

144-A-5

2012-483

714 Stevens Ave.

Intermodal Transp. facility

UNE

add to Spreadsheet



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

September 14, 2012

Ms. Shukria Wiar
Planner
Planning Division
389 Congress St., Fourth Floor
Portland, ME 04101

**RE: University of New England - Patient Care Center
Application #2012-483; CBL 145-B-024
Intermodal Transportation Facility at 172 Bishop Street**

Dear Shukria,

The University of New England is pleased to provide you with the following supplemental information related to the creation of the Intermodal Transportation Facility in support of our Patient Care Center. We appreciate the Planning Board authorization of allowing staff the final review of this information.

Enclosed please find the following full sized documents:

C-101 Site Layout and Utility Plan, revised 09/11/12.
C-301 Site Details, revised 9/12/12.
PH.01 Photometry, revised 9/6/12.

Please note that the only revisions to the drawings previously submitted, were on these plans.

In response to the comments received from staff, we offer the following responses;

Tom Errico, 08/13/12

The parking stall and aisle dimensions are as per city regulations and are noted on the C-101 Site Layout and Utility Plan, revised 09/11/12.

The requested center line and stop bar are noted on the C-101 Site Layout and Utility Plan, revised 09/11/12.

A painted walk is noted on the C-101 Site Layout and Utility Plan, revised 09/11/12, as requested.



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In support of this application we have also included the review of the turning radius required for the bus to turn around at the shelter locations. Maine Traffic Resources has determined that there is adequate space for the turning movements, and the upper parking spaces will be blacked out accordingly to allow for this.

Doug Roncarati, 08/15/12

Snow will not be stored near or pushed into Capisic Brook. It should be noted that there is a substantial vegetated buffer between the site and Capisic Brook. Additionally, there are existing sediment basins and berms which were installed by Pike in fulfillment of the requirements of the DEP and EPA under the Multi Sector General Permit for Stormwater Discharges. The basins will be maintained by UNE and serve to provide treatment of runoff from the site.

Chris Pirone, 08/16/12

We acknowledge the PFD has approved of the ability of the service road to support emergency vehicular traffic, and wanted to confirm that the gates will comply with the PFD Knox box requirements.

Barbara Barhydt, 08/17/12

The proposed solution to previously required Urban Impaired Stream Mitigation is best illustrated on the C-102 Grading, Drainage & Erosion Control Plan, 08/07/12. We are planning on removing the impervious surface and loaming and seeding 7600sf at the rear edge of the site. This is adjacent to the wetlands, and we believe it is a good, viable solution.

Details of the gates are attached. The gate at the Bishop Street site has been moved back into the site, and will remain open during normal business hours, so there will be no stacking in the street. The gate at the Bishop Street end of the access road has been located well into the site, and will remain closed. The shuttle bus and the UNE Security vehicles will have remote control operators to open the gate well before they arrive in order that they can drive through without stopping. This feature will also be incorporated in the design of the gate at the College Street end of the access road, which will also remain closed.

The parking stalls will be painted on the ground

Elevation drawings of the Terminal structure are attached as requested.



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We have reviewed the suggestion of adding street trees along the new section of the Bishop Street sidewalk, but do not think it would be wise to plant these as they would be directly beneath the overhead power lines. The existing power lines are hard to see on the drawing as they run along the edge of the sidewalk.

Shukria Wiar, 08/17/12

Attached are the cut sheets on the light fixtures and poles. The 150.8 watt LED, Full Cutoff, fixtures will be mounted at 20' above grade. The lighting will be controlled by photocells and a timer. The timer will be used to reduce the lighting levels, by 50% or more, at approximately 11:30pm, which is about ½ hour after the majority of the academic buildings close for the night.

The University acknowledges that the lighting layout photometrics exceeds the city standard for maximum illumination levels. With the remote nature of the Intermodal Transportation Facility and the fact that it will be utilized at night, the University respectfully requests a waiver to the 12.2.3 Illumination Levels standard, at this location. Please see the revised PH.01 Photometry Plan, dated 09/06/12.

The University acknowledges that the lighting layout photometrics has a small area of light trespass that exceeds the city standard. This small area is in an Industrial Zone, at the intersection of Bishop Street and Bishop Street Extension, and is directly beneath a street light. With the remote nature of the Intermodal Transportation Facility, the University respectfully requests a waiver to the 12.2.5 Light Trespass standard, at this specific location. Please see the revised PH.01 Photometry Plan, dated 09/06/12.

David Margolis-Pineo, 08/23/12 and 08/29/12

The context plan was not stamped, and is only provided to better illustrate the proximity of the different portions of the project to the campus. All other plans utilized for the permitting process are stamped by a licensed engineer.

The stamped site survey plan was previously provided in the site plan review process for the Patient Care Center.

The locations of the light poles have been adjusted to keep them out of the CMP Easement corridor. Please reference the C-101 Site Layout and Utility Plan, revised 09/11/12. No structures are planned in the Sewer Right of Way. Parking in these areas is not in conflict with the CMP easement as it does not impede CMP's access to the power lines, nor does it impede access to the sewer lines.



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Concrete curbing will be installed/replace in kind as indicated on the plans.

All gates noted on the plans are to be installed by UNE.

As we are not developing the access road at this point, we were thinking it made more sense to connect the sidewalk to the CMP section when the road is developed. This would insure we do not have to demolish what would be installed now. We do not have a final design for the road at this point in time, but envision that it would be internal instead of connecting to Bishop St. (We would turn the road, parallel to Bishop, and enter the Bishop Street parcel site without going onto Bishop Street...) At that point the radius curb would not be needed, as we would probably only have a footpath connecting to Bishop Street.

