

FIRST BAPTIST CHURCH BALCONY AND PARKING ADDITION
SITE PLAN, CONDITIONAL USE REVIEW
FIRST BAPTIST CHURCH, APPLICANT

Submitted to:

Portland Planning Board
Portland, Maine

May 12, 1992

I. INTRODUCTION

The First Baptist Church is requesting site plan and conditional use review for an expansion of their church located at the intersection of Canco Road and Washington Avenue. The site is 9.57 acres and zoned R-3 Residential.

On October 28, 1986, the Planning Board approved the original site plan for First Baptist Church, including the church building and required parking. Prior to the final approval, the church had planned to construct an interior balcony, but because of the additional required parking, they decided to hold off on the balcony until a later date.

The applicant is now returning to the Board with a proposal to construct a 250 seat balcony and 85 parking spaces. The parking will be located to the rear of the building and along the southwest wall of the building.

II. SUMMARY OF FINDINGS

Zoning	R-3
Land Area	9.57 acres
Existing Parking	120
Proposed Parking	85
Existing Seating	450
Proposed Balcony Seating	250
Land Uses	Residential, Business, Industrial

III. STAFF REVIEW

The proposal has been reviewed for site plan and conditional use compliance. Review and approval of the proposal has been completed by the departments of Planning, Parks and Public Works, and Fire. Comments from these departments are contained in this report.

Site Plan

1. Parking and Circulation.

Access to the site is from Canco Road. One driveway, located approximately 210 feet from the Canco/Washington intersection leads to the parking areas and church building.

When the applicant was originally before the Board, a total of 185 spaces were approved. By the end of construction, only 120 spaces were constructed. The current parking requirement for churches is one space per five seats. The applicant proposes to add 250 seats to an existing 450 seats for a total of 700 seats and a requirement of 140 spaces. The church will add 85 spaces to the existing 120 for a total of 205 spaces.

The applicant will also be constructing a boardwalk over a drainage swale which runs along Canco Road. This boardwalk will improve pedestrian circulation by allowing members of the congregation who park in the BEU parking lot or walk to church to get into site without walking on Canco Road.

Mr. Bray, City Traffic Engineer, has reviewed the plans. His comments are included as Attachment 5a.

2. Bulk, Location, Height, and Utilities.

The ground floor coverage of the existing building is 25,168 sq. ft. The proposed balcony will seat 250 people. The balcony was considered in the preliminary designs for the original church, yet was eliminated from the plans due to the parking required and cost.

The height of the building is approximately 35 feet.

Utilities are currently connected in Canco Road. The church does not anticipate any additional utility connections associated with the project.

3. Landscaping.

The applicant proposes to landscape the parking area with four "shade master" trees, two Autumn Blaze trees and one floribunda. The areas between the parking lot and wetland areas will be landscaped with 28 Vaccinium Corymbosum, 10 Thuja Occidentalis Nigra and 17 Ilex Verticillata. These plants were chosen by the applicant in consultation with the Department of Environmental Protection, in order to provide a satisfactory buffer between the parking areas and more sensitive wetlands areas. These plantings will serve as a "treatment" of stormwater draining from the parking lot.

Additionally, the applicant intends to make improvements to the Canco/Washington corner of the parcel by regrading, loaming and seeding. All trees will be preserved. A screened dumpster will be placed between the church and parking lot.

Mr. Jeff Tarling, Arborist, has reviewed and approved the plan. His comments are included as Attachment 5c.

4. Soils and Drainage.

The church building is located at a high point in the parcel. Runoff currently drains to the east to a detention area along Canco Road and to the west into Fall Brook and a wetland area. Minor filling will be needed to construct the parking lot since some fill was added a few years ago. The DEP has since reviewed this past filling and has requested a restabilization of the area. Notes have been added to the plan in order to meet the DEP's requirements.

Stormwater from the southwest parking lot will be directed through regrading to flow through the added buffer area and into the wetland. Likewise, runoff from the west area of the parking lot will flow into the landscaped areas and into the Fall Brook via the wetland.

The applicant also proposes to construct a boardwalk/bridge over a drainage swale along Canco Road. Currently, members of the congregation who walk to church or park in the BEU parking lot, walk along Canco Road to the church driveway.

Melodie Esterberg, Development Review coordinator, has reviewed the plans and has consulted with the Department of Environmental Protection. Her comments are included as Attachment 5b.

5. Exterior Lighting.

The applicant proposes to install five new exterior lights mounted on 25 ft. high poles. The new lights will match the existing which are 150 watt, high pressure sodium cobra head lights. There are five light poles currently in the existing parking lots.

6. Zoning Amendment.

The applicant's proposal does not include a zoning amendment.

7. Fire Safety.

Lt. Garroway of the Fire Prevention Bureau has reviewed and approved the plans. He will review the balcony and its compliance with the fire safety code as part of the building permit review process.

8. Preliminary Plan.

Since the last workshop, the applicant has submitted a stormwater management plan based on the comments of Melodie Esterberg, Development Review Coordinator, and has indicated additional landscaping as requested by Jeff Tarling and the DEP. The landscaping proposed by the applicant has been specially selected to stabilize the bank of the Fall Brook and perimeter areas of the wetland.

9. City Project.

The project does not interfere with any known City projects.

10. Financial Capability.

\$301,000 in funds for the proposed balcony and parking lot expansion have been raised by the First Baptist Congregation. A letter from Forest Barter, Chairman of the Board of Deacons, is included as Attachment 4.

CONDITIONAL USE REVIEW

The plan has been reviewed by the conditional use standards of Sections 14-88 and 14-474 of the Land Use Code. The review criteria of these standards are as follows:

Section 14-88

1. 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 reasonably be accommodated on the existing site through more efficient utilization of land or buildings, and will not cause significant physical encroachment into established residential areas;

The parking lot and balcony will be constructed within the lot on which the principal use is located.

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

The expansion, as proposed by the church, will not cause significant displacement or conversion of any residential uses.

- iii. In the case of a use or 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 entire lot area of the site is over 9 acres. The church and its associated uses requires a minimum of 2 acres.

Section 14-474

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

Upon reviewing the proposed expansion, staff has not found any unique or distinctive characteristics associated with the conditional use.

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

The church, in following its original plans for growth, is constructing a balcony, its required parking, and additional parking. The additional parking is being constructed to provide the congregation with additional on-site parking. Currently, when the existing lot fills up, people have been parking on Canco Road and in the BEU parking lot.

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

It has not been found that the impact of this expansion would differ substantially from the impact which would normally occur from such a use in the R-3 zone.

MOTIONS FOR THE BOARD TO CONSIDER

On the basis of plans and materials submitted by the applicant and on the basis of information contained in Planning Report #18-92, the Board finds:

- A. That the First Baptist Church site plan is in conformance with the Standards for Conditional Use Review.

- B. That the First Baptist Church site plan is in conformance with the Site Plan Ordinance of the Land Use Code.

ATTACHMENTS

1. Letters from the Applicant
2. Site Plan
3. Original Approved Letter dated October 28, 1986
4. Letter of Financial Capability
5. Staff Comments:
 - a. Traffic Engineer
 - b. Development Review Coordinator
 - c. City Arborist
6. Letter from Neighbor

*Approved
6-0*

o J o h n G u t w i n o
Landscape Architect

April 28, 1992

Sarah Green, City Planner
City Hall
Congress Street
Portland, Maine 04101

RE: First Baptist Church Expansion

Dear Sarah;

On behalf of the First Baptist Church of Portland, We respectfully submit the attached revised information concerning our proposed building modifications and parking expansion.

After an on site meeting with Melodie Estaburg of the City and James Cassida of the DEP, and in an effort to minimize environmental impacts to the large wetland on our property, we have revised our proposed site plan with the following provisions:

- * Removal of material previously placed in the wetland in violation of the NRPA.
- * Enhancement of the vegetated buffer between our proposed paved parking and the wetland.
- * Reduction in the number of parking spaces to reduce impact on the area with minimal vegetative buffer and steep slopes. (Boulder Area)

We propose to pave 85 spaces. The storm drainage of the parking expansion is designed to sheet flow into a stream that crosses under Washington Avenue and joins Fall Brook which empties into Back Cove.

Attached are 7 copies of the Site Plan and the Detail sheet, a copy of the Site Plan reduced to 8-1/2 x 11", and a letter from the First Baptist Church dated April 23, 1992 regarding financial capacity. Please let me know if more information is necessary.

Sincerely,


John Gutwin, RLA

RECEIVED

^{2 of 2}
MAY 04 1992

PORTLAND PLANNING OFFICE

o J o h n G u t w i n
Landscape Architect

May 1, 1992

Sarah Green, City Planner
City Hall
Congress Street
Portland, Maine 04101

RE: First Baptist Church Expansion

Dear Sarah;

The way we have figured parking as required by the City is as follows:

450 existing seats in sanctuary
250 proposed seats in balcony
700 proposed total seats in sanctuary

City parking requirement for churches is 1 parking space per 5 seats.
700 / 5 equals 140 parking spaces.

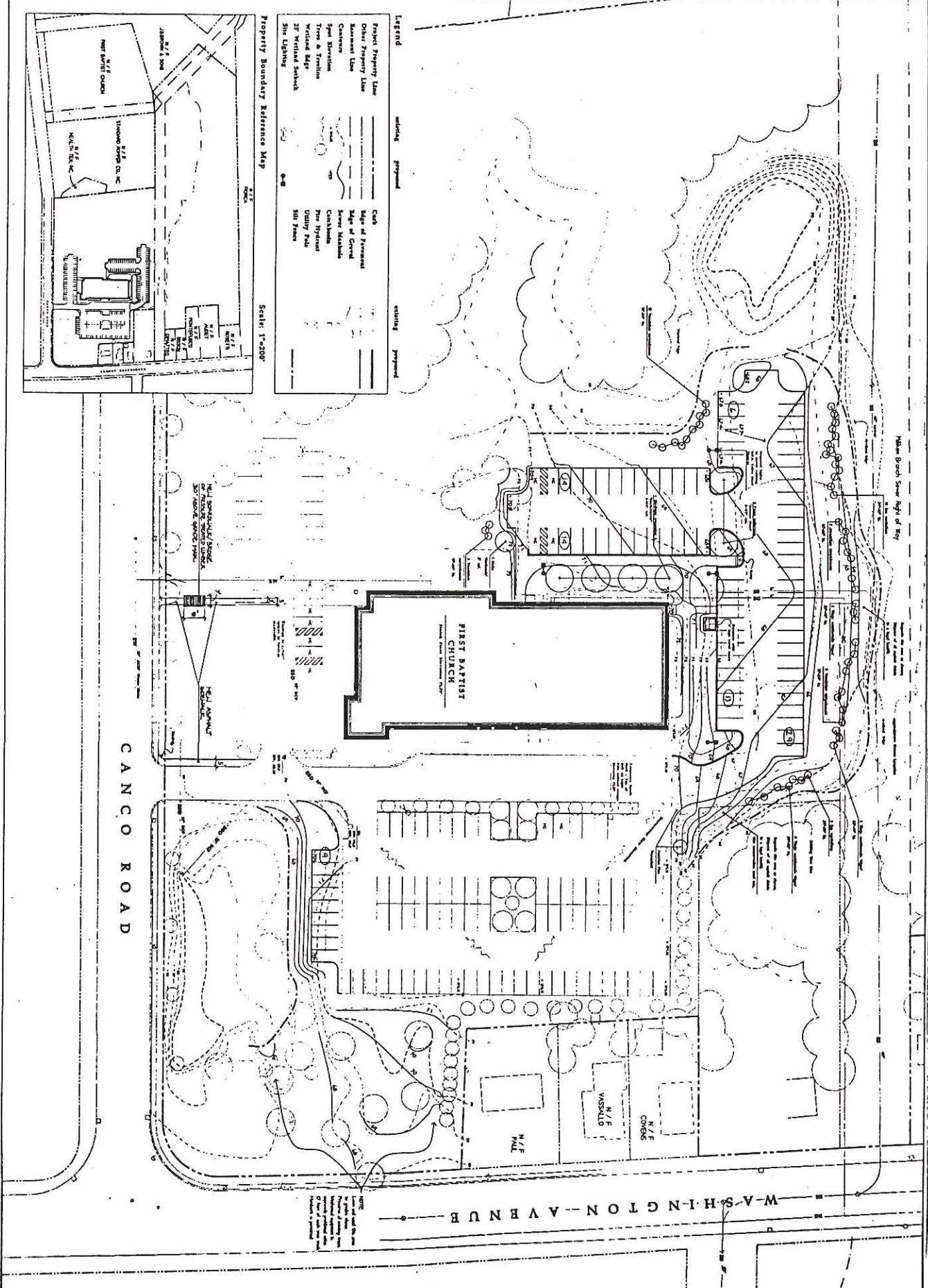
The original Site Plan approval granted 140 spaces 120 of which are currently paved. We propose to add an addition 85 paved spaces for a total of 205.

