 2007. This third-party report is presented only as background information to the project. According to the report, this site provides very significant migratory songbird stopover habitat for both the spring and fall migrations and provides habitat for red fox, red and gray squirrels. The report of these findings is included as Attachment 11.

5. Landscaping and Existing Vegetation

Jeff Tarling, the City Arborist has reviewed the site plan for the UNE College of Pharmacy off Stevens Avenue. According to Mr. Tarling, the landscape plan and tree protection measures are satisfactory and will improve the proposed project. He recommends that the tree-protection fencing shall include the area within the drip-line of the tree as shown on the landscaping plan.

A potential condition of approval:

The tree-protection fencing shall include the area within the drip-line of the tree as shown on the landscaping plan.

6. Exterior Lighting

The applicant has submitted locations and catalog cuts of proposed lighting fixtures for the pharmacy building. The applicant is proposing three fixtures as seen in Attachment 3g; the applicant stated that these fixtures will be cut-off.

7. Sewer and Water Capacity Letters

UNE has submitted a capacity to serve letter from Portland Water District. A sewer capacity letter shall be submitted as soon it is available.

A potential condition of approval:

The applicant shall obtain and provide to the Planning Authority a sewer capacity to serve letter.

8. Fire

Captain Greg Cass of the Fire Department has reviewed the site plans and all of his concerns have been addressed.

9. Financial Capability

The applicant has provided a letter from Bernard G. Chretien, Vice President for Business and Finance at University of New England attesting that the University has sufficient funds to pay for the construction of the pharmacy building and parking lot. See Attachment 1f.

10. Easements

There are two fifty (50) feet easements on the lower field mentioned in the deed between the applicant and the City of Portland (Attachment 1e) which are depicted on the Boundary Survey Plan.

VI. STAFF COMMENTS

At the outset of this project, UNE sat down with the City development review team to lay out their needed time frames and the issues at stake for the University. Those present recognized that a comprehensive approach based on a campus master plan, (similar to the USM Overlay Zone that was created for that institution), is warranted for UNE. However, the constraints of time for this project compelled a two stage process whereby stage one would amend the zoning specifically for the College of Pharmacy to open the way forward for this time critical project, and stage two will involve a more comprehensive master planned approach, including an overlay zone to accommodate UNE's future growth.

Other institutions have struggled with similar growth pressures, and have agreed to undertake periodic master plans to help guide their growth. It is recommended that the conditional use for this project be approved, with the condition that UNE proceed with master planning prior to returning for any further major expansion projects. This master plan should affirmatively address stormwater management, transportation and parking issues, including consideration of structured parking, Transportation Demand Management.

A potential condition of approval:

That UNE commit to a campus master planning process and report back to the Planning Board within two years, and prior to any further site development requiring major site plan review by the Planning Board. This master plan should affirmatively address stormwater management, transportation and parking issues, including consideration of structured parking and/or long-term parking strategies

VIII. MOTIONS FOR THE BOARD TO CONSIDER

1. Conditional Use:

On the basis of the application, plans, reports and other information submitted by the applicant, findings and recommendations contained in the Planning Board Report #12-08, relevant to Portland's Conditional Use Standards and other regulations, and the testimony presented at the Planning Board hearing:

The Planning Board finds the proposed conditional use for an expansion of institutional use (does or does not) meet the standards of Section 14-118 and 14-474(2) subject to the following condition(s) of approval.

- a. That UNE commit to a campus master planning process and report back to the Planning Board within two years, and prior to any further site development requiring major site plan review by the Planning Board. This master plan should affirmatively address stormwater management, transportation and parking issues, including consideration of structured parking and/or long-term parking strategies;

2. Site Plan Ordinance

On the basis of the application, plans, reports and other information submitted by the applicant, findings and recommendations contained in the Planning Board Report #12-08, relevant to the Site Plan Ordinance and other regulations, and the testimony presented at the Planning Board hearing, the Planning Board finds that the plan (is/is not) in conformance with the site plan standards of the land use code, subject to the following conditions of approval:

- a. UNE shall conduct a parking analysis/ monitoring study every six months from the issuance of a certificate of occupancy to ensure that sufficient parking spaces are available for the proposed use. The monitoring shall continue until a master plan and long-term parking strategies are approved by the Planning Board. If during that time, the City determines the improvements are not working as intended, the applicant shall be required to mitigate parking impacts as directed by the City.
- b. UNE shall develop a campus stormwater management plan as part of its Campus Master Plan. The stormwater management plan shall address the treatment and discharge of stormwater runoff from the campus with the goal of minimizing impacts on the City's sewer system and natural drainage system.
- c. The volume of foundation drainage discharged to the City's combined sewer system shall be continuously metered, and recorded and reported on a monthly, or more frequent, basis to the Engineering Division of Public Works. If the Engineering Division determines that the volume of such discharge is significant, then the City shall charge UNE, and UNE shall pay the City, the normal sewer use fee based on the volume discharged. UNE shall be responsible for owning and maintaining the facilities

necessary to accurately meter the discharge of foundation drainage to the City's combined sewer system. The requirement to meter, record, and report the volume of foundation drainage discharged shall be suspended by the City if records indicate that the volume of such discharge is insignificant;

- d. The site plan shall be revised to show the replacement of the sidewalk and curb along Stevens Avenue that meet the City's standards;
- e. The tree-protection fencing shall include the area within the drip-line of the tree as shown on the landscaping plan;
- f. The applicant shall obtain and provide to the Planning Authority a sewer capacity to serve letter.

3. Traffic Movement Permit

On the basis of the University Commons Application, plans, reports, and other information submitted by the applicant, and on findings and recommendations contained in Planning Report # 8-08, and other applicable regulations, and testimony presented at the Planning Board Hearing, the Planning Board finds that the plan (is/ is not) in conformance with the standards of a traffic movement permit, subject to the following conditions of approval:

- a. The applicant will be responsible for all costs associated with the suggested parking prohibitions contained in Mr. Errico's review, dated January 18, 2008;
- b. The applicant shall submit a traffic control plan and a roadway signage plan for both Stevens Avenue and the campus for review and approval by the City Parking and Traffic Division prior to the issuance of a certificate of occupancy;
- c. The applicant shall make a contribution of \$29,000.00 towards the improvements at the intersection at Morrill's Corner.

ATTACHMENT:

1. Application

Dated: 09.05.2007

- a. Coverletter
- b. Site Plan and Conditional Use Applications
- c. Project Description
- d. Location Map
- e. Evidence of Right, Title and Interest
- f. Financial and Technical Capacity
- g. Sanitary Wastewater Disposal
- h. Water Supply
- i. Traffic Impacts