We have reviewed the City regulation in regards to bike parking. The Intermodal Transportation Facility will increase our parking capacity by 300 spaces. Based on the City Standard, we will look to incorporate bike storage for an additional 30 bikes on the main campus.

Woodard & Curran, 08/27/12

We have revised drawing C-301 Site Details, to include the City Standard Details for work within the City Right of Way.

We trust that we have adequately responded to the comments from staff and look forward to initiating this work. We have submitted an application for a building permit and are ready to begin the work as soon as you can notify the codes office of your approval. Thank you for your assistance in moving this project forward.

Sincerely,

A handwritten signature in blue ink that reads "Alan Thibeault". The signature is fluid and cursive, with a large loop at the end.

Alan Thibeault, Assistant Vice President for Planning

CC Tom Saucier, Site Design Associates

City of Portland
Development Review Application
Planning Division Transmittal form

Application Number: 2012-483 Application Date: 4/17/2012 12:00:00
 CBL: 145-B-24 AM
 Project Name: Patient Care Center
 Address: 1 College Avenue

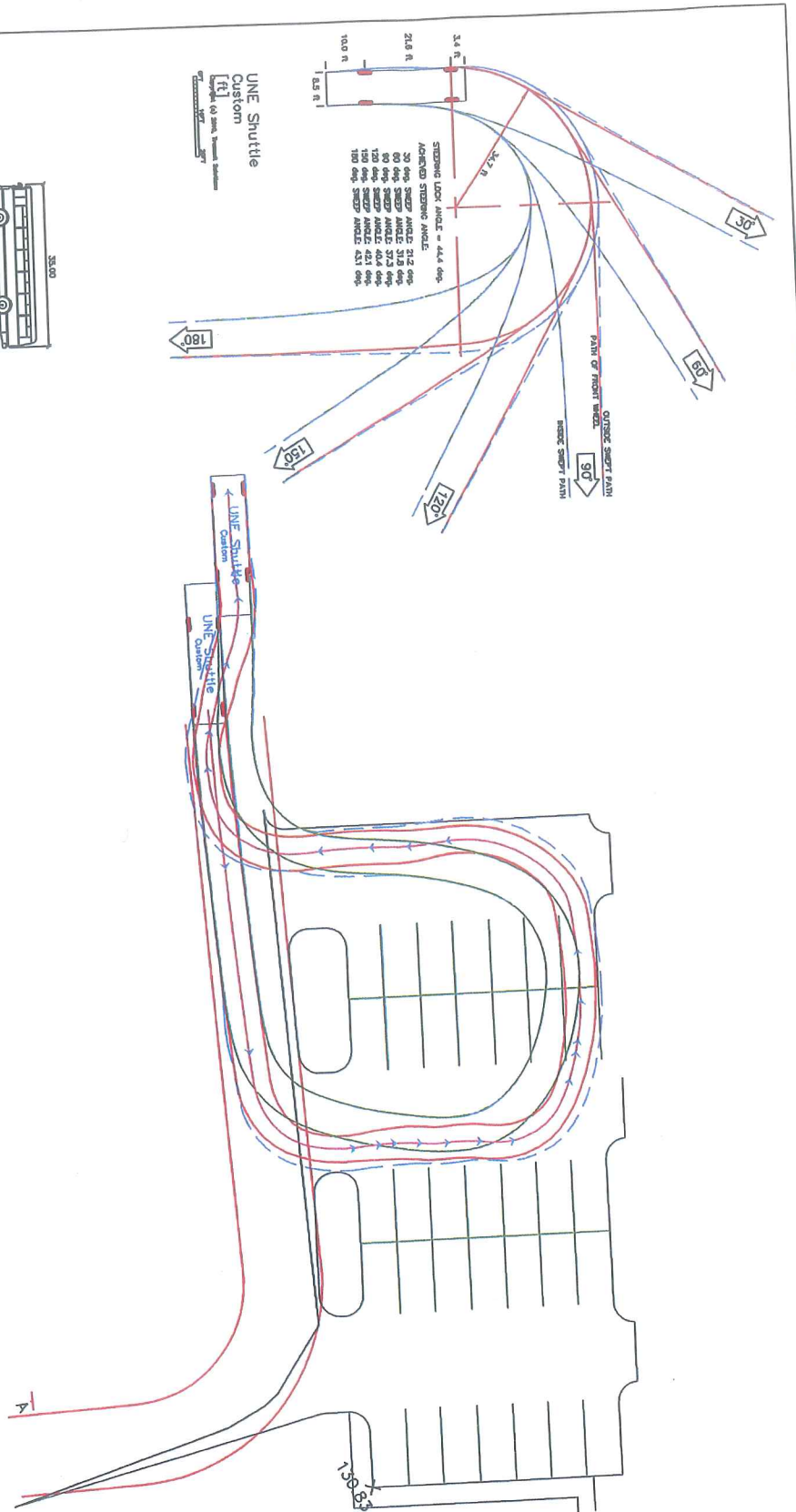
Project Description:
Zoning: R-5
Other Reviews Required: Conditional Use
Review Type: Level III Site Plan w/Conditional Use

Distribution List:

