

144-A-5

2012-483

714 STEVENS AVE.

Conditions of Approval

UNE

add to Spreadsheet

A.1



UNIVERSITY OF
NEW ENGLAND

Biddeford Campus
11 Hills Beach Road
Biddeford, ME 04005
(207) 283-0171 T

Portland Campus
716 Stevens Avenue
Portland, ME 04103
(207) 797-7261 T

February 24, 2012

Alex Jaegerman
Director of Planning
City of Portland
389 Congress Street
Portland, ME 04101

RE: Site Plan Conditions of Approval
University of New England College of Pharmacy
714 Stevens Avenue
CBL 144-A-005-001

Dear Mr. Jaegerman;

This submission is intended to fulfill the requirements of the May 6, 2010 *Extension of Conditions of Approval* included in the Site Plan Approval and Building Permit for the University's College of Pharmacy Building, on its Portland Campus. We respond to these conditions of approval as follows:

1. *The Planning Board grants an extension to February 24, 2012 for meeting the condition of approval regarding the Campus Master Plan.*

The original condition of approval required that UNE submit to the Planning Board a Master Planning process for review. This is attached.

See attachment A.

2. *The Planning Board grants an extension to February 24, 2012 for meeting the condition of approval regarding the Long-term Parking Strategy Plan.*

A.1a



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The original condition of approval required that UNE submit to the Planning Board for review and approval a long-term parking strategy plan. This plan is attached, and with this submission UNE is requesting a Planning Board review of this plan.

See attachment B.

3. *The Planning Board grants an extension to February 24, 2012 for meeting the condition of approval regarding the Stormwater Management Plan.*

The original condition of approval required that UNE submit to the Planning Board for review and approval a campus stormwater management plan. This plan is attached, and with this submission UNE is requesting a Planning Board review of this plan.

See attachment C.

4. *The Planning Board conditions the foregoing granting of the extensions that a Traffic Demand Management Plan (TDM) shall be incorporated as an integral part of the long term parking management strategy and campus master plan.*

See attachment D.

5. *The Planning Board amends the site plan condition #1 to October and April and shall continually monitor the long term parking strategy plan excluding April 2010.*

The University will continue to monitor the parking situation on the campus and surrounding areas, including continuation of the parking counts in October and April each year. These counts will be utilized to evaluate the overall effectiveness of the long-term parking strategy plan.

The University has initiated neighborhood meetings to discuss the parking situation in the surrounding areas. With these ongoing discussions, the University can better understand and subsequently mitigate the impacts of the University's parking demand on the greater community.

A.1b



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We trust that you will find this information sufficient. If you require any additional information in this regards, please feel free to contact me. I can be reached at 207.6902.2253.

I will be in touch to work with you in establishing the Planning Board review schedule.

Respectfully,

A handwritten signature in cursive script that reads "Alan Thibeault". The signature is written in dark ink and is positioned above the typed name.

Alan Thibeault
Assistant Vice President of Planning

Cc William J. Bola, Vice President of Operations

Attachment A

1. *The Planning Board grants an extension to February 24, 2012 for meeting the condition of approval regarding the Campus Master Plan.*

The University is pleased to submit to the Planning Board its Master Plan. Please see the attached *Existing Conditions Plan* and the *Campus Master Plan 2012 – 2017*.

The *Existing Conditions Plan* illustrates the current conditions on the main campus. The *Campus Master Plan 2012-2017* illustrates the potential development that UNE envisions in the next five years. This development plan includes renovations to improve academic support spaces in Alumni Hall (S1) and Finley Recreational Center (S2). These renovations are to be conducted in support of our academic mission, and should result in no additional classroom square footage. The new Patient Care Center (A1), anticipated to be an 18,000sf footprint, and renovations to Coleman Hall (A2), will result in additional classroom and patient care center square footages. These are outlined in the *Traffic Demand Management Plan (TDM)* and accounted for in the *Long-term Parking Strategy Plan*.

The development presented in the *Campus Master Plan 2012-2017*, results in a projected parking deficit on the campus. This deficit can be mitigated by the construction of a parking area, as noted with a “P”, on the *Campus Master Plan 2012-2017*. This lot would be constructed in an existing field that has an existing road system leading to it. With improvements to this road, a secondary access from Bishop Street could result in alleviating some of the traffic that currently travels through Morrill’s Corner.

Existing Conditions Plan



Facilities Key

- 1) One College Street
- 2) Alexander Hall
- 3) Alumni Hall
- 4) Beverly Burpee Finley (44) Recreation Center
- 5) Blewett Hall
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- 19) Art Gallery
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A.1d



UNIVERSITY OF NEW ENGLAND
DEPARTMENT OF CAMPUS SERVICES

DRAWING	Portland Campus	
NUMBER		
DATE	02/22/10	BY A. Thibeault





Campus Master Plan 2012 - 2017

A.2

02/21/12



Legend:

-  Academic Facility
-  Renovation
-  Parking
-  Vehicular Circulation



UNIVERSITY OF
NEW ENGLAND

Attachment B

2. *The Planning Board grants an extension to February 24, 2012 for meeting the condition of approval regarding the Long-term Parking Strategy Plan.*

Please see the attached *Parking Assessment/ Long-term Parking Strategy Plan*, and *Campus Master Plan 2012-2017 Parking Demand Projections* documents.

University of New England
Portland Campus
Parking Assessment/Long-term Parking Strategy Plan
February 2012

Existing Conditions:

As of the start of the Fall 2011 semester, UNE had 420 on site parking spaces on its Portland campus and had rental agreements with the State of Maine Armory for an additional 12 spaces, and with the Stevens Avenue Congregational Church for another 35 spaces, resulting in a total of 467 spaces available to serve its Portland Campus. This supply exceeds the City's code required parking count.

An assessment of available parking was conducted during the week of October 24-28, 2011, during which counts of available spaces were conducted hourly from 8am to 5pm each day. (See attached *Campus Master Plan 2012-2017 Parking Demand Projections* document.) A minimum of 21 available spaces was noted at 11am on October 25, 2011.

The Fall 2011 Full Time Equivalent (FTE), student enrollment determined that there are approximately 818 FTE students on the Portland Campus. This includes the third and final year of on-campus College of Pharmacy students.

Using the Fall 2011 parking and student population information it was determined that the ratio of occupied spaces to FTE students is 0.67. This ratio was calculated utilizing the number of occupied spaces on campus, as well as some of street parking that could be attributed to UNE. This is the same method previously utilized and approved by the City Traffic Engineer. The on street parking includes all of the cars parked on College Street and 50% of the cars parked on Stevens Avenue in the vicinity of the campus as well as 50% of the cars parked on the neighboring side streets. On street parked vehicle count data was supplied to UNE from John Peverada, Manager of the Portland Parking Division. Using this ratio, the annual projected parking demand is presented in the attached *Portland Campus Master Plan 2012-2017 Parking Demand Projections* document.

The projected demand illustrates a deficit of 235 parking spaces in 2017.

The University subsidizes the free use of the METRO to all its students and staff. The program ridership averaged 232 rides per month in 2008 and has increased to 653 rides per month in 2011. Efforts are ongoing to increase this usage.

This parking deficit could be reduced further with a continued increase in Metro ridership and if other parking demand management options are successfully employed.

Parking Options

The University has continued to explore many options to increase the parking capacity and to mitigate the parking demand for its Portland Campus. These include the following:

- 1) **Seeking additional parking space rental opportunities proximal to the campus.** The University has successfully negotiated with the State of Maine Armory to increase the rental spaces at the Armory by approximately 80 spaces. These spaces were made available in January 2012. UNE has plans to pursue construction of an additional 30 spaces at the rear of the Armory, with an anticipated availability for Fall 2012. This will increase the Parking supply to 574 parking spaces.
- 2) **Acquisition of properties proximal to the campus and construction of parking spaces.** The University has identified, toured and considered several properties for purchase, which may provide proximal parking to the campus, and has one parcel under contract. This parcel will require re-zoning in order to allow for University uses, and the University has begun exploring this possibility with City staff.
- 3) **Encouraging alternate transportation modes (mass transit, car pooling, bicycling, etc.)** The University continues to subsidize the free use of the METRO to all its students and staff. The program ridership averaged 232 rides per month in 2008 and has increased to 653 rides per month in 2011. This represents a 283% increase and is extremely encouraging. Efforts to increase the usage are on-going.

The University strongly encourages and supports carpool/rideshare opportunities, and makes use of the GoMaine website for both its Biddeford and Portland campuses.

- 4) **Other Parking Demand Management Strategies.** The University's most remote lots continually are the most underutilized. In an effort to encourage their use, the University continually advertizes their location and availability of off street parking. The Department of Safety and Security has conducted several raffles where they announce the raffle taking place during a certain week and then randomly select a vehicle parked in the remote lot to receive a prize. The winner is notified after the end of the raffle period, thus encouraging users to continue the use during the entire period. The prizes have included bicycles from LL Bean. The selection of a high quality bike as a prize was done in order to hopefully encourage the more frequent use of bicycles as a mode of transportation to the campus. In addition, free coffee and donuts have been provided to the users of these remote lots on several occasions. These incentive programs have proven successful in diverting vehicles to these lots, on the days the incentives are "active". On days when the incentives are not "active", the community members often opt to utilize the available on street parking closer to the campus core.

- 5) **Constructing new parking spaces on campus.** The University has reviewed options for adding additional spaces on campus and have been unable to squeeze any additional spaces onto the main campus. There are no undeveloped and/or unregulated areas on the main campus that could support any significant additional parking areas.

The University owned vehicles have all been consolidated to the parking area on campus where parking is the most underutilized, thus “freeing” up several spaces in a more heavily used parking area, in an effort to encourage additional on site parking.

The University has also utilized the services of a structural engineer to review the viability of the construction of a parking garage on campus. The engineer was asked to look at the available areas on the main campus and determine the feasibility of constructing a parking garage. This review resulted in determining that there are no locations on the main campus that a parking garage, large enough to accommodate the projected parking demand, could be constructed under the current zoning.

The University owns additional land behind the main campus. This property has an existing field, Gulliver’s Field, where a parking lot could be constructed that would accommodate the entire Portland Campus Master Plan 2012-2017 projected demand. While this field is located in an area proximal to wetlands, the University is confident that a parking area could be designed and constructed in compliance with all pertinent regulations.

As presented in the University’s Master Plan, this is the most logical option for the University to meet its projected parking demand.

A.3d



2/24/2012

Portland Campus Master Plan
2012-17
Parking Demand Projections

	2011-12	2012-13 ⁽³⁾	2013-14 ⁽⁴⁾	2014-15	2015-16	2016-17
Students ⁽¹⁾	818	941	1097	1143	1189	1189
Parking required ⁽²⁾ (0.67 spaces/stud)	589	630	766	797	828	828
Parking Supply	467	577	593	593	593	593
Surplus/Deficit	-122	-53	-173	-204	-235	-235

- (1) Assumes WCHP growth as previously outlined and CDM growth of 46 students per year for three years, starting in 2013
- (2) Utilizes parking information provided by John Peverada on 02/22/12
- (3) Accounts for all of the cars parked on College St., and 50% of the vehicles parked proximally on Stevens Ave. and side streets from Stever
- (4) Includes 110 spaces in Armory Lower Level
- (4) Accounts for new CDM Patient Care Clinic facility

Attachment C

1. *The Planning Board grants an extension to February 24, 2012 for meeting the condition of approval regarding the Stormwater Management Plan.*

Stormwater Management

Existing Conditions

The February 26, 2008 condition of approval for the College of Pharmacy stated “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 sewer system and natural drainage system.”

We have reviewed the existing storm drain conditions on the 14 acre portion of the campus located northerly and southerly of College Street, and bounded on the east by Stevens Avenue, referred to herein as the campus proper.

The existing stormdrain system on the campus proper consists of a combination of dry wells sited at strategic locations and stormdrains tied into the city system. As best we can tell from our investigations, the majority of the campus is tributary to existing dry well systems.

The larger existing parking lots on the westerly portion of the campus are tributary to existing dry well systems. A recent inspection indicated that they are functioning adequately.

Runoff from the green located southerly of Goddard and Hersey Halls and from the loop drive and green space northerly of Hersey Hall is tributary to existing dry well systems. Additional drywells systems are employed to manage the stormwater from the areas surrounding the Ablplanalp Library, Proctor Hall and Parker Pavilion.

The area of the previously approved College of Pharmacy and Finley recreation center is tributary to an existing enclosed system tied into the city system in Stevens Avenue. The majority of stormwater runoff from the proposed College of Dental Medicine site also flows to Stevens Avenue and College Street in the form of overland flow to that system, while approximately 12,000 sf drains to an existing drywell on the site..

Given the highly permeable nature of the surficial soils on the site, we believe that runoff from open space areas is minimal. Also, based on a review of plans for the older buildings on campus, it is evident that roof drains from these buildings were tied into dry well systems.

Based upon our findings it appears runoff from approximately 80% of the campus is tributary to dry wells. From this one can conclude that 80% of the entire volume of runoff from the campus is

being detained and treated on site, which is likely a higher treatment and detention level than most developments in the city.

Proposed Conditions

Based on a review of the UNE master plan for the Westbrook College Campus, it appears that two master plan projects would require a significant amount of site work and require city staff and planning board review from a stormwater perspective.

The proposed parking expansion shown on the master plan would entail improvement of an existing access road and a parking lot for approximately 235 vehicles resulting in approximately 105,000 SF of impervious area (net increase of 85,000 SF of impervious) and approximately 35,000 SF of landscaped stormwater Best Management Practices (BMPs) and revegetated disturbed areas. The new parking lot would be graded to drain towards bioretention cells located within landscaped islands. Runoff from the paved surfaces would drain into these depressed stormwater management structures where treatment would be provided by the process of filtration through a soil media and nutrient uptake through the root zone of the plantings. The majority of the runoff entering the structures will infiltrate through the filter media and discharge via an underdrain system. Excess runoff entering the BMPs during storm events will overflow into ditch grate catch basins at the ends of the structures or through weirs and discharge directly to a new storm drain system. The bioretention cells would be sized in accordance with the State of Maine Stormwater BMP Manual and serve the dual purposes of stormwater treatment and landscape enhancement. For the access roadway portion of the project, stormwater treatment would be attained through the use of an underdrained filtration pond or bioretention pond.

Stormwater permitting for the parking lot would include meeting the general and flooding standards, along with the basic standard. The project will also be required to meet the Urban Impaired Stream Standard under Chapter 500 of the state regulations and the city ordinances and technical standards, as Capisic Brook is listed as an Urban Impaired Stream. UNE will identify treating, reducing, or eliminating on or off site pre-development impervious sources of stormwater runoff to meet the UIS standard. Given that most of the existing campus currently is tributary to dry wells, or the city enclosed system, it is likely that treatment of offsite areas will be necessary. We are in hopes that a compensation fee program may be in effect as a mitigation option in the near future.

The second project involving significant site work is the proposed College of Dental Medicine. This project involves the demolition of several wood frame structures and existing parking areas on the campus in order to construct an approximately 18,600 sf footprint building. The majority of runoff from the building site at the corner of College Street and Stevens Avenue drains to the existing city systems in those streets via overland flow. A dry well is also planned as a part of this

project. At this point in time, it appears the building will result in a net increase of approximately 4800 sf of impervious area on the development site.

However, when the College of Pharmacy was permitted in 2008, the city approved stormwater management plan demonstrated a reduction in impervious area of 6000 sf on the campus. With this project, the extent of impervious area on the campus will continue to be 1200 sf less than prior to the College of Pharmacy project. Both sites are tributary to the same system in Stevens Avenue. Therefore, construction of this project should not adversely affect the receiving stormdrain systems, as runoff rates and quantities will remain less than those existing in 2007-2008.

Conclusions

- Stormwater runoff from approximately 80% of the campus is tributary to dry wells, which detain and provide treatment for 100% of the volume of runoff from these areas. These measures currently minimize any impacts on the city sewer system and natural drainage system, and likely exceed the treatment and detention provided on most development sites in the city.
- To the best of UNE's knowledge, the existing campus is currently compliant with local and state stormwater regulations.
- A proposed parking lot on Gulliver's field will need to meet basic, general, flooding, and urban impaired stream standards. The basic, general, and flooding standards will be met through the use of bioretention filters and detention areas. The UIS standard will likely be met by treating off site impervious areas, or through a compensation fee program if one is developed by the city. These measures will minimize the impact of the construction on the city sewer system and natural drainage system.
- The proposed college of Dental Medicine will result in approximately 4800 sf of new impervious area on the campus. When combined with the 2008 College of Pharmacy project, the net result is a reduction in impervious area on the campus when compared with conditions prior to 2008. This minimizes any impacts on the city sewer system and natural drainage system.

Attachment D

1. *The Planning Board conditions the foregoing granting of the extensions that a Traffic Demand Management Plan (TDM) shall be incorporated as an integral part of the long term parking management strategy and campus master plan.*

The University has contracted Eaton Traffic Engineering to produce a Traffic Demand Management Plan (TDM). The plan was formatted to be consistent with the City of Portland's Technical Manual, and will be utilized in implementing and evaluating the effectiveness of the University's Long-term Parking Strategy plan. Please see the attached TDM.

A.4e



EATON TRAFFIC ENGINEERING

67 Winter Street Suite 5 • Topsham • Maine • 04086
Tel 207.725.9805 • Fax 207.373.9400

University of New England Portland Campus – Transportation Demand Management (TDM) Plan

Introduction

The University of New England (UNE) Portland Campus is located at 716 Stevens Avenue, in Portland, Maine, just northerly of Evergreen Cemetery. The Portland Campus was formerly Westbrook College, and includes all of the buildings associated with that institution plus a new building housing the College of Pharmacy, and a proposed new building to house the College of Dentistry. There is one small residence hall on the campus, so UNE Portland is essentially a commuter campus.

The Portland Campus of UNE is well located in terms of access to multiple modes of transportation. Stevens Avenue is an arterial street in the City of Portland with good access in all directions from the Campus, including the Maine Turnpike (I-95) via Riverside Street, Warren Avenue and Bishop Street, and I-295 access from nearby Forest Avenue. Mass transit service is provided via the Portland Metro Route 3 which connects downtown Portland with North Deering via Stevens Avenue, and Route 2 which connects downtown Portland to the Riverton area and Westbrook via Forest Avenue. There are 2 bus stops on the UNE campus (one with a shelter) for Route 3. Bus stops on Forest Avenue in the vicinity of UNE are generally less than 1000 feet from the Campus. (UNE subsidizes the free use of Metro for all students and staff.) Pedestrian travel is facilitated by an extensive system of sidewalks in the area, which are important not only to UNE, but to other nearby educational facilities such as McAuley High School, Longfellow Elementary School and Deering High School. Finally, Stevens Avenue is a designated bicycle route in the City of Portland, and the UNE Campus provides bicycle racks and access to lockers and showers in the recreational center.

As a university, UNE transportation demand is quite typical of other institutions of higher education. Faculty, staff and a majority of students begin arriving at the site during the morning

peak period (7:00 – 9:00 AM) and departing the site during the evening peak period (4:00 – 6:00 PM). Because of various class schedules these peak periods are not as concentrated as would be associated with other land uses such as offices or retail, where work hours are more rigid. While there are options available to access the campus (bus, bicycle, walking) the majority of students and staff arrive by private vehicle. Parking demand on the UNE campus usually peaks at about 10:00 AM and begins to subside at approximately 2:00 – 3:00 PM. UNE has taken actions to reduce parking demand through use of free Metro tickets, encouragement of carpools and bicycling, but the primary focus of this TDM plan will be clearly to address the issue of parking in terms of reducing parking demand where possible and providing adequate supplies as necessary.

TDM Coordinator

The TDM Coordinator for UNE will be Alan Thibeault, Director of Campus Planning. The Coordinator will be responsible for directing the efforts of staff and outside consultants to implement and monitor efforts to reduce parking (and traffic) demand, as well as provided a campus planning framework to expand parking supply through direct construction of new facilities on or adjacent to the campus, use of possible satellite parking facilities (with some type of vanpool or shuttle service) and/or rental of surplus available spaces in the vicinity of the campus.

Student/Staff/Faculty Survey

UNE will develop a student/staff/faculty survey to monitor modal choice and parking usage. The survey will be prepared so that it is consistent with the surveys used by other educational institutions such as the University of Southern Maine, and perhaps with other large employers in Portland. This survey will take advantage of near universal on-line accessibility to facilitate conduct and evaluations of the results of the survey. With regard to carpool/rideshare opportunities, UNE already makes extensive use of the GoMaine website for both its Biddeford and Portland campuses. This program is overseen by Alethea Cariddi, Sustainability Coordinator for UNE.

Parking/Trip Reduction Target

UNE recently obtained a Traffic Movement Permit from the City of Portland as part of the expansion of the Campus for the College of Pharmacy. No significant traffic impacts were projected for the immediate vicinity of UNE and no direct mitigation action was required. UNE did make a contribution (as part of a city impact fee program) to improvements to Morrill's Corner (Forest Avenue @ Allen Avenue/Stevens Avenue/Bishop Street) as a condition of the City's approval of the expansion. If the University's plan to develop a parking lot on Gulliver's Field is implemented and a secondary access is provided from Bishop Street, this would have a mitigating impact on the vehicular traffic commuting through Morrill's Corner.

As noted in previous sections, UNE has encouraged the use of Metro and carpool/rideshare for its population, but most students/staff/faculty currently travel to/from the campus by private automobile. Accordingly, UNE primary emphasis in terms of TDM actions will be to expand parking supply and try to reduce demand while addressing needs to minimize parking on residential streets in the neighborhoods in the vicinity of the site.

Current parking demand projections for the UNE campus (including the proposed College of Dental Medicine) indicate that for the 2016-17 academic year (at which time the proposed College of Dentistry will be at full enrollment) the anticipated deficit in parking supply will be 235 spaces. This figure may be modified or refined over time based upon actual experience and observation in the field, but at this time the target for the TDM is to provide sufficient parking supply to meet this demand and/or reduce this demand by shifting private automobile trips to other modes of travel.

Education

The TDM Coordinator shall provide provisions for informing students/staff/faculty of the following:

- Links to Portland Metro maps and schedules as well as hard copies in areas convenient to students/staff/faculty

- On-line access to information regarding carpooling/rideshare and vanpooling
- Educational and promotional services via e-mail to students/staff/faculty regarding the advantages of use of alternative modes of transportation to/from the campus
- Employee recognition for efforts to reduce traffic impact and/or parking demand via e-mail and web posting
- Providing information regarding new parking strategies, alternative modes, etc.

Monitoring

The TDM Coordinator shall monitor the effectiveness of the TDM plan through providing for continuous on-line contact with students/staff/faculty as well as through more traditional means such as direct comments to staff, correspondence, etc. In addition the periodic surveys of parking usage and use of alternative modes of travel (typically on an annual basis) supplemented by direct observation (for example the counting of empty parking spaces on campus during peak parking demand periods, review of Portland metro ticket usage, use of bicycle racks, etc.). These studies, surveys and observations will be utilized to continually monitor progress and make adjustments and refinements as deemed appropriate.

Project Specific Standards

Infrastructure

The primary focus of UNE, as noted earlier in this document, is upon both increasing parking supply in the vicinity of the campus, and reducing parking demand through increased use of carpool/rideshare opportunities through GoMaine. UNE staff are continually reviewing alternatives to locate accessible potential parking areas in the vicinity of the site, while continuing to encourage carpool/vanpool usage through communications with their students/staff and faculty on the UNE website. UNE did recently obtain additional leased parking supply and will construct additional parking behind the Maine State National Guard Facility. Recent communications with students/staff and faculty via the UNE website has resulted in increased usage of the new supply with corresponding reduction of on-street parking in residential areas in the

vicinity of the UNE campus. The University will be seeking permits to construct additional parking on campus to meet the current and future demands as projected in their Masterplanning activities.

Incentives

UNE has a parking permit/fee program for parking lots on the primary campus; however, in order to encourage use of satellite lots, such as located behind the Maine State National Guard Armory, no fee is charged. In inaugurating this new facility UNE notified students/staff and faculty of its availability, security (patrolled by UNE Safety and Security, call boxes and lighting) and periodically raffled off new bicycles, and other prizes, at the new lot as an incentive to use this parking area. As noted earlier in this document, UNE fully pays the cost of Metro bus tickets for UNE students/staff and faculty. Average monthly transit ridership from 2007 is as follows:

2007	292
2008	232
2009	462
2010	412
2011	653 ¹

UNE will continue this policy of providing free transit service to students/staff and faculty and evaluate other incentives to increase usage of alternative travel modes to hopefully reduce parking demand.

¹ Data from January through April only



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I will be in touch to work with you in establishing the Planning Board review schedule.

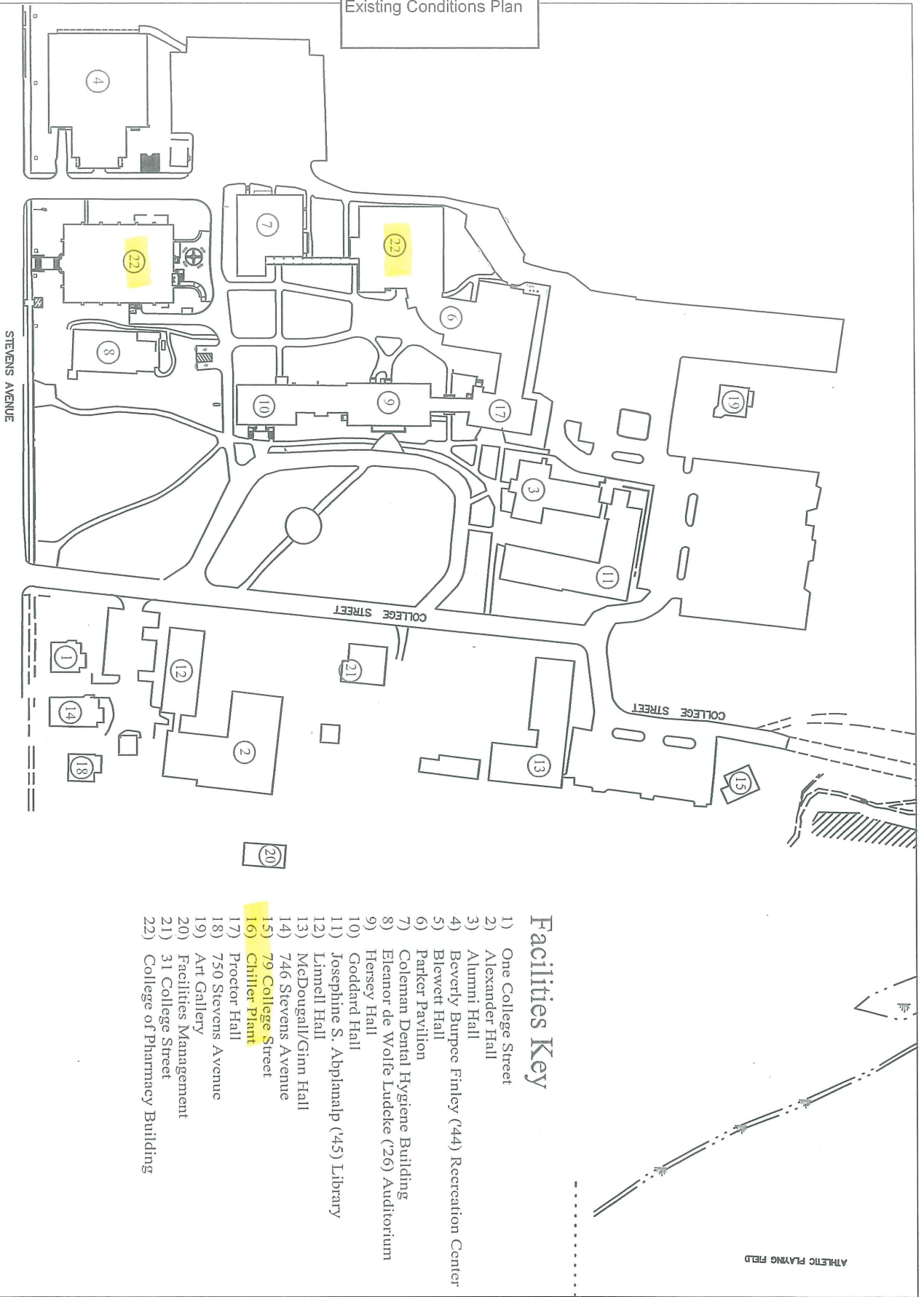
Respectfully,

A handwritten signature in cursive script that reads "alan thibeault". The signature is written in black ink and is positioned above the printed name.

Alan Thibeault
Assistant Vice President of Planning

Cc William J. Bola, Vice President of Operations

Existing Conditions Plan



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UNIVERSITY OF NEW ENGLAND
DEPARTMENT OF CAMPUS SERVICES

DRAWING		Portland Campus	
NUMBER			
DATE	02/22/10	BY	A. Thibeault

Attachment B

2. *The Planning Board grants an extension to February 24, 2012 for meeting the condition of approval regarding the Long-term Parking Strategy Plan.*

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- 1) **Seeking additional parking space rental opportunities proximal to the campus.** The University has successfully negotiated with the State of Maine Armory to increase the rental spaces at the Armory by approximately 80 spaces. These spaces were made available in January 2012. UNE has plans to pursue construction of an additional 30 spaces at the rear of the Armory, with an anticipated availability for Fall 2012. This will increase the Parking supply to 574 parking spaces.
- 2) **Acquisition of properties proximal to the campus and construction of parking spaces.** The University has identified, toured and considered several properties for purchase, which may provide proximal parking to the campus, and has one parcel under contract. This parcel will require re-zoning in order to allow for University uses, and the University has begun exploring this possibility with City staff.
- 3) **Encouraging alternate transportation modes (mass transit, car pooling, bicycling, etc.)** The University continues to subsidize the free use of the METRO to all its students and staff. The program ridership averaged 232 rides per month in 2008 and has increased to 653 rides per month in 2011. This represents a 283% increase and is extremely encouraging. Efforts to increase the usage are on-going.