Please do not hesitate to call if you have further questions.

Sincerely,

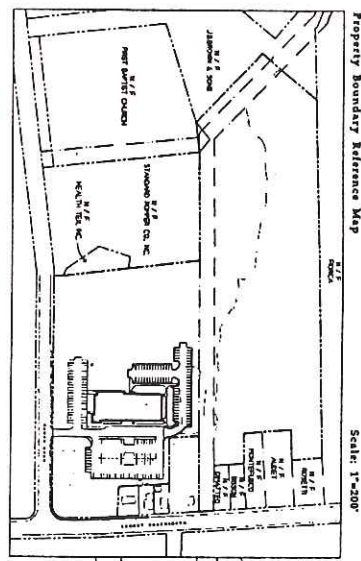


John Gutwin, RLA



Legend

Project Property Line	Existing	Proposed
Other Property Line	Existing	Proposed
Basement Line	Existing	Proposed
Concrete	Existing	Proposed
Sign Structure	Existing	Proposed
Tree & Shrubs	Existing	Proposed
Vegetal Edge	Existing	Proposed
2" Vertical Section	Existing	Proposed
Site Lighting	Existing	Proposed



<p>Owner: First Baptist Church 1000 Canal Road Portland, Maine 04108 775-1122</p> <p>Landscaping Architect: John Green, 18 Fessenden Street Portland, Maine 04108 774-4427</p> <p>Surveyor: Wills Engineering 1000 Canal Road Portland, Maine 04108 774-4427</p> <p>Architect: Wilbur L. Leggett, Jr. 1000 Canal Road Portland, Maine 04108 774-4427</p>	<p align="center">FIRST BAPTIST CHURCH</p> <p align="center">Canal Road, Portland, Maine</p>	<p>Date: February 11, 1972</p> <p>Revisions: 1972 - planting, lighting April 16, 1972 - reduce parking winter - vertical section</p>	<p>Title: SITE PLAN</p> <p>Scale: 1"=200'</p> <p>Sheet No.: 1</p>
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CITY OF PORTLAND, MAINE

PLANNING BOARD

October 29, 1986

Jack D. Humeniuk, Chairman
 Barbara A. Vestal, Vice Chairman
 Harry E. Cummings
 John L. Barker
 Joseph R. DeCoursey
 Michael J. Fenton
 Jadine R. O'Brien

John Powers
 Stevens Associates
 73 Oak Street
 Portland, Maine 04101


Dear Mr. Powers:

On October 28, 1986 the Portland Planning Board voted unanimously (6-0) to approve the conditional use and site plan for the First Baptist Church located at the corner of Washington Avenue and Canco Road. The approval was granted for the project with the following conditions:

1. That the site plan be revised to include a note stating that access from Washington Avenue be for this church building only;
2. That the hydrobrakes and esplanade be detailed on the site plan, and approved by the Public Works Department; and
3. That the applicant provide underground electric service to the building, from the property line.

The approval is based on the submitted site plan and stated conditions. If you want to make any modifications to the approved site plan, you must submit a revised site plan for staff review and approval. The site plan approval will be deemed to have expired unless work in the development has commenced within six (6) months of the approval or within a time period agreed upon in writing by the City and the applicant. If there are any questions, please contact the Planning Staff.

Sincerely,



Jack D. Humeniuk, Chairman
 Portland Planning Board

DK/eg

cc: Joseph E. Gray, Jr., Director of Planning & Urban Development
 Alexander Jaegerman, Chief Planner
 David Klenk, Planner
 P. Samuel Hoffses, Chief of Building Inspections
 Warren J. Turner, Zoning Administrator
 George Flaherty, Director of Parks & Public Works
 Marc Guimont, City Engineer
 William Boothby, Principal Engineer
 Robert Roy, Planning Engineer
 William Bray, City Traffic Engineer
 Carmela Barton, City Arborist



**First
Baptist Church
of
Portland**

360 Canco Road, Portland, Maine 04103

**Robert C. Frederich,
Senior Pastor**

**David Lambertson,
Associate Pastor**

(207) 773-3123

April 23, 1992

City of Portland
Planning Board
Portland, Maine

Dear Sirs;

We appreciate your consideration of the plans which we have submitted for construction of a balcony within our present church sanctuary and the provision of additional parking.

In order to implement these plans the congregation of First Baptist Church has raised a total of \$301,000. in cash and faith commitments designated specifically to this project. We have been counseled by our architectural firm that this should be a sufficient amount to carry this project through to completion.

We will appreciate your prompt consideration of plans which we propose and trust that they will receive your approval.

Sincerely yours,

Forest Barter
Chairman, Board of Deacons
First Baptist Church

**CITY OF PORTLAND, MAINE
MEMORANDUM**

TO: Sarah Greene, Senior Planner
FROM: Bill Bray, Traffic Engineer
DATE: May 7, 1992
SUBJECT: First Baptist Church

I have reviewed the final submittal of plans for this site and have no remaining unresolved traffic access or parking issues. Therefore, I am recommending approval.

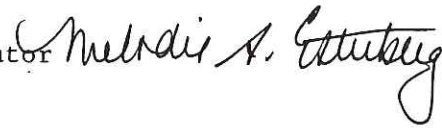
CITY OF PORTLAND, MAINE
MEMORANDUM

TO: Sarah Greene, Senior Planner

FROM: Melodie Esterberg, Development Review Coordinator

DATE: May 8, 1992

SUBJECT: First Baptist Church



I have reviewed the revised plans in the First Baptist Church. My comments are as follows:

The proposed parking lot has been reduced in scale in order to meet DEP requirements. The disturbed areas within the wetland will be regraded and revegetated. The plans show vegetated buffers that are 25 to 50 feet wide. All stormwater will be filtered by the buffers prior to entering the wetland. Given the limited amount of use that this parking lot will receive, the buffers and wetland vegetation will provide adequate treatment of the stormwater prior to entering the brook.

The revised Stormwater Management Report prepared by BH2M has addressed my concerns regarding stormwater runoff.

The proposed footbridge across the drainage swale adjacent to Canco Road appears to be a reasonable solution for church members who use the parking area at BEU. The bridge will not adversely impact the flow of water within the swale and therefore is acceptable.

**CITY OF PORTLAND, MAINE
MEMORANDUM**

TO: Sarah Greene, Senior Planner
FROM: Jeff Tarling, City Arborist
DATE: May 12, 1992
SUBJECT: First Baptist Church

I have reviewed the revised plans for First Baptist Church and recommend approval.

The applicant has added substantial landscaping around the parking lot to provide a buffer between the parking area and wetlands and also between the parking lot and Canco Road.

2-5-92

Dear Sir:

Concerning the workshop schedule for Feb. 11th. Concerning the 1st. Baptist Church on Conco Road!

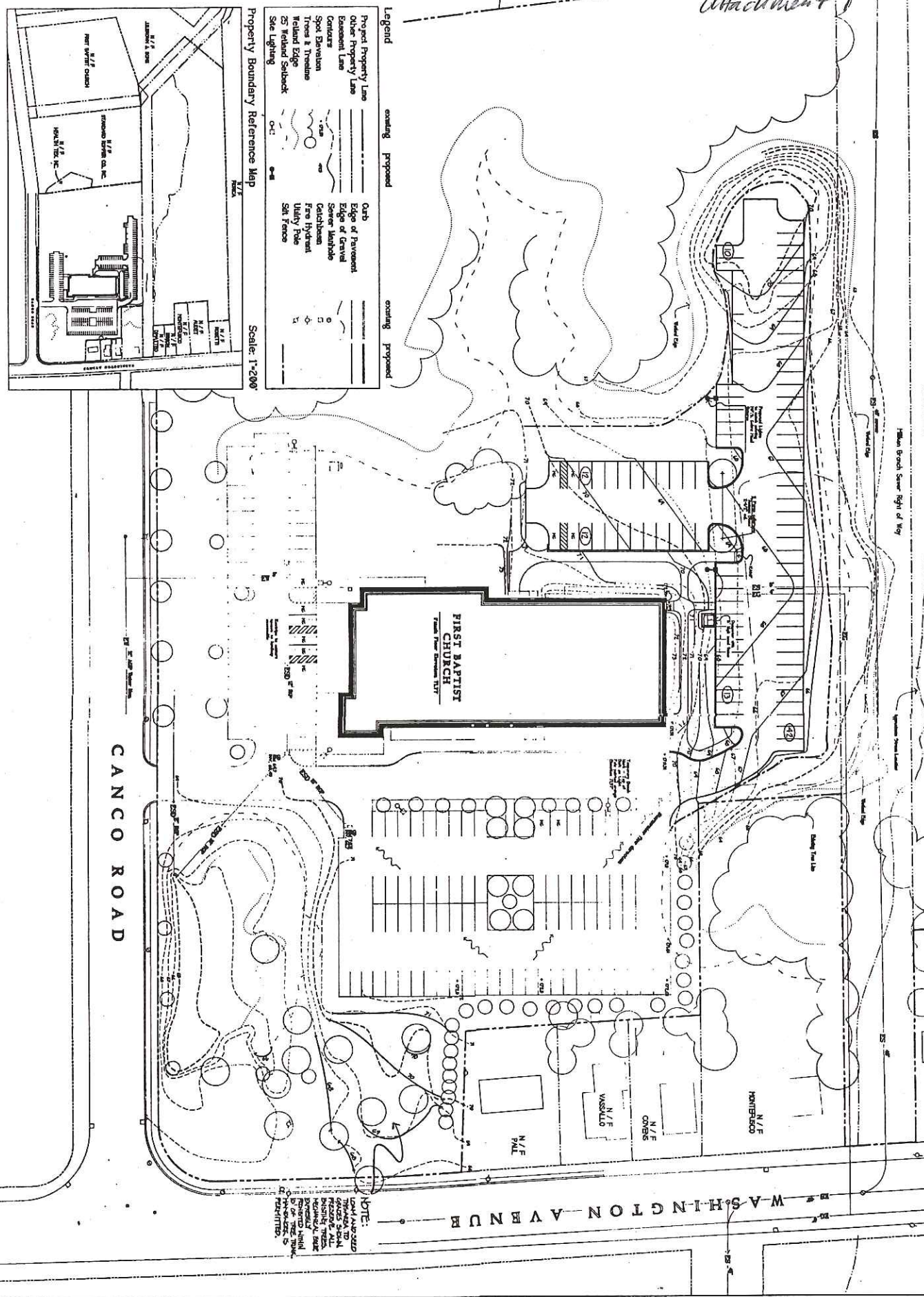
I certainly hope you folks who approve these things will grant permission to go ahead with their project.

Being one of the closer neighbors I feel that to increase parking space will help keep the cars off Conco Road. also to develop the balcony is to benefit members and help insure a seat on Sunday.

I trust you will consider my suggestions and give our Baptist neighbors the go ahead.

Thanks for listening to my well intended point of view.

Sincerely,
Victor O. Stacey Sr.



