

156-F-2

267 Ocean Ave.

Change to Conditional Use

Athletic Field

Cheverus High School

on Spreadsheet

CITY OF PORTLAND, MAINE

PLANNING BOARD

Cyrus Y. Hagge, Chair
John H. Carroll, Vice Chair
Kenneth M. Cole III
Jaimy Caron
Kevin McQuinn
Deborah Krichels
Erin Rodriguez

June 12, 1997

Rev. John W. Keegan, President
Cheverus High School
267 Ocean Avenue
Portland, ME 04103

RE: Cheverus High School, 267 Ocean Avenue

Dear Father Keegan:

On June 10, 1997, the Portland Planning Board considered several amendments to the 1989 conditional use and site plan approvals for the Cheverus High School Athletic Facility.

1. The Board voted 6-0 (Rodriguez absent) that the plan is in conformance with the conditional use standards of the Land Use Code with the following conditions:
 - i. No varsity football games will be held at Cheverus at any time but Saturday afternoon, unless there is a postponement due to weather conditions.
 - ii. No varsity football games will be held on the Cheverus field without Cheverus as one of the participants.
 - iii. No more than nine (9) home varsity football games will be held during the two (2) year period encompassing 1997 and 1998, or during any of the sequentially following two (2) year periods.
 - iv. No lights will be installed to illuminate the football field.
 - v. No public address speakers will be located in the immediate vicinity of the property of the Pya Road/Clifton Street Neighbors. The outdoor speakers will not be placed on the scoreboard and will be directed at the permanent seating to be installed. Cheverus agrees to arrange a meeting as soon as practical between Pya Road/Clifton Street Neighbors, Cheverus officials, Planning Staff, and Canfield Sound Company to determine exact placement and volume levels of speakers. The sound system will be controlled to the extent necessary to keep the decibel level of the speakers to mutually acceptable sound levels at all times when measured from the abutting property line or any window of the Gribizis or

Cohen homes.

- vi. There will be no more than 750 seats provided to observe the varsity games.
 - vii. The football field and track will be for the exclusive use of Cheverus and McCauley High Schools.
 - viii. Cheverus will place temporary "No Parking" signs along Pya Road and the end of Clifton Street before each varsity football game for a period of three years, and thereafter only when requested in writing by the Pya Road/Clifton Street Neighbors. Cheverus will send notices to all Cheverus student families and alumni at least once each year reminding them that there is no parking along Pya Road and Clifton Street.
 - ix. That the "Cheverus Game Parking and Operating Team" submission be revised for staff review and approval.
 - x. That the applicant comply with the recommendations outlined in Tom Errico's review memos except that the applicant shall initially measure traffic counts at the Washington Avenue and Ocean Avenue intersection on several varsity football game days to evaluate the impact of such games at this intersection.
2. The Board voted 6-0 (Rodriguez absent) that the plan is in conformance with the site plan standards of the Land Use Code with the following conditions:
- i. That the plan be revised indicating a water line and sewer line to the concession stand/restroom for staff review and approval.
 - ii. That the site plan be revised indicating sod material to stabilize the slope area disturbed by the bleacher installation for staff review and approval.

Please note that the Planning Board's 1-24-89 approval remains in force except as modified by this current approval letter.

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

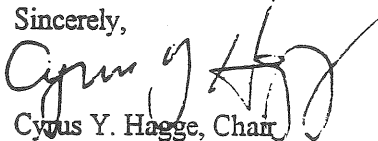
1. A performance guarantee covering the site improvements as well as an inspection fee payment of 1.7% of the guarantee amount and 7 final sets of plans must be submitted to and approved by the Planning Division and Public Works prior to the release of the building permit. If you need to make any modifications to the approved site plan, you must submit a revised site plan for staff review and approval.
2. The site plan approval will be deemed to have expired unless work in the development has commenced within one (1) year of the approval or within a time period agreed upon in writing by the City and the applicant. Requests to extend approvals must be received before the expiration date.
3. A defect guarantee, consisting of 10% of the performance guarantee, must be posted before the performance guarantee will be released.

4. Prior to construction, a preconstruction meeting shall be held at the project site with the contractor, development review coordinator, Public Work's representative and owner to review the construction schedule and critical aspects of the site work. At that time, the site/building contractor shall provide three (3) copies of a detailed construction schedule to the attending City representatives. It shall be the contractor's responsibility to arrange a mutually agreeable time for the preconstruction meeting.
5. If work will occur within the public right-of-way such as utilities, curb, sidewalk and driveway construction, a street opening permit(s) is required for your site. Please contact Carol Merritt at 874-8300, ext. 8828. (Only excavators licensed by the City of Portland are eligible.)

The Development Review Coordinator (874-8300 ext. 8722) must be notified five (5) working days prior to date required for final site inspection. Please make allowances for completion of site plan requirements determined to be incomplete or defective during the inspection. This is essential as all site plan requirements must be completed and approved by the Development Review Coordinator prior to issuance of a Certificate of Occupancy. Please schedule any property closing with these requirements in mind.

If there are any questions, please contact the Planning Staff.

Sincerely,



Cyrus Y. Hagge, Chair
Portland Planning Board

cc: Joseph E. Gray, Jr., Director of Planning and Urban Development
Alexander Jaegerman, Chief Planner
Richard Knowland, Senior Planner
P. Samuel Hoffses, Chief of Building Inspections
Marge Schmuckal, Zoning Administrator
Kathi Staples PE, City Engineer
Development Review Coordinator
William Bray, Deputy Director of Public Works
Jeff Tarling, City Arborist
Natalie Burns, Associate Corporation Counsel
Lt. Gaylen McDougall, Fire Prevention
Mary Gresik, Building Permit Secretary
Kathleen Brown, Director of Economic Development
Susan Doughty, Assessor's Office
Approval Letter File
Harold Pachios, 443 Congress Street, Portland, ME 04101
Mike Komich, Cheverus High School, 267 Ocean Avenue, Portland, ME 04103
Frank Crabtree, Harriman Associates, One Auburn Business Park, Auburn, ME 04210