- j. Stormwater Management Plan
- k. Wetlands
- l. Solid Waste Disposal and Recycling
- 2. Application for Traffic Movement Permit Dated: 12.21.2007
- 3. Additional Information from the Applicant Dated: 10.12.2007
 - a. Coverletter
 - b. Capacity to serve letter from Portland Water District
 - c. Letter from UNE expanding on Financial Capacity
 - d. Construction Management Plan prepared by Allied/Cook Construction
 - e. Occupant loading break-down prepared by Port City Architecture
 - f. Wetland Delineation Report
 - g. Lighting Catalog Cut Sheets
- 4. Supplementary Information from SYTDesign Consultants
 - a. Revised Parking Assessment Report Dated: 02.05.2008
 - b. Supplemental Information from the Applicant Dated: 12.20.2007
- 5. Site Plan Dated: 10.12.2007
 - a. Campus Vicinity Plan- December 2007
 - b. Traffic Control Plan Dated: 02.2008
 - c. Existing Conditions and Demolition Plan C-100
 - d. Site Plan- Building C-101
 - e. Grading, Drainage, and Erosion Plan C-102
 - f. Site Utility Plan C-103
 - g. Landscape Plan C-104
 - h. Erosion and Sedimentation Control Notes and Details C-300
 - i. Site Details C-301
 - j. Site Details C-302
 - k. Site Details C-303
 - l. Lower Level Plan A1.1
 - m. First Floor Plan A1.2
 - n. Second Floor Plan A1.3
 - o. Third Floor Plan A1.4
 - p. Elevations A3.1
 - q. Elevations A3.2
- 6. Letter from SYTDesign Consultants Dated: 11.27.2007
- 7. Neighborhood Meeting minutes Dated: 01.15.2008
- 8. Letters from Planner to Applicant
 - a. Dated: 12.13.2007
 - b. Dated: 10.02.2007
- 9. Foundation Drainage System Letter from Haley & Aldrich Dated: 01.10.2008
- 10. Geotechnical Report from Haley & Aldrich Dated: 01.16.2008
- 11. Call of the Wild Consulting- Wildlife Report Dated: 12.07.2007
- 12. Armory Lease Agreement Dated: 09.05.2003
- 13. Dan Goyette memorandum
 - a. Dated: 01.17.2008
 - b. Dated: 01.02.2008

14. Mike Farmer memorandum
 - a. Revised memorandum Dated: 02.21.2008
 - b. Memorandum Dated: 02.01.2008
15. John Peverada memorandum Dated: 02.05.2008
16. Greg Cass email Dated: 01.09.2008
17. Tom Errico
 - a. Email Dated: 02.22.2008
 - b. Email Dated: 01.18.2008
18. Marge Schmuckal memorandum
 - a. Dated: 01.30.2008
 - b. Dated: 01.18.2008
19. Jeff Tarling email Dated: 02.22.2008
20. Email Correspondences from Tom Saucier
 - a. Dated: 02.19.2008
 - b. Dated: 02.15.2008
21. William Hancock, Maine Audubon Society
22. Jerry Hankinson, Abutter Dated: 01.17.2008

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Planning Division
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Portland ME 04101
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Fax: (207)756-8258



FAX

To:

Bob Fuller

Company:

Fax #:

797-7277

Date:

01.14.08

From:

Shukna Wiar

You should receive 7 page(s) including this cover sheet.

Comments:

Here is some info on the traffic
for UNE.

MODE = MEMORY TRANSMISSION

START=JAN-14 10:28

END=JAN-14 10:33

FILE NO.=803

STN NO.	COMM.	ABBR NO.	STATION NAME/TEL NO.	PAGES	DURATION
001	OK	8	97977277	007/007	00:03:45

-CITY OF PORTLAND -

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FAX

To: Bob Fuller

Company: _____

Fax #: 797-7277

Date: 01.14.08

From: Shukna Wiar

You should receive 7 page(s) including this cover sheet.

Comments:

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 for UNE.

Section 1

Site and Traffic Information

1.0 Overview

SYTDesign Consultants and Eaton Traffic Engineering have been retained to prepare plans and permit applications for the proposed University of New England College of Pharmacy to be located on the existing Westbrook College campus on Stevens Avenue in Portland, Maine. The development will consist of the construction of a 46,380gsf building with. Access to the site will be provided via the existing access points on Stevens Avenue – College Street and the UNE South Entrance drive.

1.1 Site Description

The site is located on the westerly side of Stevens Avenue just north of Walton Street (see Figure 1). The 42 acre UNE Westbrook College Campus is relatively level and partially wooded. The proposed building will be located on the parcel of land bounded by College Street, Evergreen Cemetery, and Stevens Avenue.

1.2 Existing and Proposed Uses

The project site is currently occupied by the UNE Westbrook College Campus. The proposed use is a 46,380gsf academic building with a footprint of approximately 12,000sf which will become part of the campus

1.3 Site and Vicinity Boundaries

Figure 1, following this page, shows the project location and the vicinity of the site.

1.4 Proposed Uses in Vicinity of the Proposed Development

The Applicant is aware that Morrill's Crossing at the intersection of Allen Avenue and Forest Avenue has been approved for development but has not yet begun construction.

1.5 Trip Generation

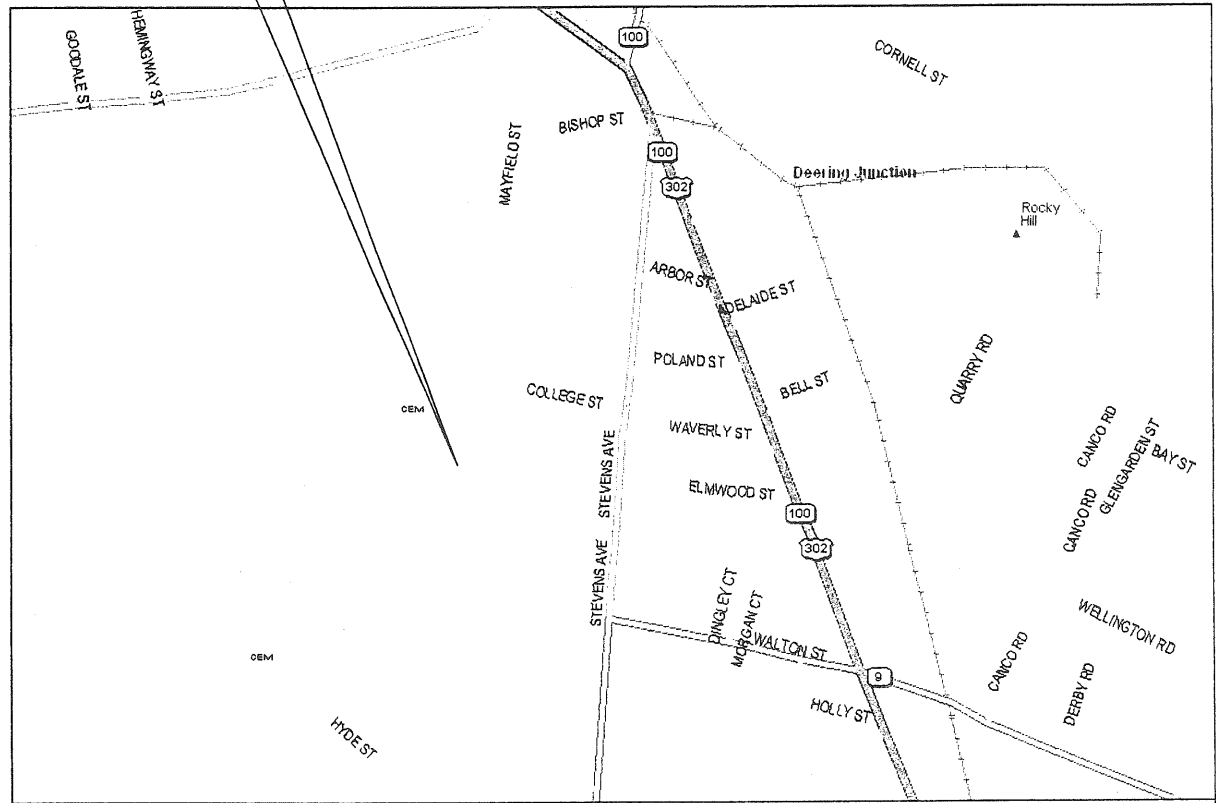
See Section 7 by Eaton Traffic Engineering.