Scale: 1"=30'

Sheet No. 1

Title: SITE PLAN

Date: February 11, 1982

Revisions:

FIRST BAPTIST CHURCH

Canco Road, Portland, Maine

Owner: First Baptist Church
 75th Street, Portland, Maine 04103
 773-3123

Landscape Architect: John Galtun
 15 Parson Road
 Portland, Maine 04103
 774-4627

Surveyor: Ruth Engineering
 Scarborough, Maine

Architect: Wilbur R. Ingalls, Jr.
 48 Denmark Street
 Portland, Maine 04103
 772-4873

CITY OF PORTLAND, MAINE
PLANNING BOARD

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October 29, 1986

John Powers
Stevens Associates
73 Oak Street
Portland, Maine 04101

Dear Mr. Powers:

On October 28, 1986 the Portland Planning Board voted unanimously (6-0) to approve the conditional use and site plan for the First Baptist Church located at the corner of Washington Avenue and Canco Road. The approval was granted for the project with the following conditions:

- 1. That the site plan be revised to include a note stating that access from Washington Avenue be for this church building only;
- 2. That the hydrobrakes and esplanade be detailed on the site plan, and approved by the Public Works Department; and
- 3. That the applicant provide underground electric service to the building, from the property line.

The approval is based on the submitted site plan and stated conditions. If you want to make any modifications to the approved site plan, you must submit a revised site plan for staff review and approval. The site plan approval will be deemed to have expired unless work in the development has commenced within six (6) months of the approval or within a time period agreed upon in writing by the City and the applicant. If there are any questions, please contact the Planning Staff.

Sincerely,



Jack D. Humeniuk, Chairman
Portland Planning Board

DK/eg

- cc: Joseph E. Gray, Jr., Director of Planning & Urban Development
Alexander Jaegerman, Chief Planner
David Klenk, Planner
P. Samuel Hoffses, Chief of Building Inspections
Warren J. Turner, Zoning Administrator
George Flaherty, Director of Parks & Public Works
Marc Guimont, City Engineer
William Boothby, Principal Engineer
Robert Roy, Planning Engineer
William Bray, City Traffic Engineer
Carmela Barton, City Arborist

PLANNING REPORT #112-86

PLANNING DEPARTMENT REPORT

FIRST BAPTIST CHURCH

VICINITY OF WASHINGTON AVENUE AND CANCO ROAD

SITE PLAN AND CONDITIONAL USE REVIEW

- ORIENTATION, SITING BUILDING APPROX 250' SETBACK FROM WEST.

CONDITIONS

- FUTURE DRIVEWAY CONDITIONS RESOLVED
- HYDRO BRACKS AND ESPRANADE
- LANDSCAPING ADDITION RESOLVED (CURRENT REVISION)
- UNDER GROUND ELEC. DISCUSS.

Submitted to:
 Portland Planning Board
 Portland, Maine
 October 28, 1986

MOTIONS

- SITE PLAN APPROVAL
- / CONDITIONAL USE APPROVAL

I. INTRODUCTION

The First Baptist Church is seeking conditional use and site plan approval of a new church building located at the corner of Washington Avenue and Canco Road. The land was rezoned in September of 1986 to facilitate a development of this type. The site plan and elevation have been designed by Stevens Associates and are attached with a narrative by the consulting engineer as Attachments 1, 2 and 3. 229 notices were sent to area residents and property owners.

II. SUMMARY OF FINDINGS

Zoning	R-3 Residential I-2 Industrial
Land Area	Approximately 25 acres, 6 acres to be developed at this time
Building Ground Floor Area	25,186 square feet
Building Height	35 feet; 35 feet maximum permitted height
Parking	185 spaces provided; 140 spaces required
Land Uses	Land uses in the area are primarily residential including the Tamarlane Apartments, Farm House Condominiums, and single family homes in the immediate area. Also in the vicinity are the Jehovah's Church and Healthtex.

III. STAFF REVIEW

The project has been reviewed for conformance with the conditional use standards and the site plan ordinance of the Land Use Code. The comments of the Planning, Building Inspections, Parks, Public Works and Traffic Departments are contained within this report.

*1/5 notes
50 ←
5/2/86*

1. TRAFFIC/PARKING

Access to the site is proposed from a driveway on Washington Avenue and one on Canco Road. The driveways access three parking areas containing a total of 185 parking spaces. The required parking is calculated at 140 spaces. The church had previously included a balcony area to the church which required an additional 160 spaces. This balcony area has been eliminated from the plan; a letter from the applicant, Attachment 5, states that no balcony area will be built at this time.

Mr. Bray, the City Traffic Engineer, has reviewed the plan and has concerns regarding the possible development of the remaining portion of the site and access to Washington Avenue. He states in his attached memo that the site plan is unacceptable to the Traffic Department.

Mr. Bray's comments are attached as Attachment 4. The applicant's comments regarding the traffic concerns are attached as Attachment 5.

2. BULK, LOCATION, HEIGHT, PAVED AREAS, STORMWATER, AND PUBLIC FACILITIES

The ground floor coverage of the building is 25,186 square feet and the building is 35 feet tall measured at the midpoint of the roof with a 40 foot tall cross on top of the ridge. The exterior building materials include brick and glass.

The stormwater management of the site consists of collecting stormwater in seven proposed catch basins and, using a subsurface drainage pipe system, channeling the water into the existing drainage course that feeds into the Milliken branch of the City sewer.

Mr. Robert Roy, City Planning Engineer, has reviewed the stormwater management design of the site and recommends the following conditions of approval:

- a. That the design specifications for the hydro brakes to be installed in the catch basins in the parking lot be indicated on the plan.
- b. That the sidewalk to be built along Canco Road shall be installed along the streetline with a five foot wide grassed esplanade between the sidewalk and curblin.

Mr. Roy's comments are Attachment 6.

The project proposes a 3 inch water service from the existing line in Canco Road.

3. LANDSCAPING

The plan includes the following landscaping:

Green Spire Lindens	26
Crabapples	10
Austrian Pines	16
Red Oaks	15

In reviewing the plans, Carmela Barton, City Arborist, has recommended that the plan be revised to incorporate the following:

- a. That the oaks, which line the driveway, be planted 30 feet on center instead of the proposed 40 feet on center. And that the number of oaks be increased, in this area, from 12 to 16.
- b. That the minimum height of the Austrian pines be 6 feet or if a shorter tree is used, they be planted 10 feet on center rather than 15 feet on center.
- c. That the trees screening the parking lot nearest Canco Road be spaced 25 feet on center and additional evergreen underplanting be planted.
- d. That foundation plantings be provided for the Washington Avenue elevation and the Canco Road elevation.
- e. That a preservation plan be established for the site.

4. SOIL AND DRAINAGE

The topography of the site is varying with a natural raised area near the location of the proposed church.

The site naturally slopes to the perimeters with the proposed drainage directing the stormwater runoff to the Milliken branch of the City storm sewer. Mr. Robert Roy, Planning Engineer, has reviewed the plan, his comments are discussed in Section 2.

5. EXTERIOR LIGHTING

Seven exterior lights are shown on the site plan. Specifications for the lights have been submitted and are attached as Attachment 8. The lights will be placed on 25 foot poles and contain 150 watt high pressure sodium lights.

The plan indicates overhead electric service into the site and underground service from an interior pole to the building. The overhead service extends 250 feet into the site with the underground service to the building being approximately 140 feet. A potential condition of approval is that the applicant provide underground electric service from the property line to the building.

6. ZONING AMENDMENT

This site plan is in conjunction with a previous zoning amendment. The applicant has submitted a letter discussing their financial capability. This letter is Attachment 9.

7. FIRE SAFETY

The proposed development will not create undue fire safety hazard. The plan provides for adequate emergency vehicle access and has been reviewed and approved by Lt. James Collins of the Fire Department.

8. PRELIMINARY PLAN

The site plan has not been significantly altered from the one presented to the Board at the workshop meeting of September 23, 1986.

9. CITY PROJECT

The proposed development will not interfere with any known City project.

IV. CONDITIONAL USE REVIEW

The plan has been reviewed by the conditional use standards of Sections 14-88 and 14-474 of the Land Use Code. The review criteria of these standards are as follows:

Section 14-88

- i. 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 reasonably be accommodated on the existing site through more efficient utilization of land or buildings, and will not cause significant physical encroachment into established residential areas; and
- ii. The proposed use will not cause significant displacement or conversion of residential uses existing as of June 1, 1983, or thereafter; and
- iii. In the case of a use or use expansion which constitutes a combination of the above-listed uses with capacity for concurrent operations, the applicable minimum lot sizes shall be cumulative.

Section 14-474

- a. There are unique or distinctive characteristics or effects associated with the proposed conditional use;
- b. There will be an adverse impact upon the health, safety, or welfare of the public or the surrounding area; and
- c. Such impact differs substantially from the impact which would normally occur from such a use in that zone.

In reviewing the proposed use under the above stated standards, the planning staff has not found a conflict of the proposed site plan and the standards.

V. MOTIONS FOR THE BOARD TO CONSIDER

1. That the plan is in conformance with the site plan ordinance of the Land Use Code. 6-0

a. Potential conditions of approval.

NOTE RECLASSIFIED AS PER ACCESS

~~i. That the applicant work with the Traffic Engineer to develop an acceptable future driveway location.~~

ii. That the hydrobrakes and esplanade be done as per City Planning Engineers' comments.

~~iii. That the landscaping plan be revised as per the City Arborist recommendations.~~

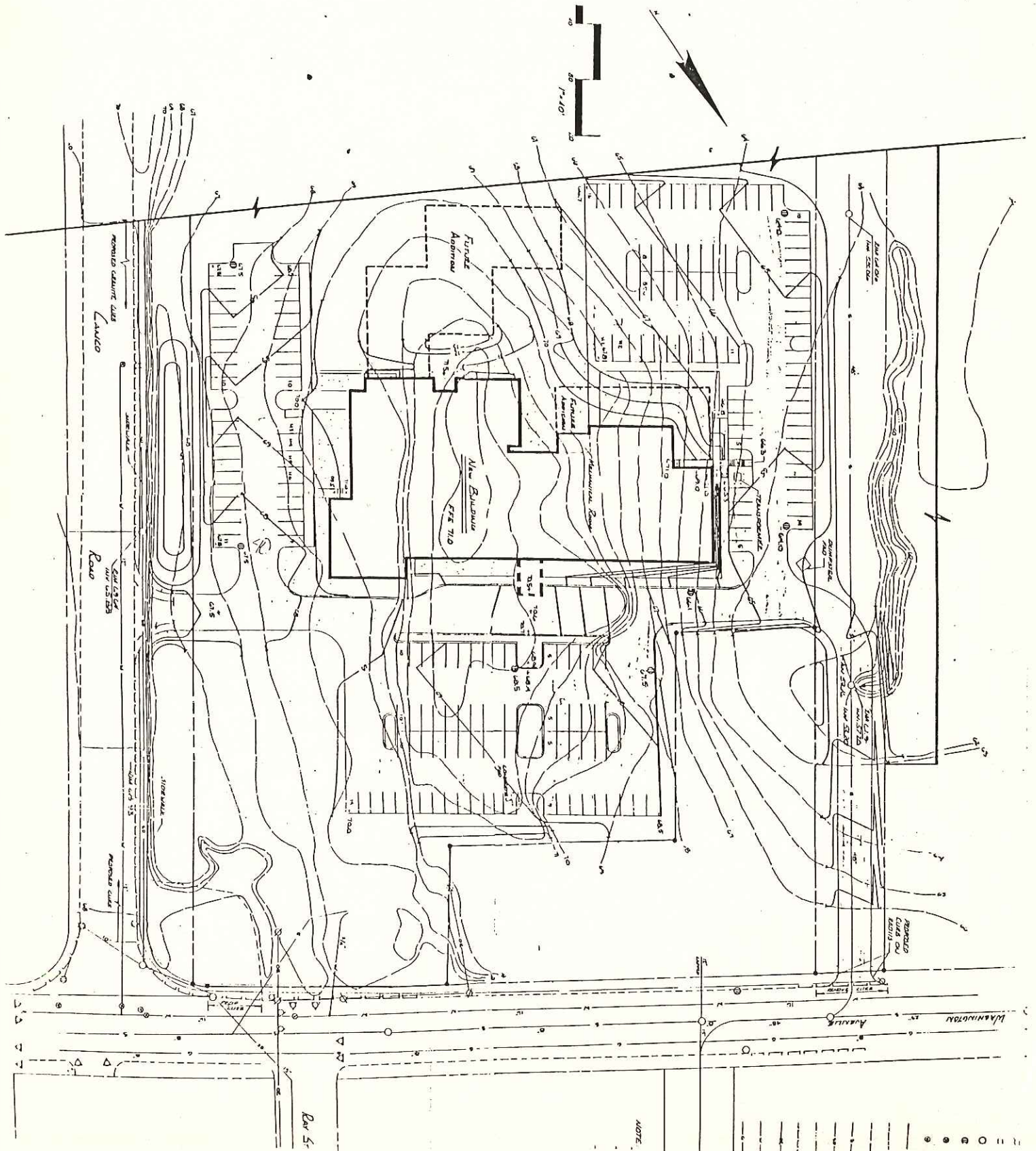
iv. That the applicant provide underground electric service to the building from the property line.