The Jesuit College Preparatory School of Maine

CHEVERUS

267 Ocean Avenue Portland Maine 04103-5798

SUBMITTAL TO THE CITY
OF PORTLAND PLANNING BOARD
REQUESTING A CHANGE IN THE CONDITIONAL
USE APPROVAL FOR OUR ATHLETIC FIELDS

MARCH 31, 1997

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PLANS SUBMITTED:

SITE PLAN
PARKING PLAN
CONCESSION/RESTROOM FACILITY
BLEACHER CROSS SECTION

The Jesuit College Preparatory School of Maine

CHEVERUS

267 Ocean Avenue Portland Maine 04103-5798

March 31, 1997

Mr. Joseph E. Gray
Director of Planning & Development
City of Portland
389 Congress Street
Portland, ME 04101

Dear Joe,

Cheverus High School has been informed by Mr. Robert Ganley, the Portland City Manager, that Fitzpatrick Stadium will no longer be available to the students of Cheverus High School for varsity football games. This has necessitated that Cheverus High School make other plans for space where varsity football games may be played when Cheverus High School is the "home" team.

Through this letter, Cheverus is requesting that the Planning Board members change some of the conditional use approvals for our athletic fields that were set out in an agreement made between Cheverus and the City of Portland. Specifically, we are proposing (1) to furnish additional parking, (2) an expanded seating capacity, (3) the use of a score board and public address system, (4) the ability to charge an admission fee for varsity football games and other potential users of the facility, and (5) a concession/toilet facilities building near the football field.

The Planning Board should be aware that in addition to this request, we have made an appeal with the Board of Appeals concerning a requirement of City Ordinance 14-332(333) regarding the distance of parking from the property of Cheverus High School.

Our application is contained with the enclosed documents, and I anticipate a profitable discussion concerning the granting of permission by the Planning Board.

I look forward to our meeting on April 22, 1997.

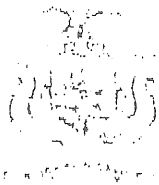
Sincerely,



(Rev.) John W. Keegan, S.J.
President

/s
enc.

Executive Department



FILE COPY

Robert B. Ganley
City Manager

CITY OF PORTLAND

February 14, 1997

Post-it [®] Fax Note	7671	Date	2/24	# of pages	2
To	Michael Keegan		From	R. Ganley	
Co./Dept.			Co.	City of Portland	
Phone #			Phone #		
Fax #			Fax #		

Reverend John W. Keegan S.J., President
Cheverus High School
267 Ocean Avenue
Portland, ME 04103

Dear Reverend Keegan:

As a followup to the conversations which we have had between the City of Portland and Cheverus over the past few months, I want to officially urge Cheverus to return to the Portland Planning Board for the purposes of utilizing your athletic field for varsity football for the 1997 season. This request is necessitated by the continued demand for the utilization of Fitzpatrick Stadium and Memorial Field by the Portland and Deering athletic teams and specifically the problems that arise with Cheverus using these fields during inclement weather. Certainly, neither of the City or Cheverus was happy with the events which took place last fall at the Skowhegan game and the subsequent postponement of that contest. That would not have happened if Cheverus had been playing on its own football field and had its own decision making powers.

This request, however, is not being made specifically for that reason. Portland High School, especially, is asking to utilize Fitzpatrick Stadium for their non-football teams such as boys and girls soccer and field hockey. In order for us to accommodate their needs, we need to minimize the number of football games held at that field. Since Cheverus now has a football facility, there is no reason why it should not be used for varsity games. As I told you at our last meeting, I would encourage you to work with the City Councilors and the neighborhood to address their issues especially concerning parking and to bring this item to the Planning Board this spring so we that we can have the matter resolved.

02/24/1997 14:04

2078748669

CITY OF PORTLAND

PAGE 1

Reverend John W. Keegan S.J., President
Cheverus High School
February 14, 1997
Page 2

I hope you understand that it is very important for your field to be put in use for varsity football this fall because if Fitzpatrick Stadium is resodded this summer then Cheverus will not be allowed to utilize it this fall for football; and if it is not resodded then we want to play field hockey and soccer games there and lower the number of football uses. If I can provide further information, please let me know.

Sincerely,


Robert B. Ganley
City Manager

RBG/s

c: Joe Gray, Director of Planning and Urban Development
City

Game Attendance Home Football Games 1993-1996

Date	Adults	Students	Total Attendance	Opponent
Friday, November 1, 1996	679	376	1055	Thornton-Playoffs
Saturday, October 12, 1996	1359	797	2156	South Portland
Saturday, October 5, 1996	362	272	634	Massabesic
Saturday, September 21, 1996	301	229	530	Lewiston
Monday, September 16, 1996	191	140	331	Skowhegan
Friday, October 20, 1995	576	341	917	Deering
Friday, October 13, 1995	235	139	374	Edward Little
Saturday, September 23, 1995	425	252	677	Westbrook
Saturday, September 2, 1995	638	377	1015	Portland
Saturday, October 1, 1994	499	295	794	South Portland
Friday, September 16, 1994	251	149	400	Lewiston
Saturday, September 3, 1994	205	123	328	Waterville
Saturday, October 23, 1993	292	173	465	Deering
Saturday, October 9, 1993	227	134	361	Westbrook
Friday, September 24, 1993	749	443	1192	Thornton
Friday, September 10, 1993	632	374	1006	Portland

St. Pius X Parish

207-775-3032

492 Ocean Avenue, Portland, Maine 04103

March 14, 1997

Rev. John W. Keegan, S.J.
Cheverus High School
267 Ocean Avenue
Portland, ME 04103-5798

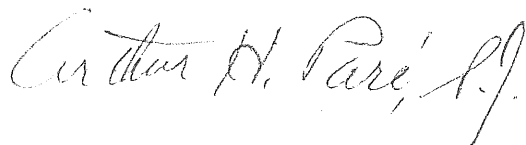
Dear John, Peace!