1.6 Trip Distribution and Assignment

See Section 7 by Eaton Traffic Engineering.

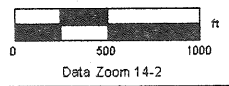


SITE



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★
 MN (16.1° W)



ete EATON
 TRAFFIC
 ENGINEERING
 67E Winter Street - Topsham, Maine
 (207) 725-9605 Fax (207) 725-0847

Figure 1
 SITE LOCATION

PROPOSED UNE COLLEGE OF PHARMACY / PORTLAND, MAINE

Site Generated Traffic

Trip Generation

Trip generation for the proposed project was estimated using the publication Trip Generation – 7th Edition¹ for ITE land use code 550 “University/College”. The table below summarizes estimated trip generation based upon a total enrollment of 300 students (100 per year over a 3 year period).

Time Period	UNE College of Pharmacy 300 Students
Weekday (Daily)	714
AM Peak Hour (7-9 AM)	63
PM Peak Hour (4-6 PM)	63
AM Peak Hour (Generator)	60
PM Peak Hour (Generator)	72
Saturday (Daily)	390

The highest peak hour is the PM peak hour of the generator at 72 trips. However, this peak hour is likely to occur before the peak hour of the adjacent street (typically between 4:00 and 6:00 PM). Accordingly, the peak hour trip generation that occurs during the peak hour of the adjacent street (63 trips) will be used for analysis. Because a previous expansion of the UNE Westbrook College Campus occurred in 2002, which was estimated to generate approximately 70 PM peak

¹ Institute of Transportation Engineers, 2003

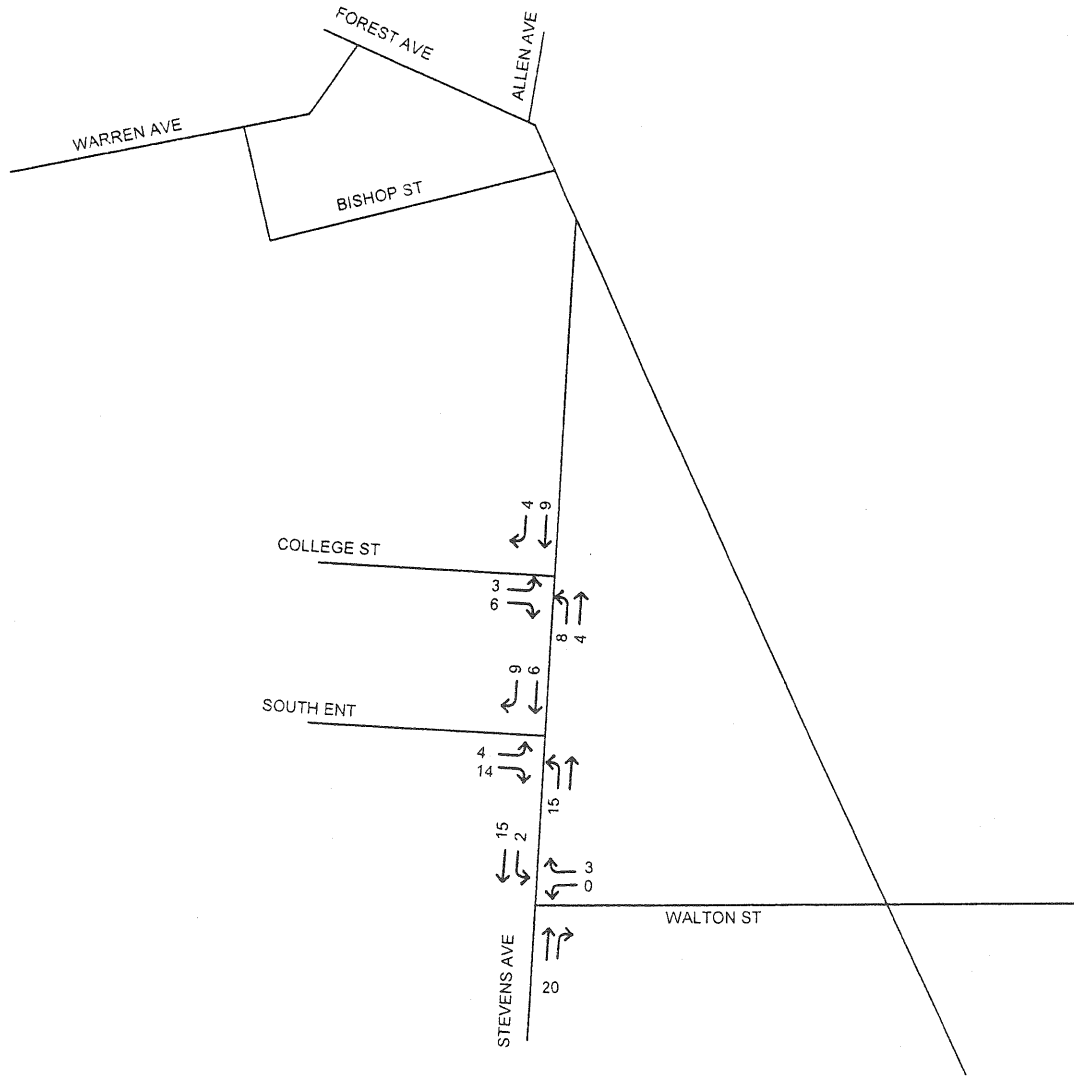
hour trips, the total new cumulative trip generation is in excess of 100 peak hour trips and an MDOT Traffic Movement Permit is required. Based upon the patterns observed from the manual traffic counts conducted at intersections in the vicinity of the site, 43 percent of site traffic enters and 57 percent exits. This differs from ITE statistics, which indicate a 30%/70% enter/exit split. Because it is best to rely on locally developed data, the 43%/57% enter/exit split will be used in this analysis.

Trip Distribution

Base upon the manual traffic counts conducted at study area intersections, entering traffic is split 35% from the north and 65% from the south. Exiting traffic is 25% northbound and 75% southbound. These splits will be used to project the distribution of newly generated trips.

Trip Assignment

Based upon the assumptions made above, Figure 2, at the end of this section, presents the assignment of newly generated trips in the vicinity of the site.



Not to Scale

ete EATON
TRAFFIC
ENGINEERING

67E Winter Street - Topsham, Maine
(207) 725-9805 Fax (207) 725-0847

Figure 2
SITE GENERATED WEEKDAY PM PEAK HOUR TRAFFIC

PROPOSED UNE COLLEGE OF PHARMACY / PORTLAND, MAINE

Proposed UNE College of Pharmacy - Safety

Safety data for the most recent available 3 year period (2004-06) was obtained from the Accident Records Section of MDOT for roadways in the vicinity of the site. A summary of the accident history in the area is presented in the table below.

2004-06 Accident History in Site Vicinity

LOCATION	2004-06 ACCIDENTS	ANNUAL AVERAGE	CRITICAL RATE FACTOR ¹
Stevens Ave @ Arbor St	1	0.33	<1.00
Link	0	0	0
Stevens @ Poland St	1	0.33	<1.00
Link	0	0	0
Stevens @ Waverly	1	0.33	<1.00
Link	2	0.67	<1.00
Stevens @ Elmwood	0	0	0
Link	1	0.33	<1.00
Stevens @ St. Joseph	1	0.33	<1.00
Link	0	0	0
Stevens @ Walton	4	1.33	<1.00

MDOT guidelines for identification of a High Crash Location (HCL - indicating a potential safety deficiency) is that a location must experience both 8 or more accidents in a 3 year period and have a Critical Rate Factor of 1.00 or greater. None of the locations above satisfy the criteria.