The University strongly encourages and supports carpool/rideshare opportunities, and makes use of the GoMaine website for both its Biddeford and Portland campuses.

- 4) **Other Parking Demand Management Strategies.** The University's most remote lots continually are the most underutilized. In an effort to encourage their use, the University continually advertizes their location and availability of off street parking. The Department of Safety and Security has conducted several raffles where they announce the raffle taking place during a certain week and then randomly select a vehicle parked in the remote lot to receive a prize. The winner is notified after the end of the raffle period, thus encouraging users to continue the use during the entire period. The prizes have included bicycles from LL Bean. The selection of a high quality bike as a prize was done in order to hopefully encourage the more frequent use of bicycles as a mode of transportation to the campus. In addition, free coffee and donuts have been provided to the users of these remote lots on several occasions. These incentive programs have proven successful in diverting vehicles to these lots, on the days the incentives are "active". On days when the incentives are not "active", the community members often opt to utilize the available on street parking closer to the campus core.



2/24/2012

Portland Campus Master Plan
2012-17
Parking Demand Projections

	2011-12	2012-13 ⁽³⁾	2013-14 ⁽⁴⁾	2014-15	2015-16	2016-17
Students ⁽¹⁾	818	941	1097	1143	1189	1189
Parking required ⁽²⁾ (0.67 spaces/stud)	589	630	766	797	828	828
Parking Supply	467	577	593	593	593	593
Surplus/Deficit	-122	-53	-173	-204	-235	-235

(1) Assumes WCHP growth as previously outlined and CDM growth of 46 students per year for three years, starting in 2013

(2) Utilizes parking information provided by John Peverada on 02/22/12

(2) Accounts for all of the cars parked on College St., and 50% of the vehicles parked proximally on Stevens Ave. and side streets from Stever

(3) Includes 110 spaces in Armory Lower Level

(4) Accounts for new CDM Patient Care Clinic facility

being detained and treated on site, which is likely a higher treatment and detention level than most developments in the city.

Proposed Conditions

Based on a review of the UNE master plan for the Westbrook College Campus, it appears that two master plan projects would require a significant amount of site work and require city staff and planning board review from a stormwater perspective.

The proposed parking expansion shown on the master plan would entail improvement of an existing access road and a parking lot for approximately 235 vehicles resulting in approximately 105,000 SF of impervious area (net increase of 85,000 SF of impervious) and approximately 35,000 SF of landscaped stormwater Best Management Practices (BMPs) and revegetated disturbed areas. The new parking lot would be graded to drain towards bioretention cells located within landscaped islands. Runoff from the paved surfaces would drain into these depressed stormwater management structures where treatment would be provided by the process of filtration through a soil media and nutrient uptake through the root zone of the plantings. The majority of the runoff entering the structures will infiltrate through the filter media and discharge via an underdrain system. Excess runoff entering the BMPs during storm events will overflow into ditch grate catch basins at the ends of the structures or through weirs and discharge directly to a new storm drain system. The bioretention cells would be sized in accordance with the State of Maine Stormwater BMP Manual and serve the dual purposes of stormwater treatment and landscape enhancement. For the access roadway portion of the project, stormwater treatment would be attained through the use of an underdrained filtration pond or bioretention pond.

Stormwater permitting for the parking lot would include meeting the general and flooding standards, along with the basic standard. The project will also be required to meet the Urban Impaired Stream Standard under Chapter 500 of the state regulations and the city ordinances and technical standards, as Capisic Brook is listed as an Urban Impaired Stream. UNE will identify treating, reducing, or eliminating on or off site pre-development impervious sources of stormwater runoff to meet the UIS standard. Given that most of the existing campus currently is tributary to dry wells, or the city enclosed system, it is likely that treatment of offsite areas will be necessary. We are in hopes that a compensation fee program may be in effect as a mitigation option in the near future.

The second project involving significant site work is the proposed College of Dental Medicine. This project involves the demolition of several wood frame structures and existing parking areas on the campus in order to construct an approximately 18,600 sf footprint building. The majority of runoff from the building site at the corner of College Street and Stevens Avenue drains to the existing city systems in those streets via overland flow. A dry well is also planned as a part of this

Attachment D

1. *The Planning Board conditions the foregoing granting of the extensions that a Traffic Demand Management Plan (TDM) shall be incorporated as an integral part of the long term parking management strategy and campus master plan.*

The University has contracted Eaton Traffic Engineering to produce a Traffic Demand Management Plan (TDM). The plan was formatted to be consistent with the City of Portland's Technical Manual, and will be utilized in implementing and evaluating the effectiveness of the University's Long-term Parking Strategy plan. Please see the attached TDM.

peak period (7:00 – 9:00 AM) and departing the site during the evening peak period (4:00 – 6:00 PM). Because of various class schedules these peak periods are not as concentrated as would be associated with other land uses such as offices or retail, where work hours are more rigid. While there are options available to access the campus (bus, bicycle, walking) the majority of students and staff arrive by private vehicle. Parking demand on the UNE campus usually peaks at about 10:00 AM and begins to subside at approximately 2:00 – 3:00 PM. UNE has taken actions to reduce parking demand through use of free Metro tickets, encouragement of carpools and bicycling, but the primary focus of this TDM plan will be clearly to address the issue of parking in terms of reducing parking demand where possible and providing adequate supplies as necessary.

TDM Coordinator

The TDM Coordinator for UNE will be Alan Thibeault, Director of Campus Planning. The Coordinator will be responsible for directing the efforts of staff and outside consultants to implement and monitor efforts to reduce parking (and traffic) demand, as well as provided a campus planning framework to expand parking supply through direct construction of new facilities on or adjacent to the campus, use of possible satellite parking facilities (with some type of vanpool or shuttle service) and/or rental of surplus available spaces in the vicinity of the campus.

Student/Staff/Faculty Survey

UNE will develop a student/staff/faculty survey to monitor modal choice and parking usage. The survey will be prepared so that it is consistent with the surveys used by other educational institutions such as the University of Southern Maine, and perhaps with other large employers in Portland. This survey will take advantage of near universal on-line accessibility to facilitate conduct and evaluations of the results of the survey. With regard to carpool/rideshare opportunities, UNE already makes extensive use of the GoMaine website for both its Biddeford and Portland campuses. This program is overseen by Alethea Cariddi, Sustainability Coordinator for UNE.

- On-line access to information regarding carpooling/rideshare and vanpooling
- Educational and promotional services via e-mail to students/staff/faculty regarding the advantages of use of alternative modes of transportation to/from the campus
- Employee recognition for efforts to reduce traffic impact and/or parking demand via e-mail and web posting
- Providing information regarding new parking strategies, alternative modes, etc.

Monitoring

The TDM Coordinator shall monitor the effectiveness of the TDM plan through providing for continuous on-line contact with students/staff/faculty as well as through more traditional means such as direct comments to staff, correspondence, etc. In addition the periodic surveys of parking usage and use of alternative modes of travel (typically on an annual basis) supplemented by direct observation (for example the counting of empty parking spaces on campus during peak parking demand periods, review of Portland metro ticket usage, use of bicycle racks, etc.). These studies, surveys and observations will be utilized to continually monitor progress and make adjustments and refinements as deemed appropriate.

Project Specific Standards

Infrastructure

The primary focus of UNE, as noted earlier in this document, is upon both increasing parking supply in the vicinity of the campus, and reducing parking demand through increased use of carpool/rideshare opportunities through GoMaine. UNE staff are continually reviewing alternatives to locate accessible potential parking areas in the vicinity of the site, while continuing to encourage carpool/vanpool usage through communications with their students/staff and faculty on the UNE website. UNE did recently obtain additional leased parking supply and will construct additional parking behind the Maine State National Guard Facility. Recent communications with students/staff and faculty via the UNE website has resulted in increased usage of the new supply with corresponding reduction of on-street parking in residential areas in the

Re: UNE MASTER PLAN
And RELATED ISSUES

To: The Portland Planning Board
April 10, 2012

My name is Robert Fuller. My residence is College Street.

The UNE Master Plan of Feb. 24, 2012 and its revision the first of April, immediately shows a warning flag. Why did UNE have to be told to revise this original plan, which was delayed for nearly a year? Surely, in all the time between 2010-2012, UNE and the city must have kept up some kind of communication. Did talks break down? Did UNE do what they pleased? The February product before revisions could hardly be considered more than just an undergraduate college research paper. It was an embarrassment and not on the level expected of professionals .

What are the chances of the city and neighbors having a meaningful dialogue in the future? Could it be a three-way partnership or will of the wisp- “we don’t know, we just make it up as we go along”? Hopefully, UN E will practice responsibility and not just to themselves. Does anybody want a repeat of

the hoopla in Biddeford a few years ago complete with angry neighbors?

→ You are witnessing neighbors who are trying very fast to come up to speed with all the UNE plans. Very soon amateur neighbors will, out of necessity, become well informed citizens.

In general, the April report needs more refining. One big downfall is that there are no page numbers, making it more difficult to cite various parts of the report. The maps need scales. On the existing conditions map, it is difficult for the uninformed to tell buildings from sidewalks, roads and parking lots. The Dental School progress report, if it is really necessary in a document like this, belongs in the back. In its present position it breaks up the flow of relevant information.

Under attachment A, it is believed that UNE is down to one resident dormitory and is part of Building 13 on the facilities key. It is, in fact, two attached buildings and when originally constructed, there were no connections inside between the buildings. Perhaps, the two buildings should have separate numbers as they each have two different functions.

Attachment B discusses long term parking. The reality of capacity is that under the present set up a good many spaces on the Armory lot are not used while at the same time spaces not in the count on the public streets do not figure into the total spaces available. There should be no reason to enlarge the Armory parking lot or connect it to anything else. The observation of vacant spaces on the Armory lot should not give license to bring in even more programs.

It is noted that there is to be a patient care center . Presume that this must be the same building as the proposed School of Dentistry. If there are outpatients coming to the school, how does their number of vehicles figure in?

Nobody has talked about an increase of faculty, staff and workers. How will their vehicles impact traffic and parking when the proposed dental school, Goddard and Alumni Halls open in the next few years?

Nowhere has there been any traffic counts or projections for the days when the special seminars are held. How do those numbers affect parking and traffic? The table of traffic projections shows only

student parking demands.

Anent the parking garage, there has been some discussion. If properly planned, there would be no need for one on the Portland campus as it was situated on Jan. 1, 2012.

Attachment C covers storm water requirements. It will probably be adequate to handle the run off from the campus as it existed the first of 2012, providing no sinkholes develop.

There are some quality of life issues that concern me. Except for the last request, which is new, there has been no success dealing with UNE resolving these matters. Considering similar issues that have been successfully handled around the city, they should not be unreasonable requests. Please give me a timely answer to all of them.

1. Move the smoking station at least 50' from my property line.
2. Put up the chain and lock at #43 College St. nights and weekends.
3. Soften the lights on two poles beside the dining hall.
4. Cut down the White Pine on the campus across

from my driveway.

5. Quiet-down a recently acquired noisy 4-wheel maintenance vehicle.
6. Establish a buffer zone 5-10 feet wide on #43 College St. , across from my west bound, the entire length and plant suitable evergreen shrubs.

Shukria Wiar - UNE Master Plan

From: Marge Schmuckal
To: Shukria Wiar
Date: 4/10/2012 3:22 PM
Subject: UNE Master Plan

Shukria,

A quick look at the master plan indicates that the proposed parking lot is located in the R-3 and R-5 Zones. Please note that the R-3 Zone does not allow the use of college, university or trade schools, whereas the R-5 zone does allow such use. The parking lot expansion in the R-5 zone would require a conditional use expansion approval to the Planning Board. The parking lot expansion in the R-3 zone is problematical because the use is not allowed.

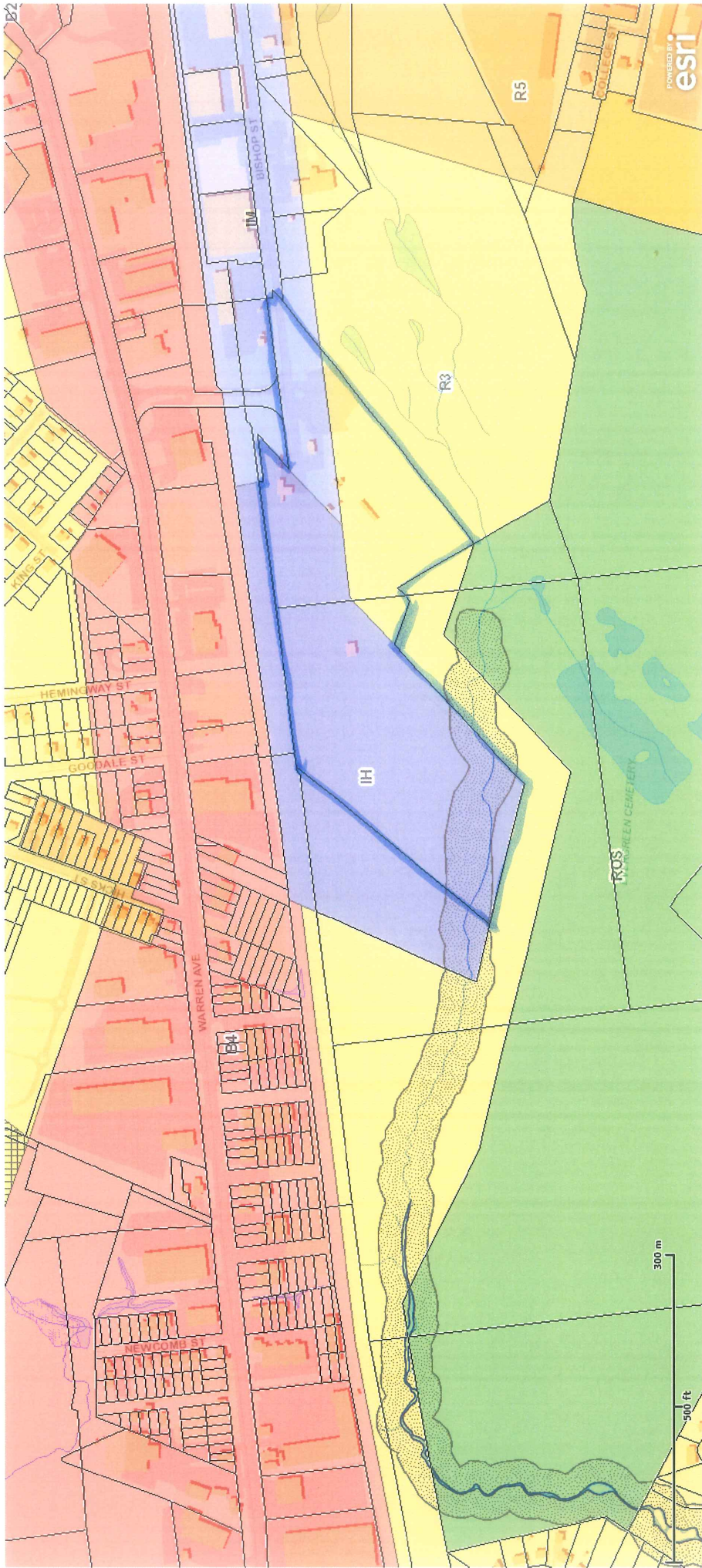
It is further noted that access roads from the university will go thru the I-M and I-H Industrial zones. As long as the parking lot is not located in the I-M and I-H zones, my first impression is that the accesses would be allowable.

I understand that this is just a proposal for the Master Plan and not an actual site plan submission. At that time of a site plan submission, I will need specific meets and bounds to show exactly where the parking lot is proposed.

These thoughts are not a final determination. Until I have a specific submission, I will be unable to form a final zoning decision.

Marge Schmuckal
Zoning Administrator.

My Map



281- A 003 (17a) Bishop St.

University of New England

Stevens Avenue



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From: "Alan Thibeault" <AThibeault@une.edu>
To: <dmp@portlandmaine.gov>
CC: "Shukria Wiar" <SHUKRIAW@portlandmaine.gov>
Date: 11/3/2009 3:05 PM
Subject: University of New England College of Pharmacy Condition of Approval

David, welcome aboard. I was speaking with Shukria today in regards to the University of New England's College of Pharmacy Building Site Plan Condition of Approval 10.iii. Which states " 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."

The University occupied the College of Pharmacy Building in August 2009, at which point the foundation drainage system had been activated for a couple of months. This is the first official reporting of the volume of discharge from said system. There are two 50 gpm pumps on the system, each with its own hour meter. On October 29, 2009 the readings of these meters was 1) 0.4 hours and 2) 0.2 hours. This equates to 1800 gallons total or 600 gallons per month, since occupancy.

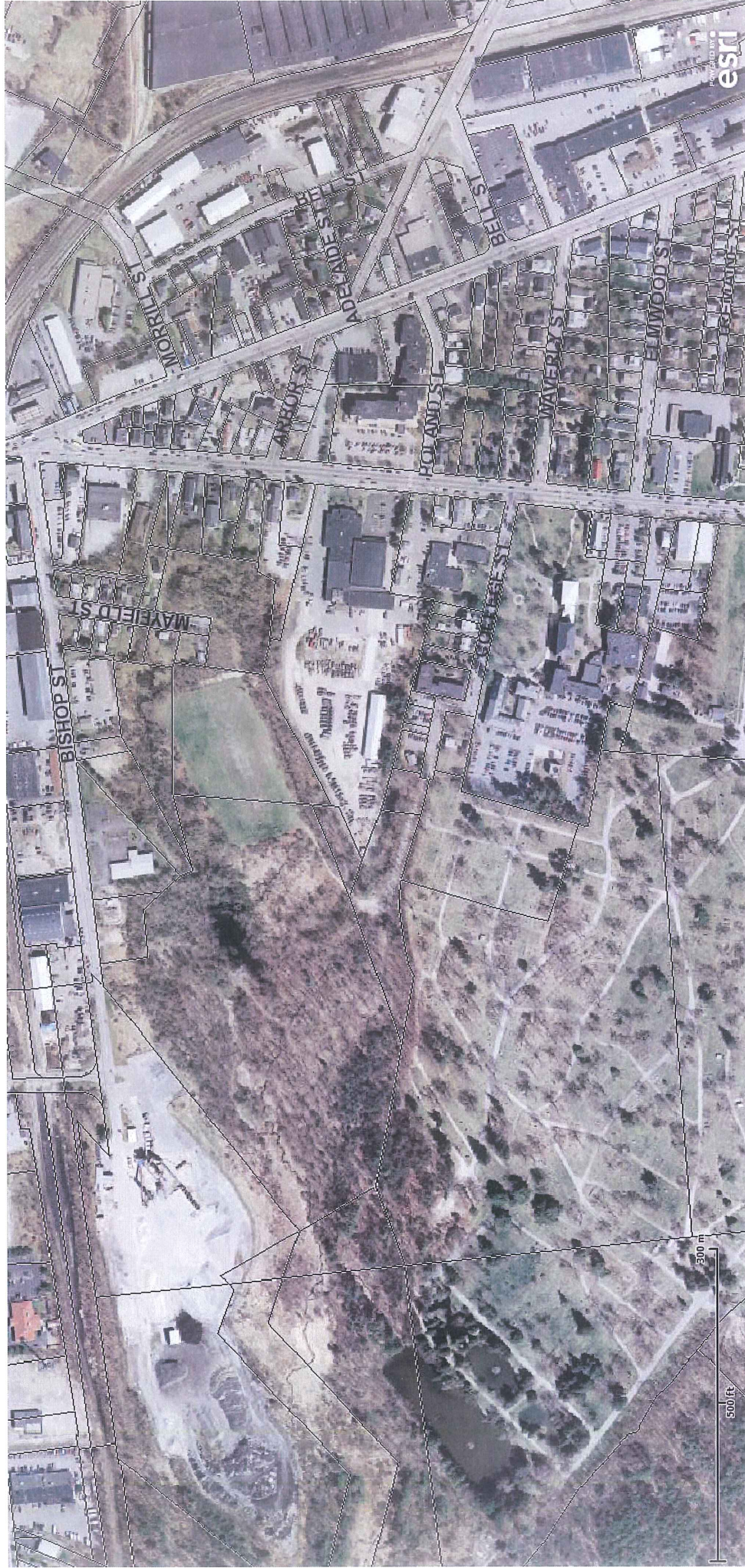
I have placed this on my calendar to record and report this information to you monthly. Could you please respond to let me know that this information was received.

Thanks

Alan Thibeault
Director of Campus Planning
University of New England
602.2253

University of New England

Stevens Avenue



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PORTLAND MAINE

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Planning & Urban Development Department

Gregory A. Mitchell, Acting Director

Planning Division

Alexander Jaegerman, Director

March 26, 2012

University of New England
Attention: Alan Thibeault
716 Stevens Avenue
Portland, ME 04103

RE: Staff Review Comments for the Conditions of Approval for the College of Pharmacy – Planning Board Review

Project Name:	College of Pharmacy	Project ID:	2007-0158
Address:	716 Stevens Avenue 1	CBL:	144-A005-001
Applicant:	University of New England		
Planner:	Shukria Wiar		

Dear Mr. Thibeault:

Thank you for submitting the Master Plan for the Campus of University of New England. The requirement of the review of the Master Plan was part of the conditions of approval for the College of Pharmacy building, which was approved on February 26, 2008.

Below please find the comments from the development review staff, based upon the preliminary review of the Master Plan.

Staff Review Comments on the Master Plan for Planning Board Review:

A. PLANNING

1. The master plan does not thoroughly address institutional programmatic issues, i.e. enrollment or facilities needs, etc. A more comprehensive master plan, as other institutions have undertaken, is needed. Additional land areas should be addressed, or a process for UNE long range or strategic planning should be presented.
2. An assessment of the uses of the existing buildings should be submitted.
3. The master plan drawings show two twenty-two (22) buildings labeled College of Pharmacy which should be corrected.
4. The master plan lists the number 16 under the Facilities Key, but a building is not associated with it.

B. ZONING

1. College Ave/740 Stevens Ave: The most recent permit was in 1958 and the permit claims it was for a "dwelling" - I assume that is for 1 dwelling. It was not further characterized.
2. 746 Stevens Ave: The most recent permit was for professional offices as a use (Sept., 1994)

3. 750 Stevens Ave: the most recent permit was approved for "student housing".

C. TRANSPORTATION STANDARDS:

Impact on Surrounding Street Systems, Access and Circulation, and Parking

1. In general, I concur with the methods used to estimate future parking demand for the campus. As noted in 2017, the campus will require 828 parking spaces and will result in a deficit of 235 parking spaces.
2. The parking demand analysis should not assume that on-street parking will be available for UNE in the future. It is my suggestion that a worst-case scenario for providing off-street parking for all UNE needs be provided.
3. UNE should provide additional detail in regard to their structural analysis of the parking garage. I recognize land availability is limited, but I would like to review the assumptions incorporated in the decision that a garage is not feasible.
4. I need to review the traffic implication of providing a roadway connection to Bishop Street. In concept it seems to make sense, but understanding the amount of traffic that may use this connection and the impact traffic may have on Bishop Street and Warren Avenue needs to be assessed.
5. The proposed parking lot on Gulliver Field will be located farther from campus than other existing satellite parking lots provided by UNE that do not get used because they are not convenient. Usage may be an issue for this lot as well.
6. The general framework of the TDM Program seems reasonable, but I need to review it in more detail.

D. ENVIRONMENTAL QUALITY STANDARDS:

1. Under the "Proposed Conditions" section of the Stormwater Management Plan, the applicant notes that the anticipated increase in impervious area from the proposed College of Dental Medicine project, estimated at 4,800 sq. ft., is offset by the decrease in impervious area associated with the construction of the College of Pharmacy project, 6,000 sq. ft. (permitted in 2008). Although the net decrease in runoff may be considered by the City when evaluating capacity in the City's storm drain system, the applicant would still be required to meet the Basic, General, and Flooding standards outlined in Section 5 of the City's Technical Standards for any new impervious area or any new developed area proposed on the campus. Although the applicant notes that runoff from the College of Dental Medicine project is anticipated to discharge into the College Street/Stevens Ave storm drain system (which ultimately discharges to the Back Cove), it should be noted that any development associated with the project that discharges into the Capisic Brook Watershed will be subject to meeting the Urban Impaired Stream Standard.
2. The Stormwater Management Plan should acknowledge Condition #2 of the December 1, 2011 UNE – Armory Parking Project Site Plan Conditions of Approval. This condition provides specific requirements for meeting the General Standards and Urban Impaired Stream Standard for the UNE – Armory Parking Project by providing quality treatment and mitigation of 7,343 sq. ft. of paved surface on campus or on the Armory Site.
3. As indicated by the applicant, the University is located within the watershed of an Urban Impaired Stream, Capisic Brook. The Maine DEP included Capisic Brook in its Draft Impervious Cover Total Maximum Daily Load (TMDL) for Aquatic Life-Impaired Waters, which is currently under public review. This TMDL identifies polluted stormwater runoff from impervious surfaces (i.e.: buildings, roads, parking lots, etc) as a primary cause of water quality impairment in the

brook. Once adopted, the City will need to make every effort to reduce the impacts that existing and new impervious surfaces have on water quality in this brook. In an effort to begin restoring water quality in this watershed, the City has/is engaged in numerous projects to eliminate wastewater discharges to the brook. It also recently developed a comprehensive watershed management plan for Capisic Brook, which focuses on a variety of structural and non-structural stormwater pollution prevention methods, and received approval for this plan from the Maine DEP and U.S. Environmental Protection Agency.

4. The proposed parking area at Gulliver's Field is located at the headwaters of the East Tributary of Capisic Brook, a critical location within the watershed because this tributary is the only portion of the brook that currently meets its water quality classification. This is due, in large part, to the fact that the brook floodplain and wetlands remain intact in this location. Every effort should be made to preserve the integrity of these wetland riparian areas in order to protect the brook and water quality. A comprehensive stormwater management plan and treatment system will need to be developed for the proposed parking area at Gulliver's Field. Due to the location of the proposed parking area in wetlands and hydric soils, a wetlands delineation will be required and the applicant will need to demonstrate that the proposed stormwater management system (i.e.: bioretention filters and detention basins) can be successfully used at this site.
5. As the applicant states, the City does not currently have a Compensation Fee Utilization Plan (CFUP) in place, therefore the Urban Impaired Stream Standard will need to be met by treating off-site impervious areas within the watershed (preferably within the same catchment or along the same tributary). The City will notify the applicant when and if a CFUP has been adopted for this watershed.
6. The applicant must comply with the post-construction stormwater management inspections, maintenance and reporting requirements of Chapter 32 Stormwater, Article III of the Portland City Code.

The Planning Authority may request additional information during the continued review of the proposal according to applicable laws, ordinances and regulations.

Please submit one (1) complete paper set of revised final plans and upload the digital plans and documents to address staff comments. Upon receipt of the revised material, the City of Portland will review the additional plans and information for conformance with applicable ordinances.

If you have any questions, feel free to contact me at Shukria Wiar or by email at shukriaw@portlandmaine.gov

Sincerely,

Shukria Wiar
Planner

Electronic Distribution:
Alexander Jaegerman, Planning Division Director
Barbara Barhydt, Development Review Services Manager
Danielle West-Chuhta, Associate Corporation Counsel
Marge Schmuckal, Zoning Administrator
Katherine Earley, City Engineer, Public Services
David Margolis-Pineo, Deputy City Engineer
Jeff Tarling, City Arborist
Tom Errico, P.E., TY Lin Associates
David Senus, P.E., Woodard & Curran



Memorandum
Planning and Urban Development Department
Planning Division

To: Carol Morrissette, Chair and Members of the Portland Planning Board
From: Shukria Wiar, Planner
Date: April 5, 2012
Re: College of Pharmacy Conditions of Approval, University of New England
Meeting Date: April 10, 2012

I. INTRODUCTION

On February 26, 2008, the Planning Board approved with conditions the site plan for the University of New England's (UNE) College of Pharmacy on their Westbrook College Campus on Stevens Avenue. The College of Pharmacy opened on September of 2009. The Pharmacy program is 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 is designed to accommodate 100 students per class (total of 300 additional students) with approximately 40 full time faculty members. The site is located in the Residential R-5 zone.

As part of site plan approval for the College of Pharmacy in February 26, 2008, the Planning Board imposed conditions of approval on the site plan. Three conditions specified that a campus master plan, parking management plan and campus stormwater plan would be submitted to the Planning Board for review by February 23, 2010 ([Attachment 4](#)). The three conditions of approval were extended by the Planning Board to February 24, 2012 ([Attachment 4](#)). The applicant has provided a campus master plan, an updated parking analysis and an updated stormwater plan to address the Board's conditions of approval. UNE is requesting that these conditions of approval be reviewed and approved by the Board to finalize their College of Pharmacy project.