Your letter of March 13th requested the use of the parking lot at St. Pius X Church for the following dates: September 20 and 27 and October 11 and 25. Your request also stated that parking would be needed only between the hours of Noon and 3:30 P.M. on those dates.

It is with pleasure that I grant Cheverus High School permission to use the St. Pius X parking lot during the above stated dates and time. Ninety-five (95) parking spaces are available for your use.

Good luck and God bless your work!

In Christ,

A handwritten signature in cursive script that reads "Arthur H. Paré, S.J.".

Arthur H. Paré, S.J. Pastor

Roman Catholic Diocese of Portland
510 Ocean Avenue, P.O. Box 11559
Portland, Maine 04104-7559
Telephone: (207) 773-6471
Fax: (207) 773-0182

THE CHANCERY

ADMINISTRATIVE, MINISTERIAL AND FINANCIAL SERVICES

ADMINISTRATIVE

BISHOPS OFFICE

Archives

CENTRAL SERVICE OFFICE

Personnel

Plant Management

OFFICE FOR PARISH PLANNING

OFFICE OF PUBLIC AFFAIRS

Communication

Public Policy

RESOURCE CENTER

FINANCIAL

CATHOLIC STEWARDSHIP

APPEAL OFFICE

DICON OFFICE

FINANCE OFFICE

MINISTERIAL

OFFICE OF PERMANENT DIACONATE

OFFICE FOR SEMINARIANS

VOCATION OFFICE

March 14, 1997

Rev. John W. Keegan, S.J.
Cheverus High School
267 Ocean Avenue
Portland, ME 04103-5798

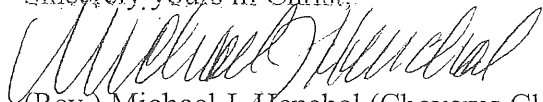
Dear Father Keegan:

I am pleased to offer Cheverus the use of our parking lot (approx. 80 spaces) for overflow parking for Cheverus football games to be played at Cheverus this coming Fall. There would be approximately four such games; all on Saturday afternoons. The spaces would be needed from about noon until 3:30 p.m.

It is my understanding that these spaces would only be used if the other spaces you have arranged for are all taken. I would ask that someone from Cheverus call us here at the Chancery a week to ten days before each game to remind us of these dates, so that we can notify any employees who might otherwise plan to come in to work on any of these Saturday afternoons.

Assuring you and your team of our support, I am

Sincerely yours in Christ,



(Rev.) Michael J. Henchal (Cheverus Class of 1965)
Chancellor



PARKING PLAN

IT IS CHEVERUS HIGH SCHOOL'S INTENTION TO PROVIDE PARKING IN THE FOLLOWING MANNER. WE WILL USE THE 155 SPACES ON CAMPUS AS FIRST PRIORITY. IF THE DEMANDS PLACED ON THIS PARKING EXCEED CAPACITY DURING A HOME VARSITY FOOTBALL GAME, WE WILL UTILIZE OUR TWO SCHOOL BUSES TO OPERATE A SHUTTLE SERVICE BETWEEN ST. PIUS X PARISH AND THE CHANCERY LOTS, LESS THAN ONE MILE AWAY AND CONTIGUOUS.

THIS SHUTTLE SERVICE WILL OPERATE PRIOR TO AND AFTER THE END OF A HOME GAME. SINCE OVER THE LAST FOUR YEARS ATTENDANCE HAS RANGED FROM A LOW OF 328 SPECTATORS TO A HIGH OF 1,192 (ON ONE OCCASION FROM 1993-96 WE HAD 2,156 SPECTATORS) FOR AN AVERAGE OF 765 SPECTATORS, AND ASSUMING FOUR SPECTATORS FOR EVERY ONE PARKING SPACE, WE EXPECT THAT A LOW OF 82 TO A HIGH OF 268 SPEACES WILL BE NECESSARY. EITHER THE ST. PIUS AND/OR CHANCERY LOT COULD SATISFY THIS DEMAND.

Nadeen M. Daniels
Assistant City Manager



Parks and Recreation
Larry S. Mead, Director

CITY OF PORTLAND

March 11, 1997

Michael Komitch
Business Manager
Cheverus High School
267 Ocean Avenue
Portland, Maine 04103

Dear Mr. Komitch:

The Parks and Recreation Department is supportive of the efforts by Cheverus High School to allow use of the athletic fields by outside users. As you are aware, Parks and Recreation approached Cheverus last year about using the baseball fields for recreational league play by Babe Ruth and Senior Little League teams. This was prompted by the shortage of available field space given the increasing demands for use.

Our request to you is not an aberration. We continue to confront seasonal demands for field use that exceeds our supply of fields. The problem is a growing one. I see no change in the trend, rather I expect the number of users to continue to increase. This likelihood is a product of many factors: the growth in girls sports, organized sports at younger ages, emerging sports such as lacrosse and soccer, and an increase in adult leagues.

The City needs more field space. Developing fields is an expensive undertaking. Making the Cheverus athletic fields available for community recreation use would be a low-cost remedy for the continuing problem of too many users and not enough facilities. It makes good sense for the community as a whole.

Sincerely,

Larry Mead
Parks and Recreation Administrator

cc: Dana Souza, Parks Operations Manager



UNUM.

Mike Komich
Business Manager
Cheverus High School
267 Ocean Avenue
Portland, Me. 04103

Dear Mr. Komich,

March 19, 1997

Reference our conversation a week ago, it is with a great deal of interest that the UNUM Corporate track team would like to practice on your track. As the UNUM track program approaches its 12th season, we feel that your facility would enhance our practices. The security of your track and its close proximity to the Boulevard make your site very attractive.

Our season runs April through July. We would desire to have one practice per week at your track, always on a Monday or a Tuesday. We would average 20 vehicles and 25 athletes. Our practices begin at 5:30 p.m. However, we would like to reserve the facility from 5:00 to 7:00 p.m. As we discussed, we would be willing to pay a small fee or supply the facility with an annual piece of equipment.