2. That the plan is in conformance with the conditional use standards of the Land Use Code.

L.B. 6-0

List of Attachments

1. Site plan.
2. Elevation.
3. Written Statement.
4. Comments of the Traffic Engineer.
5. Applicant's letter.
6. Comments of Planning Engineer.
7. Comments of City Arborist.
8. Exterior lighting specification.
9. Letter of financial capability.

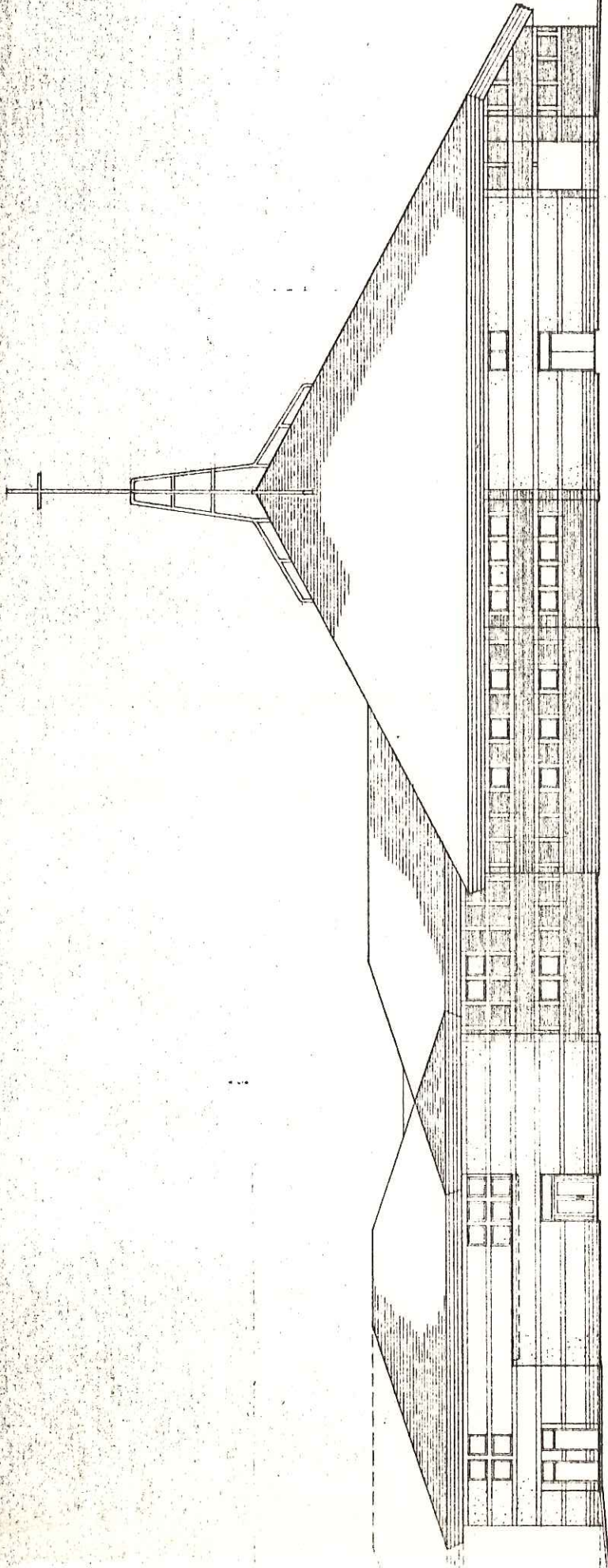


Bar 5'

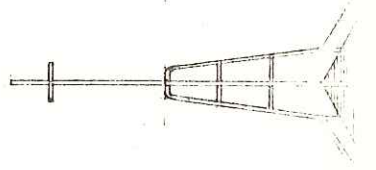
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2/11/11
C/100



PROPOSED WEST ELEVATION



STEVENS ASSOCIATES

ARCHITECTS AND ENGINEERS

PAUL S. STEVENS, A.I.A.
DUANE L. ROSE, R.L.S.
DANA R. MORTON, P.E.
ARTHUR P. THOMPSON, A.I.A.
HERBERT A. SEMPLE, JR., A.I.A.
GILBERT E. HENDRY, P.E.

TO: Portland Planning Board

FROM: Dana R. Morton, P. E.

DATE: September 9, 1986

RE: Written Statements on Proposed New First Baptist Church, Washington Avenue

- a. The proposed use is a church. The plans submitted herewith show Phase 1 to be built now as well as planned future expansion.
- b. The total site is 25 acres of which about six acres will be used now. The ground floor area of the structure is approximately 25,186 square feet.
- c. A 50' easement to City of Portland for the Milliken Storm Sewer goes with the land. (see site plans)
- d. Solid waste disposal will be via a contract dumpster service (see dumpster locations on plans).
- e. Water, sewer, power and gas are available to the project and proposed points of connection are indicated on the drawings. Streets and walks are in fairly good (and improving) condition, and this project will help.
- f. No unusual problem of site drainage or topography is apparent.
- g. Ten months of construction.

STEVENS ASSOCIATES
September 9, 1986
8626
STEVENS ASSOCIATES

CITY OF PORTLAND, MAINE

M E M O R A N D U M

TO: David Klenk, Planner

FROM: William J. Bray, City Traffic Engineer

DATE: October 24, 1986

SUBJECT: First Baptist Church Site Plan

I have been reviewing this project for several weeks and very early on I informed the developer that final location of the future entrance drive must be determined as part of this site plan. They have refused to discuss this issue and therefore, the proposed site plan is unacceptable to this Department. Final location of this drive is a very important issue and it must be determined now.



THE FIRST BAPTIST CHURCH

October 23, 1986

Mr. Solomon Lim
Church Growth Services
120 E. Callander Street
P.O. Box 2409
South Bend, IN 46680

Re: First Baptist Church - Canco Road Site
City of Portland Planning Department Requests

Dear Sol:

We have received through Stevens Morton Rose & Thompson information that the City of Portland is requesting a letter regarding three areas of concern.

The Church's official response to the concerns are as follows:

City Concern 1: There will be no future balcony in the Nave.

Church Response 1: There will be no construction of a balcony under the present Phase I construction and if any balcony where planned to be constructed in a future phase the Church will comply with the codes and zoning ordinances of the City of Portland and the parking will be made to conform to the new number of required spaces. Any future balcony addition will be discussed with the Building Department and the Planning Department of the City of Portland during its planning phase.

City Concern 2: The Washington Avenue entrance drive at the Milliken storm/sewer line location will only be used for the Church as shown on the present Phase I Site Plan now before the City for approval and not for any future development in the rear

portion of the site not being developed in Phase I.

Church Response 2: The Church will not use the Washington Avenue entrance drive for any future rear lot development unless the City Traffic Engineer deems it necessary for the development proposed. The Church will be using the Washington Avenue entrance drive under the guidelines established with the City Traffic Engineer for Phase I Site Plan now under review by the City for approval.

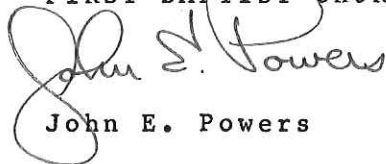
City Concern 3: The future entrance drive for the rear lot possible development should be established for approval by the City of Portland now.

Church Response 3: The Church has not developed any plans for development of the rear portion of their property beyond the approximate (6) six acres now being presented to the City for approval. It would be impossible for us to define a drive for the future development of the remainder of the property behind the present development when we have no direction or concepts of what the future development might be if there is any.

If there is any question with regards to the above responses, please contact us.

Very truly yours

FIRST BAPTIST CHURCH

A handwritten signature in black ink that reads "John E. Powers". The signature is written in a cursive style with a large, looping initial "J".

John E. Powers

cc: Stevens Morton Rose & Thompson
Donbury, Inc.

CITY OF PORTLAND, MAINE
MEMORANDUM

TO: David Klenk, Planner

FROM: Robert J. Roy, Planning Engineer, Parks and Public Works

SUBJECT: First Baptist Church, Canco Road and Washington Avenue

DATE: 10/24/86

I have reviewed the subject site plan and find it to be acceptable to this Department with the following conditions:

1. That the design specifications for the hydrobrakes to be installed in the catchbasins in the parking lot be indicated on the plans.
2. The sidewalk to be built along Canco Road shall be installed along the streetline with a five foot wide grassed esplanade between the sidewalk and the new curbline.

Stormwater runoff will be collected through a series of catchbasins in the parking lots and outletted into Milliken Brook, which traverses the property. Milliken Brook enters the City Interceptor Sewer on site at a point northerly of the proposed driveway to Washington Avenue.

Hydrobrakes will be installed in the last two catchbasins before the stormdrain outlets into the brook. The hydrobrake units will regulate the rate of runoff draining from the developed site during rainstorms.

Sanitary wastewater flows from the building will be piped into the City Interceptor Sewer, which has adequate capacity to handle these flows.

All curb and sidewalk work along Canco Road and Washington Avenue must be done in accordance with City standards and under Public Works supervision.



RJR/bjk

pc: William S. Boothby, Principal Engineer

CITY OF PORTLAND, MAINE

M E M O R A N D U M

TO: David Klenk, Planner

FROM: Carmela Barton, City Arborist

DATE: October 24, 1986

SUBJECT: First Baptist Church

The double row trees which line the driveway need to be spaced at 30 feet o.c., increasing the number in that location from 12 to 16. The Austrian Pines must be 6 feet tall; if a shorter pine is used, the spaces between must be decreased to 10 feet rather than 15 feet. The trees along the parking area on Canco Road should be spaced 25 feet apart, with an evergreen underplanting of shrubs. Foundation plantings need to be specified for the Canco and Washington Avenue sides of the proposed building. A preservation plan needs to be submitted as well.

POLES SHALL BE 2.5' ROUND ALUMINUM
DESIGNED FOR 100 MPH WIND.

Horizontal Luminaire

High Pressure Sodium – 70, 100 and 150 Watts,
Mercury Vapor – 100 and 175 Watts
SERIES: 113 and 114



ITT OUTDOOR
LIGHTING
A unit of the Lighting Fixture Division

photometric data

175 WATT HORIZONTAL LUMINAIRE (Series 113 & 114)

ISOFOOTCANDLE AND UTILIZATION CURVES

Values of isocandela, lumens, and footcandles are based on a lamp operated at 1000 lumens. Refer to Lamp Lumen Chart for factor of desired lamp. Multiply isofootcandle and lumen values by this factor.

This data is based on a mounting height of 25 feet, refer to Mounting Height Chart for conversion factors.