II. PUBLIC COMMENTS

Notices were sent to 151 residents and interested parties and advertised in Portland Press Herald on April 2 and April 3, 2012.

Robert Fuller of 37 College Avenue has submitted letters to the Planning Division, [Attachment 5](#). Mr. Fuller outlines a number of concerns that include parking, campus expansion and quality of life issues. In a revised comments letter, submitted after reviewing that most recent submittal of April 2, 2012, Mr. Fuller asks if the new acquired property of Pikes Industries could be used as the location of the proposed College of Dental Medicine.

III. PLANNING BOARD CONDITIONS OF APPROVAL

On February 26, 2008, UNE's College of Pharmacy conditional use review and site plan had the following conditions of approval:

1. 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.

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 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.
3. 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.

On April 27, 2010, the Planning Board granted extensions to February 24, 2012 for UNE to meet the condition of approval regarding the Campus Master Plan, the Long-term Parking Strategy, and the Stormwater Management Plan. The Planning Board also modified the condition of approval regarding the long-term parking strategy as follows:

The Planning Board conditions the foregoing granting of the extensions that a Traffic Demand Management (TDM) plan shall be incorporated as an integral part of the long-term parking management strategy and campus master plan.

The University of New England met the extended deadline by submitting their material for the Planning Board's consideration on February 24, 2012.

IV. UNE RESPONSE TO CONDITIONS OF APPROVAL

A. Campus Master Plan

UNE submitted an updated campus master plan on April 2, 2012, which shows potential development on the UNE campus, provides responses to staff review comments, and incorporates UNE's acquisition of the adjoining Pike Industry property on Bishop Street.

In the Applicant's submittal, Attachment A-2 presents an Existing Conditions Plan and the Campus Master Plan 2012-2017. The existing conditions section of the plan lists each campus building, its current use, and the total building area. There are 23 buildings on site with the first structure constructed in 1834 and School of Pharmacy (most recent addition to the campus) completed in 2009. A portion of the campus is within a designated historic district.

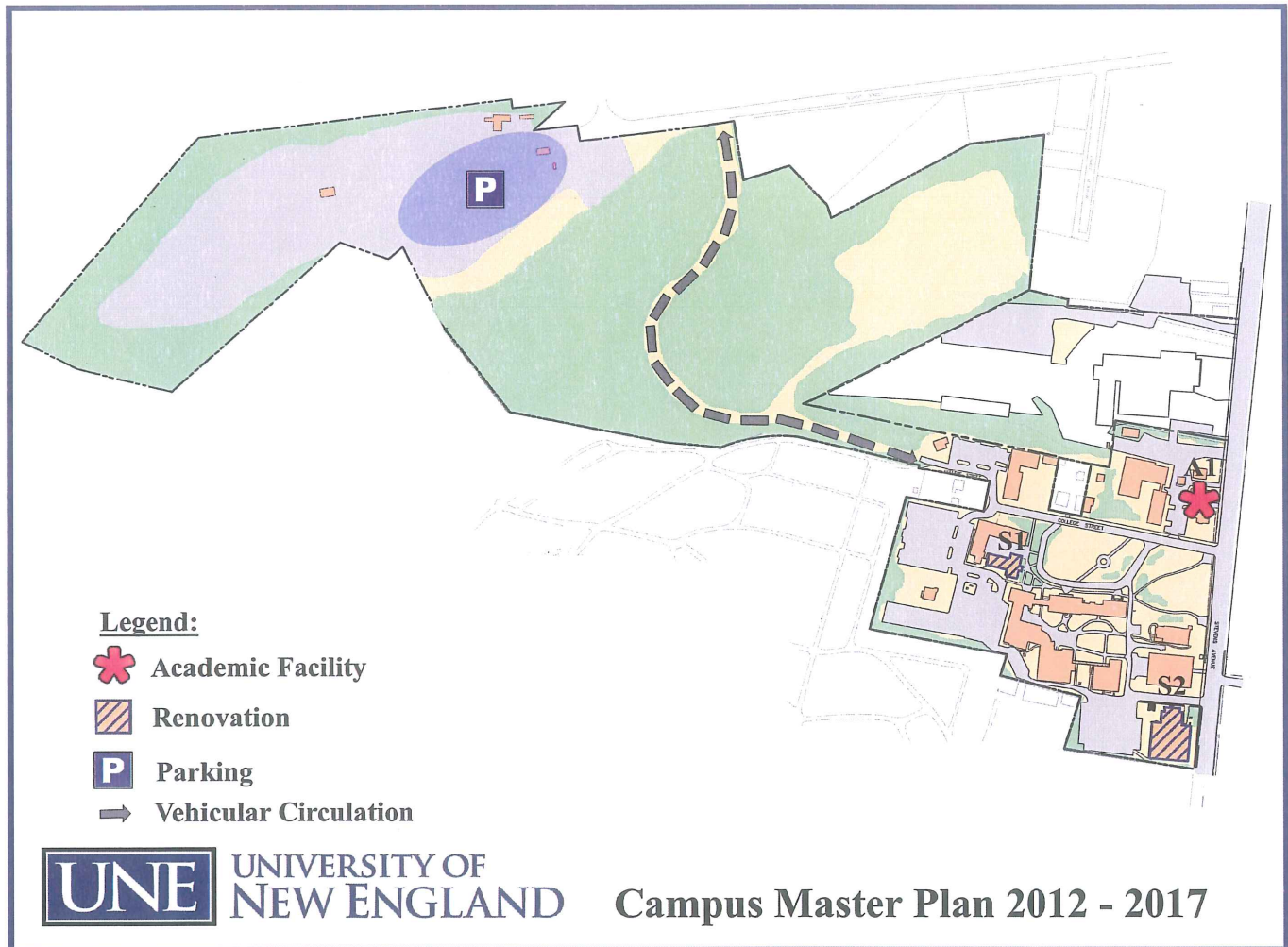
The five year master plan identifies Alumni Hall (S1 on the campus master plan, Attachment A.1) and Finley Recreational Center (S2) as existing buildings that will be renovated; however the renovations will not result in any additional classroom space. The master plan includes the construction of a 36,000 square foot Patient Care Center (A1) for the proposed dental school at the corner of Stevens and College Avenues. The proposal is to remove the three existing structures along Stevens Avenue and construct the Patient Care Center, which will provide additional classroom space and patient care facilities to serve the new College of Dental Medicine. The site plan application for the Patient Care Center will be submitted soon for Planning Board review, as UNE seeks to have the College of Dental Medicine operating for the Fall Semester of 2013.

The student population projections are contained within the master plan (Attachment A-4) and incorporate the projections for the proposed Dental School. The student population is expected to grow annually from 818 students enrolled for the 2011-12 academic year to 1189 in 2016-17.

The Master Plan submitted to meet the February 24th deadline proposed a surface parking lot "Gulliver's Field" (located northwest of the campus) in order to meet existing and future parking deficits (refer to long-term parking plan below). This area was proposed as a surface parking lot during the College of Pharmacy review and based upon the information and

testimony at that time, the Planning Board did not support the use of this area for parking. In particular, concerns were raised regarding the environmental impacts on Capisic Brook and adjoining wetlands. The surface parking was then removed from Pharmacy School proposal. Recent changes to stormwater regulations make the Gulliver's field site even less feasible and desirable. Based upon the City review comments on the Master Plan (2012) and the recent acquisition of the Pike Industry property, UNE submitted a revised plan on April 3rd that eliminates the surface parking lot on Gulliver's Field as part of the master plan. The applicant is now proposing a surface parking lot on the former Pike Industry parcel located off Bishop Street, which is almost entirely developed with impervious surface. UNE is proposing a shuttle service to this remote lot via an existing paved driveway through the site. The details of the shuttle service and potential connector road improvements need to be developed and reviewed. The use of the Pike Industry property as an alternative to the Gulliver's field site is viewed by City staff as an improvement to the master plan.

UNE CAMPUS MASTER PLAN –REVISED APRIL 2, 2012



04/01/12

As stated by UNE in the master plan, “With the acquisition of the Bishop Street parcel, the vision for the future of the University of New England’s Portland Campus is now subject to a new perspective.” It is noted that UNE’s holdings are now within several zoning classifications, including Residential R-5, Residential R-3, Industrial I-H and Industrial I-M. The Capisic Brook crosses a portion of the property, which is within a stream protection overlay zone. The Planning staff recommends that the applicant pursue an overlay zone or a conditional rezoning agreement for the Portland Campus, which would be similar in scope to the overlay zones that have been developed for the University of Southern Maine, Waynflete School, and Maine Medical. As noted above, the plans for Patient Care Center to serve the newly created Dental School will be coming forward soon, so the review of site plan will be concurrent with the Planning Board’s review of the master

plan and accompanying zoning recommendations.

B. Parking Assessment/Long-term Parking Strategy Plan

The Planning Board required a long-term parking strategy be prepared by UNE as a condition of The College of Pharmacy site plan approval. The College of Pharmacy is 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 Portland Campus (formerly the Westbrook College Campus). The sixth year is off-site. UNE has re-structured its other professional programs, so the first and second year Nursing and Dental Hygiene students attend classes at the Biddeford Campus starting in Fall 2010. This reduced the Full Time Equivalent (FTE) students by approximately 100 students on the Portland Campus for the next two years, which offset the increase in students for the College of Pharmacy program.

As beginning of this academic year, the Portland campus had 818 FTE (Full Time Equivalent) students enrolled which include the third and final year of on-campus College of Pharmacy students. The anticipated student population (FTE) on campus over the next five years is the following:

	<u>2011-12</u>	<u>2012-13</u>	<u>2013-14</u>	<u>2014-15</u>	<u>2015-16</u>	<u>2016-17</u>
Student Projections	818	941	1097	1143	1189	1189

According to the Parking Assessment submitted by the applicant (Attachment A-1 and Parking Demand Projections on A-4a) as of the Fall 2011 semester, there were 420 on-site parking spaces on the Portland Campus. UNE has rental agreements with the State of Maine Armory for an additional 12 spaces and with the Stevens Avenue Congregational Church for another 35 spaces, which is a total of 467 available. In addition, UNE secured a lease from the Armory to lease additional parking space behind the building, which provides approximately 80 spaces that became available in January of 2012. UNE states that they will seek site plan approval for an expansion of the parking area (increasing the impervious area) to accommodate an additional 30 spaces. The additional parking supply is reflected in the 2012-2013 numbers. Based upon their calculations, this will result in a supply of 574 parking spaces.

The annual projected parking demand has been calculated by using the current parking and student population information. The parking analysis identifies a deficit in supply. For this academic year (2011-2012) the deficit is 122 spaces and it drops to 53 spaces for the 2012-13 year with the additional spaces available at the Armory. The projections estimate parking deficits of 212, 243, and 274 spaces (the same deficit for 2015-16 and 2016-17) for the following four years. The campus master plan proposes to address parking needs at the Bishop Street property, which has not been designed as of yet.

Additionally, the UNE subsidizes the free use of the Metro to all its students and staff. According to the parking assessment, this program averages 232 rides per month in 2008, 462 rides per month in 2009 and 653 rides per month in 2011.

The following are mitigation options proposed by the applicant to decrease the parking demand on its Portland Campus:

1. Seek additional parking space rental opportunities proximal to the campus, and encourage UNE Community members to utilize these spaces;
2. Seek satellite parking options;
3. Construct new parking spaces on campus;
4. Purchase/acquisition of properties proximal to the campus and construction of parking spaces;
5. Encourage alternate transportation modes (mass transit, car-pooling, bicycling, etc.); and
6. Employ other Parking Demand Management Strategies.

A Transportation Demand Management Plan was prepared by Eaton Traffic Engineering (Attachment A.4f). Facility, staff and majority of the students arrive at during the morning peak hours of 7:00 to 9:00 AM and depart the site in the evening peak hours of 4:00 to 6:00PM. Even though there are options available to access the site by public transportation, bicycle or walking, most the students access the campus by vehicles. Parking demand on the campus peaks at about 10:00 AM to approximately 3:00 PM. The University has taken actions to reduce the parking demand by the use of free Metro tickets, incentives,

encouragement of carpooling and bicycling, and education of student/staff/faculty.

Staff Review Comments

The City has received complaints regarding students parking on City streets and in Evergreen Cemetery. UNE, the Department of Public Services and John Peverada, Parking Manager, have attended several neighborhood meetings regarding neighborhood concerns. At a meeting held on March 22, 2012, the City agreed to initiate the process for establishing a neighborhood parking sticker program. The first step in this process is to survey each property owner on the adjoining neighborhood streets asking whether they support a one hour or two hour parking limitation.

Tom Errico, Consultant Traffic Engineer, has reviewed the Parking Assessment that was submitted on February 24th and UNE submitted the revised material to address staff comments. His review of the revised plans is pending. Based upon the initial submission, Mr. Errico's review comments are below.

1. In general, I concur with the methods used to estimate future parking demand for the campus. As noted in 2017, the campus will require 828 parking spaces and will result in a deficit of 235 parking spaces. [Planning Staff note: this number was in the 2/24/12 plan, but the updated plan now shows a deficit of 274.]
2. The parking demand analysis should not assume that on-street parking will be available for UNE in the future. It is my suggestion that a worst-case scenario for providing off-street parking for all UNE needs be provided.
3. UNE should provide additional detail in regard to their structural analysis of the parking garage. I recognize land availability is limited, but I would like to review the assumptions incorporated in the decision that a garage is not feasible.
4. I need to review the traffic implication of providing a roadway connection to Bishop Street. In concept it seems to make sense, but understanding the amount of traffic that may use this connection and the impact traffic may have on Bishop Street and Warren Avenue needs to be assessed.
5. The proposed parking lot on Gulliver Field will be located farther from campus than other existing satellite parking lots provided by UNE that do not get used because they are not convenient. Usage may be an issue for this lot as well.
6. The general framework of the TDM Program seems reasonable, but I need to review it in more detail.

The question has been raised by the City and at neighborhood meetings whether a structured parking facility is needed to address the parking demands for the University. UNE addresses this question in the long-range parking strategy. Based upon their structural engineer's assessment, the campus does not have an area large enough to build a structure to accommodate their future needs and meet current zoning requirements. The Planning Board may want to explore the structured parking option in greater detail as part of the discussion for the campus master plan and zoning revisions. As noted above, the acquisition of the Pike Property also provides opportunities to consider new options.

C. Stormwater Management Plan

The College of Pharmacy building was constructed on a former parking lot. It resulted 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 was converted to pervious landscaped area. Currently the runoff from this area enters an enclosed stormwater system which to the City system at Stevens Avenue.

In the original College of Pharmacy application, UNE estimated a discharge of 300,000 gallons of water a day from the foundation drainage into the City's combined sewer system. The City required that UNE install an hour-metering apparatus 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 existed and were

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. Conditions of approval were placed on the site plan that included:

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.

The applicant was originally proposing having a vivarium in the basement which would require that the ceilings to be higher and therefore the foundation lower in the ground. The basement floor plans were amended and now houses classrooms spaces, storage, and bathrooms. Since vivarium use was eliminated from the plan, the foundation of the building could be raised. Due to this, the associated sewerage flow is 8,085 gpd which is much less than what was originally predicted. This condition has been met.

According to the applicant, the existing storm drain system on campus contains a combination of dry wells positioned at strategic locations and storm drains tied into the city systems. The majority of the campus is tributary to existing dry well systems. The new building to be proposed, College of Dental Medicine, will be designed with runoff draining to the existing city systems in College Street and Stevens Avenue. A dry well is also proposed as part the project as well.

David Senus, Consultant Engineer and David Margolis-Pineo, Deputy Engineer has reviewed the submitted documentation from UNE that was submitted on February 24th and their comments are included in Attachment 2 and 3. The applicant has adequately addressed the comments of David Senus memo dated 03.21.2012. David Margolis- Pineo's review of the revised submittal is pending. Based upon the initial submission, Mr. Margolis-Pineo's review comments are below.

1. As indicated by the applicant, the University is located within the watershed of an Urban Impaired Stream, Capisic Brook. The Maine DEP included Capisic Brook in its Draft Impervious Cover Total Maximum Daily Load (TMDL) for Aquatic Life-Impaired Waters, which is currently under public review. This TMDL identifies polluted stormwater runoff from impervious surfaces (i.e.: buildings, roads, parking lots, etc) as a primary cause of water quality impairment in the brook. Once adopted, the City will need to make every effort to reduce the impacts that existing and new impervious surfaces have on water quality in this brook. In an effort to begin restoring water quality in this watershed, the City has/is engaged in numerous projects to eliminate wastewater discharges to the brook. It also recently developed a comprehensive watershed management plan for Capisic Brook, which focuses on a variety of structural and non-structural stormwater pollution prevention methods, and received approval for this plan from the Maine DEP and U.S. Environmental Protection Agency.
2. The proposed parking area at Gulliver's Field is located at the headwaters of the East Tributary of Capisic Brook, a critical location within the watershed because this tributary is the only portion of the brook that currently meets its water quality classification. This is due, in large part, to the fact that the brook floodplain and wetlands remain intact in this location. Every effort should be made to preserve the integrity of these wetland riparian areas in order to protect the brook and water quality. A comprehensive stormwater management plan and treatment system will need to be developed for the proposed parking area at Gulliver's Field. Due to the location of the proposed parking area in wetlands and hydric soils, a wetlands delineation will be required and the applicant will need to demonstrate that the proposed stormwater management system (i.e.: bioretention filters and detention basins) can

be successfully used at this site.

3. As the applicant states, the City does not currently have a Compensation Fee Utilization Plan (CFUP) in place, therefore the Urban Impaired Stream Standard will need to be met by treating off-site impervious areas within the watershed (preferably within the same catchment or along the same tributary). The City will notify the applicant when and if a CFUP has been adopted for this watershed.

VI. NEXT STEPS

1. Address any additional information requested by the Planning Board
2. Address technical issues raised in this Planning Board memorandum and the comments received from Tom Errico, David Senus and David Margolis-Pineo.
3. Seek Planning Board approval of the parking management plan and stormwater plan.
4. Review the campus master plan and prepare draft zoning (overlay zone or conditional rezoning)
5. Review site plan concurrently for Patient Care Center for the School of Dental Medicine

ATTACHMENTS:

Planning Board Memorandum Attachments

1. Tom Errico memo dated 03.19.2012
2. David Senus memo dated 03.21.2012 and 04.04.2012
3. David Margolis- Pineo memo dated 03.21.2012
4. Project Approval Letter dated 02.26.2008 and 05.06.2010
5. Public Comments

Application Submittal

Attachment A: Excerpts of Application and Written Material, 04.02.2012

- A.1 - Application Cover Letter
- A.2 - Attachment A
- A.3 - College of Dental Medicine Program
- A.4 - Attachment B Parking Demand Assessment
- A.5 - Stormwater Management Plan

Shukria Wiar - UNE - Master Plan

From: Tom Errico <thomas.errico@tylin.com>
To: Shukria Wiar <SHUKRIAW@portlandmaine.gov>
Date: 3/19/2012 8:34 PM
Subject: UNE - Master Plan
CC: Barbara Barhydt <BAB@portlandmaine.gov>, Katherine Earley <KAS@portlandm...>

Shukria – The following presents my initial comments on the UNE Master Plan dated February 24, 2012.

- In general, I concur with the methods used to estimate future parking demand for the campus. As noted in 2017, the campus will require 828 parking spaces and will result in a deficit of 235 parking spaces.
- The parking demand analysis should not assume that on-street parking will be available for UNE in the future. It is my suggestion that a worst-case scenario for providing off-street parking for all UNE needs be provided.
- UNE should provide additional detail in regard to their structural analysis of the parking garage. I recognize land availability is limited, but I would like to review the assumptions incorporated in the decision that a garage is not feasible.
- I need to review the traffic implication of providing a roadway connection to Bishop Street. In concept it seems to make sense, but understanding the amount of traffic that may use this connection and the impact traffic may have on Bishop Street and Warren Avenue needs to be assessed.
- The proposed parking lot on Gulliver Field will be located farther from campus than other existing satellite parking lots provided by UNE that do not get used because they are not convenient. Usage may be an issue for this lot as well.
- The general framework of the TDM Program seems reasonable, but I need to review it in more detail.

If you have any questions, please contact me.

Best regards,

Thomas A. Errico, PE
Senior Associate
Traffic Engineering Director
TYLIN INTERNATIONAL
12 Northbrook Drive
Falmouth, ME 04105
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Visit us online at www.tylin.com

"One Vision, One Company"
Please consider the environment before printing.

Applicant's Submittal

A.1



UNIVERSITY OF
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Portland Campus
716 Stevens Avenue
Portland, ME 04103
(207) 797-7261 T

April 2, 2012

Alex Jaegerman
Director of Planning
City of Portland
389 Congress Street
Portland, ME 04101

RE: Site Plan Conditions of Approval
University of New England College of Pharmacy
714 Stevens Avenue
CBL 144-A-005-001

Dear Mr. Jaegerman;

This submission is intended to fulfill the requirements of the May 6, 2010 *Extension of Conditions of Approval* included in the Site Plan Approval and Building Permit for the University's College of Pharmacy Building, on its Portland Campus. In addition, the submittal will address the *Staff Review Comments of Approval for the College of Pharmacy – Planning Board Review*, dated March 26, 2012. We respond to these conditions of approval and subsequent comments as follows:

1. *The Planning Board grants an extension to February 24, 2012 for meeting the condition of approval regarding the Campus Master Plan.*

The original condition of approval required that UNE submit to the Planning Board a Master Planning process for review. The plan submitted on February 24, 2012 has been revised per subsequent discussions and comments received from staff. This revised plan, dated 04/01/12, is attached.

See Attachment A, dated 04/01/12.



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2. *The Planning Board grants an extension to February 24, 2012 for meeting the condition of approval regarding the Long-term Parking Strategy Plan.*

The original condition of approval required that UNE submit to the Planning Board for review and approval a long-term parking strategy plan. The plan submitted on February 24, 2012 has been revised per subsequent discussions and comments received from staff. This revised plan, dated 04/01/12, is attached.

See **Attachment B**, dated 04/01/12.

3. *The Planning Board grants an extension to February 24, 2012 for meeting the condition of approval regarding the Stormwater Management Plan.*

The original condition of approval required that UNE submit to the Planning Board for review and approval a campus stormwater management plan. The plan submitted on February 24, 2012 has been revised per subsequent discussions and comments received from staff. This revised plan, dated 04/01/12, is attached.

See **Attachment C**, dated 04/01/12.

4. *The Planning Board conditions the foregoing granting of the extensions that a Traffic Demand Management Plan (TDM) shall be incorporated as an integral part of the long term parking management strategy and campus master plan. The TDM plan submitted on February 24, 2012 has been revised per subsequent discussions and comments received from staff. This revised plan, dated 04/01/12, is attached.*

See **Attachment D**, dated 04/01/12.

5. *The Planning Board amends the site plan condition #1 to October and April and shall continually monitor the long term parking strategy plan excluding April 2010.*



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The University will continue to monitor the parking situation on the campus and surrounding areas, including continuation of the parking counts in October and April each year. These counts will be utilized to evaluate the overall effectiveness of the long-term parking strategy plan.

The University has initiated neighborhood meetings to discuss the parking situation in the surrounding areas. With these ongoing discussions, the University can better understand and subsequently mitigate the impacts of the University's parking demand on the greater community.

In response to the Staff Review Comments of Approval for the College of Pharmacy - Planning Board Review, dated March 26, 2012, the University offers the following clarifications and/or responses.

A. PLANNING

1. The submitted Master Plan has been revised to include the recently acquired parcel on Bishop Street, and to provide a more comprehensive understanding of the University's development plans. Please see attachment A.
2. An assessment of the existing campus facilities is included.
3. The master plan drawings were revised to correctly identify the existing buildings.
4. The master plan drawings were revised to correctly identify the existing buildings.

B. ZONING

1. 1 College Street has been utilized as an administrative support office building dating back to the 1970's.
2. 746 Stevens Avenue has been utilized as an administrative support/office building dating back to the late 1980's.
3. 750 Stevens Avenue is a single family residence, rented by UNE students since 2005. Prior to 2005 it was used as an administrative office building for several decades.



C. TRANSPORTATION STANDARDS

1. The methodology used to calculate the parking demand has proven itself to be accurate for both of UNE's campuses.
2. The parking demand projections do not assume on street parking will be available for the UNE Community to utilize.
3. Additional information related to the analysis of a parking structure is available.
4. The roadway connection to Bishop Street from College Street will be used as a service connector until such time as a traffic study has been conducted.
5. The parking lot proposed for Gulliver's Field has been withdrawn from the University's development plan. In its place, the University will look to utilize the existing impervious area at the Bishop Street parcel to accommodate the projected parking demand.
6. The TDM was revised to reflect the recent revisions to the Master Plan information.

D. ENVIRONMENTAL QUALITY STANDARDS

1. The University understands that designs for any new impervious area created on the campus will be required to meet the Basic, General and Flooding Standards as outlined in Section 5 of the City's Technical manual, as applicable. The University also understands that any development that outlets into the Capisic Brook Watershed will be subject to meeting the Urban Impaired Stream Standard.
2. The Stormwater Management Plan acknowledges condition 2 of the December 1, 2011 UNE - Armory Parking Project Site Plan Conditions of Approval, issued by the City on February 1, 2012.
3. UNE acknowledges that the Capisic Brook is considered an Urban Impaired Stream.
4. The parking on Gulliver's Field has been eliminated from the current development plan.
5. The University will wait to hear if a CFUP has been adopted before considering this as an option in future development plans.
6. The University intends to comply with the post construction stormwater management inspections, maintenance and reporting requirements of Chapter 32 Stormwater, Article III of the Portland City Code, as applicable.

A.1d



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We trust that you will find this information sufficient. If you require any additional information in this regards, please feel free to contact me. I can be reached at 207.602.2253.

I look forward to seeing you at the Planning Board workshop on April 10, 2012.

Respectfully,

A handwritten signature in cursive script that reads "alan thibeault". The signature is written in black ink and is positioned above the typed name.

Alan Thibeault
Assistant Vice President of Planning

Cc William J. Bola, Vice President of Operations

Attachment A

04/01/12

The Planning Board grants an extension to February 24, 2012 for meeting the condition of approval regarding the Campus Master Plan.

The University is pleased to submit to the Planning Board its Master Plan. Please see the attached *Existing Conditions Plan* and the *Campus Master Plan 2012 – 2017*.

The *Existing Conditions Plan* illustrates the current development on the main campus. It identifies the location of the existing buildings, structures and facilities, parking, walkways, service areas, and other impervious surfaces.

The *Campus Master Plan 2012-2017* illustrates the land holdings of the University and the potential development that UNE envisions in the next five years. This plan has been revised since the February 24, 2012 submission, to include the newly acquired parcel on Bishop Street. This parcel of approximately 19 acres was formerly owned by Pike Industries and utilized as an asphalt plant, and currently has approximately 12.5 acres of impervious surface.

In addition to this purchase, the University continues to actively pursue other acquisition options proximal to the campus, and is engaged in on-going discussions with one other land owner.

University of New England Mission Statement

“The University of New England provides a highly integrated learning experience that promotes excellence through interdisciplinary collaboration and innovation in education, research, and service.”

The University is a private, non-profit corporation with recognized tax exempt status under IRS Code Section 501(c)(3), and must abide by the rules of tax exempt status in order to maintain that standing. Accordingly, only those uses permitted by code would be pursued.

The institution’s objectives with respect to growth and changes on its Portland Campus over the next five (5) years include:

1. In keeping with the University of New England’s role as a regional leader in health professions education, the UNE Board of Trustees voted in 2010 to approve the launching of Maine's first College of Dental Medicine. The University plans to construct the required

facilities to support this new college. (Please see the attached *University of New England College of Dental Medicine Progress Report - Winter 2012.*)

2. Add a cadre of new faculty and staff to adequately support academic programs and support units.
3. The University of New England will be nationally recognized with programs of excellence and innovation in health professions and the arts and sciences. The University will have well developed centers of excellence in research, and will have integrated educational, research, and science programs that are based on collaborative, interdisciplinary partnerships.
4. Cocurricular programs are central to the mission of the University for educating students and supporting the personal growth of all members of the university community.
5. Increase diversity in national and international populations.
6. UNE will have a strong program of service at all levels of our society and be a leader in environmental stewardship.
7. The planning and integration of our academic and support facilities will be viewed as a model for building interdisciplinary, team based learning and scholarly communities.

Existing Conditions

University of New England Facilities Portland Campus

Abplanalp Library- Originally constructed in 1900, as McArthur Gymnasium, this three level wood frame and masonry building was renovated and expanded into a 26,636 SF Library in 1986. A new central HVAC system was completed in 2001.

Alexander Hall- This 13,912 SF two story masonry building was constructed in 1962 and serves as the Student Union complex, housing the Dining Hall and Campus Bookstore.

Alumni Hall- This 9,809 SF three story brick bearing wall and wood frame masonry building with a wood addition, was constructed in 1834 and is capped by a bell tower that was relocated from Portland City Hall at the time of its construction. It serves as an academic facility.

Art Gallery- Constructed in 1976, this three level, 2,809 SF masonry building is used to exhibit works of art.