Our requirements would be for parking, the track, access to the boulevard, as well as use of the long jump and high jump pits. You will find our co-ed team members to be of mixed ages as well as from all levels within the company. The team is extremely talented as well as a delight to work with.

The possibility also exist that the Maine Corporate Track Association(MECTA) would be interested in holding an annual meet at the location. MECTA holds its meets on Wednesday nights starting in late May until early July. These meets usually attract twelve companies and approximately 175 athletes. The meets run from 5:30 till 9:00 p.m.

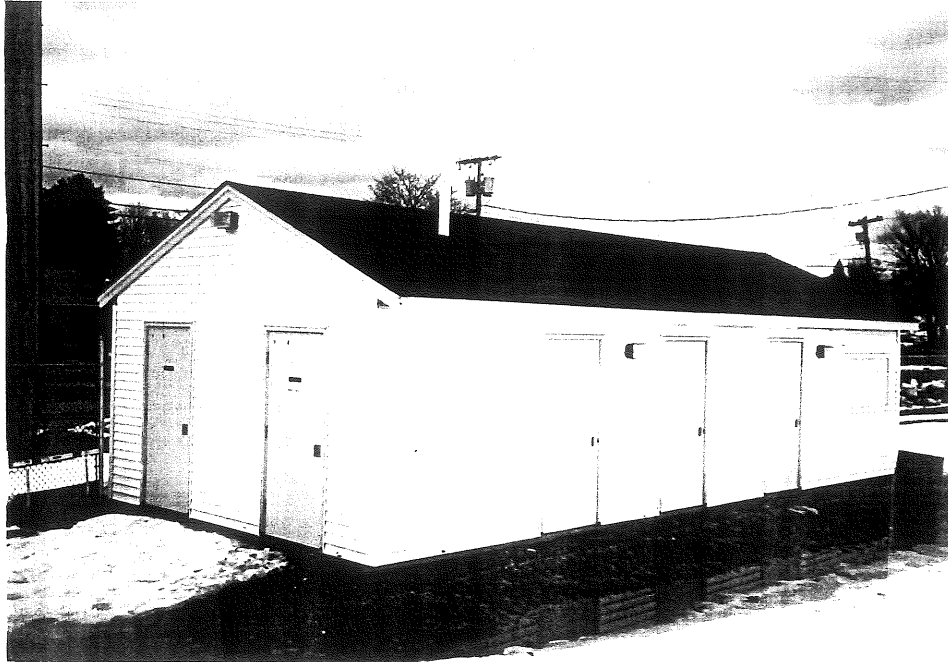
Our hope is that we can work out the arrangements for the 1998 season. Please feel free to contact me at 799-5723 if you have any questions or if we can provide additional information.

Sincerely,

Tom Blake
UNUM Track Coach

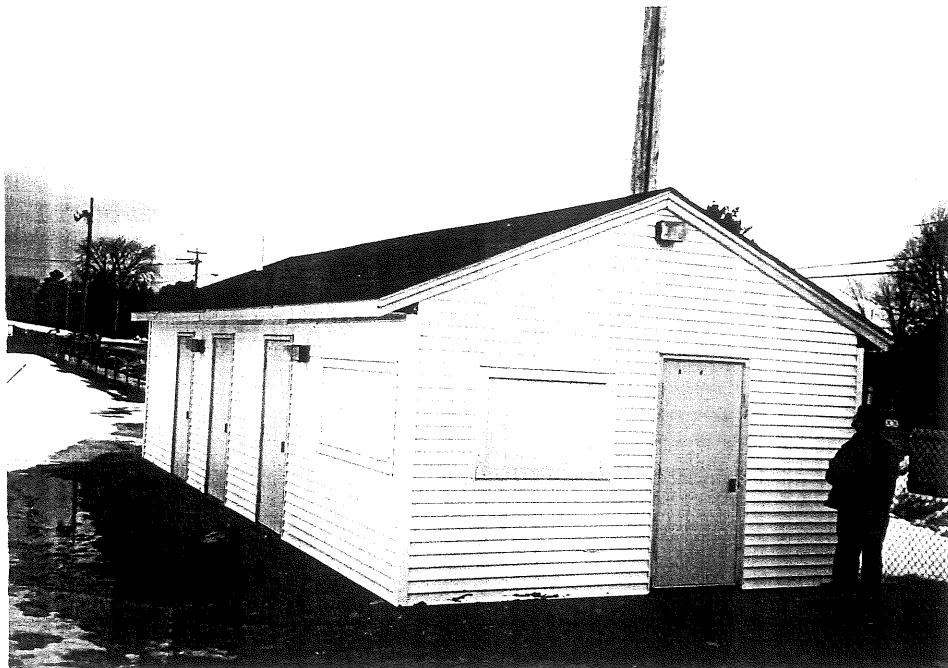
CHEVERUS HIGH SCHOOL
PROPOSED CONCESSION BUILDING
(Photos of existing Westbrook High School
Woodframe, Vinyl sided Concession Building)