¹ The Critical Rate Factor is a statistical measure which compares the accident frequency at a location to similar locations throughout the State. A Critical Rate Factor of 1.00 or greater indicates that the location has a higher frequency of accidents than would be expected due to random occurrence, with a 99 percent level of confidence.

Section 7

Pre- and Post-Development LOS Analysis

Pre-Development PM Peak Hour Traffic

Traffic impact analysis is typically performed for traffic conditions that occur during the weekday PM peak hour, as this is usually the time of heaviest traffic flow that occurs on a weekday. As part of the process of estimating weekday PM peak hour traffic volumes, manual traffic counts were conducted at the intersections of Stevens Avenue @ College Street (10/7/07) Stevens Avenue @ UNE South Entrance (11/26/07) and Stevens Avenue @ Walton Street (11/26/07) for the period 4:00 to 6:00 PM. The raw count data is presented in Figure 3A at the end of this section. Typically traffic volumes are adjusted to peak seasonal flows using MDOT adjustment factors and adjusted for "background" growth that would occur until the project is complete in 2010. In this case the "normal" mid-summer level volumes were not used to adjust the counts; rather the counts were adjusted to September levels since the facility is not in full operation in the summer. The October count was not adjusted at all (early October is similar to September); the November counts were increased by 7 percent to estimate September traffic levels. All counts were increased by 6 percent to reflect estimated background growth from 2007 to 2010 (2 percent annual growth). Figure 3B presents the estimated 2010 pre-development peak hour volumes.

Post-Development PM Peak Hour Traffic Volumes

Post-development weekday PM peak hour volumes are the combination of pre-development volumes presented in Figure 3B, and site generated traffic presented in Figure 2 (Section 1). Figure 4 presents projected 2010 weekday PM peak hour post-development traffic volumes.

Operational Assessment Pre/ Post-Development Traffic Volumes

Capacity analysis was performed for the pre- and post-development PM peak hour traffic projections for the intersections in the study area using the procedures contained in the Highway Capacity Manual¹. Capacity analysis provides a quantitative assessment of the quality of traffic flow at an intersection, and "rates" this quality in terms of its Level of Service (LOS). LOS ratings range from A to F, and much like a school rank card, A indicates very good conditions, and F indicates extremely congested conditions with long delays.

LOS for **signalized** intersections is based upon the average control delay for all vehicles using the intersection, which includes deceleration delay, stopped delay, queue move-up time and acceleration delay. The relationship between LOS and control delay is shown in the table below.

Signalized Intersection Level of Service Measures

Level of Service (LOS)	Control Delay Per Vehicle
A	≤ 10 Seconds
B	>10 - ≤ 20 Seconds
C	>20 - ≤ 35 Seconds
D	>35 - ≤ 55 Seconds
E	>55 - ≤ 80 Seconds
F	>80 Seconds

The results of the analysis for the signalized intersection of Stevens Avenue @ Walton Street are shown below.

¹, Highway Capacity Manual, HCM2000, Transportation Research Board, 2000

Movement	Pre-Development		Post-Development	
	LOS	Delay (sec)	LOS	Delay (sec)
Walton WB	C	29.0	C	29.8
Stevens NBR	A	5.3	A	5.4
Stevens NBT	A	4.4	A	4.4
Stevens SBL	A	5.0	A	5.2
Stevens SBT	A	5.0	A	5.0
Overall	A	8.1	A	8.3

LOS for unsignalized intersections is also based upon average control delay, which takes into account the delay involved in entering a vehicle queue, waiting in a vehicle queue and start-up delay. The relationship between LOS and average total delay is shown below:

Level of Service Measurement for Unsignalized Intersections

Level of Service	Average Total Delay Per Vehicle
A	≤10 Seconds
B	>10 - ≤ 15 Seconds
C	>15 - ≤ 25 Seconds
D	>25 - ≤ 35 Seconds
E	>35 - ≤ 50 Seconds
F	> 50 Seconds

The results of the analysis of the unsignalized intersections in the study area are presented below.

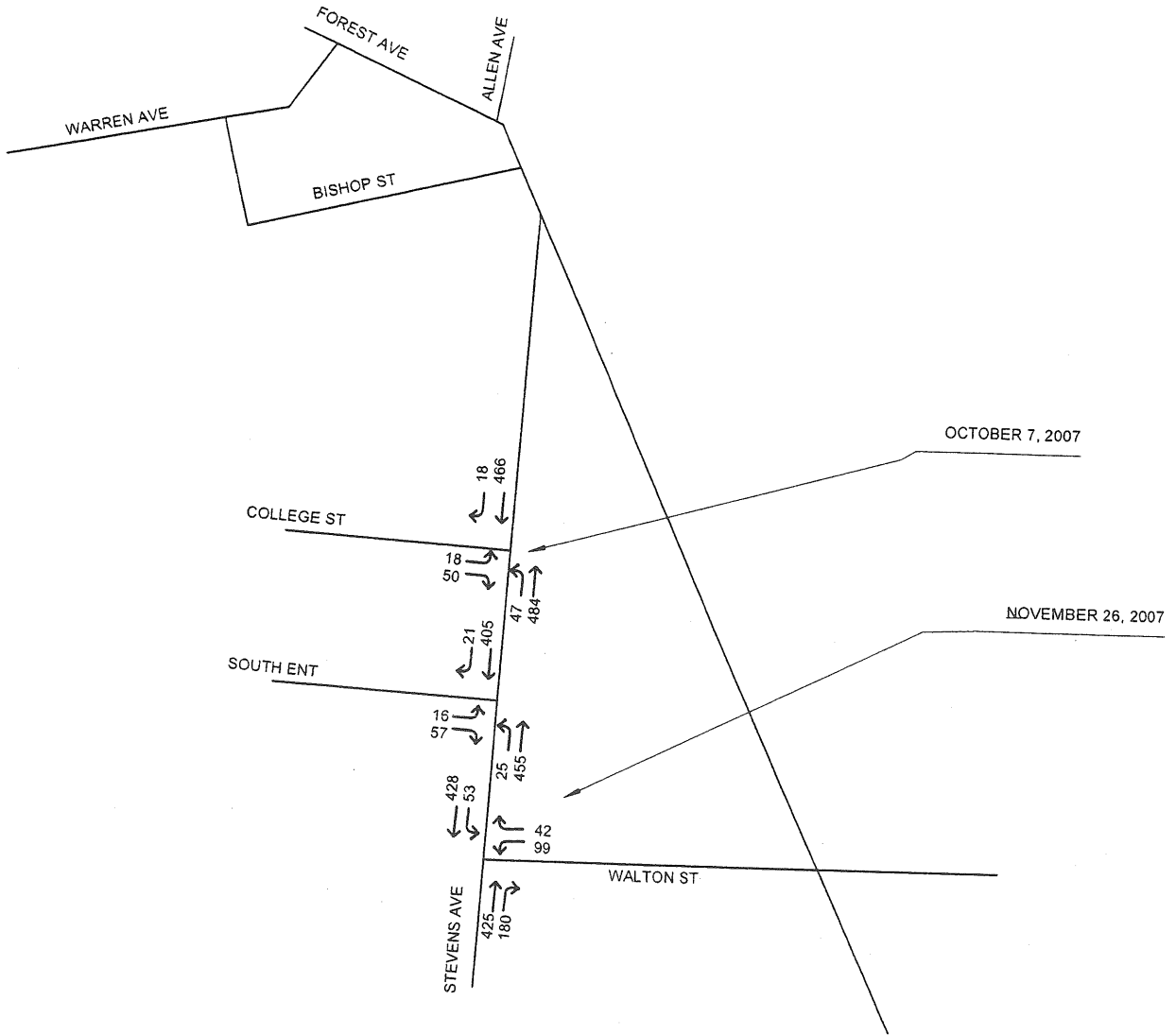
Unsignalized Intersection Analysis

Movement	Pre-Development		Post-Development	
	LOS	Control Delay	LOS	Control Delay
Stevens Ave @ College Street				
Stevens Ave NBL	A	8.7	A	8.8
College St EB	C	18.1	C	20.2
Stevens Ave @ UNE South Entrance Drive				
Stevens Ave NBL	A	8.5	A	8.6
South Entrance EB	C	15.8	C	17.2