Blewett Hall- This 31,650 SF academic facility contains classrooms and laboratories. This three story masonry facility was constructed in 1967, and was partially renovated in 1998 and 2001.

Coleman Hall- This wood/masonry split level facility is home to the Dental Hygiene Program and contains a Dental Hygiene Clinic, which is open to the public. It was constructed in 1961 and added onto in 1968 and 1976.

College of Pharmacy Building - This 46,380 SF academic/research facility was completed in 2009.

Finley Recreation Center- Constructed in 1990, this 20,000 SF steel frame masonry veneer facility is used for recreational purposes. It contains a gymnasium and weight training and fitness rooms.

Ginn and McDougall Halls- This four story masonry complex of 34,091 SF, constructed in 1964, is used for support offices. The central campus heating facility, completely updated in 2001, is located in its basement.

Goddard Hall- This 1857 masonry brick wood framed building was completed renovated in 2011 and is used for academic support.

Grounds Shop- This on story wood structure, built circa 1900, is used to house Grounds equipment and supplies.

Hersey Hall- This 22,170 SF four story masonry structure with wood framing, originally built in 1869, was completely renovated to academic offices in 2001.

Linnell Hall- This two story, 12,762 SF brick building, is used for support offices, and was constructed in 1962.

Ludcke Auditorium- Built in 1867, this former 9,676 SF wooden church, was renovated in 1986, and is currently used as an auditorium facility.

Maintenance Shop- This 2 ½ story wooden structure is used to house the maintenance shops. It was built approximately 100 years ago and is 2,300 SF.

Parker Pavilion- The 6,600 SF masonry/steel structure building was constructed in 2001, and is used for academic support.

Proctor Hall- Constructed in 1951, this 31,074 SF four story masonry brick building is used for academic purposes. Renovations were completed in the late 1990's.

750 Stevens Avenue - This single family style residential property of 2,250 SF, was renovated in 2005.

Residential Style Properties- These properties (1 College Street – 2,250 SF, 31 College Street – 2129 SF, 79 College Street – 720 SF, 746 Stevens Avenue – 5,056 SF, and 750 Stevens Avenue – 2,250 SF) are used as support spaces by the University.

Bishop Street Parcel- This property has several outbuildings that could be utilized to support the University’s programmatic needs. These could include the adaptive re-use for Facilities Support Services; for example Maintenance, Grounds and or Fleet services.

Population Projections

In the Fall of 2010, the University re-assigned all its first and second year undergraduate students to its Biddeford Campus to provide for a more complete undergraduate experience and to minimize the duplication of similar academic environments. This resulted in the reallocation of approximately 100 students a year. These students will return to the Portland Campus beginning the Fall of 2012, to complete the “professional” component of their degree. In the Fall of 2013, the second cohort will return to the Portland Campus, in conjunction with the arrival of the first year of the College of Dental Medicine students. The College of Dental Medicine will enroll up to 46 students per year. During this four year program, the students will be on campus for the first three years and out on rotations during the fourth year. The following illustrates the anticipated student population (FTE) on campus over the next five years.

	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17
Students Projections	818	941	1097	1143	1189	1189

Proposed Development

In support of these objectives, the University will initiate the development as illustrated on the *Campus Master Plan 2012-2017* drawing.

This development plan includes renovations to improve academic support spaces in Alumni Hall (S1) and Finley Recreational Center (S2). These renovations are to be conducted in support of our academic mission, and should result in no additional classroom square footage. In support of the College of Dental Medicine, the University will construct the new Patient Care Center (A1). This facility is anticipated as being a two story 36,000sf facility, and will result in additional classroom and patient care center square

footages. This new facility and its additional student population was included in the *Traffic Demand Management Plan* (TDM) and accounted for in the *Parking Assessment/Long-term Parking Strategy Plan*.

The development of the Patient Care Center will require the displacement of three of the existing University owned facilities. These include two administrative/support facilities located at 1 College Street and 746 Stevens Avenue. These three story buildings would be impractical to relocate due to their size, and thus are anticipated to be removed. The facility at 750 Stevens Avenue is a two story single family residence that has only been rented to UNE students since 2005. Prior to 2005, this facility was used to house the offices of the Women's Literary Union, for several decades. The University has offered the building to Habitat for Humanity, but they are unable to relocate the facility. The University continues to pursue the option of relocating this facility with a real estate broker. Should the University be unable to find an opportunity to relocate this facility, then it will need to be removed from the site. While this facility is considered a dwelling unit per the City code, it is the University opinion that "*the proposed use will not cause significant displacement or conversion of residential uses*". This opinion was discussed at a March 30, 2012 meeting with Greg Mitchell, Alex Jaegerman, and Barbara Barhydt, and was understood by the University to be supported by City Staff.

The development presented in the *Campus Master Plan 2012-2017*, results in a projected parking deficit on the campus. This deficit can be mitigated by the utilization of the newly acquired parcel and its existing impervious surface, as a parking area, as noted with a "P", on the *Campus Master Plan 2012-2017*. The University will initiate a shuttle service to this remote lot, to coincide with its use. The details of this are outlined in the *Parking Assessment/Long-term Parking Strategy Plan* in Attachment B.

There is an existing road connecting the main campus to Bishop Street. The University will look to maintain and or improve this road in order that service and shuttle service vehicles can utilize this as an access route between the different segments of the campus.

With the acquisition of the Bishop Street parcel, the vision for the future of the University of New England's Portland Campus is now subject to a new perspective. The University's land holdings are spread across four distinct zoning areas. This complicates any future development and has stimulated conversations with City Officials at all levels. It has been recommended by City Staff that the University work with the City to create an overlay zone for the Portland Campus, similar to those in place at USM, MMC and Waynflete. The University is committed towards this goal.

It has become increasingly obvious over the past few years that the University's transition from an undergraduate to a graduate campus and the subsequent development has had an increasing impact on the community. The recent neighborhood meetings related to

parking in the vicinity of the campus have given the University some good insight into the results of this impact. The University has made a commitment to the neighbors to continue with these meetings in an effort to enhance the relationship with our neighbors and to help shape the future development in a manner that minimizes the adverse impacts to the community. It will be through these ongoing dialogues that the University, City and neighbors can hope to achieve their mutual goals.

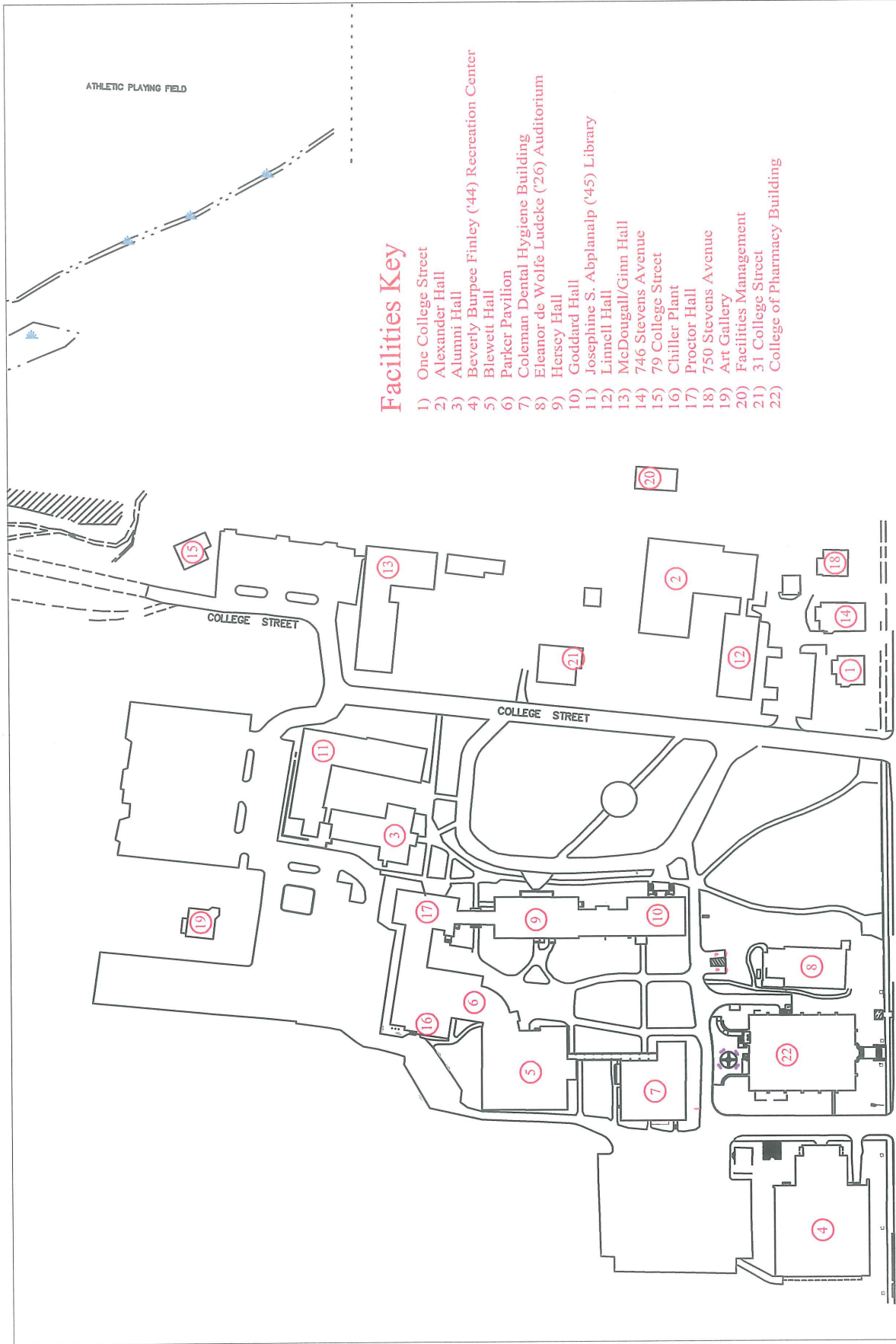


UNIVERSITY OF NEW ENGLAND
DEPARTMENT OF CAMPUS SERVICES

DRAWING	NUMBER	DATE
Portland Campus	Existing Conditions	03/29/12
	BY	A. Thibault

Facilities Key

- 1) One College Street
- 2) Alexander Hall
- 3) Alumni Hall
- 4) Beverly Burpee Finley ('44) Recreation Center
- 5) Blewett Hall
- 6) Parker Pavilion
- 7) Coleman Dental Hygiene Building
- 8) Eleanor de Wolfe Ludcke ('26) Auditorium
- 9) Hershey Hall
- 10) Goddard Hall
- 11) Josephine S. Abplanalp ('45) Library
- 12) Linnell Hall
- 13) McDougall/Ginn Hall
- 14) 746 Stevens Avenue
- 15) 79 College Street
- 16) Chiller Plant
- 17) Proctor Hall
- 18) 750 Stevens Avenue
- 19) Art Gallery
- 20) Facilities Management
- 21) 31 College Street
- 22) College of Pharmacy Building







Campus Master Plan 2012 - 2017

UNIVERSITY OF
NEW ENGLAND



Legend:

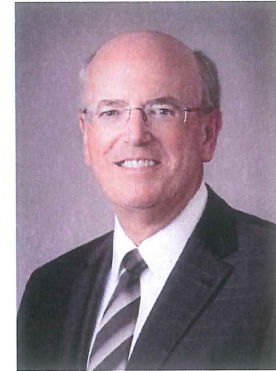
-  Academic Facility
-  Renovation
-  Parking
-  Vehicular Circulation



INTRODUCTION

The University will enroll the first entering class for the UNE College of Dental Medicine in Fall 2013.

The founding dean of the College of Dental Medicine, James J. Koelbl, DDS, MS, MJ joined the University in March 2011 to oversee the College's Initial Application for Accreditation. His duties also included reviewing and evaluating the substantive planning that had been accomplished prior to his arrival.



The College of Dental Medicine team continues to work closely with the President, the Provost, other members of the University administration, and the deans and faculty of the other colleges within UNE to bring the plans for the new college to fruition.

With the help of Institutional Advancement, UNE applied for a Maine State Dental Bond for \$3.5 million towards the construction of a dental school teaching clinic. The voters of Maine passed this bond referendum in November 2010 and the money was awarded to UNE in August 2011. An additional \$1.5 million from the bond will be awarded to help expand the capability of community clinics to accept fourth-year dental students as part of the planned dental education program

Initially, the administration explored building the dental teaching clinic/simulation center in downtown Portland. Upon further review, in summer 2011 the University Board of Trustees approved plans to begin the process of building a clinical facility on an ideal site on the University's Portland campus.

The College of Dental Medicine continues to move confidently toward admitting its first entering class in fall 2013. The 2013 date clearly shows that UNE places higher value on long-term success than potential short term results. The advantages of this timing include:

- Better alignment of student recruitment, admissions and enrollment with the process/timeline for accreditation
- Further development of unique aspects of innovative curriculum, including the potential development of online graduate curriculum resources



Goddard Hall renovations were completed in late 2011, making this historic building the administrative home for the College of Dental Medicine.

- Creation of synergistic partnerships with other colleges and programs throughout the university for the sharing of academic resources
- Development of innovative, efficient patient care model, including the ability to utilize the expertise of new VP for Clinical Affairs
- Opportunities to create potential clinical partnerships to enhance the ability of the university to deliver high quality, comprehensive health care
- Efficiencies of scale by having simulation center, patient care center, and faculty offices on one campus
- Further development of true academic health science center (education and patient care) in Portland
- Establishes a stronger foundation for long-term success of UNE as leader in health care education, service and patient care
- Will increase the confidence of various constituencies (e.g., higher education; dental education; dental practice; accrediting bodies; potential faculty, staff students, etc.) in UNE's commitment to outstanding quality and enduring value to benefit the community and region

AMERICAN DENTAL EDUCATION ASSOCIATION MEMBERSHIP

At its March 2011 Annual Session, the House of Delegates of the American Dental Education Association (ADEA) formally approved the University of New England College of Dental Medicine's membership in that organization.

STUDENT ADMISSIONS

The College is finalizing plans for the recruitment and admissions process, and will participate in the national dental application service administered by the American Dental Education Association (AADSAS). It is expected that AADSAS will begin accepting online applications for the fall 2013 entering class on or about June 1, 2012.

The College is committed to a comprehensive review of student applications, and seeks a diverse and balanced student population and considers academic and non-academic criteria in selecting applicants who have the potential for success.

Admission to the DMD program is competitive and based on a "whole file review" process. Applicants are evaluated on academic record and scholastic ability; performance on the DAT; maturity; perseverance; motivation; letter of recommendation; type, scope and duration of community service; leadership potential; career goals; ethics; state of residence; and interpersonal skills. To ascertain these factors, an on-campus interview is required prior to a final admission decision. All interviews are by invitation only.



ACCREDITATION

The College submitted its initial application for accreditation to the Commission on Dental Accreditation on March 31, 2011. A team of Commission consultants reviewed the application. Subsequently, the Commission requested additional information on several issues. A written report is being finalized and will be submitted on or about February 1, 2012. The Accreditation site visit has been scheduled for April 3 - 4, 2012. At that time, the site visit team will review our overall plans and assess our progress in implementing those plans. In approximately thirty days after the site visit, UNE will receive a draft site visit report. We will then have an additional thirty days to respond and submit additional information. CODA's Pre-doctoral Review Committee at its regularly scheduled meeting in on July 16-17, 2012 will review a copy of the site visit report and any response from UNE. The full Commission at its regularly scheduled meeting on August 9 - 10, 2012 will then consider that committee's recommendation. The Commission on Dental Accreditation makes the final decision on the program's status, and that decision will be communicated to UNE shortly after the August meeting.



ADMINISTRATIVE SPACE

Work has been completed on the renovation of Goddard Hall on the Portland campus. This historic building will house administrative and faculty offices, a small lecture facility, some conference rooms, and student space. The College moved into its new facilities in early November 2011. An Open House for Westbrook College Alumni was held in Goddard in December 2011, and we received many favorable comments regarding the renovation of this 154-year old building.

CLINICAL & SIMULATION FACILITIES

After the decision by the Board of Trustees to house the college's clinical and simulation facilities on the Portland campus, requests for proposals from architectural firms were sent out in December of 2011. An architectural firm was chosen, and meetings with the architects began during the week of January 16, 2012. A schedule for the programming, design and construction of the building has been established, and it is anticipated that the facilities will be ready in August 2013. As plans for the Simulation Center and Oral Health Center continue, comprehensive lists of equipment and supplies are also being developed.



Dental operatories purchased through American Recovery and Reinvestment Act funding

The University obtained an American Recovery and Reinvestment Act grant through the State of Maine in the amount of \$291,525. These funds had to be expended no later than summer 2011, so the College has already purchased its first sixteen dental operatories, which are currently being stored in a climate-controlled facility in Saco.

DENTAL SIMULATION

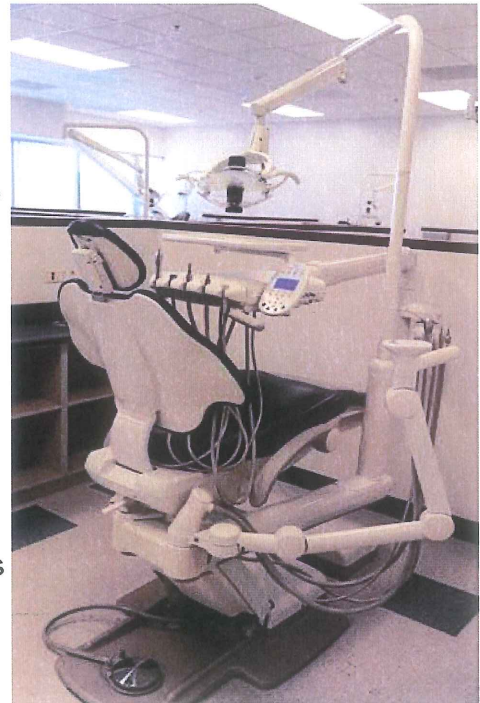
The College of Dental Medicine plans to provide state-of-the-art simulation facilities for our students. The students will begin learning and practicing the technical aspects of dentistry on simulated patients, who will have realistic oral and general health histories, and who will be treated according to a realistic phased plan of treatment.

The advantages of this dental simulation environment include:

- Accelerated student learning
- Prepare students for earlier entry into patient care
- Improved health and production through better ergonomics
- Improve student satisfaction and confidence
- Supplement students' clinical experience

ARCHITECTURAL TEAM

The Oral Health Center planning is based on an integrated Group Practice Model with four 'practices' overseen by Group Practice Leaders and Patient Care Coordinators. This preliminary planning process was enhanced by the various experiences the team has had relative to administrative and teaching experiences in integrated group models, renovation of existing clinical spaces and/or new construction of both simulation and clinical spaces and the fact that each team member has visited many pre-clinical and clinical settings in dental schools across the country.



Example of UNE dental unit

The next steps were to begin the space planning with the architectural team. An RFP was sent to eight architectural firms from around the country making it very clear that experience with larger dental clinic settings would be a high priority. After a thorough interviewing process, Port City Architecture, partnering with Kahler-Slater, was chosen for the UNE Oral Health Center building project. Port City Architecture brings a wealth of experience in constructing new buildings and was the architect responsible for the new UNE College of Pharmacy building on the Portland Campus. Their teaming with Kahler-Slater is a key factor as their dental architect has been involved in numerous dental simulation and clinic projects across the country.

CURRICULUM DEVELOPMENT

During the feasibility phase for the development of the College of Dental Medicine, representatives from the University visited twelve dental schools across the United States and Canada to assess various aspects of the programs—including the curriculum. During this time, UNE decided to develop a dental school based on a model that uses extensive community-based clinical education. Specifically, UNE’s administrative team developed a proposal that was approved by the UNE Board of Trustees in November 2008 with the following characteristics:



Dental simulator

- **Portland:** Two years on campus focused on an integrated basic science, preclinical dental science including dental simulation and early clinical experience curriculum.
- **Portland:** A third year focusing on intensive clinical experience in the University-based Oral Health Center in Portland, Maine with continued didactic and seminar studies in dental sciences, dental practice and integration of biomedical sciences into clinical practice.
- **Distributed Clinical Network:** A fourth year focusing on extensive clinical experience in a distributed, community-based clinical learning environment across Northern New England (Maine, New Hampshire and Vermont). Specifically, students would participate in externships across the region for the majority of the fourth year of dental school. Clinical sites would include federally qualified community health centers, Veteran’s Administration dental clinics, and other non-profit dental clinics. Faculty oversight would be assured for all clinical experiences.



Dental Simulation Clinic

Initially, four advisory groups were invited to provide guidance in the further development of the predoctoral program. One of the groups, “The Success Group” (Northern New England Dentists for the Success of a College of Dental Medicine at the University of New England) included nine dentists who were each appointed by the dental association/societies of the three target states: Maine, New Hampshire and Vermont. This group focused on the needs and practices of dentists in Northern New England.

In 2010, several “Blue Ribbon Advisors” Groups were convened. The first group focused on the clinical education portion of the curriculum including preclinical education and

clinical education both on and off-campus. The second Blue Ribbon Advisors' Group focused on a research program for the College. The discussions included student research opportunities and evidence-based dentistry as part of the curriculum. The third Blue Ribbon Advisors' Group focused on the curriculum as a whole.

A final advisory group was convened in June 2011. This group, The DMD Curriculum Design Group, was charged with serving as the Curriculum Committee for the College of Dental Medicine for three days. The participants reviewed and made recommendations to the draft Competencies and the overall student outcomes assessment plan and then focused on the first two years of the curriculum. The participants broke into groups across the three days and drafted specific learning objectives for various aspects of the curriculum. This final advisory group provided detailed recommendations and work products to the College's Curriculum Design Group.

Each of the advisory groups, prior to their meeting times, were provided background information regarding the plans for the College and the basic premises that had been established in the feasibility study. They also reviewed the work that had been developed by the previous Advisory Groups. As a result, the work of each group built upon the work of the previous individuals and groups.

A total of almost forty external advisors from approximately twenty institutions of higher education including fifteen dental schools in the United States and Canada were engaged in the development of the College of Dental Medicine's DMD program. This included individuals representing the biomedical sciences, the preclinical/clinical sciences, private practice and the dental industry.

Additionally during the summer of 2011, UNE engaged two of the DMD Curriculum Design Group members to further develop learning objectives for the entire Biomedical Science and Dental Science portions of the curriculum. The work included multiple conference calls, work via email, and four face-to-face meetings.

The educational philosophy and resulting curriculum are not derived from any one school but are an amalgamation of best and promising practices utilized in a variety of settings across North America. As a summary, the following are but a few of the resources the College has used to establish its curricular philosophy and the DMD curriculum:

- UNE Administration visits to 12 US and Canadian dental schools
- Work of three advisory groups
- Work of the DMD Curriculum Design Group
- White papers of the American Dental Education Association's Commission on Change and Innovation
- Core Competencies for Inter-professional Collaborative Practice by the Inter-professional Education Collaborative

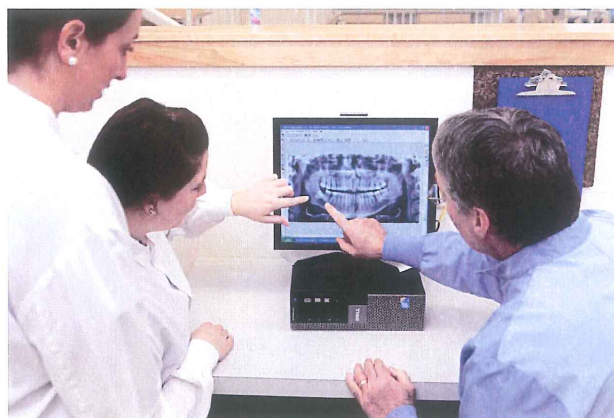
RESEARCH

Research will also be central to UNE's mission, and a dental medicine program will provide rich opportunities to study oral health issues facing people in northern New England. The anticipated research agenda will focus on population research, educational research and pain research.

The College has also developed a robust research plan. Interested students will receive direct hands-on experience on a clearly defined research project with attainable goals. The research projects will be performed by the students related to ongoing projects or newly developed projects under a faculty mentor's supervision. The students will also have the opportunity to participate in campus-wide, seminars, and workshops. Although the major training program activities are during the summer, students may continue related activities during the fall and spring semesters, contingent on mentor and College of Dental Medicine discretion. Students will be encouraged to submit an abstract and present their research findings at a scientific meeting. The program will culminate with a final research report.

FACULTY AND STAFF

A five to seven year hiring plan is also being developed to set the stage for the future recruitment of faculty and staff. Faculty and staff hires will be phased as the program develops over the four years of the curriculum, and it is anticipated that initial hires will occur on or about the spring of 2013.



FUND RAISING

To date, over thirty individual, corporate and foundation donors have contributed \$ 8,511,382 to support the College of Dental Medicine. Some of the major gifts include:

\$3,500,000	Maine Dental Bond
\$2,300,000	NE Delta Dental (ME, NH, VT)
\$ 611,820	U.S. Dept. of Health & Human Services
\$ 500,000	Elmina B. Sewall Foundation
\$ 291,525	American Recovery and Reinvestment Act (ARRA)
\$ 250,000	UNUM
\$ 220,000	Betterment Fund (first endowed dental scholarship)
\$ 200,000	Vincent B. and Barbara G. Welch Foundation

In addition, many individuals, including dental practitioners have made donations in amounts ranging from \$5,000 to \$100,000 each.

COMMUNICATIONS

The College is continuing to meet with dental groups and others to continue to inform people about our plans, and to continue to solicit support for the short-term and long-term financial needs of the developing educational program.

The following is a partial list of meetings/discussions that have been held over this past year:

- Northeast Delta Dental
- UNUM
- American Dental Education Association Annual Session
- Yankee Dental Congress
- New England Dental Leadership Conference
- Rhode Island Dental Association Executive Board
- York County Dental Society
- Greater Portland Dental Society
- Vincent B. and Barbara G. Welch Foundation Board
- UNE College of Dental Medicine "Meet the Dean" reception
- UNE Dental Hygiene Program Advisory Committee
- Mattina R. Proctor Foundation
- Harry and Sadie Davis Foundation
- New Hampshire Dental Society Annual Session
- Nobel Biocare
- Maine Dental Association Executive Board
- Penobscot Community Health Care Center
- Maine Board of Dental Examiners
- University of Maine Augusta
- Senator Chris Rector
- Maine Dental Association Annual Session
- Penobscot Community Health Center "Growing Our Own" Conference
- Mid-Coast Dental Society
- Merry Meeting Bay Dental Society
- Community Dental Care
- American Dental Education Association Curricular Change and Innovation Conference
- Dalhousie University College of Dentistry
- Westbrook College Alumni Event
- Maine Medical Center

Overall, our team continues to work on all fronts to make the dream of a UNE College of Dental Medicine a reality. The University remains exceptionally grateful for your continued support and we look forward to continuing to share with you the progress of northern New England's first College of Dental Medicine.

Attachment B

04/01/12

2. *The Planning Board grants an extension to February 24, 2012 for meeting the condition of approval regarding the Long-term Parking Strategy Plan.*

Please see the attached *Parking Assessment/ Long-term Parking Strategy Plan*, and *Campus Master Plan 2012-2017 Parking Demand Projections* documents, dated 04/01/12.

University of New England
Portland Campus
Parking Assessment/Long-term Parking Strategy Plan
March 2012

Existing Conditions:

As of the start of the Fall 2011 semester, UNE had 420 on site parking spaces on its Portland campus and had rental agreements with the State of Maine Armory for an additional 12 spaces, and with the Stevens Avenue Congregational Church for another 35 spaces, resulting in a total of 467 spaces available to serve its Portland Campus. This supply exceeds the City's code required parking count.

An assessment of available parking was conducted during the week of October 24-28, 2011, during which counts of available spaces were conducted hourly from 8am to 5pm each day. (See attached *Campus Master Plan 2012-2017 Parking Demand Projections* document.) A minimum of 21 available spaces was noted at 11am on October 25, 2011.

The Fall 2011 Full Time Equivalent (FTE), student enrollment determined that there are approximately 818 FTE students on the Portland Campus. This includes the third and final year of on-campus College of Pharmacy students.

Using the Fall 2011 parking and student population information it was determined that the ratio of occupied spaces to FTE students is 0.67. This ratio was calculated utilizing the number of occupied spaces on campus, as well as including the on street parking that was attributed to UNE. This is the same method previously utilized and approved by the City Traffic Engineer. The on street parking assumed to be utilized by UNE community vehicles includes all of the cars parked on College Street and 50% of the cars parked on Stevens Avenue in the vicinity of the campus as well as 50% of the cars parked on the neighboring side streets. On street parked vehicle count data was supplied to UNE from John Peverada, Manager of the Portland Parking Division. Using this ratio, the annual projected parking demand is presented in the attached *Portland Campus Master Plan 2012-2017 Parking Demand Projections* document.

The projected demand illustrates a deficit of 274 parking spaces in 2017.

The University subsidizes the free use of the METRO to all its students and staff. The program ridership averaged 232 rides per month in 2008 and has increased to 653 rides per month in 2011. Efforts are ongoing to increase this usage.

This parking deficit could be reduced further with a continued increase in Metro ridership and if other parking demand management options are successfully employed.