TWO TOILETS



STORAGE

TWO WARM-UP
ROOMS

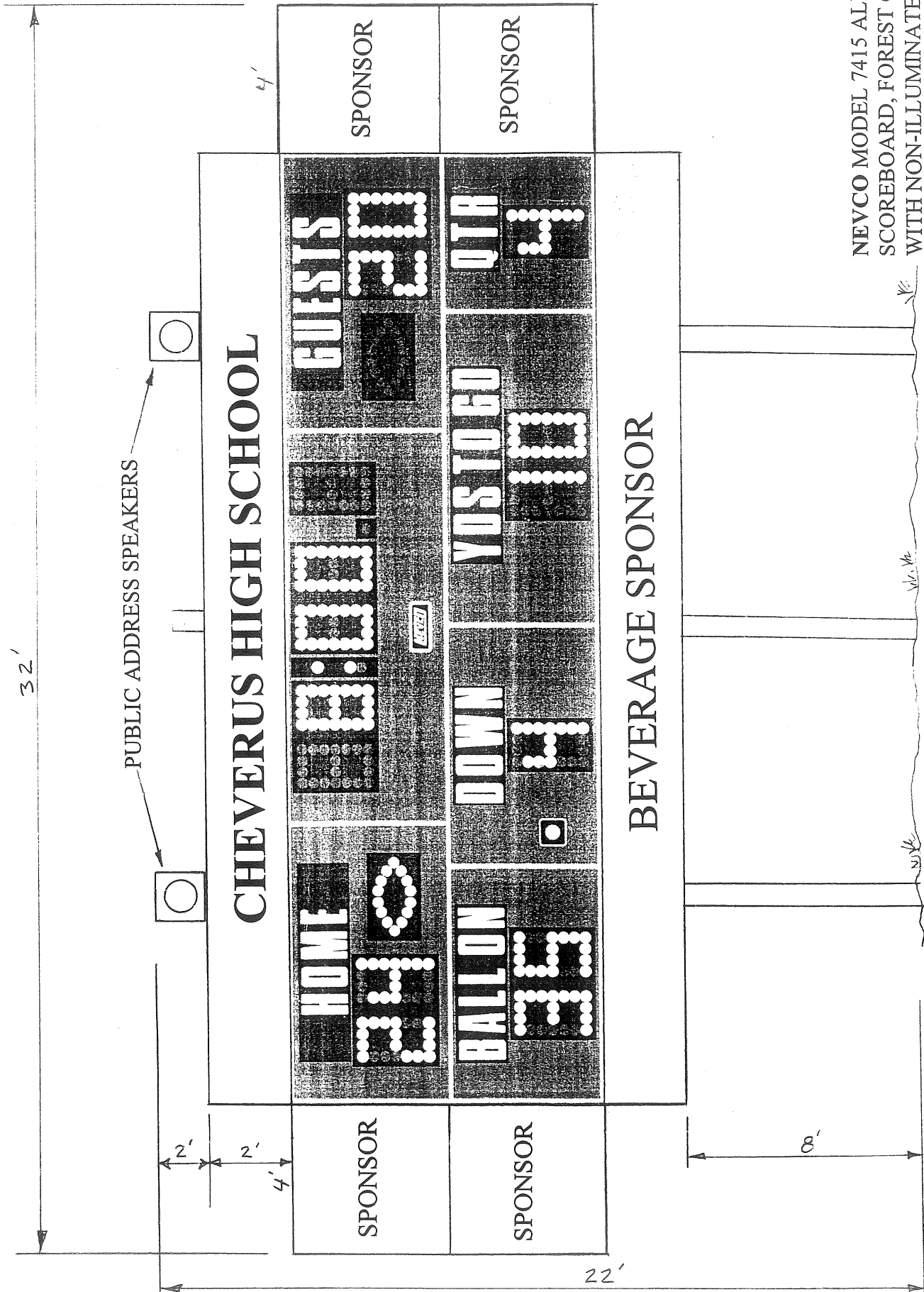


CONCESSION STAND

CHEVERUS HIGH SCHOOL

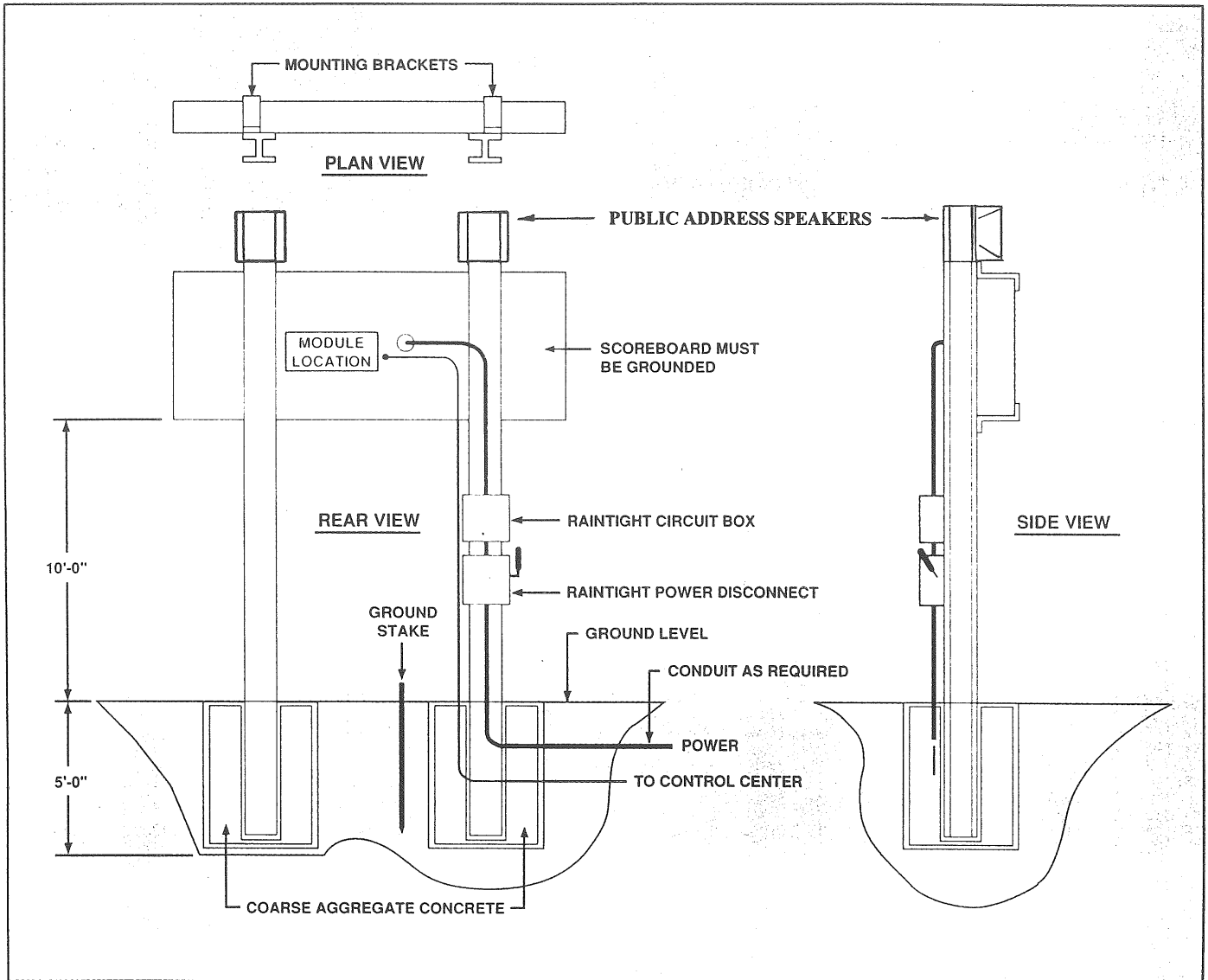
FOOTBALL SCOREBOARD AND

PUBLIC ADDRESS SYSTEM



NEVCO MODEL 7415 ALUMINUM
SCOREBOARD, FOREST GREEN,
WITH NON-ILLUMINATED
SPONSOR SIGNS.
(NOT TO SCALE)

CHEVERUS HIGH SCHOOL
FOOTBALL SCOREBOARD AND
PUBLIC ADDRESS SYSTEM



Outdoor Installation

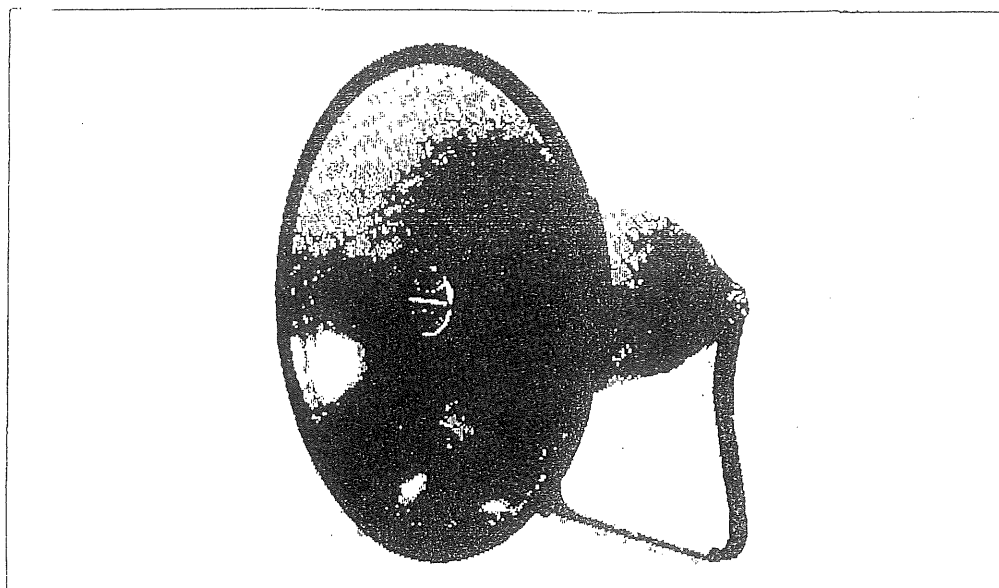
SCOREBOARD POWER SPECIFICATION:
 120 volt, 20 amp, 60 hz.
 Control Center 120 volt, 10 watt, 60 hz.

*Installation Simplicity . . .
 70% of Nevco customers install
 their own scoreboards. Detailed
 instructions are furnished.*



UNIFORM DIRECTIONAL SOUND PROJECTION LOUDSPEAKER

DR Series



FEATURES

- Multi-Purpose Reflex Sound Projectors for High Intelligibility Sound Distribution and Voice and Signal Applications
- Accepts All Standard High Efficiency Compression Drivers with 1-3/8" - 18 Male Threads
- Exponentially Flared for Circular Sound Distribution and Optimum Dispersion
- Weatherproof, All-Metal Construction for Year Round Use

APPLICATIONS

DR Series sound projectors have proven their capability and ruggedness in permanent and temporary applications in recreational, commercial and industrial applications for over fifty years. When used with PD or SD Series compression drivers, they assure intelligible audio transmission over long distances or through high background noise levels and are consistently recommended for sport facilities, amusement parks, church towers, warehouses, factories, military sites, transportation terminals and other environmentally demanding locations.