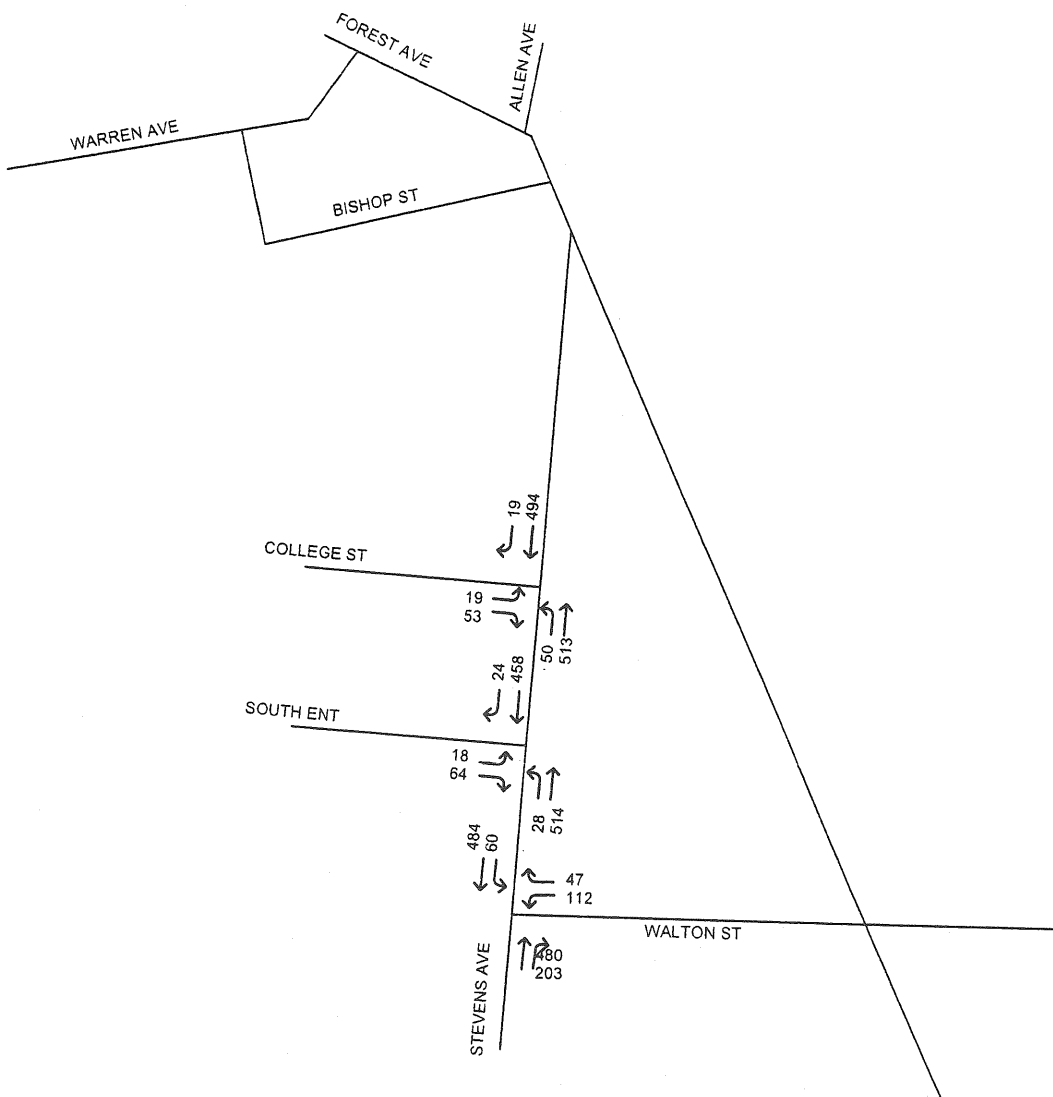
As can be seen in the tables above, there is minimal impact on the Level of Service for any of the movements at the study area intersections.

Summary of Findings

The proposed development is projected to generate 63 net new vehicle trips during the PM peak hour - 36 entering and 27 exiting the site. The intersections of the Stevens Avenue with College Street, UNE South Entrance and Walton Street are expected to operate at satisfactory levels of service for both pre- and post-development traffic projections. There are no High Crash Locations in the immediate vicinity of the site, based upon 2004-06 accident data.



Not to Scale



Not to Scale

ete EATON
TRAFFIC
ENGINEERING

67E Winter Street - Topsham, Maine
(207) 725-9805 Fax (207) 725-0847

Figure 3B
PROJECTED 2010 PM PEAK HOUR TRAFFIC VOLUMES - PRE-DEVELOPMENT
PROPOSED UNE COLLEGE OF PHARMACY / PORTLAND, MAINE

DPW - stormwater plan
proposed grading plan
lighting plan
locations of erosion control measures
details for water, sewer, and storm drains
structures and connections.

Financial letter - update
✓ request from banking institutk.
✓ more details of gifts, grants
- letter from MHEFA

Capacity letters: Capacity to serve letters.
• Water
• Sewer

- Need to fill a Traffic Movement Permit.

Outstanding items: landscaping
Updated site plan
architectural ~~renderings~~ ^{color} plans / renderings.