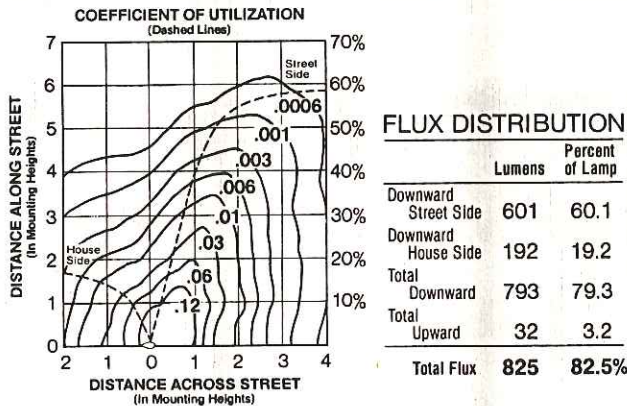
LAMP LUMEN CHART

Designation	Lumen Rating	Factor
LU 70W	5800	5.8
LU 100W	9500	9.5
LU 150W	16000	16.0

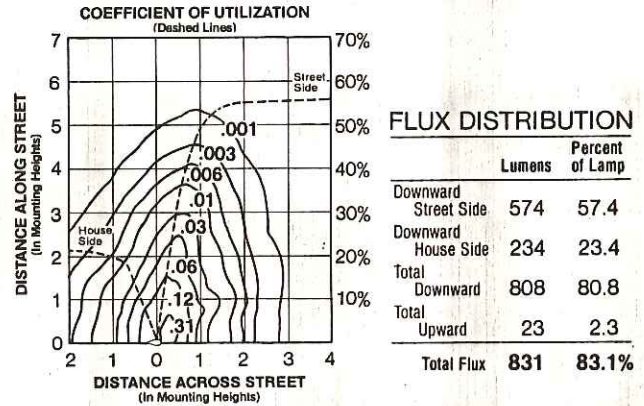
MOUNTING HEIGHT CHART

Mounting Ht.-Ft.	18	20	22	25	28	30	35
Factor	1.93	1.56	1.29	1.00	.80	.69	.51

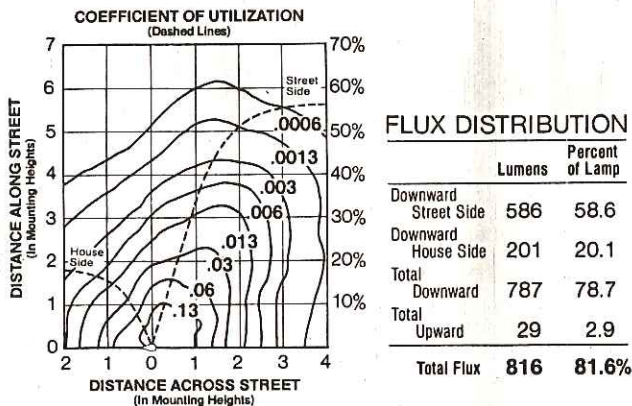
70, 100, and 150 watt High Pressure Sodium units:



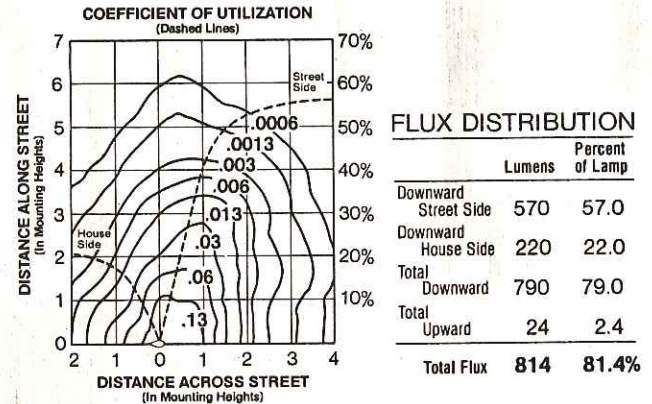
Data based on Report No. P2012, IES Type III, Medium, semi-cutoff (acrylic refractor). See Chart for lamp factors.



Data based on Report No. P2015, IES Type II, Medium, semi-cutoff (acrylic refractor). See Chart for lamp factors.



Data based on Report No. P2030, IES Type III, Medium, semi-cutoff (glass refractor). See Chart for lamp factors.



Data based on Report No. P2035, IES Type II, Medium, semi-cutoff (glass refractor). See Chart for lamp factors.

ordering data

175 WATT HORIZONTAL LUMINAIRE • HIGH PRESSURE SODIUM

Primary Volts	Ballast Type	Power Factor	Approx. Wt.-Lbs.	CATALOG NUMBERS	
				with Photocontrol Receptacle	without Photocontrol Receptacle
70 WATT HIGH PRESSURE SODIUM					
120	Regulated	High	21	113-562E2-6	114-562E2-6
120	Reactor	Normal	16	113-570E2-6	114-570E2-6
120	Reactor	High	16	113-559E2-6	114-559E2-6
208	Regulated	High	21	113-564E2-6	114-564E2-6
240	Regulated	High	21	113-563E2-6	114-563E2-6
240	Lag Auto	Normal	21	113-573E2-6	114-573E2-6
240	Lag Auto	High	21	113-553E2-6	114-553E2-6
277	Regulated	High	21	113-565E2-6	114-565E2-6
480	Regulated	High	21	113-566E2-6	114-566E2-6
100 WATT HIGH PRESSURE SODIUM					
120	Regulated	High	21	113-56212-6	114-56212-6
120	Reactor	Normal	16	113-57012-6	114-57012-6
120	Reactor	High	16	113-55912-6	114-55912-6
208	Regulated	High	21	113-56412-6	114-56412-6
240	Regulated	High	21	113-56312-6	114-56312-6
240	Lag Auto	Normal	21	113-57312-6	114-57312-6
240	Lag Auto	High	21	113-55312-6	114-55312-6
277	Regulated	High	21	113-56512-6	114-56512-6
480	Regulated	High	21	113-56612-6	114-56612-6
150 WATT HIGH PRESSURE SODIUM					
120	Reactor	Normal	16	113-57062-6	114-57062-6
120	Reactor	High	16	113-55962-6	114-55962-6
240	Lag Auto	Normal	21	113-57362-6	114-57362-6
240	Lag Auto	High	21	113-55362-6	114-55362-6

NOTES

- Above catalog numbers are for **I.E.S. Type II light distribution**; also available in **Type III**. Change last digit in catalog number to indicate desired pattern. (Example: 113-570E3-6, Type III).
- Type II-4 way** is available with glass refractor only, to order change last digit to D and delete the suffix. (Example: 113-570ED.)
- Lamps and photoelectric controls** are not included, order separately, be sure voltage is correct. (See separate Photoelectric Controls pages.)
- Acrylic refractors** are standard. Optional refractors available: to order **glass refractor** delete the -6 suffix; to order **polycarbonate refractor** change -6 suffix to -8. (Example: 113-570E2-8, polycarbonate refractor.)
- Level Indicator, Fusing and Auxiliary Lightning Arrestor** are available. Contact factory for further information.
- To order **Glare Shield**, specify Catalog No. 8-13-001.
- 50 watt units** available in some ballast/photometric combinations. Contact factory for complete information.
- Above luminaires are available with 50 Hertz ballast (control gear). Contact factory for further information. Refer to folios A-2 and A-3 for information on 200 and 250 watt luminaires.
- For further information contact your local ITT Outdoor Lighting representative or ITT Outdoor Lighting, Southaven, Mississippi, 38671, telephone 601-342-1545, or telex 053-952.



CITY OF PORTLAND

March 30, 1992

Mr. John Gutwin
16 Parsons Road
Portland, ME 04103

Dear John:

Staff has reviewed the latest submissions regarding the First Baptist Church parking lot. Comments raised include:

- the preferable location to drain the parking lot addition would be the wet area to the southwest;
- the stormwater report refers to a Hunter Ballew report from 1985. This report is no longer current as it does not take into account the flooding problems associated with Fallbrook. Also, the stormwater report does not take into account the drainage from the northern section of existing parking area. The stormwater report should be revised accordingly.
- Please verify the direction of drainage flow in the existing parking area. Staff is concerned that the runoff may not flow as indicated. Please either submit grades in parking area or indicate curbing which will direct runoff to parking lot addition.

Please call if you have any questions.

Sincerely,

Sarah

Sarah Greene
Senior Planner

cc: Alexander Jaegerman, Chief Planner
Melodie Esterberg, Development Review Coordinator
William Giroux, Zoning Administrator
Natalie Burns, Associate Corporation Counsel
Jeff Tarling, City Arborist

CITY OF PORTLAND, MAINE

SITE PLAN REVIEW

Processing Form

Applicant _____

Date _____

Mailing Address _____

Address of Proposed Site _____

Proposed Use of Site _____

Site Identifier(s) from Assessors Maps _____

Acreage of Site / Ground Floor Coverage _____

Zoning of Proposed Site _____

Site Location Review (DEP) Required: () Yes () No

Proposed Number of Floors _____

Board of Appeals Action Required: () Yes () No

Total Floor Area _____

Planning Board Action Required: () Yes () No

Other Comments: _____

Date Dept. Review Due: _____

PLANNING DEPARTMENT REVIEW

(Date Received) _____

Major Development — Requires Planning Board Approval: Review Initiated

Minor Development — Staff Review Below

	LOADING AREA	PARKING	CIRCULATION PATTERN	ACCESS	PEDESTRIAN WALKWAYS	SCREENING	LANDSCAPING	SPACE & BULK OF STRUCTURES	LIGHTING	CONFLICT WITH CITY PROJECTS	FINANCIAL CAPACITY	CHANGE IN SITE PLAN	
APPROVED	X	X	X	X	X	X	X	X	X	X	X	X	
APPROVED CONDITIONALLY													CONDITIONS SPECIFIED BELOW
DISAPPROVED													REASONS SPECIFIED BELOW

REASONS: 1- CURBS AND SIDEWALKS (INCLUDING ESPUNADES TO BE DONE AS PER PUB. WORKS COMMENTS.

(Attach Separate Sheet if Necessary)

David J. Klenk 12-3-86
SIGNATURE OF REVIEWING STAFF/DATE

CITY OF PORTLAND, MAINE
MEMORANDUM

DATE: 9/23/86

TO: Chairman and Members of the Portland Planning Board
FROM: David Klenk, Planner *DAVID KLENK*
SUBJECT: First Baptist Church Site Plan

185 PARKING

The First Baptist church has requested workshop review of the proposed church facility located on the northern corner of Canco Road and Washington Avenue. The site is 25 acres in the R-3 residence and I-2 Industrial Zones. This property was recently rezoned R-3 as recommended by the Planning Board to accommodate this development. The proposal is located on a 6 acre portion of the site closest to the corner of Washington Avenue and Canco Road.

The design consists of a church building (including a Family Life Center and Sunday School) and provides 185 parking spaces. Staff has calculated the parking demand at three hundred (300) spaces. Of these three hundred (300) spaces, one hundred sixty (160) are required for the 4,000 square foot balcony area. There are no plans at this time to provide fixed seating in the balcony, which would significantly lower the parking demand. Staff and the applicant are discussing the parking issue and are working towards a resolution of the parking discrepancy.

Access to the site is proposed from two way (24') driveways on Canco Road and Washington Avenue. The storm water management for the site consist of collecting storm water in 6 catch basins, located in the parking areas and piping the water to the existing drainage course in the Miliken Branch of the City sewer easement. The landscaping design includes planting oak, crabapples, pines and lindens along the driveways and parking areas and preserving the mature vegetation on the site. Charles Shannon, Acting City Arborists, has requested additional landscaping be provided to screen the existing properties on Washington Avenue. The ground floor coverage of the Building is 25,186 square feet and the total floor area is 37,508 square feet. A site plan, written statement and parking calculations are attached. Please note that the site plan covers only the six (6) acre portion of the site proposed for development.