Parking Options

The University has continued to explore many options to increase the parking capacity and to mitigate the parking demand for its Portland Campus. These include the following:

- 1) **Seeking additional parking space rental opportunities proximal to the campus.** The University has successfully negotiated with the State of Maine Armory to increase the rental spaces at the Armory by approximately 80 spaces. These spaces were made available in January 2012. UNE has plans to pursue construction of an additional 30 spaces at the rear of the Armory, with an anticipated availability for Fall 2012. This will increase the Parking supply to 574 parking spaces.
- 2) **Acquisition of properties proximal to the campus and construction of parking spaces.** The University has identified, toured and considered several properties for purchase, which may provide proximal parking to the campus. The University has successfully negotiated the purchase of an additional 19 acres of land, contiguous to the campus. This parcel was formerly owned by Pike Industries and was utilized as an asphalt manufacturing plant. The parcel contains approximately 12.5 acres of impervious surface and can be readily utilized for surface parking.

In addition to this purchase, the University continues to actively pursue other acquisition options proximal to the campus, and is engaged in on-going discussions with one other land owner.

- 3) **Encouraging alternate transportation modes (mass transit, car pooling, bicycling, etc.)** The University continues to subsidize the free use of the METRO to all its students and staff. The program ridership averaged 232 rides per month in 2008 and has increased to 653 rides per month in 2011. This represents a 283% increase and is extremely encouraging. Efforts to increase the usage are on-going.

The University strongly encourages and supports carpool/rideshare opportunities, and makes use of the GoMaine website for both its Biddeford and Portland campuses.

- 4) **Other Parking Demand Management Strategies.** The University's most remote lots continually are the most underutilized. In an effort to encourage their use, the University continually advertizes their location and availability of off street parking. The Department of Safety and Security has conducted several raffles where they announce the raffle taking place during a certain week and then randomly select a vehicle parked in the remote lot to receive a prize. The winner is notified after the end of the raffle period, thus encouraging users to continue the use during the entire period. The prizes have included bicycles from LL Bean. The selection of a

high quality bike as a prize was done in order to hopefully encourage the more frequent use of bicycles as a mode of transportation to the campus. In addition, free coffee and donuts have been provided to the users of these remote lots on several occasions. These incentive programs have proven successful in diverting vehicles to these lots, on the days the incentives are "active". On days when the incentives are not "active", the community members often opt to utilize the available on street parking closer to the campus core.

In response to the ongoing concern expressed from neighboring side street residents, the City has initiated a pilot program for Residential Parking on the adjacent side streets. This program should reduce the ability of the UNE community vehicles from parking in these areas. In addition to addressing the neighbor concerns, this will incentivize UNE community vehicles to park in the more remote lots, or face ticketing. It is anticipated that the remote lot usage will increase dramatically as a result.

- 5) **Constructing new parking spaces on campus.** The University has reviewed options for adding additional spaces on campus and has been unable to squeeze any additional spaces onto the main campus. There are no undeveloped and/or unregulated areas on the main campus that could support any significant additional surface parking areas.

The University owned vehicles have all been consolidated to the parking area on campus where parking is the most underutilized, thus "freeing" up several spaces in a more heavily used parking area, in an effort to encourage additional on site parking.

The University has also utilized the services of a structural engineer to review the viability of the construction of a parking garage on campus. The engineer was asked to look at the available areas on the main campus and determine the feasibility of constructing a parking garage. The largest areas on the main campus are currently parking lots, thus any structured parking construction would need to be developed in these areas, thus increasing the size of the parking structure in order to compensate for these displaced spaces. This review resulted in determining that there are no locations on the main campus that a parking garage, large enough to accommodate the projected parking demand, could be constructed that is compliant with the code established setbacks and height restrictions.

The University owns additional land behind the main campus. This property has an existing field, Gulliver's Field, where a parking lot could be constructed that would accommodate the entire Portland Campus Master Plan 2012-2017 projected demand. While this field is located in an area proximal to wetlands, the University is confident that a parking area could be designed and constructed in compliance with all pertinent regulations. However, the City Planning Office has expressed

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concern that permitting this facility would be difficult and has suggested that the University avoid this option.

With the recent acquisition of the Bishop Street parcel, the University now has an opportunity to reevaluate its development plans. This parcel is substantially covered in impervious surface and could easily accommodate the entire projected parking demand with minimal additional development. As the parcel is not directly adjacent to the main campus, the University will need to initiate the operation of a shuttle service to/from the main campus. The shuttle service is envisioned as operating during the main academic hours and offering 2-3 round trips per hour. After hour transportation would be arranged through the University's Security Office, via the existing "escort" service program. This program currently offers rides to persons "uncomfortable" or unable to walk to their parked vehicles or destinations. The Bishop Street parcel would require some additional lighting, emergency call boxes, some minor asphalt repair, and striping. In addition, the University would look to retrofit one of the existing structures to accommodate a secure shelter for persons utilizing the lot, while waiting for the shuttle service.

As presented in the University's Master Plan, this is the most logical option for the University to meet its projected parking demand. This option was discussed at a March 30, 2012 meeting with Greg Mitchell, Alex Jaegerman, and Barbara Barhydt, and was understood by the University to be supported by City Staff.



UNIVERSITY OF NEW ENGLAND

4/1/2012

Portland Campus Master Plan 2012-17 Parking Demand Projections

	2011-12	2012-13 ⁽³⁾	2013-14 ⁽⁴⁾	2014-15	2015-16	2016-17
Students ⁽¹⁾	818	941	1097	1143	1189	1189
Parking required ⁽²⁾ (0.67 spaces/stud)	589	630	766	797	828	828
Parking Supply	467	577	554	554	554	554
Surplus/Deficit	-122	-53	-212	-243	-274	-274

(1) Assumes WCHP growth as previously outlined and CDM growth of 46 students per year for three years, starting in 2013

(2) Utilizes parking information provided by John Peverada on 02/22/12

(2) Accounts for all of the cars parked on College St., and 50% of the vehicles parked proximally on Stevens and side streets from Stevens

(3) Includes 110 spaces in Armory Lower Level

(4) Accounts for new CDM Patient Care Clinic facility

Attachment D

04/01/12

1. *The Planning Board conditions the foregoing granting of the extensions that a Traffic Demand Management Plan (TDM) shall be incorporated as an integral part of the long term parking management strategy and campus master plan.*

The University has contracted Eaton Traffic Engineering to produce a Traffic Demand Management Plan (TDM). The plan was formatted to be consistent with the City of Portland's Technical Manual, and will be utilized in implementing and evaluating the effectiveness of the University's Long-term Parking Strategy plan. Please see the attached TDM, dated 04/01/12.

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EATON TRAFFIC ENGINEERING

67 Winter Street Suite 5•Topsham•Maine•04086
Tel 207.725.9805 • Fax 207.373.9400

**University of New England Portland Campus – Transportation Demand Management (TDM) Plan
04/01/12**

Introduction

The University of New England (UNE) Portland Campus is located at 716 Stevens Avenue, in Portland, Maine, just northerly of Evergreen Cemetery. The Portland Campus was formerly Westbrook College, and includes all of the buildings associated with that institution plus a new building housing the College of Pharmacy, and a proposed new building to house the College of Dentistry.

The Portland Campus of UNE is well located in terms of access to multiple modes of transportation. Stevens Avenue is an arterial street in the City of Portland with good access in all directions from the Campus, including the Maine Turnpike (I-95) via Riverside Street, Warren Avenue and Bishop Street, and I-295 access from nearby Forest Avenue. Mass transit service is provided via the Portland Metro Route 3 which connects downtown Portland with North Deering via Stevens Avenue, and Route 2 which connects downtown Portland to the Riverton area and Westbrook via Forest Avenue. There 2 bus stops on the UNE campus (one with a shelter) for Route 3. Bus stops on Forest Avenue in the vicinity of UNE are generally less than 1000 feet from the Campus. (UNE subsidizes the free use of Metro for all students and staff.) Pedestrian travel is facilitated by an extensive systems of sidewalks in the area, which are important not only to UNE, but to other nearby educational facilities such as McAuley High School, Longfellow Elementary School and Deering High School. Finally, Stevens Avenue is a designated bicycle route in the City of Portland, and the UNE Campus provides bicycle racks and access to lockers and showers in the recreational center.

As a university, UNE transportation demand is quite typical of other institutions of higher education. Faculty, staff and a majority of students begin arriving at the site during the morning

peak period (7:00 – 9:00 AM) and departing the site during the evening peak period (4:00 – 6:00 PM). Because of various class schedules these peak periods are not as concentrated as would be associated with other land uses such as offices or retail, where work hours are more rigid. While there are options available to access the campus (bus, bicycle, walking) the majority of students and staff arrive by private vehicle. Parking demand on the UNE campus usually peaks at about 10:00 AM and begins to subside at approximately 2:00 – 3:00 PM. UNE has taken actions to reduce parking demand through use of free Metro tickets, encouragement of carpools and bicycling, but the primary focus of this TDM plan will be clearly to address the issue of parking in terms of reducing parking demand where possible and providing adequate supplies as necessary.

TDM Coordinator

The TDM Coordinator for UNE will be Alan Thibeault, Director of Campus Planning. The Coordinator will be responsible for directing the efforts of staff and outside consultants to implement and monitor efforts to reduce parking (and traffic) demand, as well as provided a campus planning framework to expand parking supply through direct construction of new facilities on or adjacent to the campus, use of possible satellite parking facilities (with some type of vanpool or shuttle service) and/or rental of surplus available spaces in the vicinity of the campus.

Student/Staff/Faculty Survey

UNE will develop a student/staff/faculty survey to monitor modal choice and parking usage. The survey will be prepared so that it is consistent with the surveys used by other educational institutions such as the University of Southern Maine, and perhaps with other large employers in Portland. This survey will take advantage of near universal on-line accessibility to facilitate conduct and evaluations of the results of the survey. With regard to carpool/rideshare opportunities, UNE already makes extensive use of the GoMaine website for both its Biddeford and Portland campuses. This program is overseen by Alethea Cariddi, Sustainability Coordinator for UNE.

Parking/Trip Reduction Target

UNE recently obtained a Traffic Movement Permit from the City of Portland as part of the expansion of the Campus for the College of Pharmacy. No significant traffic impacts were projected for the immediate vicinity of UNE and no direct mitigation action was required. UNE did make a contribution (as part of a city impact fee program) to improvements to Morrill's Corner (Forest Avenue @ Allen Avenue/Stevens Avenue/Bishop Street) as a condition of the City's approval of the expansion. If the University's plan to develop a parking lot on the Bishop Street parcel is implemented and a secondary access is provided from Bishop Street, this would have a mitigating impact on the vehicular traffic commuting through Morrill's Corner.

As noted in previous sections, UNE has encouraged the use of Metro and carpool/rideshare for its population, but most students/staff/faculty currently travel to/from the campus by private automobile. Accordingly, UNE primary emphasis in terms of TDM actions will be to expand parking supply and try to reduce demand while addressing needs to minimize parking on residential streets in the neighborhoods in the vicinity of the site.

Current parking demand projections for the UNE campus (including the proposed College of Dental Medicine) indicate that for the 2016-17 academic year (at which time the proposed College of Dentistry will be at full enrollment) the anticipated deficit in parking supply will be 274 spaces. This figure may be modified or refined over time based upon actual experience and observation in the field, but at this time the target for the TDM is to provide sufficient parking supply to meet this demand and/or reduce this demand by shifting private automobile trips to other modes of travel.

Education

The TDM Coordinator shall provide provisions for informing students/staff/faculty of the following:

- Links to Portland Metro maps and schedules as well as hard copies in areas convenient to students/staff/faculty
- On-line access to information regarding carpooling/rideshare and vanpooling
- Educational and promotional services via e-mail to students/staff/faculty regarding the advantages of use of alternative modes of transportation to/from the campus
- Employee recognition for efforts to reduce traffic impact and/or parking demand via e-mail and web posting
- Providing information regarding new parking strategies, alternative modes, etc.

Monitoring

The TDM Coordinator shall monitor the effectiveness of the TDM plan through providing for continuous on-line contact with students/staff/faculty as well as through more traditional means such as direct comments to staff, correspondence, etc. In addition the periodic surveys of parking usage and use of alternative modes of travel (typically on an annual basis) supplemented by direct observation (for example the counting of empty parking spaces on campus during peak parking demand periods, review of Portland metro ticket usage, use of bicycle racks, etc.). These studies, surveys and observations will be utilized to continually monitor progress and make adjustments and refinements as deemed appropriate.

Project Specific Standards

Infrastructure

The primary focus of UNE, as noted earlier in this document, is upon both increasing parking supply in the vicinity of the campus, and reducing parking demand through increased use of carpool/rideshare opportunities through GoMaine. UNE staff are continually reviewing alternatives to locate accessible potential parking areas in the vicinity of the site, while continuing to encourage carpool/vanpool usage through communications with their students/staff and faculty on the UNE website. UNE did recently obtain additional leased parking supply and will construct additional parking behind the Maine State National Guard Facility. Recent communications with

students/staff and faculty via the UNE website has resulted in increased usage of the new supply with corresponding reduction of on-street parking in residential areas in the vicinity of the UNE campus. The University will be seeking permits to construct additional parking on campus to meet the current and future demands as projected in their Masterplanning activities.

Incentives

UNE has a parking permit/fee program for parking lots on the primary campus; however, in order to encourage use of satellite lots, such as located behind the Maine State National Guard Armory, no fee is charged. In inaugurating this new facility UNE notified students/staff and faculty of its availability, security (patrolled by UNE Safety and Security, call boxes and lighting) and periodically raffled off new bicycles, and other prizes, at the new lot as an incentive to use this parking area. As noted earlier in this document, UNE fully pays the cost of Metro bus tickets for UNE students/staff and faculty. Average monthly transit ridership from 2007 is as follows:

2007	292
2008	232
2009	462
2010	412
2011	653 ¹

UNE will continue this policy of providing free transit service to students/staff and faculty and evaluate other incentives to increase usage of alternative travel modes to hopefully reduce parking demand.

¹ Data from January through April only

UNE Portland Campus – College of Dental Medicine
 04/01/12

Parking Demand:

Total New Students: 138 (46/year over 3 years)	
Parking Demand for new students (@ 0.67 sp/student):	93 spaces
Parking Demand for IPE (5000sf – 50% student/50% outside) @ 3.9 sp/ksf):	10 spaces
Parking Demand for Dental Clinic (5,492sf @ 3.9 sp/ksf)	21 spaces

Total new parking demand: 124 spaces

Trip Generation:

Trips from new students:	AM Peak Hour	29 trips	23 in/ 6 out
	PM Peak Hour	29 trips	8 in/ 21 out
	PM Peak (Gen)	33 trips	10 in/23 out
Trips from IPE (New)	AM Peak Hour	6 trips	5in/ 1 out
	PM Peak Hour	9 trips	2in/ 7 out
	PM Peak (Gen)	11 trips	4 in/7 out
Trips from Dental Clinic	AM Peak Hour	15 trips	12in/ 3 out
	PM Peak Hour	21 trips	6 in/ 15 out
	PM Peak (Gen)	25 trips	10 in/15 out

Total Trips (Using PM peak hour of the generator – the highest level of trips which occurs sometime after 12:00 Noon but not in the range of 4:00 to 6:00 PM): 69 trips

A Traffic Movement Permit was obtained for the UNE Pharmacy School, thus another TMP is required only when net new trips exceeds 100 trips in a peak hour – this condition is not met and no TMP is required.

Attachment C

04/01/12

1. *The Planning Board grants an extension to February 24, 2012 for meeting the condition of approval regarding the Stormwater Management Plan.*

Stormwater Management

04/01/12

Existing Conditions

The February 26, 2008 condition of approval for the College of Pharmacy stated “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 sewer system and natural drainage system.”

We have reviewed the existing storm drain conditions on the 14 acre portion of the campus located northerly and southerly of College Street, and bounded on the east by Stevens Avenue, referred to herein as the campus proper.

The existing stormdrain system on the campus proper consists of a combination of dry wells sited at strategic locations and stormdrains tied into the city system. As best we can tell from our investigations, the majority of the campus is tributary to existing dry well systems.

The larger existing parking lots on the westerly portion of the campus are tributary to existing dry well systems. A recent inspection indicated that they are functioning adequately.

Runoff from the green located southerly of Goddard and Hersey Halls and from the loop drive and green space northerly of Hersey Hall is tributary to existing dry well systems.

The area of the previously approved College of Pharmacy and Finley recreation center is tributary to an existing enclosed system tied into the city system in Stevens Avenue. The majority of stormwater runoff from the proposed College of Dental Medicine site also flows to Stevens Avenue and College Street in the form of overland flow to that system, while approximately 12,000 sf drains to an existing drywell on the site.

Given the highly permeable nature of the surficial soils on the site, we believe that runoff from open space areas is minimal. Also, based on a review of plans for the older buildings on campus, it is evident that roof drains from these buildings were tied into dry well systems.

Based upon our findings it appears runoff from approximately 80% of the campus is tributary to dry wells. From this one can conclude that 80% of the entire volume of runoff from the campus is being detained and treated on site, which is likely a higher treatment and detention level than most developments in the city.

Since the submission of the original master plan on February 24, 2012, UNE closed on the purchase of an abutting parcel of land to the northwest of campus; the former Pike paving plant. This 19 acre parcel consists of approximately 60-70% impervious surface.

Proposed Conditions

Based on a review of the UNE master plan for the Westbrook College Campus, it appears that one master plan project would require a significant amount of site work and require city staff and planning board review from a stormwater perspective.

This project is the proposed Patient Care Center. This project involves the demolition of several wood frame structures and existing parking areas on the campus in order to construct an approximately 18,600 sf footprint building. The majority of runoff from the building site at the corner of College Street and Stevens Avenue drains to the existing city systems in those streets via overland flow. At this point in time, it appears the building will result in a net increase of approximately 4800 sf of impervious area on the development site.

However, when the College of Pharmacy was permitted in 2008, the city approved stormwater management plan demonstrated a reduction in impervious area of 6000 sf on the campus. With this project, the extent of impervious area on the campus will continue to be 1200 sf less than prior to the College of Pharmacy project. Both sites are tributary to the same system in Stevens Avenue. Also, infiltration systems will be constructed to replace existing infiltration systems displaced by the construction, and to collect runoff from the roof of the proposed building.

Therefore, construction of this project should not adversely affect the receiving stormdrain systems, as runoff rates and quantities will remain less than those existing in 2007-2008.

As noted in the master plan discussion, the purchase of the Pike Industries property will also provide for expansion of the campus. This property will be available for parking, with no increase in impervious area necessary, or proposed, as a part of this master plan.

Conclusions

- Stormwater runoff from approximately 80% of the campus is tributary to dry wells, which detain and provide treatment for 100% of the volume of runoff from these areas. These measures currently minimize any impacts on the city sewer system and natural drainage

system, and likely exceed the treatment and detention provided on most development sites in the city.

- To the best of UNE's knowledge, the existing campus is currently compliant with local and state stormwater regulations.
- The proposed Patient Care Center will result in approximately 4800 sf of new impervious area on the development site. However, when combined with the 2008 College of Pharmacy project, the net result is a reduction in impervious area on the campus when compared with conditions prior to 2008. Additionally, a portion of the runoff from the new building will be routed to dry wells. This minimizes any impacts on the city sewer system and natural drainage system.
- UNE acknowledges condition #2 of the February 1, 2012 UNE - UNE Armory Parking Project Amended Approval Letter which requires mitigation for the additional impervious surface created on the armory site, either on the armory site or UNE owned property. This mitigation will be included in the Site Plan application for the Phase II Armory Parking.



UNIVERSITY OF
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Biddeford Campus
11 Hills Beach Road
Biddeford, ME 04005
(207) 283-0171 T

Portland Campus
716 Stevens Avenue
Portland, ME 04103
(207) 797-7261 T

April 20, 2012

Alex Jaegerman
Director of Planning
City of Portland
389 Congress Street
Portland, ME 04101

RE: Site Plan Conditions of Approval
University of New England College of Pharmacy
714 Stevens Avenue
CBL 144-A-005-001

Dear Mr. Jaegerman;

This submission is intended to fulfill the requirements of the February 28, 2008 *Site Plan Conditions of Approval* and the May 6, 2010 *Extension of Conditions of Approval* included in the Site Plan and Building Permit for the University's College of Pharmacy Building, on its Portland Campus. In addition, the submittal addresses the Planning Board Comments that UNE received at the April 10, 2012 workshop.

A Site Locale Plan, a UNE Land Holdings Plan 2012, and an Existing Conditions Plan are attached, immediately following this cover letter, to allow for an easier interpretation of the information presented within.

We respond to these conditions of approval and subsequent Planning Board comments as follows:

1. *The Planning Board grants an extension to February 24, 2012 for meeting the condition of approval regarding the Campus Master Plan.*

The original condition of approval, dated February 28, 2008, required that UNE submit to the Planning Board a Master Planning process for review.



The plan has been revised per the discussion with and comments received from the Planning Board on April 10, 2012. This revised plan, dated April 20, 2012, is attached.

See **Attachment A**, dated 04/20/12.

2. *The Planning Board grants an extension to February 24, 2012 for meeting the condition of approval regarding the Long-term Parking Strategy Plan.*

The original condition of approval required that UNE submit to the Planning Board for review and approval a long-term parking strategy plan which shall address, among other items, the deficit parking that is depicted on page 8 of the Planning board Report #12-08. The plan has been revised per the discussion with and comments received from the Planning Board on April 10, 2012. This revised plan, dated April 20, 2012, is attached.

See **Attachment B**, dated 04/20/12.

3. *The Planning Board grants an extension to February 24, 2012 for meeting the condition of approval regarding the Stormwater Management Plan.*

The original condition of approval required that UNE submit to the Planning Board for review and approval a campus stormwater management plan. The plan submitted on April 1, 2012 is attached.

See **Attachment C**, dated 04/01/12.

4. *The Planning Board conditions the foregoing granting of the extensions that a Traffic Demand Management Plan (TDM) shall be incorporated as an integral part of the long term parking management strategy and campus master plan. The TDM plan submitted 04/01/12, is attached.*

See **Attachment D**, dated 04/01/12.



UNIVERSITY OF NEW ENGLAND

Biddeford Campus
11 Hills Beach Road
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Portland Campus
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Portland, ME 04103
(207) 797-7261 T

5. *The Planning Board amends the site plan condition #1 to October and April and shall continually monitor the long term parking strategy plan excluding April 2010.*

The University will continue to monitor the parking situation on the campus and surrounding areas, including continuation of the parking counts in October and April each year. These counts will be utilized to evaluate the overall effectiveness of the long-term parking strategy plan.

The University has initiated neighborhood meetings to discuss the parking situation in the surrounding areas. With these ongoing discussions, the University can better understand and subsequently mitigate the impacts of the University's parking demand on the greater community.

In response to comments received from the Planning Board on April 10, 2012, the University offers the following clarifications and/or responses.

We trust that you will find this information sufficient. If you require any additional information in this regards, please feel free to contact me. I can be reached at 207.602.2253.

I look forward to reviewing this information with the Planning Board at a Public Hearing in May 2012.

Respectfully,

A handwritten signature in black ink that reads "Alan Thibeault". The signature is written in a cursive style with a large, sweeping initial "A".

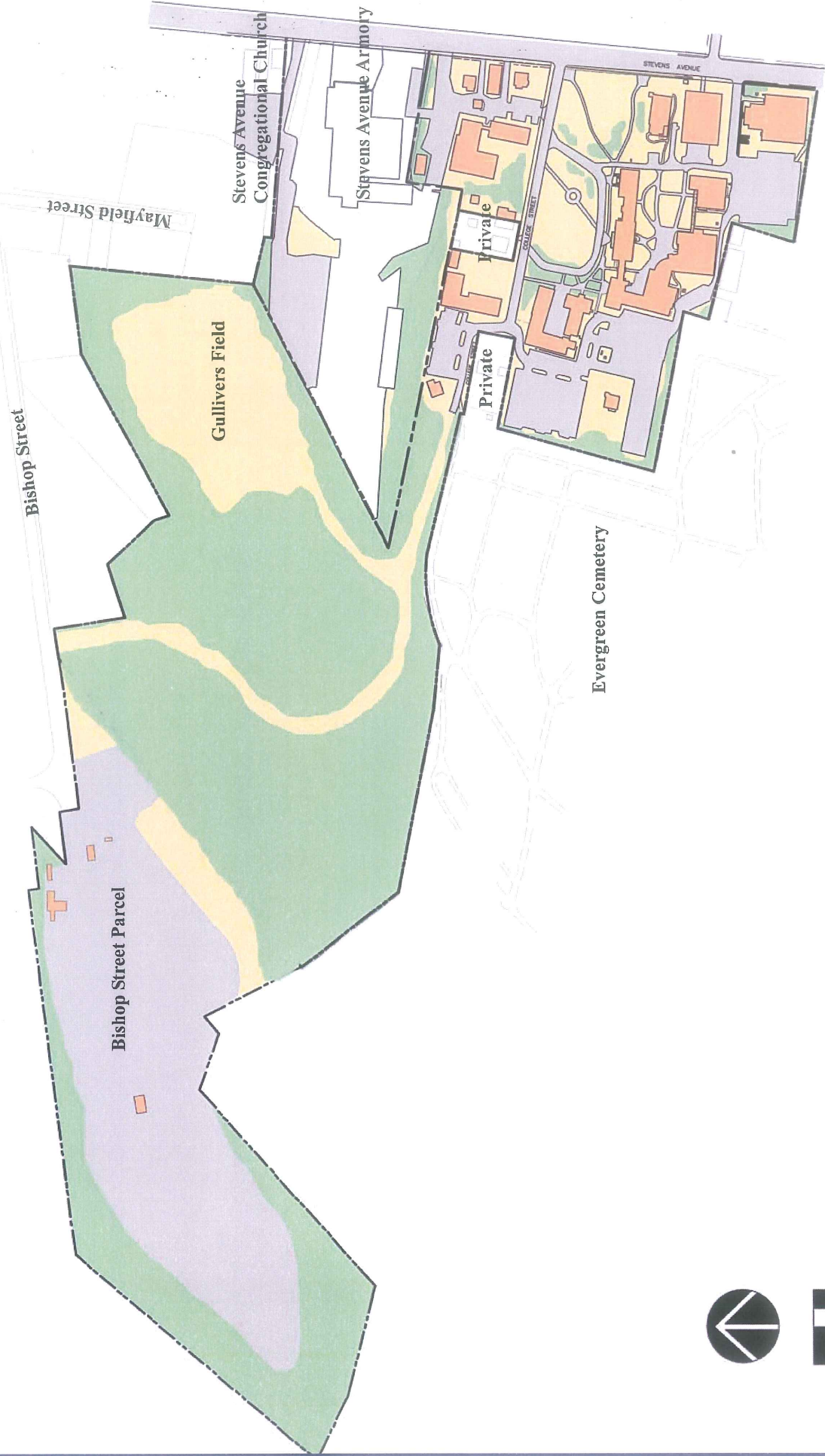
Alan Thibeault
Assistant Vice President of Planning

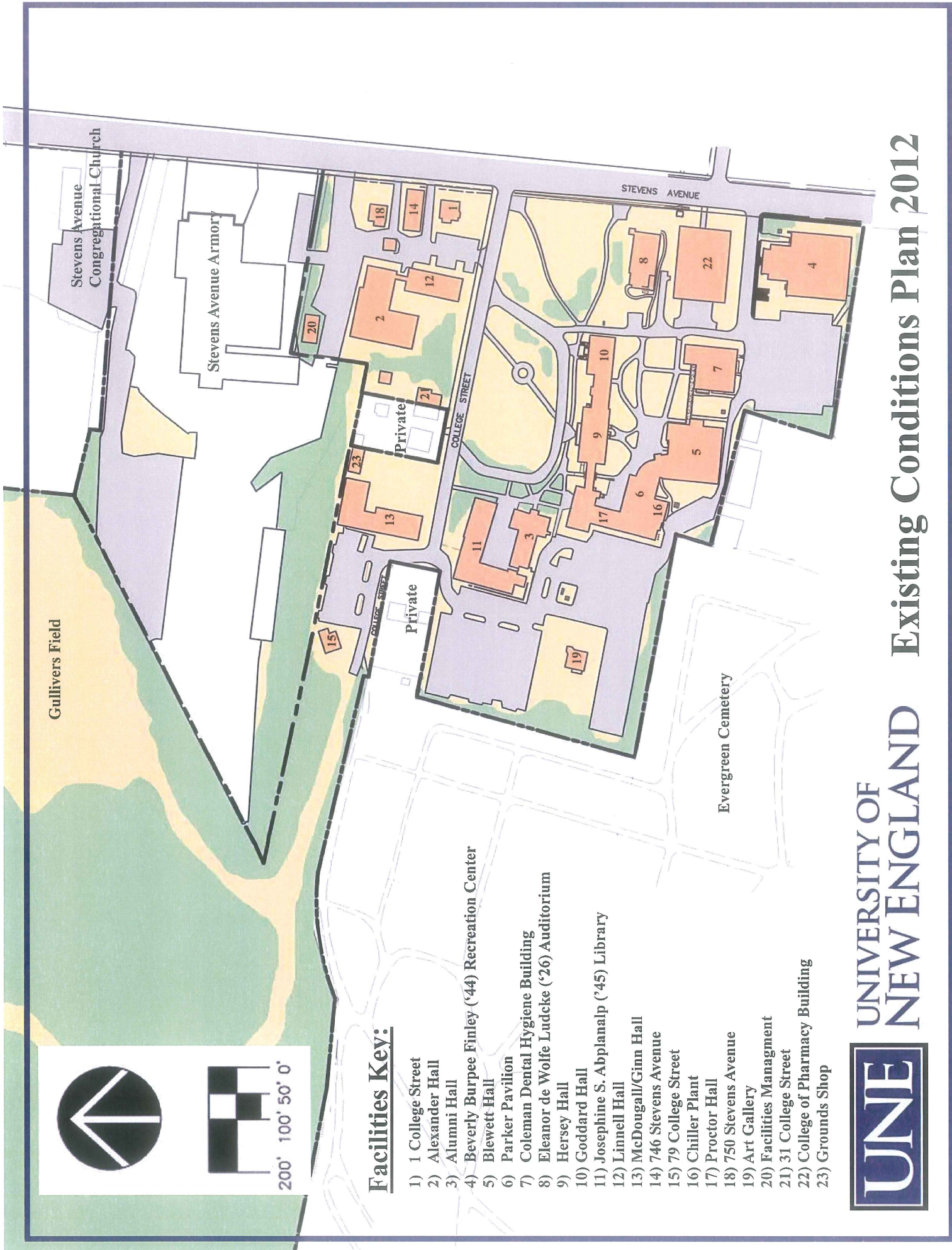
Cc William J. Bola, Vice President of Operations



UNIVERSITY OF
NEW ENGLAND

Campus Locale Plan 2012





Gullivers Field

Stevens Avenue
Congregational Church

Stevens Avenue Armory

STEVENS AVENUE

COLLEGE STREET

Evergreen Cemetery

Facilities Key:

- 1) College Street
- 2) Alexander Hall
- 3) Alumni Hall
- 4) Beverly Burpee Finley ('44) Recreation Center
- 5) Blewett Hall
- 6) Parker Pavilion
- 7) Coleman Dental Hygiene Building
- 8) Eleanor de Wolfe Ludcke ('26) Auditorium
- 9) Hersey Hall
- 10) Goddard Hall
- 11) Josephine S. Abplanalp ('45) Library
- 12) Linnell Hall
- 13) McDougall/Ginn Hall
- 14) 746 Stevens Avenue
- 15) 79 College Street
- 16) Chiller Plant
- 17) Proctor Hall
- 18) 750 Stevens Avenue
- 19) Art Gallery
- 20) Facilities Management
- 21) 31 College Street
- 22) College of Pharmacy Building
- 23) Grounds Shop



UNIVERSITY OF
NEW ENGLAND

Existing Conditions Plan 2012

Attachment A

04/20/12

The Planning Board grants an extension to February 24, 2012 for meeting the condition of approval regarding the Campus Master Plan.