<input checked="" type="checkbox"/> Planner	Shukria Wiar	<input type="checkbox"/> Parking	John Peverada
<input type="checkbox"/> Zoning	Marge Schmuckal	<input type="checkbox"/> Design Review	Alex Jaegerman
<input type="checkbox"/> Traffic Engineer	Tom Errico	<input type="checkbox"/> Corporation Counsel	Danielle West-Chuhta
<input type="checkbox"/> Civil Engineer	David Senus	<input type="checkbox"/> Sanitary Sewer	John Emerson
<input type="checkbox"/> Fire Department	Chris Pirone	<input type="checkbox"/> Inspections	Tammy Munson
<input type="checkbox"/> City Arborist	Jeff Tarling	<input type="checkbox"/> Historic Preservation	Deb Andrews
<input type="checkbox"/> Engineering	David Margolis-Pineo	<input type="checkbox"/> DRC Coordinator	Phil DiPierro
		<input type="checkbox"/> Outside Agency	

Comments needed by (7 days later): September 26, 2012 (or sooner if possible)

I have uploaded the revised plans for the Intermodal Transportation Facility Operating Plan into eplan and had emailed the staff last week with the plans. Please review and get me your comments by the above date or sooner if possible.



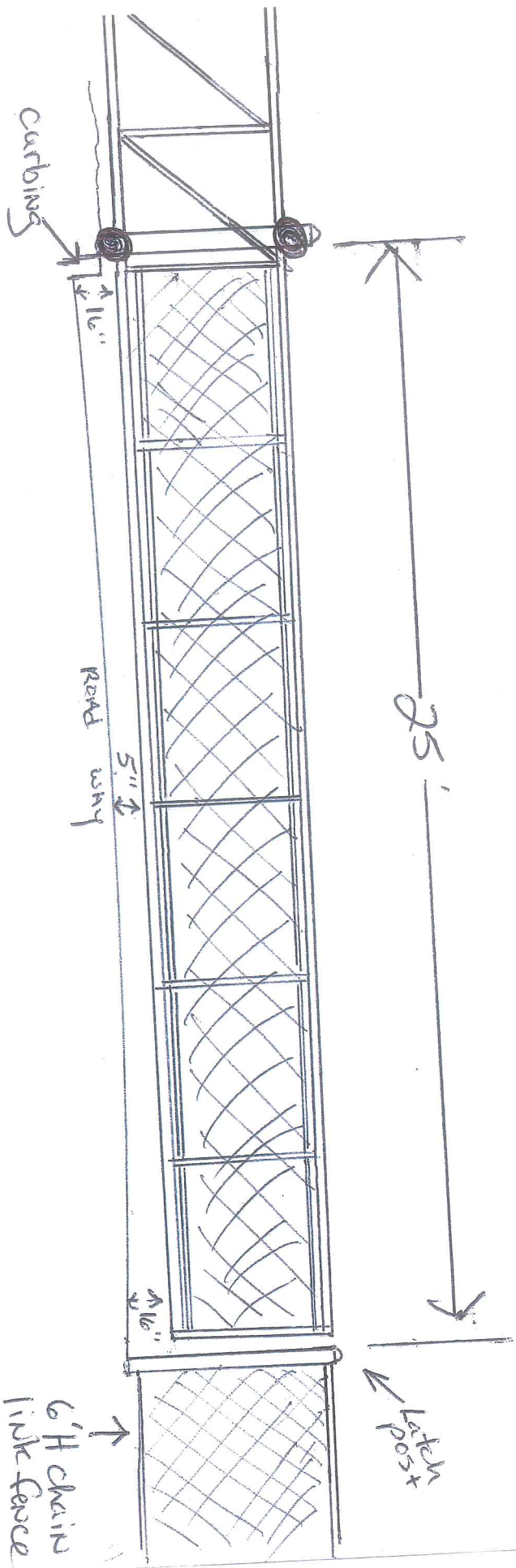
SIMULATION CONDUCTED
AT 5 MPH

Figure 2

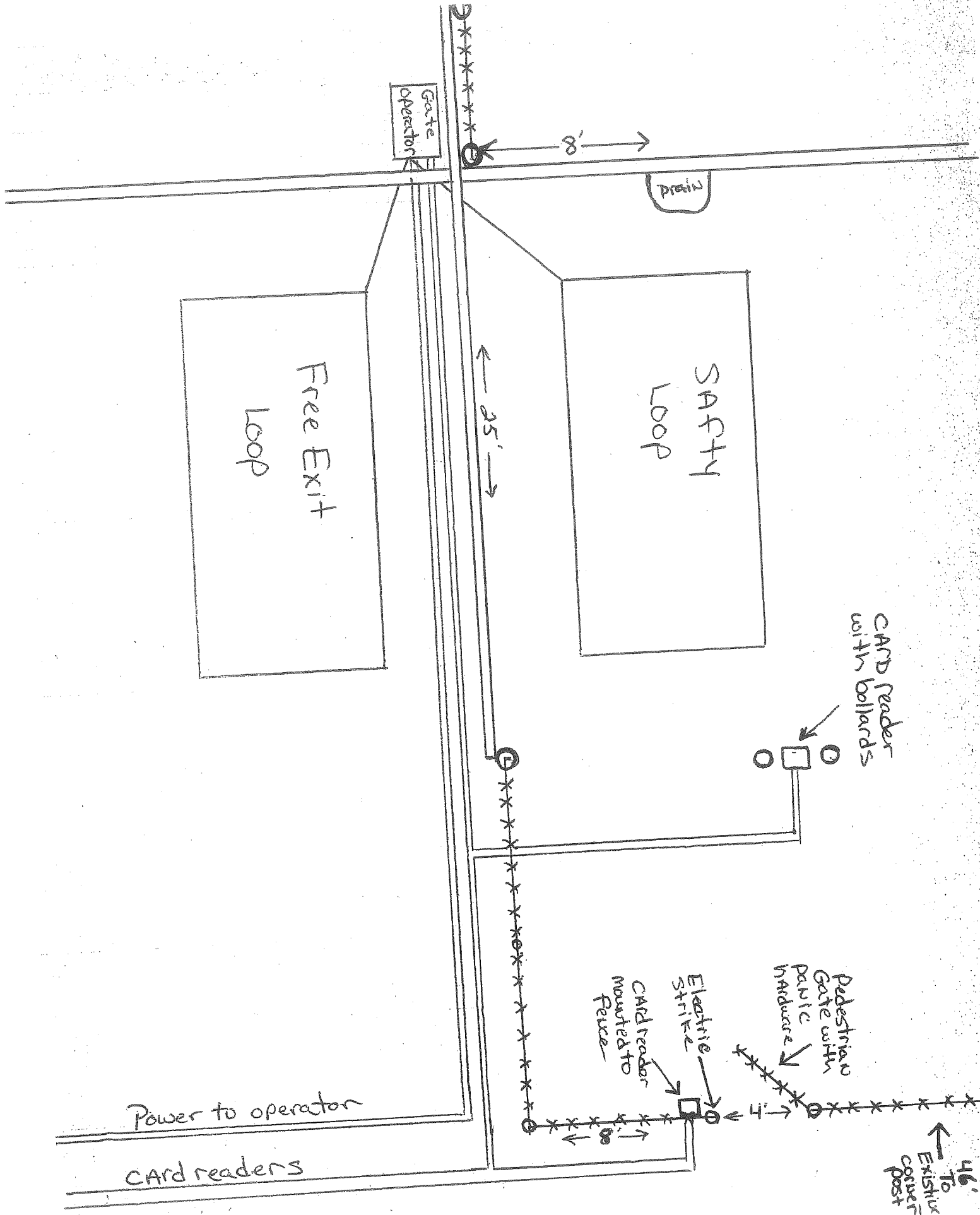
Shuttle Circulation Simulation
McDougall Lot, Run #1A
University of New England