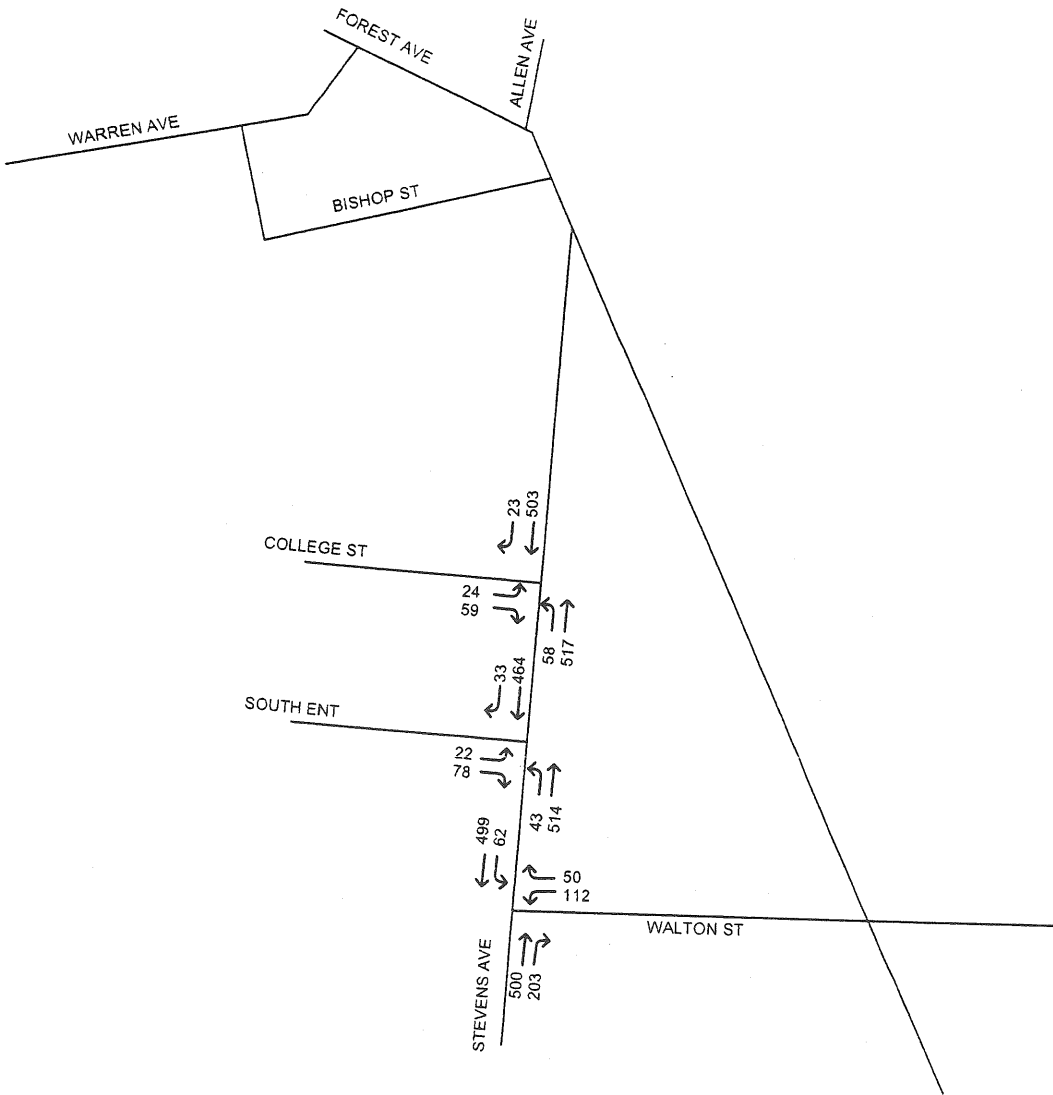
- Environmental impact study?
- overview plan of the campus.
- floor plans.
Sidewalks - ?
Utility plan showing all hydrants. (add Fire checklist).
Any solid waste disposal being proposed on site?
Narrative / description of any problems of drainage.
← An estimate of the time period required for the completion of the develop.

(fall semester of 2009)

letter from a responsible financial institution stating that it has reviewed the planned development & would seriously consider financing it when approved.

Permits to be required:

- Traffic Movement Permit
- Site location of Development Act
 - ↓
Stormwater ^{management} section - to be reviewed by MDEP.
- Natural Resource Protection Act permit.
 - ↳ disturbance within 75 feet of wetland associated with a stream
 - ↓
to construct the proposed drive and parking area.



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Figure 4
PROJECTED 2010 PM PEAK HOUR TRAFFIC VOLUMES - POST-DEVELOPMENT

PROPOSED UNE COLLEGE OF PHARMACY / PORTLAND, MAINE

HCS2000™ DETAILED REPORT

General Information		Site Information	
Analyst	wce	Intersection	Stevens @ Walton
Agency or Co.	ete	Area Type	All other areas
Date Performed	11/28/2007	Jurisdiction	Portland
Time Period	Weekday PM Peak - Base	Analysis Year	2010
		Project ID	UNE College of Pharmacy

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N ₁	0	0	0	0	0	0	0	1	1	1	1	0
Lane group					LR			T	R	L	T	
Volume, V (vph)				112		47		480	203	60	484	
% Heavy vehicles, %HV				1		1		2	2	1	1	
Peak-hour factor, PHF				0.81		0.81		0.95	0.95	0.90	0.90	
Pretimed (P) or actuated (A)				A		A		A	A	A	A	
Start-up lost time, I ₁					2.0			2.0	2.0	2.0	2.0	
Extension of effective green, e					2.0			2.0	2.0	2.0	2.0	
Arrival type, AT					3			3	3	3	3	
Unit extension, UE					3.0			3.0	3.0	3.0	3.0	
Filtering/metering, I					1.000			1.000	1.000	1.000	1.000	
Initial unmet demand, Q _b					0.0			0.0	0.0	0.0	0.0	
Ped / Bike / RTOR volumes	0			0		0	0		0			
Lane width					12.0			12.0	12.0	12.0	12.0	
Parking / Grade / Parking	N		N	N	0	N	N	0	N	N	0	N
Parking maneuvers, N _m												
Buses stopping, N _B					0			0	0	0	0	
Min. time for pedestrians, G _p		3.2			3.2			3.2				
Phasing	WB Only	02	03	04	NS Perm	SB Only	07	08				
Timing	G = 10.1	G =	G =	G =	G = 38.9	G = 1.0	G =	G =				
	Y = 5	Y =	Y =	Y =	Y = 0	Y = 5	Y =	Y =				
Duration of Analysis, T = 0.25							Cycle Length, C = 60.0					

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted flow rate, v					196			505	214	67	538	
Lane group capacity, c					294			1208	1026	565	1251	
v/c ratio, X					0.67			0.42	0.21	0.12	0.43	
Total green ratio, g/C					0.17			0.65	0.65	0.67	0.67	
Uniform delay, d ₁					23.4			5.1	4.3	4.9	4.7	

Progression factor, PF				1.000			1.000	1.000	1.000	1.000		
Delay calibration, k				0.24			0.11	0.11	0.11	0.11		
Incremental delay, d_2				5.7			0.2	0.1	0.1	0.2		
Initial queue delay, d_3		0.0		0.0			0.0	0.0	0.0	0.0		
Control delay				29.0			5.3	4.4	5.0	5.0		
Lane group LOS				C			A	A	A	A		
Approach delay				29.0				5.0				5.0
Approach LOS				C				A				A
Intersection delay	8.1		$X_c = 0.48$		Intersection LOS			A				

HCS2000™ DETAILED REPORT												
General Information						Site Information						
Analyst	wce					Intersection	Stevens @ Walton					
Agency or Co.	ete					Area Type	All other areas					
Date Performed	11/28/2007					Jurisdiction	Portland					
Time Period	Weekday PM Peak - Build					Analysis Year	2010					
						Project ID	UNE College of Pharmacy					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N_1	0	0	0	0	0	0	0	1	1	1	1	0
Lane group					LR			T	R	L	T	
Volume, V (vph)				112		50		500	203	62	499	
% Heavy vehicles, %HV				1		1		2	2	1	1	
Peak-hour factor, PHF				0.81		0.81		0.95	0.95	0.90	0.90	
Pretimed (P) or actuated (A)				A		A		A	A	A	A	
Start-up lost time, I_1					2.0			2.0	2.0	2.0	2.0	
Extension of effective green, e					2.0			2.0	2.0	2.0	2.0	
Arrival type, AT					3			3	3	3	3	
Unit extension, UE					3.0			3.0	3.0	3.0	3.0	
Filtering/metering, I					1.000			1.000	1.000	1.000	1.000	
Initial unmet demand, Q_b					0.0			0.0	0.0	0.0	0.0	
Ped / Bike / RTOR volumes	0			0		0	0		0			
Lane width					12.0			12.0	12.0	12.0	12.0	
Parking / Grade / Parking	N		N	N	0	N	N	0	N	N	0	N
Parking maneuvers, N_m												
Buses stopping, N_B					0			0	0	0	0	
Min. time for pedestrians, G_p	3.2			3.2			3.2					
Phasing	WB Only	02	03	04	NS Perm	SB Only	07	08				
Timing	G = 10.1	G =	G =	G =	G = 38.9	G = 1.0	G =	G =				
	Y = 5	Y =	Y =	Y =	Y = 0	Y = 5	Y =	Y =				
Duration of Analysis, $T = 0.25$							Cycle Length, $C = 60.0$					
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted flow rate, v					200			526	214	69	554	
Lane group capacity, c					293			1208	1026	547	1251	
v/c ratio, X					0.68			0.44	0.21	0.13	0.44	
Total green ratio, g/C					0.17			0.65	0.65	0.67	0.67	
Uniform delay, d_1					23.4			5.2	4.3	5.1	4.8	