The University is pleased to submit to the Planning Board its Master Plan. Please see the *UNE Land Holding Plan 2012*, and the *Existing Conditions Plan*, located immediately following the cover letter, and the *Campus Master Plan 2012 – 2017*, which is attached at the rear of this section. These have been revised to address the comments received from the Planning Board at the April 10, 2012 workshop.

The *Existing Conditions Plan* illustrates the current development on the main campus. It identifies the location of the existing buildings, structures and facilities, parking, walkways, service areas, and other impervious surfaces.

The *Campus Master Plan 2012-2017* illustrates the potential development that UNE envisions in the next five years. This plan includes the newly acquired parcel on Bishop Street. This parcel of approximately 19 acres was formerly owned by Pike Industries and utilized as an asphalt plant, and currently has approximately 12.5 acres of impervious surface.

In addition to this purchase, the University continues to actively pursue other acquisition options proximal to the campus, and is engaged in on-going discussions with another land owner.

University of New England Mission Statement

“The University of New England provides a highly integrated learning experience that promotes excellence through interdisciplinary collaboration and innovation in education, research, and service.”

The University is a private, non-profit corporation with recognized tax exempt status under IRS Code Section 501(c)(3), and must abide by the rules of tax exempt status in order to maintain that standing. Accordingly, only those uses permitted by code would be pursued.

The institution’s objectives with respect to growth and changes on its Portland Campus over the next five (5) years include:

1. In keeping with the University of New England’s role as a regional leader in health professions education, the UNE Board of Trustees voted in 2010 to approve the launching of Maine’s first College of Dental Medicine. The University plans to construct the required facilities to support this new college. (Please see the attached *University of New England College of Dental Medicine Progress Report - Winter 2012.*)

2. Add a cadre of new faculty and staff to adequately support academic programs and support units.
3. The University of New England will be nationally recognized with programs of excellence and innovation in health professions and the arts and sciences. The University will have well developed centers of excellence in research, and will have integrated educational, research, and science programs that are based on collaborative, interdisciplinary partnerships.
4. Cocurricular programs are central to the mission of the University for educating students and supporting the personal growth of all members of the university community.
5. Increase diversity in national and international populations.
6. UNE will have a strong program of service at all levels of our society and be a leader in environmental stewardship.
7. The planning and integration of our academic and support facilities will be viewed as a model for building interdisciplinary, team based learning and scholarly communities.

Existing Conditions

University of New England Facilities Portland Campus

Abplanalp Library- Originally constructed in 1900, as McArthur Gymnasium, this three level wood frame and masonry building was renovated and expanded into a 26,636 SF Library in 1986. A new central HVAC system was completed in 2001.

Alexander Hall- This 13,912 SF two story masonry building was constructed in 1962 and serves as the Student Union complex, housing the Dining Hall and Campus Bookstore.

Alumni Hall- This 9,809 SF three story brick bearing wall and wood frame masonry building with a wood addition, was constructed in 1834 and is capped by a bell tower that was relocated from Portland City Hall at the time of its construction. It serves as an academic facility.

Art Gallery- Constructed in 1976, this three level, 2,809 SF masonry building is used to exhibit works of art.

Blewett Hall- This 31,650 SF academic facility contains classrooms and laboratories. This three story masonry facility was constructed in 1967, and was partially renovated in 1998 and 2001.

Coleman Hall- This wood/masonry split level facility is home to the Dental Hygiene Program and contains a Dental Hygiene Clinic, which is open to the public. It was constructed in 1961 and added onto in 1968 and 1976.

College of Pharmacy Building - This 46,380 SF academic/research facility was completed in 2009.

Finley Recreation Center- Constructed in 1990, this 20,000 SF steel frame masonry veneer facility is used for recreational purposes. It contains a gymnasium and weight training and fitness rooms.

Ginn and McDougall Halls- This four story masonry complex of 34,091 SF, constructed in 1964, is used for support offices. The central campus heating facility, completely updated in 2001, is located in its basement.

Goddard Hall- This 1857 masonry brick wood framed building was completed renovated in 2011 and is used for academic support.

Grounds Shop- This on story wood structure, built circa 1900, is used to house Grounds equipment and supplies.

Hersey Hall- This 22,170 SF four story masonry structure with wood framing, originally built in 1869, was completely renovated to academic offices in 2001.

Linnell Hall- This two story, 12,762 SF brick building, is used for support offices, and was constructed in 1962.

Ludcke Auditorium- Built in 1867, this former 9,676 SF wooden church, was renovated in 1986, and is currently used as an auditorium facility.

Maintenance Shop- This 2 ½ story wooden structure is used to house the maintenance shops. It was built approximately 100 years ago and is 2,300 SF.

Parker Pavilion- The 6,600 SF masonry/steel structure building was constructed in 2001, and is used for academic support.

Proctor Hall- Constructed in 1951, this 31,074 SF four story masonry brick building is used for academic purposes. Renovations were completed in the late 1990's.

750 Stevens Avenue - This single family style residential property of 2,250 SF, was renovated in 2005.

Residential Style Properties- These properties (1 College Street – 2,250 SF, 31 College Street – 2129 SF, 79 College Street – 720 SF, 746 Stevens Avenue – 5,056 SF, and 750 Stevens Avenue – 2,250 SF) are used as support spaces by the University.

Bishop Street Parcel- This property has several outbuildings that could be utilized to support the University’s programmatic needs. These could include the adaptive re-use for Facilities Support Services; for example Maintenance, Grounds and or Fleet services.

Population Projections

In the Fall of 2010, the University re-assigned all its first and second year undergraduate students to its Biddeford Campus to provide for a more complete undergraduate experience and to minimize the duplication of similar academic environments. This resulted in the reallocation of approximately 100 students a year. These students will return to the Portland Campus beginning the Fall of 2012, to complete the “professional” component of their degree. In the Fall of 2013, the second cohort will return to the Portland Campus, in conjunction with the arrival of the first year of the College of Dental Medicine students. The College of Dental Medicine will enroll up to 46 students per year. During this four year program, the students will be on campus for the first three years and out on rotations during the four year. The following illustrates the anticipated student population (FTE) on campus over the next five years.

	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17
Students Projections	818	941	1097	1143	1189	1189

Proposed Development

In support of these objectives, the University will initiate the development as illustrated on the *Campus Master Plan 2012-2017* drawing.

This development plan includes potential renovations to improve academic support spaces in Alumni Hall (S1) and Finley Recreational Center (S2). These renovations are to be conducted in support of our academic mission, and should result in no additional classroom square footage. In support of the College of Dental Medicine, the University will construct the new Patient Care Center (A1). This facility is anticipated as being a two story 36,000sf facility, and will result in additional classroom and patient care center square footages. This new facility and its additional student population was included in the *Traffic*

Demand Management Plan (TDM), located in Attachment D and accounted for in the *Parking Assessment/Long-term Parking Strategy Plan*, located in Attachment B.

The development of the Patient Care Center will require the displacement of three of the existing University owned facilities. These include two administrative/support facilities located at 1 College Street and 746 Stevens Avenue. These three story buildings would be impractical to relocate due to their size, and thus are anticipated to be removed. The facility at 750 Stevens Avenue is a two story single family residence that has only been rented to UNE students since 2005. Prior to 2005, this facility was used to house the offices of the Women's Literary Union, for several decades. The University has offered the building to Habitat for Humanity, but they are unable to relocate the facility. The University continues to pursue the option of relocating this facility with a real estate broker. Should the University be unable to find an opportunity to relocate this facility, then it will need to be removed from the site. While this facility is considered a dwelling unit per the City code, it is the University opinion that "*the proposed use will not cause significant displacement or conversion of residential uses*". This opinion was discussed at a March 30, 2012 meeting with Greg Mitchell, Alex Jaegerman, and Barbara Barhydt, and was understood by the University to be supported by City Staff.

The development presented in the *Campus Master Plan 2012-2017*, results in a projected parking deficit on the campus. This deficit can be mitigated by the utilization of the newly acquired parcel and its existing impervious surface, as a parking area, as noted with a "P", on the *Campus Master Plan 2012-2017*. This plan includes the creation of an Intermodal Transportation Facility at the newly acquired property on Bishop Street. In utilizing the 12.5 acres of impervious surface currently existing at the site, the University now has the ability to meet its entire long-term projected parking deficit on this parcel, without creation of any additional impervious surface. The UNE community members could park their vehicles at the facility, wait in a heated and secure shelter, and then board a shuttle that would bring them to the main campus. The shuttle service would make continuous trips, during peak academic hours, to insure minimal wait times. The University intends to develop plans for the site and submit them to the Planning Office for review in the near future, in order to begin utilization of the facility in the Fall of 2012.

There is an existing road connecting the main campus to Bishop Street. The University will look to maintain and or improve this road in order that service and shuttle service vehicles can utilize this as an access route between the different segments of the campus.

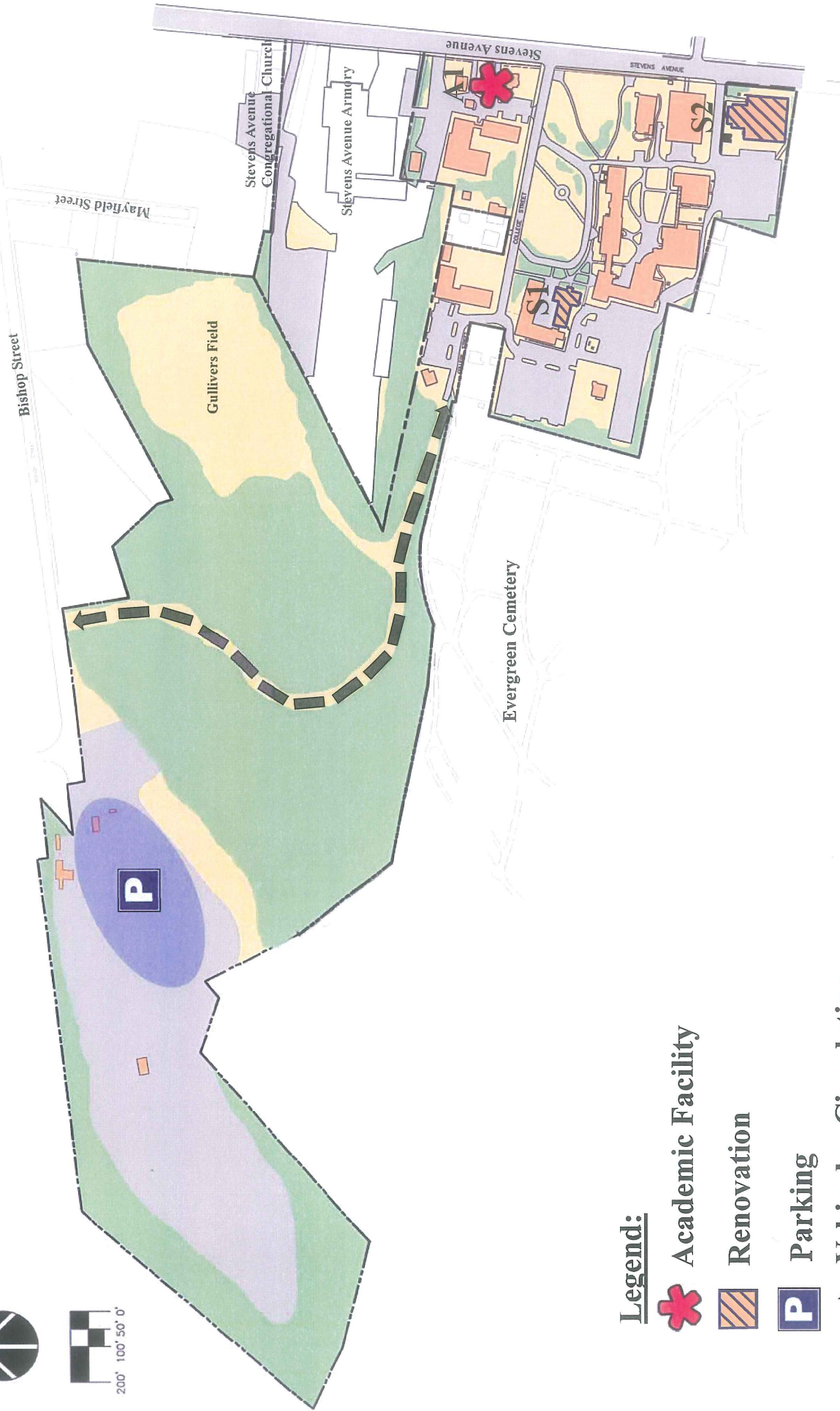
With the acquisition of the Bishop Street parcel, the vision for the future of the University of New England's Portland Campus is now subject to a new perspective. The University's land holdings are spread across four distinct zoning areas. This complicates any future development and has stimulated conversations with City Officials at all levels. It has been recommended by City Staff that the University work with the City to create an overlay zone

for the Portland Campus, similar to those in place at USM, MMC and Waynflete. The University is committed towards this goal.

It has become increasingly obvious over the past few years that the University's transition from an undergraduate to a graduate campus and the subsequent development has had an increasing impact on the community. The recent neighborhood meetings related to parking in the vicinity of the campus have given the University some good insight into the results of this impact. The University has made a commitment to the neighbors to continue with these meetings in an effort to enhance the relationship with our neighbors and to help shape the future development in a manner that minimizes the adverse impacts to the community. It will be through these ongoing dialogues that the University, City and neighbors can hope to achieve their mutual goals.



200' 100' 50' 0'



Legend:

 Academic Facility

 Renovation

 Parking

 Vehicular Circulation



UNIVERSITY OF
NEW ENGLAND

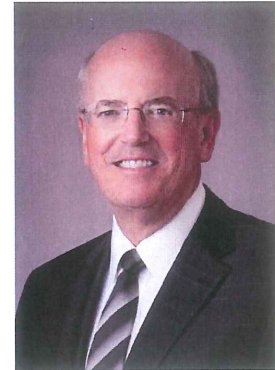
Campus Master Plan 2012 - 2017

University of New England College of Dental Medicine Progress Report | Winter 2012

INTRODUCTION

The University will enroll the first entering class for the UNE College of Dental Medicine in Fall 2013.

The founding dean of the College of Dental Medicine, James J. Koelbl, DDS, MS, MJ joined the University in March 2011 to oversee the College's Initial Application for Accreditation. His duties also included reviewing and evaluating the substantive planning that had been accomplished prior to his arrival.



The College of Dental Medicine team continues to work closely with the President, the Provost, other members of the University administration, and the deans and faculty of the other colleges within UNE to bring the plans for the new college to fruition.

With the help of Institutional Advancement, UNE applied for a Maine State Dental Bond for \$3.5 million towards the construction of a dental school teaching clinic. The voters of Maine passed this bond referendum in November 2010 and the money was awarded to UNE in August 2011. An additional \$1.5 million from the bond will be awarded to help expand the capability of community clinics to accept fourth-year dental students as part of the planned dental education program

Initially, the administration explored building the dental teaching clinic/simulation center in downtown Portland. Upon further review, in summer 2011 the University Board of Trustees approved plans to begin the process of building a clinical facility on an ideal site on the University's Portland campus.

The College of Dental Medicine continues to move confidently toward admitting its first entering class in fall 2013. The 2013 date clearly shows that UNE places higher value on long-term success than potential short term results. The advantages of this timing include:

- Better alignment of student recruitment, admissions and enrollment with the process/timeline for accreditation
- Further development of unique aspects of innovative curriculum, including the potential development of online graduate curriculum resources



Goddard Hall renovations were completed in late 2011, making this historic building the administrative home for the College of Dental Medicine.

- Creation of synergistic partnerships with other colleges and programs throughout the university for the sharing of academic resources
- Development of innovative, efficient patient care model, including the ability to utilize the expertise of new VP for Clinical Affairs
- Opportunities to create potential clinical partnerships to enhance the ability of the university to deliver high quality, comprehensive health care
- Efficiencies of scale by having simulation center, patient care center, and faculty offices on one campus
- Further development of true academic health science center (education and patient care) in Portland
- Establishes a stronger foundation for long-term success of UNE as leader in health care education, service and patient care
- Will increase the confidence of various constituencies (e.g., higher education; dental education; dental practice; accrediting bodies; potential faculty, staff students, etc.) in UNE's commitment to outstanding quality and enduring value to benefit the community and region

AMERICAN DENTAL EDUCATION ASSOCIATION MEMBERSHIP

At its March 2011 Annual Session, the House of Delegates of the American Dental Education Association (ADEA) formally approved the University of New England College of Dental Medicine's membership in that organization.

STUDENT ADMISSIONS

The College is finalizing plans for the recruitment and admissions process, and will participate in the national dental application service administered by the American Dental Education Association (AADSAS). It is expected that AADSAS will begin accepting online applications for the fall 2013 entering class on or about June 1, 2012.

The College is committed to a comprehensive review of student applications, and seeks a diverse and balanced student population and considers academic and non-academic criteria in selecting applicants who have the potential for success.

Admission to the DMD program is competitive and based on a "whole file review" process. Applicants are evaluated on academic record and scholastic ability; performance on the DAT; maturity; perseverance; motivation; letter of recommendation; type, scope and duration of community service; leadership potential; career goals; ethics; state of residence; and interpersonal skills. To ascertain these factors, an on-campus interview is required prior to a final admission decision. All interviews are by invitation only.



ACCREDITATION

The College submitted its initial application for accreditation to the Commission on Dental Accreditation on March 31, 2011. A team of Commission consultants reviewed the application. Subsequently, the Commission requested additional information on several issues. A written report is being finalized and will be submitted on or about February 1, 2012. The Accreditation site visit has been scheduled for April 3 - 4, 2012. At that time, the site visit team will review our overall plans and assess our progress in implementing those plans. In approximately thirty days after the site visit, UNE will receive a draft site visit report. We will then have an additional thirty days to respond and submit additional information. CODA's Pre-doctoral Review Committee at its regularly scheduled meeting in on July 16-17, 2012 will review a copy of the site visit report and any response from UNE. The full Commission at its regularly scheduled meeting on August 9 - 10, 2012 will then consider that committee's recommendation. The Commission on Dental Accreditation makes the final decision on the program's status, and that decision will be communicated to UNE shortly after the August meeting.



ADMINISTRATIVE SPACE

Work has been completed on the renovation of Goddard Hall on the Portland campus. This historic building will house administrative and faculty offices, a small lecture facility, some conference rooms, and student space. The College moved into its new facilities in early November 2011. An Open House for Westbrook College Alumni was held in Goddard in December 2011, and we received many favorable comments regarding the renovation of this 154-year old building.

CLINICAL & SIMULATION FACILITIES

After the decision by the Board of Trustees to house the college's clinical and simulation facilities on the Portland campus, requests for proposals from architectural firms were sent out in December of 2011. An architectural firm was chosen, and meetings with the architects began during the week of January 16, 2012. A schedule for the programming, design and construction of the building has been established, and it is anticipated that the facilities will be ready in August 2013. As plans for the Simulation Center and Oral Health Center continue, comprehensive lists of equipment and supplies are also being developed.



Dental operatories purchased through American Recovery and Reinvestment Act funding

The University obtained an American Recovery and Reinvestment Act grant through the State of Maine in the amount of \$291,525. These funds had to be expended no later than summer 2011, so the College has already purchased its first sixteen dental operatories, which are currently being stored in a climate-controlled facility in Saco.

DENTAL SIMULATION

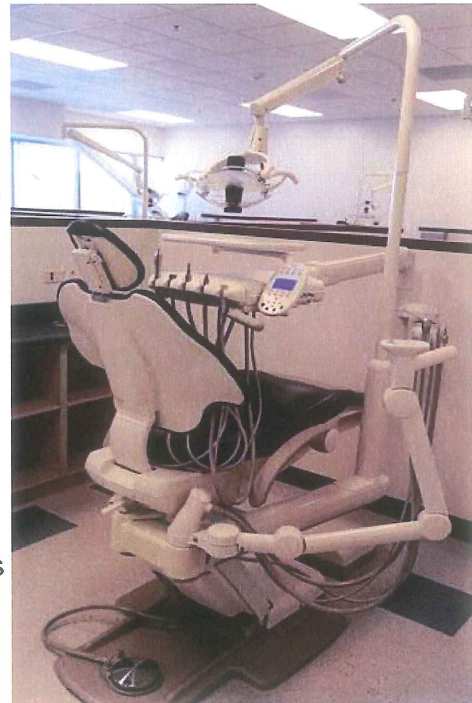
The College of Dental Medicine plans to provide state-of-the-art simulation facilities for our students. The students will begin learning and practicing the technical aspects of dentistry on simulated patients, who will have realistic oral and general health histories, and who will be treated according to a realistic phased plan of treatment.

The advantages of this dental simulation environment include:

- Accelerated student learning
- Prepare students for earlier entry into patient care
- Improved health and production through better ergonomics
- Improve student satisfaction and confidence
- Supplement students' clinical experience

ARCHITECTURAL TEAM

The Oral Health Center planning is based on an integrated Group Practice Model with four 'practices' overseen by Group Practice Leaders and Patient Care Coordinators. This preliminary planning process was enhanced by the various experiences the team has had relative to administrative and teaching experiences in integrated group models, renovation of existing clinical spaces and/or new construction of both simulation and clinical spaces and the fact that each team member has visited many pre-clinical and clinical settings in dental schools across the country.



Example of UNE dental unit

The next steps were to begin the space planning with the architectural team. An RFP was sent to eight architectural firms from around the country making it very clear that experience with larger dental clinic settings would be a high priority. After a thorough interviewing process, Port City Architecture, partnering with Kahler-Slater, was chosen for the UNE Oral Health Center building project. Port City Architecture brings a wealth of experience in constructing new buildings and was the architect responsible for the new UNE College of Pharmacy building on the Portland Campus. Their teaming with Kahler-Slater is a key factor as their dental architect has been involved in numerous dental simulation and clinic projects across the country.

CURRICULUM DEVELOPMENT

During the feasibility phase for the development of the College of Dental Medicine, representatives from the University visited twelve dental schools across the United States and Canada to assess various aspects of the programs—including the curriculum. During this time, UNE decided to develop a dental school based on a model that uses extensive community-based clinical education. Specifically, UNE’s administrative team developed a proposal that was approved by the UNE Board of Trustees in November 2008 with the following characteristics:



Dental simulator

- **Portland:** Two years on campus focused on an integrated basic science, preclinical dental science including dental simulation and early clinical experience curriculum.
- **Portland:** A third year focusing on intensive clinical experience in the University-based Oral Health Center in Portland, Maine with continued didactic and seminar studies in dental sciences, dental practice and integration of biomedical sciences into clinical practice.
- **Distributed Clinical Network:** A fourth year focusing on extensive clinical experience in a distributed, community-based clinical learning environment across Northern New England (Maine, New Hampshire and Vermont). Specifically, students would participate in externships across the region for the majority of the fourth year of dental school. Clinical sites would include federally qualified community health centers, Veteran’s Administration dental clinics, and other non-profit dental clinics. Faculty oversight would be assured for all clinical experiences.



Dental Simulation Clinic

Initially, four advisory groups were invited to provide guidance in the further development of the predoctoral program. One of the groups, “The Success Group” (Northern New England Dentists for the Success of a College of Dental Medicine at the University of New England) included nine dentists who were each appointed by the dental association/societies of the three target states: Maine, New Hampshire and Vermont. This group focused on the needs and practices of dentists in Northern New England.

In 2010, several “Blue Ribbon Advisors” Groups were convened. The first group focused on the clinical education portion of the curriculum including preclinical education and

clinical education both on and off-campus. The second Blue Ribbon Advisors' Group focused on a research program for the College. The discussions included student research opportunities and evidence-based dentistry as part of the curriculum. The third Blue Ribbon Advisors' Group focused on the curriculum as a whole.

A final advisory group was convened in June 2011. This group, The DMD Curriculum Design Group, was charged with serving as the Curriculum Committee for the College of Dental Medicine for three days. The participants reviewed and made recommendations to the draft Competencies and the overall student outcomes assessment plan and then focused on the first two years of the curriculum. The participants broke into groups across the three days and drafted specific learning objectives for various aspects of the curriculum. This final advisory group provided detailed recommendations and work products to the College's Curriculum Design Group.

Each of the advisory groups, prior to their meeting times, were provided background information regarding the plans for the College and the basic premises that had been established in the feasibility study. They also reviewed the work that had been developed by the previous Advisory Groups. As a result, the work of each group built upon the work of the previous individuals and groups.

A total of almost forty external advisors from approximately twenty institutions of higher education including fifteen dental schools in the United States and Canada were engaged in the development of the College of Dental Medicine's DMD program. This included individuals representing the biomedical sciences, the preclinical/clinical sciences, private practice and the dental industry.

Additionally during the summer of 2011, UNE engaged two of the DMD Curriculum Design Group members to further develop learning objectives for the entire Biomedical Science and Dental Science portions of the curriculum. The work included multiple conference calls, work via email, and four face-to-face meetings.

The educational philosophy and resulting curriculum are not derived from any one school but are an amalgamation of best and promising practices utilized in a variety of settings across North America. As a summary, the following are but a few of the resources the College has used to establish its curricular philosophy and the DMD curriculum:

- UNE Administration visits to 12 US and Canadian dental schools
- Work of three advisory groups
- Work of the DMD Curriculum Design Group
- White papers of the American Dental Education Association's Commission on Change and Innovation
- Core Competencies for Inter-professional Collaborative Practice by the Inter-professional Education Collaborative

RESEARCH

Research will also be central to UNE's mission, and a dental medicine program will provide rich opportunities to study oral health issues facing people in northern New England. The anticipated research agenda will focus on population research, educational research and pain research.

The College has also developed a robust research plan. Interested students will receive direct hands-on experience on a clearly defined research project with attainable goals. The research projects will be performed by the students related to ongoing projects or newly developed projects under a faculty mentor's supervision. The students will also have the opportunity to participate in campus-wide, seminars, and workshops. Although the major training program activities are during the summer, students may continue related activities during the fall and spring semesters, contingent on mentor and College of Dental Medicine discretion. Students will be encouraged to submit an abstract and present their research findings at a scientific meeting. The program will culminate with a final research report.

FACULTY AND STAFF

A five to seven year hiring plan is also being developed to set the stage for the future recruitment of faculty and staff. Faculty and staff hires will be phased as the program develops over the four years of the curriculum, and it is anticipated that initial hires will occur on or about the spring of 2013.