Maine
Traffic
Resources

25 Vine Street
Gardiner, ME
04345
Tel: (207) 582-5252
fax: (207) 582-1677



Inside looking out



Gate Operator

Drain

SAFETY Loop

Free Exit Loop

CARD reader with bollards

Pedestrian Gate with Public Hardware

Electric Strike
CARD reader mounted to Fence

Power to operator

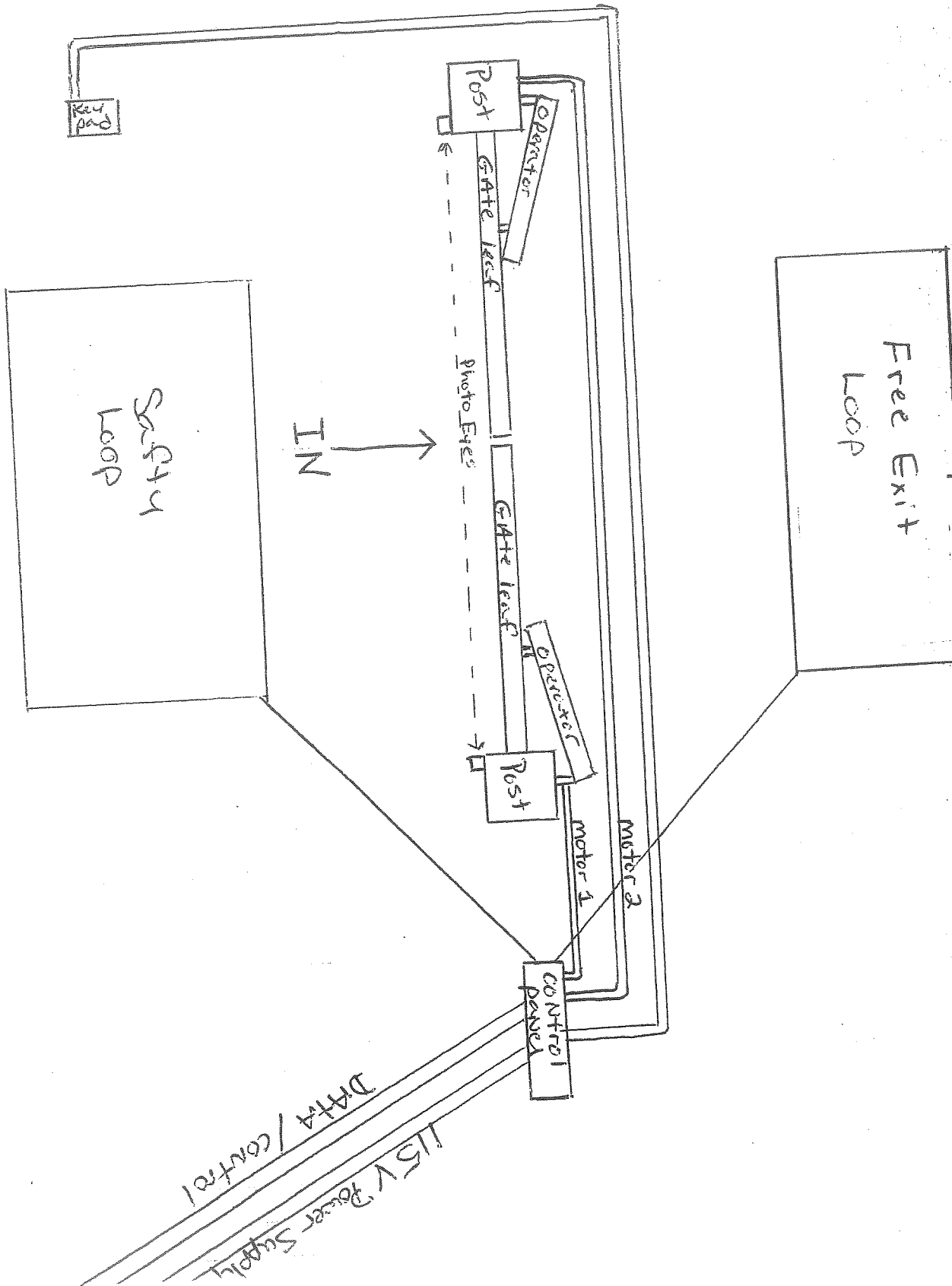
CARD readers

46'
To EXISTING CONCRETE post

35'

8'

4'



Typical Double Swing gate



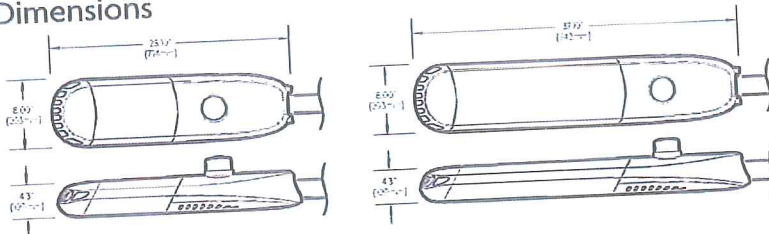
Benefits

- Sustainable Design:
- Custom arrayed optics to reduce the use of plastics.
- No tertiary optical losses.
- Use of recycled and recyclable corrosion resistant materials.
- Full cutoff optics meet Dark Sky requirements
- Holistic Thermal Design:
- Underdriving LEDs to improve efficiency and system life.
- Use of premium grade alloys for enhanced thermal conduction.
- Electronics are isolated and sealed from the optical chamber.
- Fits standard 1 1/4" to 2" mast arm.

Typical Applications Include:

- Roadways
- City Streets
- Campuses
- Residential Streets
- Parking Lots

Dimensions



(PROLIFIC™) Roadway

Features¹

	LSR1	LSR2	LSR3	LSR4
Lumen Output (at operating temperature)	4354	5890	9365	11716
Input Power (Watts)	50	75	100	150
Efficacy (lm/w)	87	79	92	87
Color Temperature (CCT)	4000K, 5000K			
Color Rendering Index (CRI)	70 (4000k) and 65 (5000k)			
Rated Life L70	60,000			
Housing	Die Cast and Extruded Aluminum			
Finish	Grey, Black, Bronze			
Optical Distribution	Type II, Type III, Type II Streetside Optimized, Type III Streetside Optimized, Type V			