STEVENS ASSOCIATES

ARCHITECTS AND ENGINEERS

PAUL S. STEVENS, A.I.A.
DUANE L. ROSE, R.L.S.
DANA R. MORTON, P.E.
ARTHUR P. THOMPSON, A.I.A.
HERBERT A. SEMPLE, JR., A.I.A.
GILBERT E. HENDRY, P.E.

TO: Portland Planning Board

FROM: Dana R. Morton, P. E.

DATE: September 9, 1986

RE: Written Statements on Proposed New First Baptist Church, Washington Avenue

- a. The proposed use is a church. The plans submitted herewith show Phase 1 to be built now as well as planned future expansion.
- b. The total site is 25 acres of which about six acres will be used now. The ground floor area of the structure is approximately 25,186 square feet.
- c. A 50' easement to City of Portland for the Milliken Storm Sewer goes with the land. (see site plans)
- d. Solid waste disposal will be via a contract dumpster service (see dumpster locations on plans).
- e. Water, sewer, power and gas are available to the project and proposed points of connection are indicated on the drawings. Streets and walks are in fairly good (and improving) condition, and this project will help.
- f. No unusual problem of site drainage or topography is apparent.
- g. Ten months of construction.

STEVENS ASSOCIATES
September 9, 1986
8626
STEVENS ASSOCIATES

RECEIVED

SEP 15 1986

DEPT OF BUILDING INSPECTIONS
CITY OF PORTLAND



ARCHITECTURE ENGINEERING SURVEY

STEVENS MORTON ROSE & THOMPSON

73 Oak Street
Portland, ME 04101
207/772-3846

October 24, 1986

David Kleink
City Hall
City of Portland
Portland, ME

Dear David:

Enclosed is a letter responding to the City's request on financing. Should you have any questions please feel free to contact me. Your prompt assistance was greatly appreciated, thank you.

Very truly yours,

STEVENS MORTON ROSE & THOMPSON

Eric Labelle
Eric Labelle

Enclosure

LEGAL NOTICE

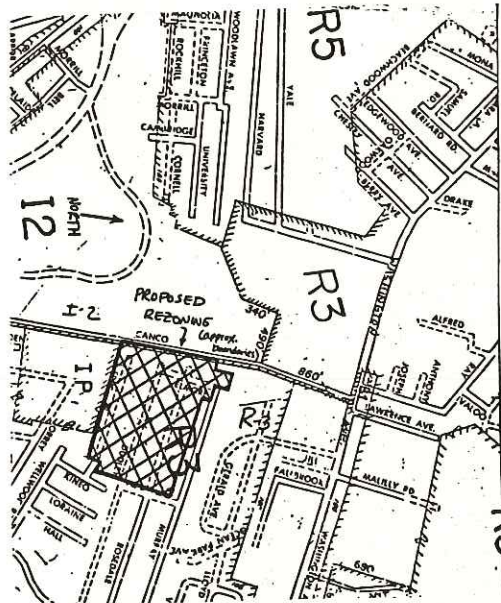
LEGAL NOTICE

PORTLAND PLANNING BOARD
PUBLIC NOTICE

Notice is hereby given that the Portland Planning Board will hold a public hearing Tuesday evening, November 28, 1989 at 7:30 p.m. in Room 209, City Hall, Portland, Maine to consider a zone change request by Regis Associates for a parcel of land located on Canco Road south of Murray Street from R-3 Residential to OP Office Park shown on the fragmentary map below.

Further information on this development can be obtained at the Planning Department office, City Hall, Room 211 or by calling 874-8300, extension 8722.

Barbara A. Vestal, Chair
Portland Planning Board



To appear in both editions of the Press Herald
newspapers on November 20, 1989.
Single column, single space.

Bill to:
Regis Associates
100 Silver Street
Portland, Maine 04101
(201) 774 1885

12-27-89

Sarah,

Thanks for all of your assistance throughout the rezoning process for the Canco Rd. site, I appreciated your honesty and support.

I plan to stay very involved throughout the site-plan review process and would appreciate being kept informed regarding any dates and hearings regarding this matter. In the meantime, would you kindly send me the minutes for the Planning Board meeting held Tuesday, November 28, 1989. Thank you & Happy New Year.

Marty Zarghi
41 Coraine St.
Portland, ME 04103

(W) 774-4581 x440

(H) 774-2661

Sir, I have written to you before (the Charles Rodway case) and expressed objections to spot zone changes. Spot zone changes are the enemy of planning; they introduce cancer into the planning process and in zoning arrangements. They become the precedent from which subsequent deterioration of standards are justified. They are the exact antitheses of planning. They are to be used only in extra-ordinary circumstances and where arguments and conditions are so unique that they cannot be used by later applicants to justify additional distortion of zoning standards. No such conditions exist in this case. I write to protest strongly against the zone change.

How can this process or this project be justified as planning? Where was one question that indicated that any member of the Planning Board staff or Board members had regard to the many related and involved economic, social, cultural, property value issues?

Sir, I am not an expert and so do not attempt to speak as one, but I am ready to go public in any appropriate way to protest this zone change.

The only justification I heard at the Workshop was what I understood to be a threat directed at the Planning Board by the applicant that if this application was not acted upon positively and promptly that financing might not hold and that then the project might not move forward. Is this a criterion to use, threats from an applicant? Nothing was said at the Workshop to justify the need for an office park on Canco Road, or anywhere else.

First, what will the propose office park do to the property values of those who have invested in personal residential property within the orbit of the park? What happens to property values for home owners on Murray, Rosedale, Dudley, Frye, North Garden? What happens to the value of Tamarlane, a residential development which abuts? Which one of us bought without knowing that the parcel in question in this application was zoned R-3 Residential; and without hoping that one day streets would be connected through to Canco Road, and that homes would be built or that at a minimum a development such as Tamarlane or the Farm House Condo would further enhance the value of this area? Which one of us would have bought next to an office park? Isn't a first responsibility of the Planning Board to protect established value, to uphold residential areas of Portland and to keep them from being degraded by unnecessary and unneeded

commercial development? Where is the concern to preserve the quality of residential areas? What goal do we seek..to make residential living so unattractive that we will all leave for the suburbs and turn Portland into a deserted city filled only with shops and office buildings?

Second, Sir, where is the proved need for further commercial office space in Portland? Portland already has an 11 percent vacancy rate in its commercial space. This figure is 13 percent if one includes the immediate surrounding communities. This does not rank Portland with Dallas or Denver but Portland is not a city which is in need of additional commercial space. But, in addition to the present 11 percent vacancy rate, more than one million additional square feet of commercial space is under construction or is in already approved projects. This means an increase of approximately one third above the level of Portland's available commercial space of 3.5 million square feet which already enjoys an 11 percent vacancy rate. What possible justification can there be to approve an additional 55,000 square feet, and that carved out of residential land?

Every business and economic report I read says there is an economic slowdown moving from Boston northward; businesses are consolidating, slowing down, reducing employment; real estate is depressed. Are these criteria to prove that Portland must have additional commercial space? And what assurance does the Board have that if the proposed park on Canco Road is ever built that it will be occupied by new enterprises and will provide for additional employment for Portland? Or will it simply drain employers and employees from older buildings in Portland thus leaving more inner city blight? It seems to me Sir that these questions are relevant to any commercial development, but doubly so if the proposal is to rob Portland of desirable residential land. The width of the tree barrier which this project might leave does not seem to be a very crucial question even though it seemed to be important at the Workshop.

Third, Sir, I listened carefully at the Workshop but I did not understand that the applicant agreed to, or would be required to build the entire project so beautifully illustrated in the drawings. So we face the loss of valuable wooded land (more later) to be converted into a 1000 car parking lot without guarantees that more than the minimum part of the project will be done. And even this cannot be fully guaranteed for if the US economy does

slow down seriously neither the money for this project nor the proposed occupants of the building may materialize and it is the City which will be left holding the bag, not the developer. It is hard to get action or returns from a bankrupt enterprise. If this were a straight commercial action then all this would be on the head of the development groups. But what is proposed here is to rezone residential land and that changes the criteria needed for approval.

Fourth, everywhere we are worried about the environment. Everywhere programs are starting to protect the quality of our air. Everywhere we are being urged to plant trees as an important natural assistance to reduce pollution. So what does this project do but devastate a beautiful old forest of hardwoods and pine. Is it our objective to ignore the need to keep green cover? To beautify Portland by turning it into a concrete slab? A parking lot of 1000 cars plus access roads and walkways will destroy hundreds, thousands of trees. Of course residential development would mean the loss of part of that forest, but only a fraction of what will be taken for this project.

Fifth, Sir, does anyone think that the 1900-2000 cars (a minimum of two movements a day) can enter and exit Canco Road without causing further congestion? Canco Road is a very short street, dead ending at Washington Ave. or at Read/Walton. Those are the streets which must absorb the 'extra' 2000 cars plus service vehicles needed for the commercial building each day. Washington Ave. is already a zoo. It carries heavy car and truck traffic; it is a highway. The Canco Road/Washington Ave. intersection is already overburdened with traffic lines extending southeast on Washington often down nearly to Ocean Ave. at heavy periods and back northwest on Washington to Maine Ave., or beyond. Read and Walton to Ocean Ave. are both residential streets; are they to be given the gift of 2000 more cars per day? How many children do we want injured while office workers late to work or eager to get to an appointment elsewhere ignore even minimum driving rules? Or are the workers to use only already overburdened Forest Ave. to reach Read or Walton because they will be 'forbidden' to use the residential streets to the east? Office parks do not belong in residential areas.

I hesitate even to mention the further impact of this move on Portland's already underutilized and therefore inadequate public transportation system. Doesn't planning need to consider how to reduce congestion, to reduce the flow of one passenger

cars, to encourage the development of a more economically efficient public transportation system? Is any of this achieved by this rezoning and by putting a 1000 car park facility in a residential area? How does this help revive the inner city and to shift more of the transportation burden from polluting cars to busses?

Sir, this letter is too long. But I am disturbed by this proposal. I was disturbed at the Workshop to hear the lack of discussion about issues which I feel ought to be considered in favor of considerations about lighting, drainage, width of tree barriers and other details which have nothing to do with whether or not there should be a zone change and an office park carved out of a residential area.

Sincerely yours,

A handwritten signature in cursive script, appearing to read 'C. H. Weitz', written in dark ink. The signature is fluid and extends to the right with a long, sweeping tail.

Charles H. Weitz



CITY OF PORTLAND

November 21, 1989

Mrs. Mary McCann Conroy
84 Torrey Street
Portland, ME 04103

Regarding: Torrey Street Sewer

Dear Mrs. Conroy:

I am writing in response to your letter of November 1, 1989, addressed to Mr. William Goodwin of my staff. Mr. Goodwin is one of only two engineers that deal with sewer questions from the entire City. This extremely heavy workload often overburdens them and it is for this reason that I am responding to your letter.

The questions you ask are good ones; they are, however, difficult to answer easily or quickly. Regarding your first question about the volume of flow entering the Torrey Street sewer from Canco Road in 1963; the system that was in place in 1963 was a combined sewer system designed to carry both stormwater and sewage including the flow entering a 24" diameter field inlet (not an industrial area sewer but similar to a roadside culvert) on the north side of Canco Road. This inlet collected rainfall runoff from a large area to the north of Canco Road and discharged it into the Torrey Street sewer. It was the massive flow of stormwater entering the system from the 1963 storm that created the flooding condition.

One fact about storm drains which many people are not aware of is that storm drains are not designed to pass the largest storms that Mother Nature might send our way; it would be prohibitively expensive. Thus, it is inevitable that some year a storm will arrive that will exceed a system's capacity.

From your description of the 1963 storm, it is apparent that the runoff far exceeded the capacity of the system and would have produced serious flooding regardless of whether a 15" or a 24" sewer were in place. I am sorry to say we do not have enough information to even take an educated guess as to how much flow was passing down Torrey Street.