FUND RAISING

To date, over thirty individual, corporate and foundation donors have contributed \$ 8,511,382 to support the College of Dental Medicine. Some of the major gifts include:

\$3,500,000	Maine Dental Bond
\$2,300,000	NE Delta Dental (ME, NH, VT)
\$ 611,820	U.S. Dept. of Health & Human Services
\$ 500,000	Elmina B. Sewall Foundation
\$ 291,525	American Recovery and Reinvestment Act (ARRA)
\$ 250,000	UNUM
\$ 220,000	Betterment Fund (first endowed dental scholarship)
\$ 200,000	Vincent B. and Barbara G. Welch Foundation

In addition, many individuals, including dental practitioners have made donations in amounts ranging from \$5,000 to \$100,000 each.

COMMUNICATIONS

The College is continuing to meet with dental groups and others to continue to inform people about our plans, and to continue to solicit support for the short-term and long-term financial needs of the developing educational program.

The following is a partial list of meetings/discussions that have been held over this past year:

- Northeast Delta Dental
- UNUM
- American Dental Education Association Annual Session
- Yankee Dental Congress
- New England Dental Leadership Conference
- Rhode Island Dental Association Executive Board
- York County Dental Society
- Greater Portland Dental Society
- Vincent B. and Barbara G. Welch Foundation Board
- UNE College of Dental Medicine "Meet the Dean" reception
- UNE Dental Hygiene Program Advisory Committee
- Mattina R. Proctor Foundation
- Harry and Sadie Davis Foundation
- New Hampshire Dental Society Annual Session
- Nobel Biocare
- Maine Dental Association Executive Board
- Penobscot Community Health Care Center
- Maine Board of Dental Examiners
- University of Maine Augusta
- Senator Chris Rector
- Maine Dental Association Annual Session
- Penobscot Community Health Center "Growing Our Own" Conference
- Mid-Coast Dental Society
- Merry Meeting Bay Dental Society
- Community Dental Care
- American Dental Education Association Curricular Change and Innovation Conference
- Dalhousie University College of Dentistry
- Westbrook College Alumni Event
- Maine Medical Center

Overall, our team continues to work on all fronts to make the dream of a UNE College of Dental Medicine a reality. The University remains exceptionally grateful for your continued support and we look forward to continuing to share with you the progress of northern New England's first College of Dental Medicine.

Attachment B

04/20/12

2. *The Planning Board grants an extension to February 24, 2012 for meeting the condition of approval regarding the Long-term Parking Strategy Plan.*

The February 28, 2008 College of Pharmacy Site Plan Condition of Approval stated, "UNE shall submit to the Planning Board for review and approval within two 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." This Planning Board report #12-08 is attached at the rear of this section for reference purposes.

Please see the attached *Parking Assessment/ Long-term Parking Strategy Plan*, April 2012 and *Campus Master Plan 2012-2017 Parking Demand Projections* documents, dated 04/01/12.

At the April 10, 2012 workshop, the Planning Board clarified that it required a clearer understanding of how UNE had specifically addressed the deficit parking that was depicted on page 8 of the Planning Report #12-08. The parking deficit projected in 2007, for the 2011-12 academic year was 134 spaces. The University has addressed this deficit.

At the conclusion of the Pharmacy construction there were 413 spaces available on the Portland Campus. (Per the *Planning Board report #12-08, Section II. Summary of Findings* the 413 parking spaces available on the campus at the completion of the College of Pharmacy project, **exceeded** the City of Portland Code requirement of 231 spaces.) Since the original Planning Board Site Plan Approval of the College of Pharmacy, the University has looked to maximize the efficiency of its existing parking areas. Reconfiguration of stall layouts in a few parking areas has allowed for the addition/creation of 7 parking spaces, resulting in a total of 420 spaces available on the campus. (This parking space count has been confirmed by the independent audit of Robert Fuller, on December 10, 2011, as noted in Attachment 5 of the April 5, 2012 *College of Pharmacy Conditions of Approval*, memorandum to the Planning Board, from Shukria Wiar.) See attached *Parking Map 2012* for locations of the specific parking areas on campus.

The University of New England offers free Metro passes to its students and staff. Attached at the rear of this section is a report illustrating the monthly ridership since the inception of this program. At the time for the original College of Pharmacy site plan submission, 2007, there was an average of 232 rides per month. This program has grown significantly and in 2011 the ridership has increased to an average of approximately 643 rides per month. (September 2011 counts were excluded from this count as the Metro offered all college students free passes for the first half of the month, thus decreasing the total rides attributed to UNE.) This increase of 411 rides per month equates to approximately 20 rides per academic day, or the equivalent of 10 daily round trips to/from the campus. This has eliminated the need for 10 parking spaces on the campus over this time. The university continues to encourage the use of the Metro as an alternative to commuting by car, and anticipates this program to continue to grow in its popularity and effectiveness.

The University has also continued to seek additional parking spaces to lease, in lieu of creating new parking spaces. Since 2007 the University has successfully negotiated with the Stevens Avenue Congregational Church on a long term, renewable lease for 35 parking spaces and with the Stevens Avenue Armory for two additional spaces. Additionally, the University has partnered with the Stevens Avenue Armory to consolidate their secured parking to one side of the lower Armory parking area, and the University was able to re-orient an existing access road to allow for the use of the vacated parking area. The plan approved by the Planning Office allowed for the 77 spaces that were created in 2011, and indicated that in a Phase 2 project another 30 could be added upon successfully completing a Level II Site Plan Review and increasing the total impervious area at the site. If the additional spaces are not constructed, the parking as indicated within the original plan can be increased to 83 spaces by reconfiguring the spaces into what would have been aisle space in Phase 2 of the plan. Please see attached drawings at the rear of this section. Both the approved Phase 1 and revised Phase 1 plans are attached.

These actions have addressed the 134 space deficit projected in the Planning Board Report #12-08.

Summary:

Maximize efficiency of existing parking	7
Increased Metro Utilization	10
Increased Rentals	
Stevens Ave. Congregational Church	35
Stevens Avenue Armory	
Upper	2
Lower	<u>83</u>
TOTAL	137

While the University has addressed the deficit as projected, the utilization of the newer, more remote parking areas is not as high as the University would like to see. UNE community vehicles continue to park in the public spaces proximal to the campus. This utilization of neighboring side street public parking has resulted in increasingly more concern expressed by the neighbors of the campus. In response to this, the City has initiated a survey to seek opinion on the creation of a Residential Parking Zone adjacent to the campus. The University supports this plan and feels that once it is implemented, the UNE community vehicles currently utilizing the more proximal, on-street public parking, would then relocate to the UNE provided parking spaces.

The University's *Campus Master Plan 2012-2017*, dated April 17, 2012, is attached. This plan reflects the anticipated future growth and development on the campus. This plan includes the creation of an Intermodal Transportation Facility at the newly acquired property on Bishop Street. In utilizing the 12.5 acres of impervious surface currently existing at the site, the University now has the ability to meet its entire long-term projected parking deficit on this parcel, without creation of any additional impervious surface. The UNE community

members could park their vehicles at the facility, wait in a heated and secure shelter, and then board a shuttle that would bring them to the main campus. The shuttle service would make continuous trips, during peak academic hours, to insure minimal wait times. The University intends to develop plans for the site and submit them to the Planning Office for review in the near future, in order to begin utilization of the facility in the Fall of 2012.

PLANNING BOARD REPORT # 12-08

**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:

I. 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

University of New England
Portland Campus
Parking Assessment/Long-term Parking Strategy Plan
April 2012

Existing Conditions:

As of the start of the Fall 2011 semester, UNE had 420 on site parking spaces on its Portland campus and had rental agreements with the State of Maine Armory for an additional 12 spaces, and with the Stevens Avenue Congregational Church for another 35 spaces, resulting in a total of 467 spaces available to serve its Portland Campus. This supply exceeds the City's code required parking count.

An assessment of available parking was conducted during the week of October 24-28, 2011, during which counts of available spaces were conducted hourly from 8am to 5pm each day. (See attached *Campus Master Plan 2012-2017 Parking Demand Projections* document.) A minimum of 21 available spaces was noted at 11am on October 25, 2011.

The Fall 2011 Full Time Equivalent (FTE), student enrollment determined that there are approximately 818 FTE students on the Portland Campus. This includes the third and final year of on-campus College of Pharmacy students.

Using the Fall 2011 parking and student population information it was determined that the ratio of occupied spaces to FTE students is 0.67. This ratio was calculated utilizing the number of occupied spaces on campus, as well as including the on street parking that was attributed to UNE. This is the same method previously utilized and approved by the City Traffic Engineer. The on street parking assumed to be utilized by UNE community vehicles includes all of the cars parked on College Street and 50% of the cars parked on Stevens Avenue in the vicinity of the campus as well as 50% of the cars parked on the neighboring side streets. On street parked vehicle count data was supplied to UNE from John Peverada, Manager of the Portland Parking Division. Using this ratio, the annual projected parking demand is presented in the attached *Portland Campus Master Plan 2012-2017 Parking Demand Projections* document.

The projected demand illustrates a deficit of 274 parking spaces in 2017.

The University subsidizes the free use of the METRO to all its students and staff. The program ridership averaged 232 rides per month in 2008 and has increased to 643 rides per month in 2011. Efforts are ongoing to increase this usage.

This parking deficit could be reduced further with a continued increase in Metro ridership and if other parking demand management options are successfully employed.

Parking Options

The University has continued to explore many options to increase the parking capacity and to mitigate the parking demand for its Portland Campus. These include the following:

- 1) **Seeking additional parking space rental opportunities proximal to the campus.** The University has successfully negotiated with the State of Maine Armory to increase the rental spaces at the Armory by approximately 80 spaces. These spaces were made available in January 2012.

- 2) **Acquisition of properties proximal to the campus and construction of parking spaces.** The University has identified, toured and considered several properties for purchase, which may provide proximal parking to the campus. The University has successfully negotiated the purchase of an additional 19 acres of land, contiguous to the campus. This parcel was formerly owned by Pike Industries and was utilized as an asphalt manufacturing plant. The parcel contains approximately 12.5 acres of impervious surface and can be readily utilized for surface parking and could easily accommodate the entire 2017 projected parking demand with minimal additional development.

The University's Master Plan includes the creation of an Intermodal Transportation Facility at the newly acquired property on Bishop Street. This option was reviewed on April 12, 2012 with the City Planning staff, including Alex Jaegerman, Barbara Barhydt and Marge Schmuckal, and it is understood by the University to be supported by City Staff. The University intends to firm up the plans for the site and submit them to the Planning Office for review in the near future, in order to begin utilization of the facility in the Fall of 2012.

The Bishop Street parcel would require some additional lighting, emergency call boxes, some minor asphalt repair, and striping. In addition, the University would look to retrofit one of the existing structures to accommodate a heated and secure shelter for persons utilizing the lot, while waiting for the shuttle service.

As the parcel is not directly adjacent to the main campus, the University will need to initiate the operation of a shuttle service to/from the main campus. The shuttle service is envisioned as operating during the main academic hours and offer continuous round trips to insure minimal wait times. After hour transportation would be arranged through the University's Security Office, via the existing "escort" service program. This program currently offers rides to persons "uncomfortable" or unable to walk to their parked vehicles or destinations.

In addition to this purchase, the University continues to actively pursue other acquisition options proximal to the campus, and is engaged in on-going discussions with one other land owner.

- 3) **Encouraging alternate transportation modes (mass transit, car pooling, bicycling, etc.)** The University continues to subsidize the free use of the METRO to all its students and staff. The program ridership averaged 232 rides per month in 2008 and has increased to 643 rides per month in 2011. This represents a 277% increase and is extremely encouraging. Efforts to increase the usage are on-going.

The University strongly encourages and supports carpool/rideshare opportunities, and makes use of the GoMaine website for both its Biddeford and Portland campuses.

- 4) **Other Parking Demand Management Strategies.** The University's most remote lots continually are the most underutilized. In an effort to encourage their use, the University continually advertizes their location and availability of off street parking. The Department of Safety and Security has conducted several raffles where they announce the raffle taking place during a certain week and then randomly select a vehicle parked in the remote lot to receive a prize. The winner is notified after the end of the raffle period, thus encouraging users to continue the use during the entire period. The prizes have included bicycles from LL Bean. The selection of a high quality bike as a prize was done in order to hopefully encourage the more frequent use of bicycles as a mode of transportation to the campus. In addition, free coffee and donuts have been provided to the users of these remote lots on several occasions. These incentive programs have proven successful in diverting vehicles to these lots, on the days the incentives are "active". On days when the incentives are not "active", the community members often opt to utilize the available on street parking closer to the campus core.

In response to the ongoing concern expressed from neighboring side street residents, the City has initiated a pilot program for Residential Parking on the adjacent side streets. This program should reduce the ability of the UNE community vehicles from parking in these areas. In addition to addressing the neighbor concerns, this will incentivize UNE community vehicles to park in the more remote lots, or face ticketing. It is anticipated that the remote lot usage will increase dramatically as a result.

- 5) **Constructing new parking spaces on campus.** The University has reviewed options for adding additional spaces on campus and has been unable to squeeze any additional spaces onto the main campus. There are no undeveloped and/or unregulated areas on the main campus that could support any significant additional surface parking areas.

The University owned vehicles have all been consolidated to the parking area on campus where parking is the most underutilized, thus “freeing” up several spaces in a more heavily used parking area, in an effort to encourage additional on-site parking. With the purchase of the parcel of land on Bishop Street, the University is looking to relocate the University service vehicles to this location, thus freeing up additional spaces on the main campus.

The University has also utilized the services of a structural engineer to review the viability of the construction of a parking garage on campus. The engineer was asked to look at the available areas on the main campus and determine the feasibility of constructing a parking garage. The largest areas on the main campus are currently parking lots, thus any structured parking construction would need to be developed in these areas, thus increasing the size of the parking structure in order to compensate for these displaced spaces. This review resulted in determining that there are no locations on the main campus that a parking garage, large enough to accommodate the projected parking demand, could be constructed that is compliant with the code established setbacks and height restrictions.

The University owns additional land behind the main campus. This property has an existing field, Gulliver’s Field, where a parking lot could be constructed that would accommodate the entire Portland Campus Master Plan 2012-2017 projected demand. While this field is located in an area proximal to wetlands, the University is confident that a parking area could be designed and constructed in compliance with all pertinent regulations. However, the City Planning Office has expressed concern that permitting this facility would be difficult and has suggested that the University avoid this option.



UNIVERSITY OF NEW ENGLAND

4/1/2012

Portland Campus Master Plan 2012-17 Parking Demand Projections

	2011-12	2012-13 ⁽³⁾	2013-14 ⁽⁴⁾	2014-15	2015-16	2016-17
Students ⁽¹⁾	818	941	1097	1143	1189	1189
Parking required ⁽²⁾ (0.67 spaces/stud)	589	630	766	797	828	828
Parking Supply	467	577	554	554	554	554
Surplus/Deficit	-122	-53	-212	-243	-274	-274

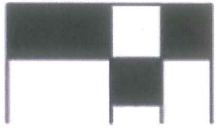
(1) Assumes WCHP growth as previously outlined and CDM growth of 46 students per year for three years, starting in 2013

(2) Utilizes parking information provided by John Peverada on 02/22/12

(2) Accounts for all of the cars parked on College St., and 50% of the vehicles parked proximally on Stevens and side streets from Stevens

(3) Includes 110 spaces in Armory Lower Level

(4) Accounts for new CDM Patient Care Clinic facility



200' 100' 50' 0'

P 35

Stevens Avenue
Congregational Church

P 83

Stevens Avenue
Armory

P 12

P 34

P 44

P 23

COLLEGE STREET

P 106

P 4

P 117

P 2

STEVENS AVENUE

P 6

P 84

Legend



Number of spaces

Total = 550 spaces



UNIVERSITY OF
NEW ENGLAND

Parking Map 2012

04/17/12



UNIVERSITY OF NEW ENGLAND

Portland Metro Bus Ridership

	2013	2012	2011	2010	2009	2008	2007	2006
January	0	700	501	371	608	218	242	
February	0		624	339	543	161	192	
March	0		768	370	506	200	592	
April	0		719	442	515	217	565	
May	0		652	330	309	179	531	
June	0		707	350	448	175	356	
July	0		495	360	405	95	24	
August	0		422	398	463	115	19	
September	0		350	656	709	333	362	136
October	0		870	486	414	415	252	179
November	0		740	467	333	340	212	219
December	0		580	370	293	338	153	246
AVERAGE	0	700	619	412	462	232	292	195

During September 2011, the Metro provided free bus services to College Students for two weeks, thus monthly total is not reflective of actual use.

Starting September 2011, passes were issued in increments of ten

Attachment C

04/01/12

1. *The Planning Board grants an extension to February 24, 2012 for meeting the condition of approval regarding the Stormwater Management Plan.*

Stormwater Management

04/01/12

Existing Conditions

The February 26, 2008 condition of approval for the College of Pharmacy stated “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 sewer system and natural drainage system.”

We have reviewed the existing storm drain conditions on the 14 acre portion of the campus located northerly and southerly of College Street, and bounded on the east by Stevens Avenue, referred to herein as the campus proper.

The existing stormdrain system on the campus proper consists of a combination of dry wells sited at strategic locations and stormdrains tied into the city system. As best we can tell from our investigations, the majority of the campus is tributary to existing dry well systems.

The larger existing parking lots on the westerly portion of the campus are tributary to existing dry well systems. A recent inspection indicated that they are functioning adequately.

Runoff from the green located southerly of Goddard and Hersey Halls and from the loop drive and green space northerly of Hersey Hall is tributary to existing dry well systems.

The area of the previously approved College of Pharmacy and Finley recreation center is tributary to an existing enclosed system tied into the city system in Stevens Avenue. The majority of stormwater runoff from the proposed College of Dental Medicine site also flows to Stevens Avenue and College Street in the form of overland flow to that system, while approximately 12,000 sf drains to an existing drywell on the site.

Given the highly permeable nature of the surficial soils on the site, we believe that runoff from open space areas is minimal. Also, based on a review of plans for the older buildings on campus, it is evident that roof drains from these buildings were tied into dry well systems.

Based upon our findings it appears runoff from approximately 80% of the campus is tributary to dry wells. From this one can conclude that 80% of the entire volume of runoff from the campus is being detained and treated on site, which is likely a higher treatment and detention level than most developments in the city.

Since the submission of the original master plan on February 24, 2012, UNE closed on the purchase of an abutting parcel of land to the northwest of campus; the former Pike paving plant. This 19 acre parcel consists of approximately 60-70% impervious surface.

Proposed Conditions

Based on a review of the UNE master plan for the Westbrook College Campus, it appears that one master plan project would require a significant amount of site work and require city staff and planning board review from a stormwater perspective.

This project is the proposed Patient Care Center. This project involves the demolition of several wood frame structures and existing parking areas on the campus in order to construct an approximately 18,600 sf footprint building. The majority of runoff from the building site at the corner of College Street and Stevens Avenue drains to the existing city systems in those streets via overland flow. At this point in time, it appears the building will result in a net increase of approximately 4800 sf of impervious area on the development site.

However, when the College of Pharmacy was permitted in 2008, the city approved stormwater management plan demonstrated a reduction in impervious area of 6000 sf on the campus. With this project, the extent of impervious area on the campus will continue to be 1200 sf less than prior to the College of Pharmacy project. Both sites are tributary to the same system in Stevens Avenue. Also, infiltration systems will be constructed to replace existing infiltration systems displaced by the construction, and to collect runoff from the roof of the proposed building.

Therefore, construction of this project should not adversely affect the receiving stormdrain systems, as runoff rates and quantities will remain less than those existing in 2007-2008.

As noted in the master plan discussion, the purchase of the Pike Industries property will also provide for expansion of the campus. This property will be available for parking, with no increase in impervious area necessary, or proposed, as a part of this master plan.

Conclusions

- Stormwater runoff from approximately 80% of the campus is tributary to dry wells, which detain and provide treatment for 100% of the volume of runoff from these areas. These measures currently minimize any impacts on the city sewer system and natural drainage

system, and likely exceed the treatment and detention provided on most development sites in the city.

- To the best of UNE's knowledge, the existing campus is currently compliant with local and state stormwater regulations.
- The proposed Patient Care Center will result in approximately 4800 sf of new impervious area on the development site. However, when combined with the 2008 College of Pharmacy project, the net result is a reduction in impervious area on the campus when compared with conditions prior to 2008. Additionally, a portion of the runoff from the new building will be routed to dry wells. This minimizes any impacts on the city sewer system and natural drainage system.
- UNE acknowledges condition #2 of the February 1, 2012 UNE - UNE Armory Parking Project Amended Approval Letter which requires mitigation for the additional impervious surface created on the armory site, either on the armory site or UNE owned property. This mitigation will be included in the Site Plan application for the Phase II Armory Parking.

Attachment D

04/01/12

1. *The Planning Board conditions the foregoing granting of the extensions that a Traffic Demand Management Plan (TDM) shall be incorporated as an integral part of the long term parking management strategy and campus master plan.*

The University has contracted Eaton Traffic Engineering to produce a Traffic Demand Management Plan (TDM). The plan was formatted to be consistent with the City of Portland's Technical Manual, and will be utilized in implementing and evaluating the effectiveness of the University's Long-term Parking Strategy plan. Please see the attached TDM, dated 04/01/12.



EATON TRAFFIC ENGINEERING

67 Winter Street Suite 5•Topsham•Maine•04086
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University of New England Portland Campus – Transportation Demand Management (TDM) Plan 04/01/12

Introduction

The University of New England (UNE) Portland Campus is located at 716 Stevens Avenue, in Portland, Maine, just northerly of Evergreen Cemetery. The Portland Campus was formerly Westbrook College, and includes all of the buildings associated with that institution plus a new building housing the College of Pharmacy, and a proposed new building to house the College of Dentistry.

The Portland Campus of UNE is well located in terms of access to multiple modes of transportation. Stevens Avenue is an arterial street in the City of Portland with good access in all directions from the Campus, including the Maine Turnpike (I-95) via Riverside Street, Warren Avenue and Bishop Street, and I-295 access from nearby Forest Avenue. Mass transit service is provided via the Portland Metro Route 3 which connects downtown Portland with North Deering via Stevens Avenue, and Route 2 which connects downtown Portland to the Riverton area and Westbrook via Forest Avenue. There are 2 bus stops on the UNE campus (one with a shelter) for Route 3. Bus stops on Forest Avenue in the vicinity of UNE are generally less than 1000 feet from the Campus. (UNE subsidizes the free use of Metro for all students and staff.) Pedestrian travel is facilitated by an extensive system of sidewalks in the area, which are important not only to UNE, but to other nearby educational facilities such as McAuley High School, Longfellow Elementary School and Deering High School. Finally, Stevens Avenue is a designated bicycle route in the City of Portland, and the UNE Campus provides bicycle racks and access to lockers and showers in the recreational center.

As a university, UNE transportation demand is quite typical of other institutions of higher education. Faculty, staff and a majority of students begin arriving at the site during the morning

peak period (7:00 – 9:00 AM) and departing the site during the evening peak period (4:00 – 6:00 PM). Because of various class schedules these peak periods are not as concentrated as would be associated with other land uses such as offices or retail, where work hours are more rigid. While there are options available to access the campus (bus, bicycle, walking) the majority of students and staff arrive by private vehicle. Parking demand on the UNE campus usually peaks at about 10:00 AM and begins to subside at approximately 2:00 – 3:00 PM. UNE has taken actions to reduce parking demand through use of free Metro tickets, encouragement of carpools and bicycling, but the primary focus of this TDM plan will be clearly to address the issue of parking in terms of reducing parking demand where possible and providing adequate supplies as necessary.

TDM Coordinator

The TDM Coordinator for UNE will be Alan Thibeault, Director of Campus Planning. The Coordinator will be responsible for directing the efforts of staff and outside consultants to implement and monitor efforts to reduce parking (and traffic) demand, as well as provided a campus planning framework to expand parking supply through direct construction of new facilities on or adjacent to the campus, use of possible satellite parking facilities (with some type of vanpool or shuttle service) and/or rental of surplus available spaces in the vicinity of the campus.

Student/Staff/Faculty Survey

UNE will develop a student/staff/faculty survey to monitor modal choice and parking usage. The survey will be prepared so that it is consistent with the surveys used by other educational institutions such as the University of Southern Maine, and perhaps with other large employers in Portland. This survey will take advantage of near universal on-line accessibility to facilitate conduct and evaluations of the results of the survey. With regard to carpool/rideshare opportunities, UNE already makes extensive use of the GoMaine website for both its Biddeford and Portland campuses. This program is overseen by Alethea Cariddi, Sustainability Coordinator for UNE.

Parking/Trip Reduction Target

UNE recently obtained a Traffic Movement Permit from the City of Portland as part of the expansion of the Campus for the College of Pharmacy. No significant traffic impacts were projected for the immediate vicinity of UNE and no direct mitigation action was required. UNE did make a contribution (as part of a city impact fee program) to improvements to Morrill's Corner (Forest Avenue @ Allen Avenue/Stevens Avenue/Bishop Street) as a condition of the City's approval of the expansion. If the University's plan to develop a parking lot on the Bishop Street parcel is implemented and a secondary access is provided from Bishop Street, this would have a mitigating impact on the vehicular traffic commuting through Morrill's Corner.

As noted in previous sections, UNE has encouraged the use of Metro and carpool/rideshare for its population, but most students/staff/faculty currently travel to/from the campus by private automobile. Accordingly, UNE primary emphasis in terms of TDM actions will be to expand parking supply and try to reduce demand while addressing needs to minimize parking on residential streets in the neighborhoods in the vicinity of the site.

Current parking demand projections for the UNE campus (including the proposed College of Dental Medicine) indicate that for the 2016-17 academic year (at which time the proposed College of Dentistry will be at full enrollment) the anticipated deficit in parking supply will be 274 spaces. This figure may be modified or refined over time based upon actual experience and observation in the field, but at this time the target for the TDM is to provide sufficient parking supply to meet this demand and/or reduce this demand by shifting private automobile trips to other modes of travel.

Education

The TDM Coordinator shall provide provisions for informing students/staff/faculty of the following:

- Links to Portland Metro maps and schedules as well as hard copies in areas convenient to students/staff/faculty
- On-line access to information regarding carpooling/rideshare and vanpooling
- Educational and promotional services via e-mail to students/staff/faculty regarding the advantages of use of alternative modes of transportation to/from the campus
- Employee recognition for efforts to reduce traffic impact and/or parking demand via e-mail and web posting
- Providing information regarding new parking strategies, alternative modes, etc.

Monitoring

The TDM Coordinator shall monitor the effectiveness of the TDM plan through providing for continuous on-line contact with students/staff/faculty as well as through more traditional means such as direct comments to staff, correspondence, etc. In addition the periodic surveys of parking usage and use of alternative modes of travel (typically on an annual basis) supplemented by direct observation (for example the counting of empty parking spaces on campus during peak parking demand periods, review of Portland metro ticket usage, use of bicycle racks, etc.). These studies, surveys and observations will be utilized to continually monitor progress and make adjustments and refinements as deemed appropriate.

Project Specific Standards

Infrastructure

The primary focus of UNE, as noted earlier in this document, is upon both increasing parking supply in the vicinity of the campus, and reducing parking demand through increased use of carpool/rideshare opportunities through GoMaine. UNE staff are continually reviewing alternatives to locate accessible potential parking areas in the vicinity of the site, while continuing to encourage carpool/vanpool usage through communications with their students/staff and faculty on the UNE website. UNE did recently obtain additional leased parking supply and will construct additional parking behind the Maine State National Guard Facility. Recent communications with

students/staff and faculty via the UNE website has resulted in increased usage of the new supply with corresponding reduction of on-street parking in residential areas in the vicinity of the UNE campus. The University will be seeking permits to construct additional parking on campus to meet the current and future demands as projected in their Masterplanning activities.

Incentives

UNE has a parking permit/fee program for parking lots on the primary campus; however, in order to encourage use of satellite lots, such as located behind the Maine State National Guard Armory, no fee is charged. In inaugurating this new facility UNE notified students/staff and faculty of its availability, security (patrolled by UNE Safety and Security, call boxes and lighting) and periodically raffled off new bicycles, and other prizes, at the new lot as an incentive to use this parking area. As noted earlier in this document, UNE fully pays the cost of Metro bus tickets for UNE students/staff and faculty. Average monthly transit ridership from 2007 is as follows:

2007	292
2008	232
2009	462
2010	412
2011	653 ¹

UNE will continue this policy of providing free transit service to students/staff and faculty and evaluate other incentives to increase usage of alternative travel modes to hopefully reduce parking demand.

¹ Data from January through April only



UNE Portland Campus – College of Dental Medicine
 04/01/12

Parking Demand:

Total New Students: 138 (46/year over 3 years)	
Parking Demand for new students (@ 0.67 sp/student):	93 spaces
Parking Demand for IPE (5000sf – 50% student/50% outside) @ 3.9 sp/ksf):	10 spaces
Parking Demand for Dental Clinic (5,492sf @ 3.9 sp/ksf)	21 spaces

Total new parking demand: 124 spaces

Trip Generation:

Trips from new students:	AM Peak Hour	29 trips	23 in/ 6 out
	PM Peak Hour	29 trips	8 in/ 21 out
	PM Peak (Gen)	33 trips	10 in/23 out
Trips from IPE (New)	AM Peak Hour	6 trips	5in/ 1 out
	PM Peak Hour	9 trips	2in/ 7 out
	PM Peak (Gen)	11 trips	4 in/7 out
Trips from Dental Clinic	AM Peak Hour	15 trips	12in/ 3 out
	PM Peak Hour	21 trips	6 in/ 15 out
	PM Peak (Gen)	25 trips	10 in/15 out

Total Trips (Using PM peak hour of the generator – the highest level of trips which occurs sometime after 12:00 Noon but not in the range of 4:00 to 6:00 PM): 69 trips

A Traffic Movement Permit was obtained for the UNE Pharmacy School, thus another TMP is required only when net new trips exceeds 100 trips in a peak hour – this condition is not met and no TMP is required.