GENERAL DESCRIPTION

Atlas/Soundolier DR Series double reentrant sound projectors for use with compression driver units offer superior music and voice communications over distance and ambient noise. The circular projectors are equipped with a resonance damping ring for best response through an extended frequency range. Weather resistant units will accommodate Atlas/Soundolier PD and SD Series compression drivers or any driver with standard 1-3/8" -18 male thread coupling. The integral "U-type" steel mounting bracket provides maximum directional aiming flexibility and enhances installation capability when used outdoors or in industrial environments. The rugged all metal, exponentially-flared horns are finished in durable grey epoxy. Atlas/Soundolier Models SS-40, SS-70, SS-40X, SS-70X or SS-100X loudspeaker stands with SSA Series adaptors are recommended for temporary installation of DR Series projector loudspeakers. They feature telescoping action, positive-locking hardware and diecast safety collar and offer vertical extension range from 5 to 8 feet (1524 to 2438 mm) height.

MODELS	DISPERSION	LOW END CUT-OFF	AIR COLUMN LENGTH	SOUND LEVEL*	DIRECTIVITY FACTOR (Q)**	WEIGHT
DR-32	95°	190 Hz	2-1/2' (762 mm)	-	10.7	11 lbs. (4.9 kg.)
DR-42	85°	140 Hz	3-1/2' (1067mm)	-	14.7	13 lbs. (5.9 kg.)
DR-54	75°	115 Hz	4-1/2' (1372mm)	-	16.8	20 lbs. (9.0 kg.)
DR-72	65°	85 Hz	6-1/2' (1981mm)	-	19.3	25 lbs. (11.3 kg.)