Mounting Options	Fits standard 1 1/4" to 2" Mast Arm; 4-Bolt Internal			
EPA	LSR1, LSR2 LSR3, LSR4	.77 1.0		
Dimensions	LSR1, LSR2	28.10" x 8.0" x 4.3" 714mm x 203mm x 109mm		
	LSR3, LSR4	37.10" x 8.0" x 4.3" 942mm x 203mm x 109mm		
Operating Temperature Range ⁴	-40°C to +50°C (-40°F to +122°F)			
Voltage	120-277 VAC @ 50-60 Hz, DCV ²			
Weight	LSR1, LSR2	22lbs		
	LSR3, LSR4	25lbs		
Warranty	5 Year Limited			
Certification				
Environment	IP66 Optics			

¹ All values are nominal. Values based on 5000CCT at 25°C unless noted. Consult website for complete IES & LM-79 data
² DCV available with LSR1 & LSR2 only
³ 4-Bolt mounting required for 3G vibration rating
⁴ Outdoor Applications Only

CAT # LSR4 NW R2 M VOLT 2B
 PCR PC BZ

LSR

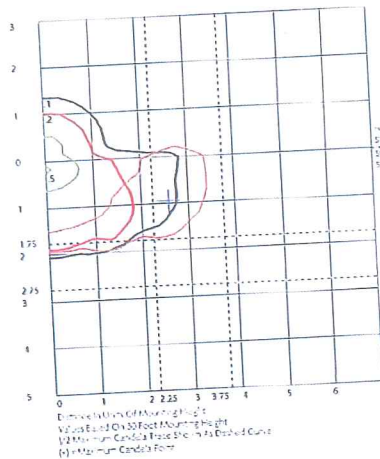
PRODUCT ORDERING INFORMATION

EXAMPLE: LSR1 CW R2 2B PCR PC HS BK

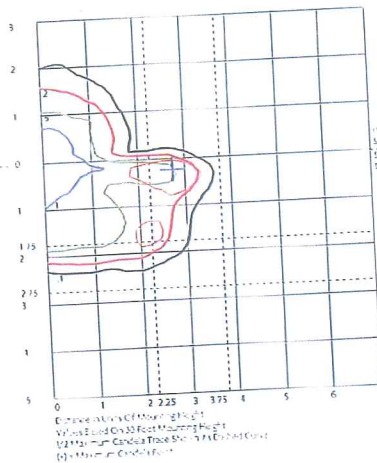
Product	Color Temp.	Optical Distribution	Voltage	Mounting	Receptacle	Options	Accessories	Finish
LSR1 (50W)	CW White 5000K	R2 Type II	MVOLT	2B 2-Bolt (standard)	PCR Photocontrol Receptacle (standard)	PC Twist-lock Photocontrol	HS House Side Shield	GR Gray (standard)
LSR2 (75W)	NW White 4000K	R3 Type III		4B 4-Bolt Internal	NR No Photocontrol Receptacle	SH Shorting Cap		BK Black
LSR3 (100W)		R2SS Type II Streetside Optimized						BZ Bronze
LSR4 (150W)		R3SS Type III Streetside Optimized						
		R4 Type IV						
		R5 Type V						

¹ Required for 3G Vibration Rating
All mounting hardware included with each unit.