Progression factor, PF				1.000			1.000	1.000	1.000	1.000	
Delay calibration, k				0.25			0.11	0.11	0.11	0.11	
Incremental delay, d_2				6.4			0.3	0.1	0.1	0.3	
Initial queue delay, d_3		0.0		0.0			0.0	0.0	0.0	0.0	
Control delay				29.8			5.4	4.4	5.2	5.0	
Lane group LOS				C			A	A	A	A	
Approach delay				29.8				5.1			
Approach LOS				C				A			
Intersection delay	8.3		$X_c = 0.49$		Intersection LOS			A			

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TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	wce			Intersection	Stevens @ College		
Agency/Co.	ete			Jurisdiction	Portland		
Date Performed	11/27/2007			Analysis Year	2010		
Analysis Time Period	Weekday PM - Base						
Project Description <i>UNE College of Pharmacy</i>							
East/West Street: <i>College St</i>				North/South Street: <i>Stevens Ave</i>			
Intersection Orientation: <i>North-South</i>				Study Period (hrs): <i>0.25</i>			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume	50	513	0	0	494	19	
Peak-Hour Factor, PHF	0.92	0.92	1.00	1.00	0.92	0.92	
Hourly Flow Rate, HFR	54	557	0	0	536	20	
Percent Heavy Vehicles	2	--	--	0	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration	LT					TR	
Upstream Signal		0			0		
Minor Street	Westbound			Eastbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume	0	0	0	19	0	50	
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.77	1.00	0.77	
Hourly Flow Rate, HFR	0	0	0	24	0	64	
Percent Heavy Vehicles	0	0	0	0	0	0	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	NB	SB	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration	LT						LR
v (vph)	54						88
C (m) (vph)	1015						362
v/c	0.05						0.24
95% queue length	0.17						0.94
Control Delay	8.7						18.1
LOS	A						C
Approach Delay	--	--					18.1
Approach LOS	--	--					C

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TWO-WAY STOP CONTROL SUMMARY								
General Information					Site Information			
Analyst	wce				Intersection	Stevens @ College		
Agency/Co.	ete				Jurisdiction	Portland		
Date Performed	11/27/2007				Analysis Year	2010		
Analysis Time Period	Weekday PM - Build				Project Description			
UNE College of Pharmacy					East/West Street: College St			
Intersection Orientation: North-South					North/South Street: Stevens Ave			
					Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments								
Major Street		Northbound			Southbound			
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume	58	517	0	0	503	23		
Peak-Hour Factor, PHF	0.92	0.92	1.00	1.00	0.92	0.92		
Hourly Flow Rate, HFR	63	561	0	0	546	24		
Percent Heavy Vehicles	2	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0					0
Lanes	0	1	0	0	1	0		
Configuration	LT					TR		
Upstream Signal		0			0			
Minor Street		Westbound			Eastbound			
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume	0	0	0	24	0	59		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.77	1.00	0.77		
Hourly Flow Rate, HFR	0	0	0	31	0	76		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration					LR			
Delay, Queue Length, and Level of Service								
Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (vph)	63						107	
C (m) (vph)	1002						342	
v/c	0.06						0.31	
95% queue length	0.20						1.31	
Control Delay	8.8						20.2	
LOS	A						C	
Approach Delay	--	--					20.2	
Approach LOS	--	--					C	

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	wce	Intersection	Stevens @ South Entrance
Agency/Co.	ete	Jurisdiction	Portland
Date Performed	11/28/2007	Analysis Year	2010
Analysis Time Period	Weekday PM Peak - Base		
Project Description <i>UNE College of Pharmacy</i>			
East/West Street: <i>South Entrance</i>		North/South Street: <i>Stevens Ave</i>	
Intersection Orientation: <i>North-South</i>		Study Period (hrs): <i>0.25</i>	

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	28	514	0	0	458	24
Peak-Hour Factor, PHF	0.98	0.98			0.91	0.91
Hourly Flow Rate, HFR	28	524	0	0	503	26
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	18	0	64
Peak-Hour Factor, PHF				0.83		0.83
Hourly Flow Rate, HFR	0	0	0	21	0	77
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (vph)	28						98	
C (m) (vph)	1048						431	
v/c	0.03						0.23	
95% queue length	0.08						0.86	
Control Delay	8.5						15.8	
LOS	A						C	
Approach Delay	--	--					15.8	
Approach LOS	--	--					C	

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TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	wce			Intersection	Stevens @ South Entrance			
Agency/Co.	ete			Jurisdiction	Portland			
Date Performed	11/28/2007			Analysis Year	2010			
Analysis Time Period	Weekday PM Peak - Build							
Project Description <i>UNE College of Pharmacy</i>								
East/West Street: <i>South Entrance</i>				North/South Street: <i>Stevens Ave</i>				
Intersection Orientation: <i>North-South</i>				Study Period (hrs): <i>0.25</i>				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume	43	514	0	0	464	33		
Peak-Hour Factor, PHF	0.98	0.98			0.91	0.91		
Hourly Flow Rate, HFR	43	524	0	0	509	36		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	<i>Undivided</i>							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration	LT					TR		
Upstream Signal		0			0			
Minor Street	Westbound			Eastbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume	0	0	0	22	0	78		
Peak-Hour Factor, PHF				0.83		0.83		
Hourly Flow Rate, HFR	0	0	0	26	0	93		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration					LR			
Delay, Queue Length, and Level of Service								
Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (vph)	43						119	
C (m) (vph)	1034						413	
v/c	0.04						0.29	
95% queue length	0.13						1.18	
Control Delay	8.6						17.2	
LOS	A						C	
Approach Delay	--	--					17.2	
Approach LOS	--	--					C	

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08.16.07

NHE - College of Pharmacy ^{Westbrook}

- College of Health Profession College
- traditional age students
- Fall 2009

Lot Size
40 ac.

- try to create space that allow opportunity to bring students, professors, faculty together.
- Goddard hall - empty.

- ↓
- Faculty offices (former down)
- cannot work well for classes.

Hershey - also faculty hall.

35' height limit

↓

Need under 50'

100 per class

3 classes

= 300 students total

+ 50 faculty.

Clinical students - works at different locations.

Parking - need
phase parking plan?

Overlay zone not for this project but for the future.

R-3 in the back - zone does not allow ^{educational} institutional

Conditional use in R-5 for education use

↳ text amendment.

Conditional Rezoning vs. Overlay zone

on a specific plan.



HP - Sept. 19, 2007

Friends of Evergreen Cer.