Mrs. Conroy
11/21/89
Page 2

In response to your second question, we are currently putting together an estimate of current flow in the system. In order to do this, we must not only obtain water consumption records from the Portland Water District or the industries involved (e.g., Seltzer & Rydholm) we must also prepare estimates of runoff that would occur from storms of various rainfall intensity; unfortunately it takes time to complete these investigations in a thorough manner.

Your third question concerning the projected flow for this system is also under study and will, to some extent, depend on the answer we obtain to the second question. Both the second and third questions regarding flow will be answered and the impact of those flows on the existing system will be evaluated before any development is permitted by the planning board.

In answer to your fourth question regarding other areas or streets connected to the Canco Road sewer, we do not have any record of any others.

In response to your fifth question about the use of "back-stop" valves or back-flow valves as they are more commonly called, we do not recommend their use; they are not fool-proof and require a great deal of regular maintenance.

I am sorry we cannot provide more information regarding questions two and three at this time, but I do wish to assure you that these questions will be answered and any significant impact on these sewers by proposed development will be alleviated at the developer's cost.

If you should have any questions, please do not hesitate to call me (874-8825).

Sincerely,



R. BRUCE RINGROSE, P.E.
CITY ENGINEER

RBR/cmf

pc: Nadeen Daniels - Assistant to the City Manager
George A. Flaherty - Director Parks/Public Works
William Goodwin, P.E. - Parks and Public Works
Sara Greene - Planning and Urban Development

147 Murray Street
Portland, ME 04103
November 26, 1989

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

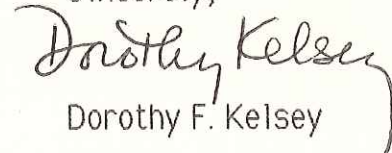
Dear Joseph Gray:

I am unable to attend the public hearing on 11/29/89 regarding the proposed rezoning of the land on Canco Road, south of Murray Street from R-3 to O-P.

As a homeowner on Murray Street, I am writing to urge the Portland Planning Board not to approve this change. I am deeply concerned about runaway land development within Portland, particularly the encroachment of businesses on residential neighborhoods and the destruction of wooded areas. Clearly the creation of 54,800 sq. ft. office building with 968 parking spaces would involve the leveling of a significant portion of the trees on this lot and would have a significant impact on our neighborhood character.

Now is the time for Portland to take hold of its future. We must take steps to leave room for the expansion of residential neighborhoods, preserve the wooded areas within the city and be extremely careful not to pave over all of our open land. Please maintain this area in its R-3 zoning. I even encourage the Planning Board to look for ways to maintain this wooded area free from all additional building.

Sincerely,


Dorothy F. Kelsey

1024 Washington Ave.

No. 2

Portland, 04103

28 November 1989

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

Ref: Regis Associates Application

Dear Mr. Gray,

I refer to the notice of the Portland Planning Board concerning a public hearing to be held on Tuesday, 28 November 1989 concerning a proposal by Regis Associates for a Zone change from R-3 Residential to O-P Office Park on Canco Road.

Because of a previous engagement which cannot be changed, I regret that I am unable to attend the hearing. I am sending my comments in writing as invited by the notice.

I attended the Workshop held on this proposal in Portland City Hall on 24 October. I was surprised by discussions at the Workshop where no evidence was introduced, not arguments were made either via the Planning Board staff or from the applicant as to the need which would justify a zone change. The only discussion at the Workshop, as I heard it, was about the architecture of the plan, landscaping, drainage, parking, etc., details of the proposed Office Park. The unstated assumption which seemed to be on every hand, staff, Board members and the applicant, was that the zone change was already agreed before the Workshop, outside the meeting. Members of the Board present instead of putting up issues which would address the question of a need for a zone change, seemed instead to be concerned as to the most rapid way to approve the plan presented which meant moving directly to the public hearing stage. If I understood what was being said around the table, it seemed that Board members virtually committed themselves in advance to the zone change and that the questions to be addressed were those relating only to the park plan itself.

Sir, I have written to you before (the Charles Rodway case) and expressed objections to spot zone changes. Spot zone changes are the enemy of planning; they introduce cancer into the planning process and in zoning arrangements. They become the precedent from which subsequent deterioration of standards are justified. They are the exact antithesis of planning. They are to be used only in extra-ordinary circumstances and where arguments and conditions are so unique that they cannot be used by later applicants to justify additional distortion of zoning standards. No such conditions exist in this case. I write to protest strongly against any zone change.

How can this process or this project be justified as planning? Where was one question that indicated that any member of the Planning Board staff or Board members had regard to many related and involved economic, social, cultural property value issues?

Sir, I am not an expert and so do not attempt to speak as one, but I am ready to go public in any appropriate way to protest this zone change.

The only justification I heard at the Workshop was what I understood to be a threat directed at the Planning Board by the applicant that if this application was not acted upon positively and promptly that financing might not hold and that then the project might not move forward. Is this a criterion to use, threats from an applicant? Nothing was said at the Workshop to justify the need for an office park, on Canco Road, or anywhere else.

First, what will the proposed Office Park do to the property values of those who have invested in personal residential property within the orbit of the Park? What happens to property values for home owners on Murray, Rosedale, Dudley, Frye, North Garden? What happens to the value of Tamarlane, a residential

development which abuts? Which one of us bought without knowing that the parcel in question in this application was zoned R-3 Residential; and without hoping that one day streets would be connected through to Canco Road, that homes would be built or that at a minimum a development such as Tamarlane or the Farm House Condo would further enhance the value of this area? Which one of us, Sir, would have bought next to an Office Park? Isn't a first responsibility of the Planning Board to protect established values, to uphold residential areas of Portland and to keep them from being degraded by unnecessary and unneeded commercial development? Where is the concern to preserve the quality of residential areas? What goal do we seek..to make residential living so unattractive that we will all leave for the suburbs and turn Portland into a deserted city filled only with shops and office buildings?

Second, Sir, where is the proved need for further commercial office space in Portland? Portland already has an 11 percent vacancy rate in its commercial space. This figure is 13 percent if one included the immediate surrounding communities. This does not rank Portland with Dallas or Denver but Portland is not a city which is in need of additional commercial space. But, in addition to the present 11 percent vacancy rate, more than one million additional square feet of commercial space is under construction or is in already approved projects. This means an increase of approximately one third above the level of Portland's available commercial space of 3.5 Million square feet which already enjoys an 11 percent vacancy rate. What possible justification can there be to approve an additional 55,000 square feet, and that carved out of residential land?

Every business and economic report I read says there is an economic slowdown moving from Boston northward; businesses are consolidating, slowing down, reducing employment; real estate is depressed. Are these criteria to prove that Portland must have additional commercial space? And what assurance does the Board have that if the proposed park on Canco Road is every built that it will be occupied by new enterprises and will provide for additional employment for Portland? Or will it simply drain employers and employees from older buildings in Portland thus leaving more inner city blight? It seems to me Sir that these questions are relevant to any commercial development, but doubly so if the proposal is to rob Portland of desirable residential land. The width of the tree barrier which this project might leave does not seem to be a very crucial question even though it seemed to be important at the Workshop.

Third, Sir, I listened carefully at the Workshop but I did not understand that the applicant agreed to, or would be required to build the entire project so beautifully illustrated in the drawings. So we face the loss of a valuable wooded land (more later) to be converted into a 1000 car parking lot without guarantees that more than the minimum part of the project will be done. And even this cannot be fully guaranteed for if the US economy does slow down seriously neither the money for this project nor the proposed occupants of the building may materialize and it is the City which will be left holding the bag, not the developer. It is hard to get action or returns from a bankrupt enterprise. If this were a straight commercial action then all this would be on the head of the development group. But what is proposed here is to rezone residential land and that changes the criteria needed for approval.

Fourth, everywhere we are worried about the environment. Everywhere programs are starting to protect the quality of our air. Everywhere we are being urged to plant trees as an important natural assistance to reduce pollution. So what does this project do but devastate a beautiful old forest of hardwoods and pine. Is it our objective to ignore the need to keep green cover? To beautify Portland by turning it into a concrete slab. A parking lot of 1000 cars plus access roads and walkways will destroy hundreds, thousands of trees. Of course residential development would mean the loss of part of that forest, but only a fraction of what will be taken for this project.

features

175 WATT HORIZONTAL LUMINAIRE (Series 113 & 114)

HIGH EFFICIENCY ILLUMINATION
Compact horizontal luminaire designed for area and roadway lighting applications. Optical superiority of the anodized aluminum reflector and precision refractor result in maximum light utilization. Available in I.E.S. light distribution patterns Type II, II-4 way (glass refractor only) and III to economically illuminate any area with excellent uniformity, low glare, and well designed light cutoff. Available in mercury vapor and high pressure sodium.

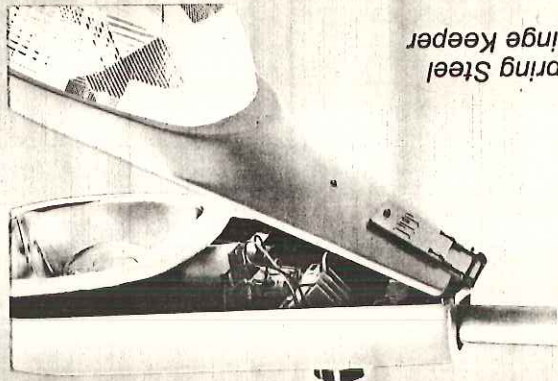


Exclusive Breathing Seal

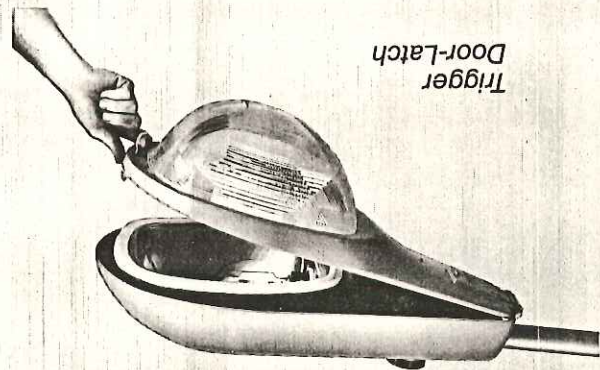
PROTECTIVE SEALS
Reflector and refractor are gasket sealed with polyester fiber "Breathing Seal". This provides a good mechanical gasket and filters contaminants from entering the optical system, thus reducing maintenance costs.

DESIGNED FOR DURABILITY

Rugged construction—upper and lower housings are die-cast aluminum with all hardware of corrosion-resistant materials. Long lasting baked-on acrylic enamel finish gives added protection even in highly corrosive atmospheric conditions. Standard finish is Munsell Grey—others available. Unit is designed for efficient operation in temperatures as low as -20°F.



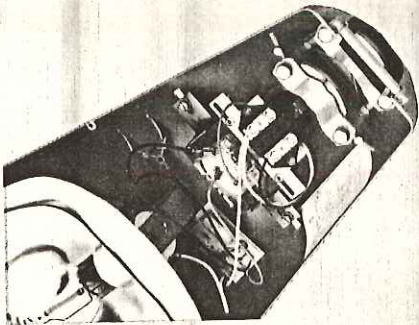
Spring Steel Hinge Keeper



Trigger Door-Latch

INSTALLATION AND MAINTENANCE EASE

Unit features a "one-hand" trigger door latch and integrally cast hinge for quick relamping or general servicing. Lower housing is easily removed by releasing hinge keeper. All units are furnished with an internal four bolt slipfitter, adjustable for 1/4" and 2" mast arms or fitter installations. Refractor conforms to ANSI Standard C136.14 and is mechanically interchangeable with other refractors meeting this specification.



Slipfitter

OPTIONAL FEATURES

Level indicator is available to permit ground observer to evaluate luminaire position. Polycarbonate and glass refractors available. Glare shields available. Optional photocontrol receptacle is available. EEL-NEMA standard three terminal twist-lock type molded of high-impact resistant polycarbonate material.