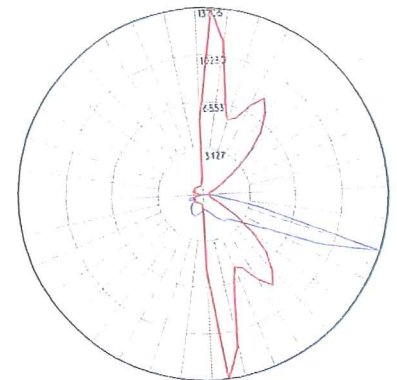
POLAR GRAPH TYPE II



TYPE III



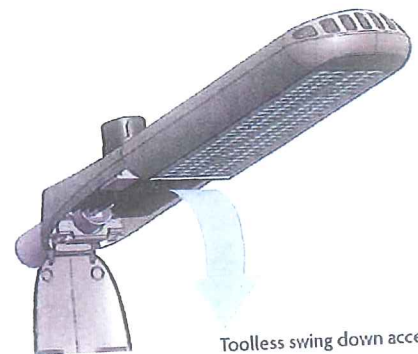
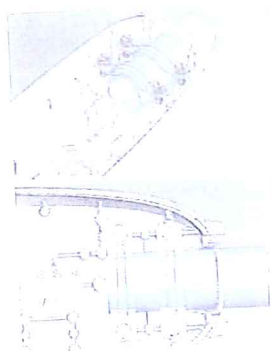
TYPE III



Maximum Candela = 13705.34 Located at Horizontal Angle = 65, Vertical Angle = 70
 Vertical Plane Through Horizontal Angles (85-265) (Through Max Cd) = 844
 Horizontal Plane Through Vertical Angle (70) (Through Max Cd) = 655

ZONAL LUMEN SUMMARY

Zone	Lumens	% Luminaire
FL 0-30	634	5.9
FM 30-60	3,100	28.7
FH 60-80	3,585	33.1
FVH 80-90	110	1.0
BL 0-30	655	6.1
BM 30-60	1,771	16.4
BH 60-80	844	7.8
BVH 80-90	115	1.0
UL 90-100	0	0
UH 100-180	0	0



North America • Australia • Asia • Europe

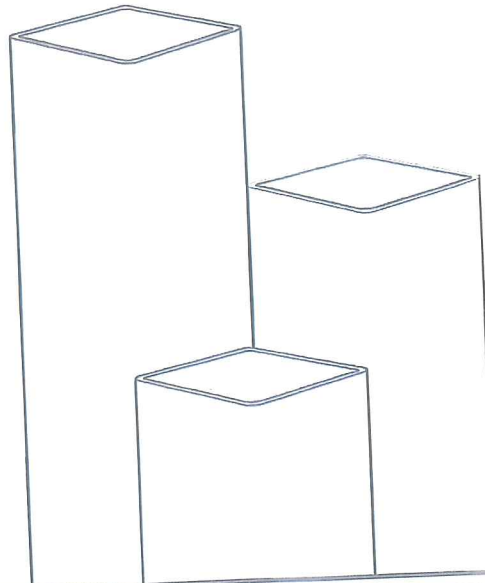
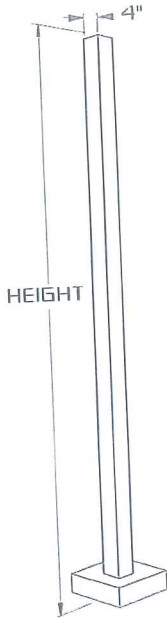
Preliminary Specifications are typical values and may change without notification
 Copyright © Lighting Science Group Corporation 2011 All rights reserved



US LSR_5111

877-999-5742 | www.lsgc.com
 1227 South Patrick Drive Building 2A | Satellite Beach, FL 32937

SNTS 4"



4" SQUARE STRAIGHT STEEL

SPECIFICATIONS

- SHAFT:** 4" SQUARE, FABRICATED FROM HIGH GRADE STRUCTURAL STEEL TUBE. SHAFT CONFORMS TO ASTM-A-501-68 SPECIFICATIONS. MEETS OR EXCEEDS MINIMUM YIELD STRENGTH OF 46,000 P.S.I. WALL THICKNESS 11 GA. (.120 WALL) OR 7 GA. (.180 WALL) AS SPECIFIED. REINFORCED HAND HOLE IS FURNISHED WITH COVER. SHAFT IS FURNISHED WITH GROUND LUG LOCATED INSIDE POLE ON WALL OPPOSITE HAND HOLE.
- BASE PLATE:** FABRICATED FROM STRUCTURAL QUALITY HOT ROLLED STEEL. MEETS OR EXCEEDS MINIMUM YIELD STRENGTH OF 36,000 P.S.I. BASE TELESCOPES AND IS CIRCUMFERENTIALLY WELDED TO POLE SHAFT. SLOTTED BOLT HOLES PROVIDE 1" FLEXIBILITY ON EITHER SIDE OF BOLT CIRCLE CENTERLINE.
- ANCHORAGE:** (4) ANCHOR BOLTS FABRICATED FROM HOT ROLLED STEEL BAR. MINIMUM YIELD STRENGTH OF 50,000 P.S.I. BOLTS HAVE "L" BEND ON ONE END AND ARE THREADED ON THE OTHER END. BOLTS ARE FULLY GALVANIZED AND ARE FURNISHED WITH TWO NUTS AND TWO WASHERS.
- BASE COVER:** FABRICATED FROM HEAVY GAUGE QUALITY CARBON STEEL. TWO PIECE COVER CONCEALS BASE.
- FINISH:** POLYESTER POWDER COAT. THE METAL SURFACE IS PRETREATED BY SAND BLAST PROCESS FOR MAXIMUM PAINT ADHESION. ELECTROSTATICALLY APPLIED POLYESTER POWDER TOPCOAT IS BAKED AT 400° TEMPERATURE FOR MAXIMUM HARDNESS AND EXTERIOR DURABILITY.