* Determined by associate compression driver (see chart on reverse side of this sheet).

** One octave band of pink noise at 1 kHz.



ATLAS / SOUNDOLIER

ATAPCO SECURITY & COMMUNICATIONS GROUP

1859 INTERTECH DRIVE / FENTON, MISSOURI 63026 U.S.A. / TELEPHONE: (314) 349-3110 / FAX: (314) 349-1251

Sturdisteel® PERMANENT GRANDSTANDS

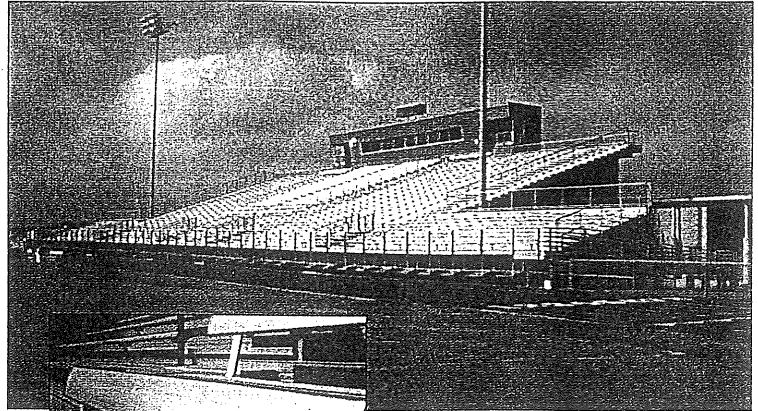
Permanent Grandstands set the standard in outdoor seating. Each installation is designed and constructed to withstand daily use, regardless of weather conditions, sizes of crowds, or special uses. Grandstand design provides open space beneath the stands for restrooms, team rooms, concessions, and storage.

Ease and speed of installation, as well as conformity with local building codes, are attractive design features with all our grandstand packages. In addition, Sturdisteel offers complimentary engineering services to adapt our standard designs to your needs. Regardless of site requirements, Sturdisteel engineers will design seating to meet your specifications.

Sturdisteel stands are offered with a choice of finishes and finish applications. Other options include roofing over seating areas, press box support structures, and aluminum seats, footboards, and riser boards.

Regardless of location or size of installation, Sturdisteel grandstands represent premium quality in long-term seating.

School Boards and Athletic Directors across the country know Sturdisteel grandstands are an investment in quality.



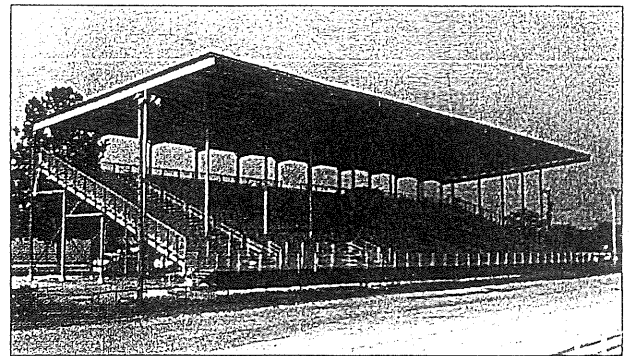
Keller High School, Keller, TX.

INSET: Backrest with engraved seat number.



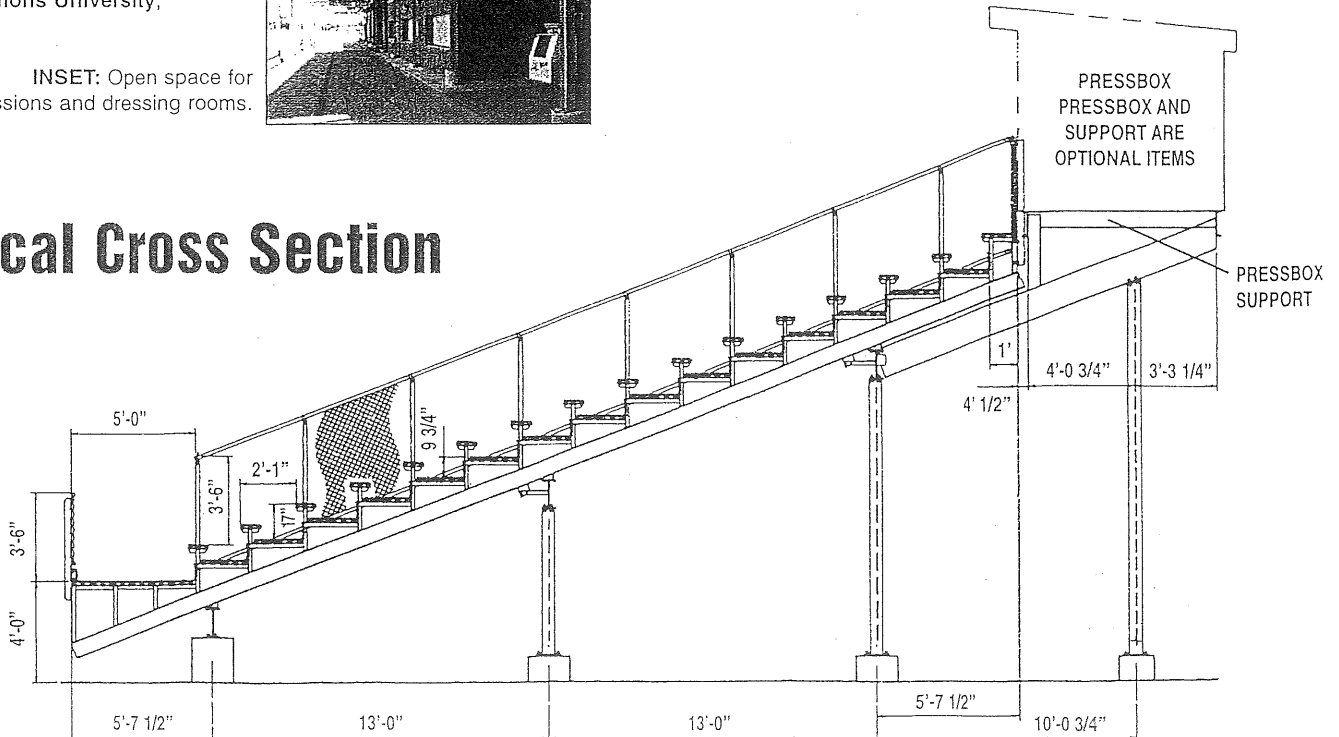
Hardin-Simmons University, Abilene, TX.