MEMORANDUM
City Council Agenda Item

TO: City Council

FROM: Alex Jaegerman, Planning Division Director

DATE: August 28, 2013

DISTRIBUTION: City Manager, Mayor, Corporation Counsel, Sonia Bean, Terry Tucker

SUBJECT: University of New England easement for the Dentistry School

SPONSOR: Carol Morrissette, Chair, Portland Planning Board

COUNCIL MEETING DATE ACTION IS REQUESTED:

1st reading _____ **Final Action:** __September 9, 2013__

Can action be taken at a later date: __X__ Yes _____ No (If no why not?)

PRESENTATION: (List the presenter(s), type and length of presentation)

I. SUMMARY OF ISSUE

The University of New England requests City Council approval for two easements; one is for a private stormwater drain within the City's right-of-way and the second easement is for a portion of a sidewalk designed for public use on UNE's property. The easements are necessary for the construction of the Patient Care Center.

II. REASON FOR SUBMISSION

The easements are intended to allow UNE the right to install, maintain, repair, rebuild, and replace the following improvements:

1. A private storm drain pipeline in College Street (a public street); and
2. A portion of the sidewalk on UNE's property along Stevens Avenue.

III. INTENDED RESULT

The intended result is to allow the University of New England stewardship of the specified easements areas, which allow the full construction of the Patient Care Center.

IV. COUNCIL GOAL ADDRESSED

Not applicable.

V. FINANCIAL IMPACT

There is no direct financial impact to the City related to these easements.

VI. STAFF ANALYSIS

The Planning Board approved the site plan for the construction of the Patient Care Center on June 26, 2012. One of the conditions of approval stated that the applicant shall submit language for the sidewalk

easement for review and approval by Corporate Counsel and then accepted by the City Council. Danielle West, Chuhta, Corporation Counsel, approved the proposed easements on August 28, 2013.

VII. RECOMMENDATION

Since the easements were part of the conditions of approval, the Planning Board recommends that the easements be approved for the Patient Care Center to open their doors in September of this year.

VIII. LIST ATTACHMENTS

The attachments to this request include the proposed easements (Attachment 1 and Attachment 2) and the Planning Board approval letter (Attachment 3).

Prepared by:

Signature

Date

STORM DRAIN PIPELINE EASEMENT DEED

The CITY OF PORTLAND, MAINE, a Maine municipal corporation and body politic with an address of 389 Congress Street, Portland, Maine (the "City"), for consideration paid, grants to THE UNIVERSITY OF NEW ENGLAND, a Maine not for profit corporation with a place of business in Portland, Maine, a non-exclusive easement for the purposes hereinafter set forth with respect to that portion of the property of the Grantor along and underneath College Street in the City of Portland, County of Cumberland and State of Maine, such strip of land being in the area depicted on Exhibit A attached hereto and further described on the attached Exhibit B.

The easement includes the right to use, install and maintain, repair, replace, extend, alter, operate, inspect, and patrol through and under the surface of the Easement Area, underground storm water management system pipes, together with all fixtures and appurtenances thereto including for the purpose of conveying storm water from Grantee's adjacent land, all to such extent as in the reasonable judgment of the Grantee is necessary for any of the above purposes; and to enter upon the Easement Area at any and all times for any of the foregoing purposes.

All pipe lines, together with all fixtures and appurtenances thereto including, but not limited to, mains, laterals and services, pumps and control devices, whether fixed to the realty or not, shall be maintained and remain the property of the Grantee, its successors and assigns, until the termination, if ever, of this Easement Deed.

By acceptance of this Easement Deed, the Grantee agrees for itself and its successors and assigns to properly and professionally undertake all work permitted hereunder including, but not limited to, any necessary maintenance and repair within the Easement Area at its sole cost and expense and, following the completion of any work within the Easement Area and the disturbance of the Easement Area or any land adjacent thereto, to restore the Easement Area and land adjacent thereto to its condition prior to the undertaking of such work.

The Grantee shall indemnify and hold harmless Grantor, its successors and assigns from and against any and all damages, liabilities, losses, expenses, claims, demands and suits (including reasonable attorneys' fees and other costs and expenses incurred in defending the same), incurred or suffered in consequence of either bodily injury to any person (including death) or damage to any property, arising out of, relating to, or in connection with, the activities of Grantee or its employees or agents undertaken under this Easement Deed, including the flow of storm water permitted hereunder, which obligations shall survive any termination of this Easement Deed.

Reserving to the Grantor, its successors and assigns use of all or any portion of the Easement Area for all purposes as are not inconsistent with and shall not materially interfere with the use thereof by the Grantee, its successors and assigns, for the purposes hereinabove described, provided, however, that this limitation shall not be deemed to prohibit or limit the use or maintenance of the College Street public way and thoroughfare, paved or unpaved parking areas, driveways, roadways, walkways, paths, together with associated improvements, within the Easement Area.

IN WITNESS WHEREOF, the parties below have caused this instrument to be executed by their officers or other agents duly authorized, this ____ day of August, 2013.

WITNESS:

CITY OF PORTLAND, MAINE

By:

Ellen Sanborn
Its Finance Director

STATE OF MAINE
COUNTY OF CUMBERLAND

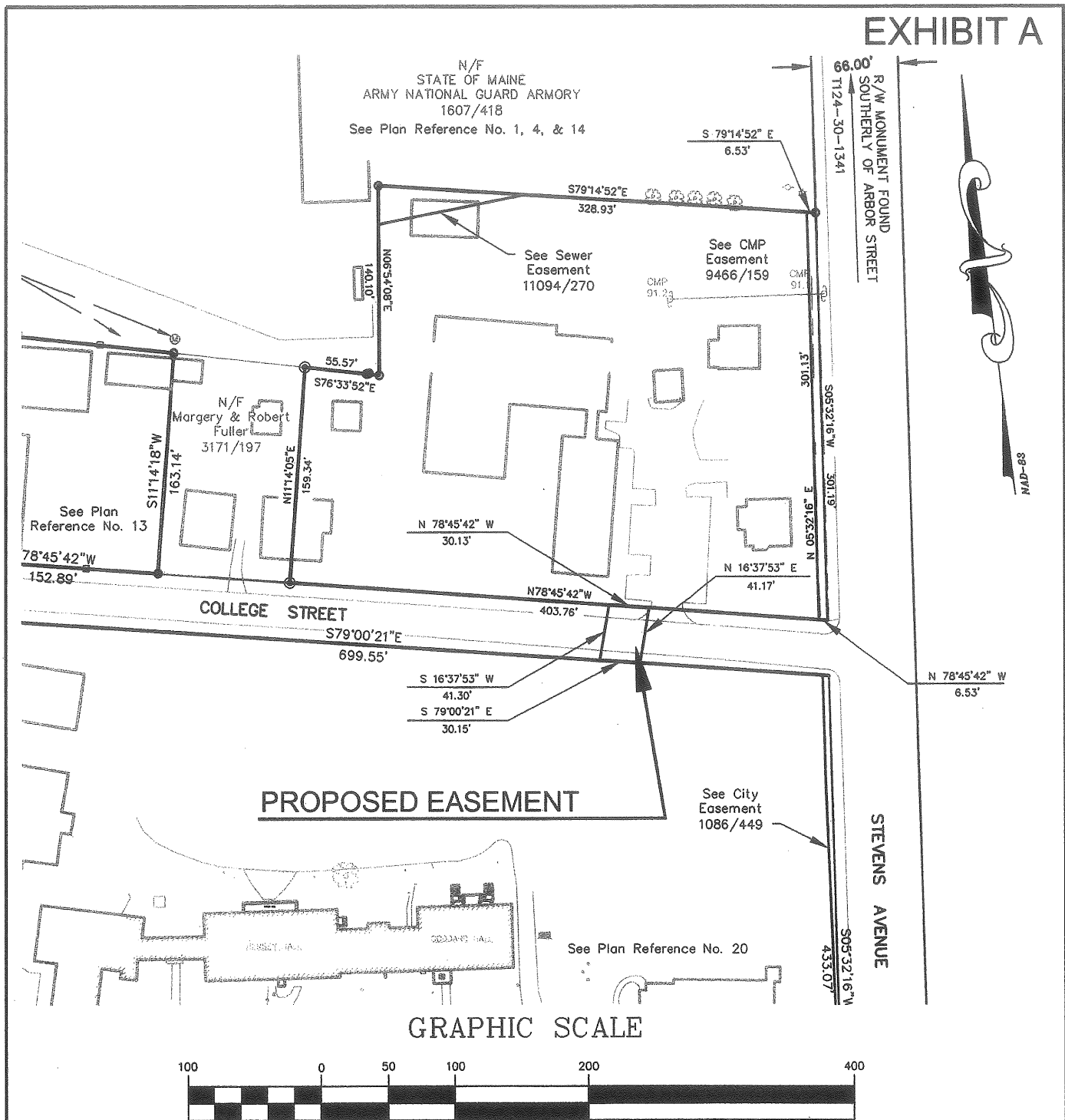
August ____, 2013

Then personally appeared before me the above-named Ellen Sanborn, Finance Director of the City of Portland, Maine and acknowledged the foregoing instrument to be her free act and deed in her said capacity and the free act and deed of said City of Portland, Maine.

Notary Public/Attorney at Law

Print name

EXHIBIT A



PLAN REFERENCE:

1. UNIVERSITY OF NEW ENGLAND, BOUNDARY SURVEY CAMPUS PROPER, STEVENS AVENUE & BISHOP STREET, PORTLAND, MAINE DATED OCTOBER 2007, PREPARED BY COLONIAL SURVEYING COMPANY, LLC, ON FILE AT THE OFFICES OF THE UNIVERSITY OF NEW ENGLAND.

CSC COLONIAL SURVEYING COMPANY, LLC 34 Presidential Drive Gray, Maine 04039 TEL: (207) 657-3400	OWNER/CUSTOMER:	UNIVERSITY OF NEW ENGLAND 11 Hills Beach Road, Biddeford, Maine	SHEET TITLE:		UTILITY EASEMENT		Exhibit A	
	PROJECT:	Proposed Utility Easement	PROJECT ADDRESS:		Stevens Ave & College St			
	PROJECT NO.:	DRAWN BY:	CHKD BY:	SCALE:	DATE:	REV:		DATE
	038-02-11	RMC	RMC	1"=100'	July 2012	A		DATE
NO. REVISED							DRAWING NO.	

EXHIBIT B
UTILITY EASEMENT

An easement for the installation, repair, replacement, and maintenance of storm drainage system, across "College Street" so called, located in the City of Portland, County of Cumberland, State of Maine and being more particularly described as follows;

Commencing at the intersection of the northerly line of College Street and the Westerly line of Stevens Avenue thence North 78° 45' 42" West, 134.76-feet along the northerly side of College Street to the Point of Beginning;

THENCE North 78° 45' 42" West, 30.13-feet along the northerly side of College Street to a point;

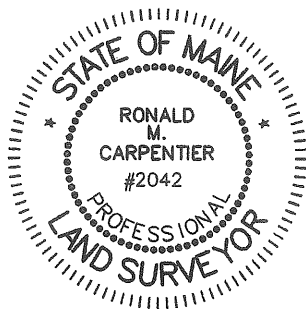
THENCE South 16° 37' 53" West, 41.30-feet across College Street to a point;

THENCE South 79° 00' 21" East, 30.15-feet along the southerly side of College Street to a point;

THENCE North 16° 37' 53" East, 41.17-feet across College Street to the Point of Beginning.

Containing 1,237.00 square feet.

Bearings are referenced to a plan entitled "University of New England, 11 Hills Beach Road, Biddeford, Maine, Campus Boundary Survey, Boundary Survey Campus Proper Stevens Avenue & Bishop Street, Portland, Maine", dated 11/26/07 as prepared by Colonial Surveying Company, LLC and on file at the offices of University of New England.



Prepared By Colonial Surveying
Company, LLC, on July 2, 2012

A handwritten signature in black ink that reads "Ronald M. Carpentier". The signature is written in a cursive style and is positioned above a horizontal line.

Ronald M. Carpentier, PLS

SIDEWALK EASEMENT
TO THE
CITY OF PORTLAND

THE UNIVERSITY OF NEW ENGLAND, a Maine not for profit corporation, for one dollar and other good and valuable consideration, hereby grants to the City of Portland, Maine, a municipal corporation and body politic, an easement and right (but no obligation under the terms hereof) to install, maintain, replace and repair a sidewalk along Stevens Avenue, for public use and enjoyment in, on, under and over the portions of that certain parcel of land of the Grantor that is identified as the "Proposed Easement" on the sketch entitled "Sidewalk Easement" and attached hereto as **Exhibit A** and made a part hereof and as is more particularly described on **Exhibit B** attached hereto and made a part hereof.

IN WITNESS WHEREOF, THE UNIVERSITY OF NEW ENGLAND has caused this instrument to be executed by Nicole L. Labbe Trufant, its VP for Business and Finance thereunto duly authorized as of the ____ day of _____, 2013.

WITNESS: THE UNIVERSITY OF NEW ENGLAND

By: Nicole L. Labbe Trufant
Its VP for Business and Finance

STATE OF MAINE
COUNTY OF CUMBERLAND, SS. _____, 2013

Personally appeared the above named Nicole L. Labbe Trufant, in her capacity as VP for Business and Finance of The University of New England, who acknowledged the foregoing instrument to be her free act and deed in her capacity and the free act and deed of The University of New England.

Before me,

Name:
Notary Public / Attorney at law

My Commission Expires: _____

EXHIBIT A

[SKETCH PLAN]

EXHIBIT B

SIDEWALK EASEMENT DESCRIPTION
TO
THE CITY OF PORTLAND

EXHIBIT B
SIDEWALK EASEMENT

An easement for the installation, repair, replacement, and maintenance of a sidewalk along "Stevens Avenue" so called, located in the City of Portland, County of Cumberland, State of Maine and being more particularly described as follows;

Beginning at the intersection of the northerly line of College Street and the Westerly line of Stevens Avenue thence North $78^{\circ} 45' 42''$ West, 6.53-feet along the northerly side of College Street;

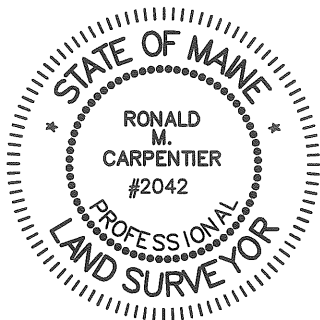
THENCE North $05^{\circ} 32' 16''$ East, 301.13-feet across the land now or formerly of University of New England to land now or formerly of State of Maine Army National Guard Armory;

THENCE South $79^{\circ} 14' 52''$ East, 6.53-feet to the westerly side of Stevens Avenue;

THENCE South $05^{\circ} 32' 16''$ West, 301.19-feet along the westerly side of Stevens Avenue to the northerly side of College Street and to the Point of Beginning.

Containing 1,957.56 square feet.

Bearings are referenced to a plan entitled "University of New England, 11 Hills Beach Road, Biddeford, Maine, Campus Boundary Survey, Boundary Survey Campus Proper Stevens Avenue & Bishop Street, Portland, Maine", dated 11/26/07 as prepared by Colonial Surveying Company, LLC and on file at the offices of University of New England.



Prepared By Colonial Surveying
Company, LLC, on July 2, 2012

A handwritten signature in black ink, appearing to read "Ronald M. Carpentier". The signature is written in a cursive style and is positioned above a horizontal line.

Ronald M. Carpentier, PLS

CITY OF PORTLAND, MAINE

PLANNING BOARD

Carol Morrissette, Chair
 Stuart O'Brien, Vice Chair
 Timothy Dean
 Bill Hall
 Joe Lewis
 David Silk
 Patrick Venne

June 29, 2012

University of New England
 Attention: Alan Thibeault
 11 Hills Beach Road
 Biddeford, ME 04107

Tom Saucier
 Site Design Associates
 23 Whitney Way
 Topsham, ME 04086

Project Name:	Patient Care Center	Project ID:	2012-455 and 2012-483
Address:	1 College Street	CBL:	145-B-042, 144-A-005
Applicant:	University of New England		
Planner:	Shukria Wiar		

Dear Mr. Thibeault:

On June 26, 2012, the Planning Board considered the proposal for the construction of the Patient Care Center at 1 College Street and the intermodal parking lot at the end of Bishop Street. The Planning Board reviewed the proposal for conformance with the standards of the Conditional Use Review and Site Plan Ordinance. The Planning Board voted 4-0 (Dean recused and O'Brien and Lewis absent) to approve the application with the following waiver and conditions as presented below.

CONDITIONAL USE

The Planning Board voted (4-0 (Dean recused, O'Brien and Lewis absent) that the proposed plans are in conformance with the standards of Section 14-118 (b) (6) and 14-474 (2) of the Land Use Code.

WAIVERS

The Planning Board voted 4-0 (Dean recused, O'Brien and Lewis absent) to waive the Technical Standard, Section 5 (III) (4) (E), Flooding Standard since the University has shown (through pre and post development hydrology and pipe flow calculations) that the net result of the two projects will decrease flow to the City's storm drain system.

SITE PLAN REVIEW- PATIENT CARE CENTER

The Planning Board voted 4-0 (Dean recused, O'Brien and Lewis absent) that the plan is in conformance with the site plan standards of the Land Use Code, subject to the following conditions of approval prior to the issuance of a building permit unless otherwise stated:

1. The applicant shall submit the survey and final plans for the intermodal transportation facility for review and approval by the Planning Authority within six (6) months of approval and the parking area must be ready for use prior to the issuance of certificate of occupancy for the Patient Care Center. The parking lot plan shall include the installation of the Bishop Street sidewalk and the connector road shall be improved to be designated as a fire lane and capable of supporting emergency vehicle traffic.
2. The applicant shall address Jeff Tarling's memorandum dated July 21, 2012.

3. That applicant shall provide a copy of the soil evaluation report that notes the infiltration capacity of the native soils at the location of the proposed infiltration system and confirm that the stormwater infiltration system, as designed, does not require an individual waste discharge license from DEP.
4. The applicant shall install and maintain catch basin inlet protection for the existing catch basins adjacent to the site in College Street and Stevens Avenue and these locations shall be noted on the final site plan.
5. The applicant shall submit language for the sidewalk easement for review and approval by Corporate Counsel prior to the issuance of a building permit and to be accepted by City Council prior to the issuance of a certificate of occupancy.
6. The applicant shall address Capt. Pirone's memorandum dated June 20, 2012.
7. The applicant shall address the comments contained in Mike Farmer's memorandum, excluding the reference to Poland Street, dated June 21, 2012.
8. The applicant shall show the snow loading areas of the final site plan.
9. A signage and wayfinding plan shall be submitted for review and approval by the Planning Authority and Traffic Engineer prior to the issuance of a certificate of occupancy.

SITE PLAN REVIEW- COLLEGE OF PHARMACY CONDITIONS OF APPROVAL

The Planning Board finds that the conditions of approval for the Campus Master Plan, Parking Assessment /Long-term Parking Strategy Plan and the Stormwater Management Plan have been met and are in conformance with the site plan standards of the land use code, subject to the following conditions of approval:

1. The Transportation Management Plan shall conduct a student/staff survey and submit the results on an annual basis, and include a specific parking/traffic reduction target number that is reviewed and adjusted on an annual basis.

The approval is based on the submitted plans and the findings related to site plan review standards as contained in Planning Report for application #2012-455 and 2012-483 which is attached. If the University seeks to keep the brick material or have concrete on College Street sidewalk, they would need to go to the City Council for the material change. The applicant is encouraged to work with the Planning Division to move this process forward.

STANDARD CONDITIONS OF APPROVAL

Please note the following standard conditions of approval and requirements for all approved site plans:

1. **Develop Site According to Plan** The site shall be developed and maintained as depicted on the site plan and in the written submission of the applicant. Modification of any approved site plan or alteration of a parcel which was the subject of site plan approval after May 20, 1974, shall require the prior approval of a revised site plan by the Planning Board or Planning Authority pursuant to the terms of Chapter 14, Land Use, of the Portland City Code.
2. **Separate Building Permits Are Required** This approval does not constitute approval of building plans, which must be reviewed and approved by the City of Portland's Inspection Division.
3. **Site Plan Expiration** The site plan approval will be deemed to have expired unless work has commenced within one (1) year of the approval or within a time period up to three (3) years from the approval date as agreed upon in writing by the City and the applicant. Requests to extend approvals must be received before the one (1) year expiration date.

4. **Performance Guarantee and Inspection Fees** A performance guarantee covering the site improvements, 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 Services Department 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 site plan application for staff review and approval.
5. **Defect Guarantee** A defect guarantee, consisting of 10% of the performance guarantee, must be posted before the performance guarantee will be released.
6. **Preconstruction Meeting** Prior to the release of a building permit or site construction, a pre-construction meeting shall be held at the project site. This meeting will be held with the contractor, Development Review Coordinator, Public Service's representative and owner to review the construction schedule and critical aspects of the site work. At that time, the Development Review Coordinator will confirm that the contractor is working from the approved site plan. 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. (If applicable)
7. **Department of Public Services Permits** 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.)
8. **As-Built Final Plans** Final sets of as-built plans shall be submitted digitally to the Planning Division, on a CD or DVD, in AutoCAD format (*.dwg), release AutoCAD 2005 or greater.

The Development Review Coordinator must be notified five (5) working days prior to the date required for final site inspection. The Development Review Coordinator can be reached at the Planning Division at 874-8632. 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 (207) 756-8083 or by email at shukriaw@portlandmaine.gov

Sincerely,



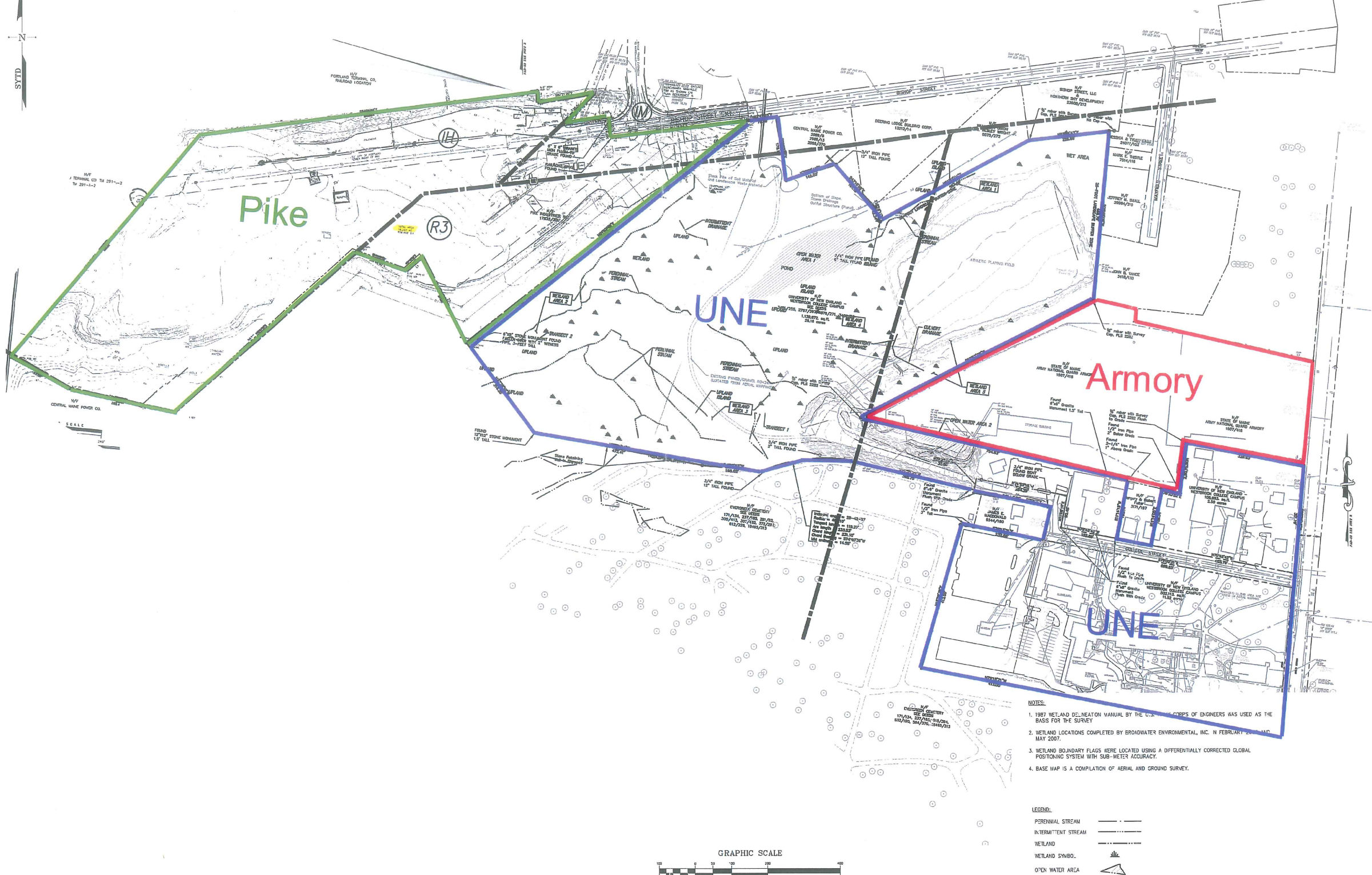
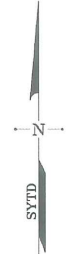
Carol Morrisette, Chair
Portland Planning Board

Attachments:

1. Mike Farmer Memorandum, Dated 06.21.2012
2. Capt. Chris Pirone memorandum, Dated 06.20.2012
3. Jeff Tarling memorandum, Dated 06.21.2012
4. Planning Board Report
5. Performance Guarantee Packet

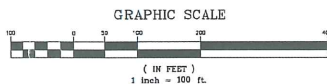
Electronic Distribution:

cc: Greg Mitchell, Interim Director of Planning and Urban Development
Alexander Jaegerman, Planning Division Director
Barbara Barhydt, Development Review Services Manager
Shukria Wiar, Planner
Philip DiPierro, Development Review Coordinator, Planning
Marge Schmuckal, Zoning Administrator, Inspections Division
Tammy Munson, Inspection Division Director
Lannie Dobson, Administration, Inspections Division
Gayle Guertin, Administration, Inspections Division
Michael Bobinsky, Public Services Director
Katherine Earley, Engineering Services Manager, Public Services
Bill Clark, Project Engineer, Public Services
David Margolis-Pinco, Deputy City Engineer, Public Services
Doug Roncarati, Stormwater Coordinator, Public Services
Greg Vining, Associate Engineer, Public Services
Michelle Sweeney, Associate Engineer
John Low, Associate Engineer, Public Services
Matt Doughty, Field Inspection Coordinator, Public Services
Mike Farmer, Project Engineer, Public Services
Jane Ward, Administration, Public Services
Jeff Tarling, City Arborist, Public Services
Captain Chris Pirone, Fire Department
Thomas Erriso, P.E., TY Lin Associates
David Senus, P.E., Woodard and Curran
Rick Blackburn, Assessor's Department
Approval Letter File



- NOTES:
1. 1987 WETLAND DELINEATION MANUAL BY THE U.S. ARMY CORPS OF ENGINEERS WAS USED AS THE BASIS FOR THE SURVEY.
 2. WETLAND LOCATIONS COMPLETED BY BROADWATER ENVIRONMENTAL, INC. IN FEBRUARY 2007.
 3. WETLAND BOUNDARY FLAGS WERE LOCATED USING A DIFFERENTIALLY CORRECTED GLOBAL POSITIONING SYSTEM WITH SUB-METER ACCURACY.
 4. BASE MAP IS A COMPILED OF AERIAL AND GROUND SURVEY.

- LEGEND:
- PERENNIAL STREAM ————
 - INTERMITTENT STREAM - - - - -
 - WETLAND ————
 - WETLAND SYMBOL ————
 - OPEN WATER AREA ————



THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SITE DESIGN ASSOCIATES, ANY ALTERATIONS, OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SITE DESIGN ASSOCIATES.

REV	DATE	STATUS	BY	CHKD	APPD	REV	DATE	STATUS	BY	CHKD	APPD

Site Design Associates
 Consulting Engineering & Land Planning
 33 Whiskey Way
 Portland, Maine 04106
 Tel: (207) 448-4375

DESIGN: DEPT.
 DRAWN: DEPT.
 CHKD: TWS
 DATE: AUGUST 2011
 SCALE: 1" = 100 FT

PROJECT: **BISHOP STREET PARCEL**
 UNIFORMITY OF NEW ENGLAND
 WESTERN COLLEGE CLASS
 STATE OF MAINE
 ARMY NATIONAL GUARD ARMOY
 UNIFORMITY OF NEW ENGLAND
 WESTERN COLLEGE CLASS

REV. NO. A

University of New England

Stevens Avenue



University of New England

Stevens Avenue