Pole CAT # 204-11
20'



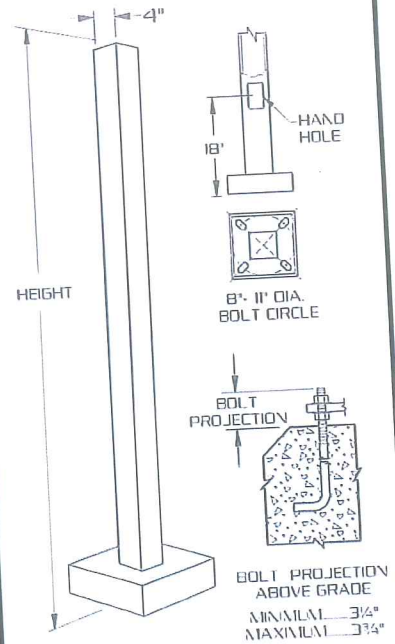
660 WEST AVENUE O, PALMDALE, CA. 93551
(661) 233-2000
FAX NO. (661) 233-2001
www.usaltg.com

SNTS SERIES

ENGINEERING DATA
Maximum EPA - Square Feet

Catalog Number	Maximum Fixt. wgt.	100 MPH	90 MPH	80 MPH	70 MPH
SNTS 104-11	400	16.7	20.5	26.1	33.4
SNTS 124-11	400	12.2	16.1	20.4	25.8
SNTS 144-11	400	9.9	12.8	16.1	20.2
SNTS 154-11	400	8.9	11.4	14.4	17.9
SNTS 164-11	400	7.9	10.1	12.8	15.9
SNTS 184-11	400	6.2	8.2	10.1	13.8
SNTS 204-11	400	4.8	6.2	7.9	11.6
SNTS 204-7	450	8.8	11.3	14.0	17.4
SNTS 254-11	350	1.6	3.2	5.5	8.8
SNTS 254-7	450	4.3	6.1	9.1	11.2

All above design calculations are based on sustained wind forces plus additional 1.3 wind gust
(Example: Pole rated at 80 MPH withstands 104 MPH gusts)



ORDERING INFORMATION

MODEL NO. : SNTS	POLES	MOUNTING	FINISH	OPTIONS																																																							
S N T S ↗	<table border="1"> <thead> <tr> <th></th> <th>POLE HEIGHT</th> <th>WALL THICKNESS</th> <th>BOLT CIRCLE</th> <th>ANCHORAGE</th> </tr> </thead> <tbody> <tr> <td><input type="checkbox"/> 104-11</td> <td>10'</td> <td>11</td> <td>9"</td> <td>3/4"X18"X3"</td> </tr> <tr> <td><input type="checkbox"/> 124-11</td> <td>12'</td> <td>11</td> <td>9"</td> <td>3/4"X18"X3"</td> </tr> <tr> <td><input type="checkbox"/> 144-11</td> <td>14'</td> <td>11</td> <td>9"</td> <td>3/4"X18"X3"</td> </tr> <tr> <td><input type="checkbox"/> 154-11</td> <td>15'</td> <td>11</td> <td>9"</td> <td>3/4"X18"X3"</td> </tr> <tr> <td><input type="checkbox"/> 164-11</td> <td>16'</td> <td>11</td> <td>9"</td> <td>3/4"X18"X3"</td> </tr> <tr> <td><input type="checkbox"/> 184-11</td> <td>18'</td> <td>11</td> <td>9"</td> <td>3/4"X18"X3"</td> </tr> <tr> <td><input checked="" type="checkbox"/> 204-11</td> <td>20'</td> <td>11</td> <td>10"</td> <td>3/4"X24"X3"</td> </tr> <tr> <td><input type="checkbox"/> 204-7</td> <td>20'</td> <td>7</td> <td>11"</td> <td>3/4"X30"X3"</td> </tr> <tr> <td><input type="checkbox"/> 254-11</td> <td>25'</td> <td>11</td> <td>11"</td> <td>3/4"X24"X3"</td> </tr> <tr> <td><input type="checkbox"/> 254-7</td> <td>25'</td> <td>7</td> <td>11"</td> <td>3/4"X30"X3"</td> </tr> </tbody> </table>		POLE HEIGHT	WALL THICKNESS	BOLT CIRCLE	ANCHORAGE	<input type="checkbox"/> 104-11	10'	11	9"	3/4"X18"X3"	<input type="checkbox"/> 124-11	12'	11	9"	3/4"X18"X3"	<input type="checkbox"/> 144-11	14'	11	9"	3/4"X18"X3"	<input type="checkbox"/> 154-11	15'	11	9"	3/4"X18"X3"	<input type="checkbox"/> 164-11	16'	11	9"	3/4"X18"X3"	<input type="checkbox"/> 184-11	18'	11	9"	3/4"X18"X3"	<input checked="" type="checkbox"/> 204-11	20'	11	10"	3/4"X24"X3"	<input type="checkbox"/> 204-7	20'	7	11"	3/4"X30"X3"	<input type="checkbox"/> 254-11	25'	11	11"	3/4"X24"X3"	<input type="checkbox"/> 254-7	25'	7	11"	3/4"X30"X3"	<input type="checkbox"/> 2 3/8"X4' TENON PT23 <input type="checkbox"/> 2 7/8"X4' TENON PT27 <input type="checkbox"/> OTHER TENON MT _____ DRILL MOUNT <input type="checkbox"/> 1. <input type="checkbox"/> 3-80... <input type="checkbox"/> 2-160... <input type="checkbox"/> 4-90... <input type="checkbox"/> 2-90... <input type="checkbox"/> 3-120... 3-120 REQUIRES PT27 AND T3120 ADAPTER	<input type="checkbox"/> DARK BRONZE DBM <input type="checkbox"/> MEDIUM BRONZE MBM <input type="checkbox"/> BLACK BKM <input type="checkbox"/> WHITE WTM <input type="checkbox"/> SILVER SLM OPTION: <input type="checkbox"/> PRIME PAINT PP <input type="checkbox"/> GALVANIZED GLV <input type="checkbox"/> THERMOSET POLYESTER POWDER PDR SEE PAGE 3 FOR ADDITIONAL COLORS	<input type="checkbox"/> DUPLEX RECEPTACLE DUP <input type="checkbox"/> GFI RECEPTACLE GFI <input type="checkbox"/> 3 WAY ADAPTER T3120 <input type="checkbox"/> 1/2" COUPLING CPLN1/2 <input type="checkbox"/> 3/4" COUPLING CPLN3/4 <input type="checkbox"/> 2" COUPLING CPLN2 (SPECIFY COUPLING LOCATION) SEE ACCESSORIES SECTION FOR OTHER OPTIONS.
		POLE HEIGHT	WALL THICKNESS	BOLT CIRCLE	ANCHORAGE																																																						
	<input type="checkbox"/> 104-11	10'	11	9"	3/4"X18"X3"																																																						
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660 WEST AVENUE O, PALM DALE, CA. 93551
(651) 233-2000
FAX NO. (651) 233-2001
www.usallg.com