FIRST BAPTIST CHURCH

3/4/87

NAVE - SEATING CAPACITY $422 + 27 = 449$ @ 1 SPACE / 5 FIXED SEATS

SPACES
90

CHAPEL - 592 SF @ 1 SPACE / 25 SF

24

OFFICE - 2248 SF @ 1 / 400 SF

6

BALCONY - 3716 SF @ 1 / 25 SF

149

* BALCONY IS NOT TO BE ACCESSABLE BY PUBLIC

269
- 149

120

SPACES

212
475

CITY OF PORTLAND, MAINE
MEMORANDUM

TO: Chairman and Members of the Portland Planning Board, Chairman and Members of the Portland Board of Appeals, Planning Staff, and Other Interested Parties

FROM: Kathleen A. Conner, Senior Planner *KC*

SUBJECT: Amendment to the City Code, Section 14-49 (Zoning Map)

August 26, 1986

On August 18, 1986, the Portland City Council approved the enclosed amendment to Section 14-49 (Zoning Map) of the Portland City Code, which will become effective on September 17, 1986. The zone change is in the vicinity of Canco Road and Washington Avenue.

Enclosure: Change of Zone from I-2 Industrial and R-5 Residential to R-3 Residential in the vicinity of the southwest corner of Canco Road and Washington Avenue

Dave

Passed Aug. 18, 1986
Eff: 9/17/86

City of Portland, Maine

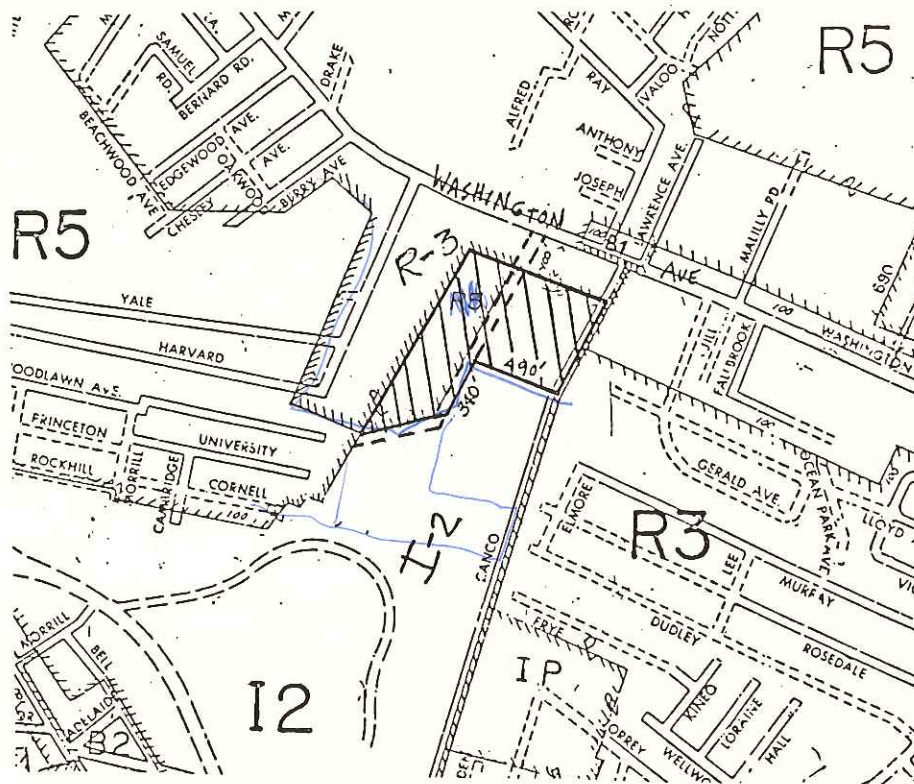
IN THE CITY COUNCIL


AMENDMENT TO THE PORTLAND CITY CODE, SECTION 14-49 (ZONING MAP) RE: R-3 RESIDENCE ZONES


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

THAT, the zoning map of the City of Portland, Maine (1958), as amended, and on file in the Office of Planning and Urban Development (incorporated into this Code by Section 14-49) be further amended as shown on the fragmentary map below entitled "Change of Zone from I-2 Industrial and R-5 Residence to R-3 Residence, in the vicinity of the southwest corner of Canco Road and Washington Avenue", which fragmentary map is hereby incorporated in and made a part of said zoning map.

CHANGE OF ZONE FROM I-2 INDUSTRIAL AND R-5 RESIDENCE TO R-3 RESIDENCE, IN THE VICINITY OF THE SOUTHWEST CORNER OF CANCO ROAD AND WASHINGTON AVENUE



 PROPOSED REZONING FROM I-2 INDUSTRIAL AND R-5 RESIDENCE TO R-3 RESIDENCE

 50 foot sewer easement boundary

August 4, 1986

9

FILE



CITY OF PORTLAND

JOSEPH E. GRAY, JR.
DIRECTOR OF PLANNING
AND URBAN DEVELOPMENT

March 16, 1987

Eric LaBelle
Stevens, Morton, Rose and Thompson
73 Oak Street
Portland ME 04101

Re: First Baptist Church Site Plan

Dear Eric:

This letter is to confirm the revision to the approved site plan of the First Baptist Church project located at the corner of Washington Avenue and Canco Road. The approved revision includes reducing the size of building footprint only, as shown on the plan dated March 4, 1987. The revised plan has been reviewed and approved by the project review staff including representatives of the Planning, Public Works, Building Inspections, Fire and Parks Departments.

If you have any questions regarding the revision please contact the planning staff at 775-5451, extension 269.

Sincerely,

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

DK/eg

- cc: Alexander Jaegerman, Chief Planner
- David Klenk, Planner
- Robert Roy, Planning Engineer
- P. Samuel Hoffses, Chief Building Inspector
- Carmela Barton, City Arborist
- Lt. James Collins, Fire Department
- James Katsiaticas, Associate Corporation Counsel

10-24-86

Memorandum

TO: David Klenk
FROM: W.S.B.
SUBJECT: First Baptist Site Plan

I have been reviewing this project for several weeks and very early on I informed the developer that final location of the future entrance drive must be determined as part of this site plan. They have refused to discuss this issue and therefore the proposed site plan is unacceptable. ^{Final} location of this drive is ^{to this Department} a very ~~important~~ important issue and it must be determined now.

25 years of service
CHURCH
GROWTH
SERVICES

120 East Callander Street
P.O. Box 2409
South Bend, IN 46680
219/291-4777

November 11, 1986

Mr. David Klenk
City of Portland
Planning Department
389 Congress Street
Portland, Maine 04101

Reference: First Baptist Church, Portland, Maine
Building Height

Dear Mr. Klenk:

Per our telephone call to you on October 30, we are proceeding with the design of this facility using the 35' building height. This height, as you clarified in our conversation, is measured to the midpoint on the roof, between the eave and ridge line.

We appreciate your assistance in clarifying this item.

Sincerely,



Matthew E. Edmonds
Project Manager

c: Rev. Edward J. Hales
Mr. Forest Barter



ARCHITECTURE ENGINEERING SURVEY

STEVENS MORTON ROSE & THOMPSON

73 Oak Street
Portland, ME 04101
207/772-3846

October 23, 1986

David Kleink
City Hall
City of Portland
Portland, ME

Dear David:

Enclosed is a letter responding to the City's concerns. Should you have any questions please feel free to contact me. Your prompt assistance was greatly appreciated, thank you.

Very truly yours

STEVENS MORTON ROSE & THOMPSON

A handwritten signature in cursive script, reading 'Eric Labelle', written in dark ink.

Eric Labelle

Enclosure



STEVENS MORTON ROSE & THOMPSON
ARCHITECTURE ENGINEERING SURVEY
 73 OAK STREET, PORTLAND, ME 04101 772-3846
 PO BOX 10 MAIN STREET, LIMERICK, ME 04048 793-8202

LETTER OF TRANSMITTAL

TO PLANNING DEPARTMENT
CITY HALL

DATE	3/4/87	JOB NO.	81026
ATTENTION:	DAVID KLENK		
RE:	FIRST BAPTIST CHURCH		

GENTLEMEN:

- WE ARE SENDING YOU Attached Under separate cover via _____ the following items:
- Shop Drawings Prints Plans Samples Specifications
- Copy of letter Change Order PARKING CALCULATIONS

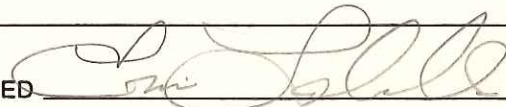
COPIES	DATE	NO.	DESCRIPTION
1	9-9-86	L-2	LAYOUT + UTILITY PLAN w/ NEW FOOTPRINT
1	3-4-87		PARKING SPACE CALCS.

THESE ARE TRANSMITTED as checked below:

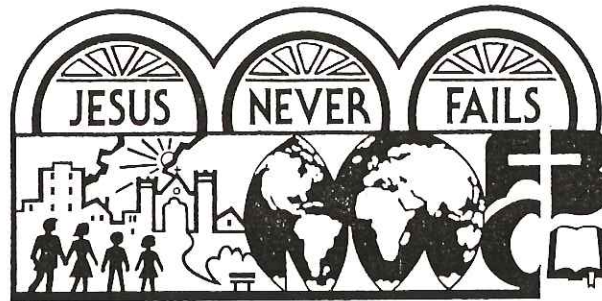
- For approval Approved as submitted Resubmit _____ copies for approval
- For your use Approved as noted Submit _____ copies for distribution
- As requested Returned for corrections Return _____ corrected prints
- For review and comment _____
- FOR BIDS DUE _____ 19 _____ PRINTS RETURNED AFTER LOAN TO US

REMARKS _____

COPY TO _____

SIGNED 

If enclosures are not as noted, kindly notify us at once.



THE FIRST BAPTIST CHURCH

October 23, 1986

Mr. Solomon Lim
 Church Growth Services
 120 E. Callander Street
 P.O. Box 2409
 South Bend, IN 46680

Re: First Baptist Church - Canco Road Site
 City of Portland Planning Department Requests

Dear Sol:

We have received through Stevens Morton Rose & Thompson information that the City of Portland is requesting a letter regarding three areas of concern.

The Church's official response to the concerns are as follows:

City Concern 1: There will be no future balcony in the Nave.

Church Response 1: There will be no construction of a balcony under the present Phase I construction and if any balcony were planned to be constructed in a future phase the Church will comply with the codes and zoning ordinances of the City of Portland and the parking will be made to conform to the new number of required spaces. Any future balcony addition will be discussed with the Building Department and the Planning Department of the City of Portland during its planning phase.

City Concern 2: The Washington Avenue entrance drive at the Milliken storm/sewer line location will only be used for the Church as shown on the present Phase I Site Plan now before the City for approval and not for any future development in the rear

353 Congress Street, Portland, Maine 04101
 REV. EDWARD J. HALES, Pastor
 (207) 773-3123

portion of the site not being developed in Phase I.

Church Response 2: The Church will not use the Washington Avenue entrance drive for any future rear lot development unless the City Traffic Engineer deems it necessary for the development proposed. The Church will be using the Washington Avenue entrance drive under the guidelines established with the City Traffic Engineer for Phase I Site Plan now under review by the City for approval.

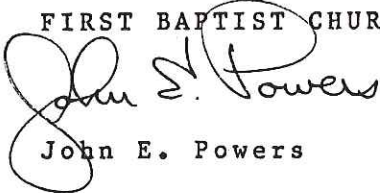
City Concern 3: The future entrance drive for the rear lot possible development should be established for approval by the City of Portland now.

Church Response 3: The Church has not developed any plans for development of the rear portion of their property beyond the approximate (6) six acres now being presented to the City for approval. It would be impossible for us to define a drive for the future development of the remainder of the property behind the present development when we have no direction or concepts of what the future development might be if there is any.

If there is any question with regards to the above responses, please contact us.

Very truly yours

FIRST BAPTIST CHURCH

A handwritten signature in cursive script that reads "John E. Powers". The signature is written in dark ink and is positioned below the typed name.

John E. Powers

cc: Stevens Morton Rose & Thompson
Donbury, Inc.