↓
wants to ~~go~~ keep the trails in the back.

Text change - application.

PB - Sept 25 Workshop?

Can we accept an application ~~not~~ meeting zoning ordinance?

From: "Peter Biegel" <PBiegel@mail.sytdesign.com>
To: "Shukria Wiar" <SHUKRIAW@portlandmaine.gov>
Date: Fri, Jan 18, 2008 1:11 PM
Subject: UNE COP - Lighting

Shukria,

We have investigated the decorative fixture and discovered that there is a cut-off option which we will use. I have attached a jpeg file showing the fixture with the cut-off option. All of the other fixture criteria shown on our plans remain the same i.e. 100watt, high pressure sodium, prismatic acrylic lens etc.

Please let me know if you have any additional questions or comments.

Sincerely,
Peter

Peter Biegel, ASLA, LEED A.P.
SYTDesign Consultants
P.O. Box 86A, 160 Longwoods Road
Cumberland, ME 04021
Tel. (207) 829-6994 ext.32
Fax (207) 829-2231

-----Original Message-----

From: Tom Saucier
Sent: Friday, January 18, 2008 9:12 AM
To: Shukria Wiar
Cc: AThibeault@une.edu; Peter Biegel
Subject: RE: UNE COP

Thanks Shukria

I have forwarded the lighting comments to Peter Biegel of my office for review.

Thanks
Tom

-----Original Message-----

From: Shukria Wiar [mailto:SHUKRIAW@portlandmaine.gov]
Sent: Thursday, January 17, 2008 4:37 PM
To: Tom Saucier
Subject: RE: UNE COP

Hi once again :)

There are two items that I need to discuss:

1. Attached are Dan Goyette comments, which you do not have to respond

to since i will make them as a condition of approval.

2. I was just reviewing the lighting information and the lighting fixture proposed does not meet our standards for cut-off fixture. You mentioned in an earlier email that these are the fixtures used on campus, is this on the Westbrook Campus? How many are there now? If this is the typical fixture used on the Westbrook College Campus, then what you could do is ask for a waiver of the cut-off fixture requirement. I am attaching the lighting standards for your review. The waiver can be requested in a coverletter to the PB. There is a clause in the lighting standards that could be used to request the waiver:

All fixtures, including wall packs, shall be a "cut-off " type where lenses, refractors or lamp sources do not extend below the surface of the fixture housing and no direct light shall be directed at or above the horizontal plane. Sites which are part of an historic district or require specific decorative lighting fixtures as means to achieve compatibility within an existing architectural context may propose non-cutoff fixtures providing that photometrics fall within IESNA guidelines.

Let me know if you have any questions.

Thanks.

Shukria

>>> "Tom Saucier" <TSaucier@mail.sytdesign.com> 01/17 4:00 PM >>>
As always, thanks Shukria.

Tom

-----Original Message-----

From: Shukria Wiar [mailto:SHUKRIAW@portlandmaine.gov]
Sent: Thursday, January 17, 2008 3:58 PM
To: Tom Saucier
Subject: Re: UNE COP

Hello Tom,

Actually it is not a formal letter but a replay to an abutter's comments. I have attached them both.

There was discussion among the reviewers in our development review meeting in regard to parking and utilization of on-street parking to meet the parking demands associated with COP building; John Peverada, Director of Parking Division, believes these are for the public use and not specific to a development.

Thanks.

Shukria

>>> "Tom Saucier" <TSaucier@mail.sytdesign.com> 01/17 2:37 PM >>>

Hi Shukria

I understand that there is a parking related memo from city staff (parking officer?) available.

Could you please forward that to me?

Thanks
Tom

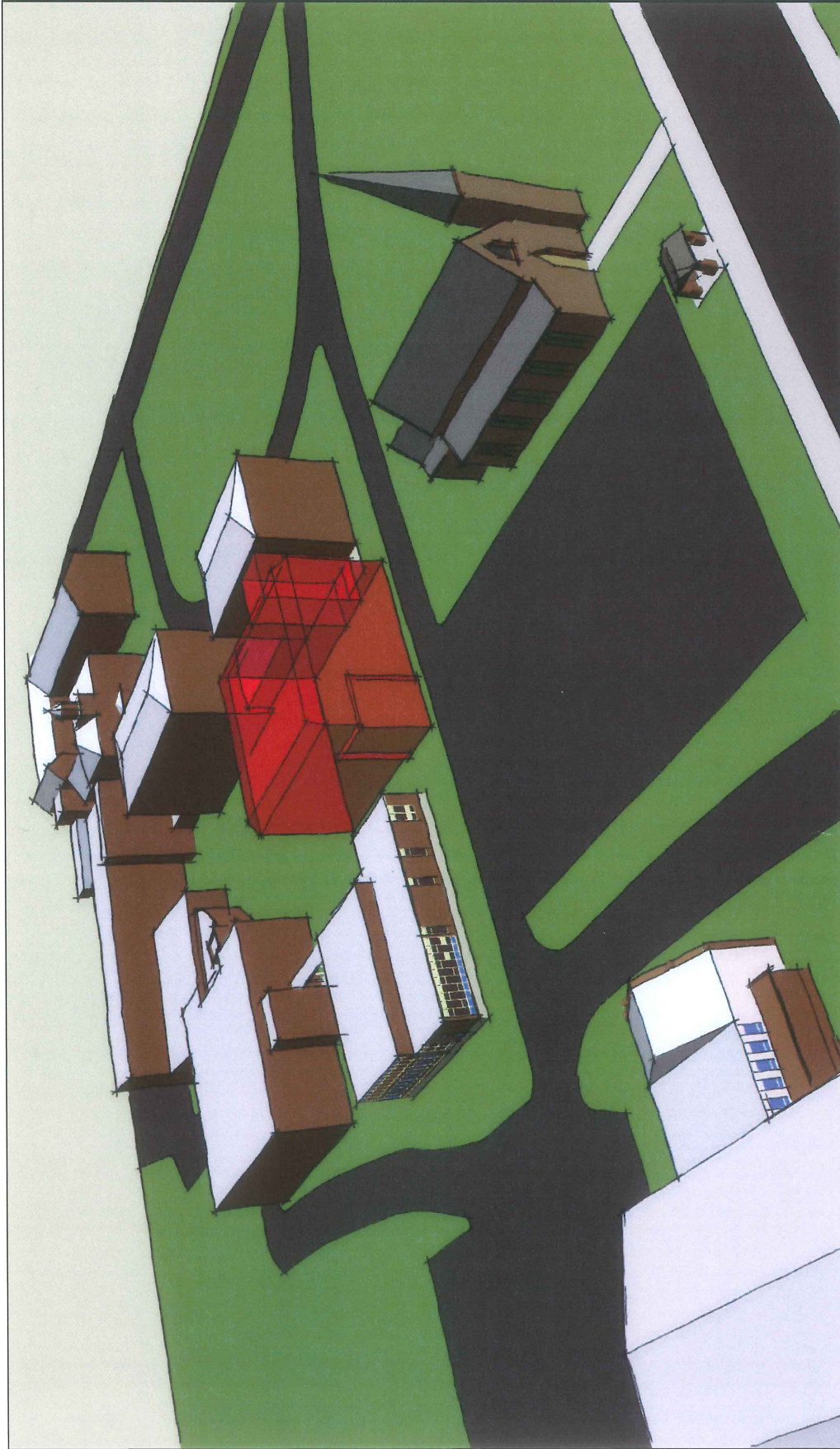
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