(9/28/2012) Shukria Wiar - UNE Parking Lot

From: "David Senus" <dsenus@woodardcurran.com>
To: "Shukria Wiar" <SHUKRIAW@portlandmaine.gov>
Date: 9/27/2012 10:30 AM
Subject: UNE Parking Lot

Hi Shukria.

I understand that UNE uploaded some new survey files for the project, but I don't see any new engineering plans. Our only open comment was:

"City Standard Details should be added for all work proposed within the City Right-of-Way, including pavement repair for the gas line installation."

I haven't seen any resubmittals that acknowledge this comment, please confirm that no new material has been submitted.

Thank you,
Dave

David Senus, PE (Maine), Project Manager
Woodard & Curran, Inc.
41 Hutchins Drive
Portland, ME 04102
Phone: (800) 426-4262 x3241
Fax: (207) 774-6635

Woodard & Curran
www.woodardcurran.com
Commitment & Integrity Drive Results

August 29, 2012
September 21, 2012

TO: Jean Fraser
Nelle Donaldson
Barbara Barhydt
Alex Jaegerman
Barbara Barhydt
FROM: David Margolis-Pineo
Dept. of Public Services
RE: Review Comments: 1 College Street – UNE Parking Lot (Former Pike Site)

The Department of Public Services have the following comments.

1. Context plan are not stamped.
Issue addressed.
2. No stamped site survey plan (Plat Plan). It appears that numerous utilities cross the site. Please state utility owner and utility easement on site survey plan. Parking is shown on or under water and power lines. Do easements allow for this to happen?
If a stamped survey plan of the former Pike property was previously submitted with the Patient Care Center, I apologize for not being able to locate. Please attach the plan to an email to my attention. Thank you.
3. Portland Technical Standards require vertical granite curbing, not precast concrete curbing as proposed. However, since concrete curbing does exist in a majority of this area, please replace in kind as indicated on the plans. There is a section where granite curbing will be required as noted below.
No comment needed.
4. Plan C-100 proposes a new 20' swing gate by others. Please clarify who is intended by others.
The applicant now states that the new swing gate will be installed by UNE.
5. UNE has reinstated an entrance to the campus off Bishop St. The proposed sidewalk should be extended to the Forest Ave side of this entrance on Bishop to UNE's property line. Since granite curbing and sidewalk currently exist on Bishop St on the abutting property, the applicant should continue the walk and curbing in kind to the campus entrance. The curbing should incorporate 15' radius at the entrance on both sides of the campus entrance to the street right of way and the drive apron should be paved per City standards. Tactile warning panels would not be required here unless the applicant chooses to install.
The applicant is requesting to postpone this work until later and further not to include granite radius for the drive access. Since it is understood that the applicant intends to shuttle students using this access drive and it is unknown when the sidewalk might be completed if not required with this approval, the applicant is requested to complete the sidewalk with curbing at this time. The city would be receptive to using granite tip downs at the drive access instead of granite radius.
6. It is recommended that the applicant provide the required amount of bike racks at a location on the main campus.

This issue has been addressed.

We have no further comments at this time.