INSET: Open space for concessions and dressing rooms.



McHenry County Fair, Woodstock, IL.

Typical Cross Section



PERMANENT GRANDSTANDS GUIDE SPECIFICATIONS

SECTION 13125

PART 1 GENERAL

1.01 SECTION INCLUDES

- A. Design, fabrication, and installation of permanent grandstands including:
 1. Steel Substructure; 2. Decking System;
 3. Concrete Foundation/Piers; 4. Pressbox Support; 5. Pressbox

1.02 REFERENCES

- A. ASTM A36 - Specification for Structural Steel.
- B. ASTM A123 - Specification for Zinc (Hot-Dip Galvanized) Coatings on Iron and Steel Products, after fabrication.
- C. ASTM A307 - Specification for Carbon Steel Bolts and Studs, 60,000 psi Tensile.

1.03 SUBMITTALS

- A. Submit shop drawings in accordance with Section 01300 - Submittals.
- B. Shop Drawings: Submit shop drawings sealed by a registered professional engineer indicating location, size, details, and quantity of all steel, aluminum, and wood components.

1.04 QUALITY ASSURANCE

- A. Codes and Standards: Design, fabrication, and installation shall be in accordance with applicable codes, regulations, and handicap requirements. Owner will furnish local code requirements.
- B. Manufacturer Qualifications: Minimum 10 years experience in the design and manufacture of permanent grandstands.
- C. Installer Qualifications: Employ persons trained and experienced in the installation of permanent grandstands.
- D. Welders: AWS certified.

1.05 PROJECT CONDITIONS

- A. Owner will verify site location.
- B. Owner will locate all underground utilities and obstructions.
- C. Owner will furnish geotechnical report indicating soil conditions.

1.06 WARRANTY

- A. Guarantee permanent grandstands to be satisfactory as to design, workmanship, and materials for 1 year beginning after completion of project. Guarantee also covers permanent grandstands erected by the Owner and inspected by Sturdisteel personnel.

PART 2 PRODUCTS

2.01 MANUFACTURER

- A. Sturdisteel Company, PO Box 2655, Waco, Texas 76702-2655. Tel (800) 433-3116. Fax (817) 666-4472.

2.02 PERMANENT GRANDSTANDS

- A. Size: _____ feet long by _____ rows. (Refer to Seating Capacity Chart for permanent grandstands.)
- B. Design: Design shall be in accordance with American Institute of Steel Construction, Specifications for Aluminum Structures, and US Forest Products Laboratories.
- C. Design Loads:
 1. Live Load: 100 psf gross horizontal area.
 2. Perpendicular Sway Load: 10 plf of seat plank.
 3. Lateral Sway Load: 24 plf of seat plank.
 4. Wind Load: 30 psf vertical projection.
 5. Live Load for Seat and Tread Planks: 120 plf.
 6. Guardrail Loads:
 - a. Vertical: 100 plf.

- b. Horizontal: 50 plf.
- D. Shop Connections: Welded and capable of carrying stress put upon them.
- E. Welding: AWS standards.
- F. Steel Members:
 1. Stringers: 6'-0" on center.
 2. Columns: Spaced at 18'-0" on center longitudinal and 13'-0" on center transverse. (Spacing may vary depending on application)
 3. Crossbraces: Steel angles.
- G. Dimensions:
 1. Front Walkway: 54 or 60 inches clear width.
 2. Seat Height: 17 inches.
 3. Walkway Elevation: 42 to 48 inches.
 4. Aisle Width: 48 inches or conforms with applicable codes.
 5. Type R25 Stand: Rise 9-3/4 inches. Tread 25 inches.
 6. Type R30 Stand: Rise 11-1/2 inches. Tread 30 inches. (Minimum required for Backrest)
 7. Type R33 Stand: Rise 12-7/8 inches. Tread 33 inches. (Minimum required for Chair Seats) (Rise and tread may vary depending on application)
- H. Deck Arrangements:
 1. Walkway: Five 2 by 10 and one 2 by 12 or four 2 by 10 and two 2 by 12.
 2. Seat: One 2 by 10 or one 2 by 12. (Optional Backs or Chairs)
 3. Aisle Steps: One 2 by 12 or two 2 by 8 with one 2 by 6 or one 2 by 4 closure.
 4. Type R25 Stand: Full Deck, Closed Deck or Interlocking Deck.
 5. Type R30 Stand: Full Deck, Closed Deck or Interlocking Deck.
 6. Type R33 Stand: Closed Deck or Interlocking Deck.
- I. Guardrail: Furnish at all sides of bleacher, entry stairs, ramps, portals, and landings. Material shall be anodized aluminum pipe with end plugs at ends of straight runs and elbows at corners. Secure to angle rail risers by galvanized fasteners. Top rail shall be 42 inches above walkways and entrances and 42 inches above the center of any adjacent seat. Include on sides and back 9 gauge galvanized chain link fencing fastened in place with galvanized fittings and aluminum ties.
- J. Stairs:
 1. Stairs: 2 by 12 aluminum or wood tread with maximum of 7 inch rise and 4-line guardrail or conforms with applicable codes.
- K. Press Box: Furnish press box support structure behind grandstand. Furnish standard size press box supports 8 feet wide by (6 foot increments). (Contact Sturdisteel for complete

- press box specifications.)
 - L. Handicap Provision: Incorporate ramps and wheelchair spaces within permanent grandstand system in accordance with applicable code requirements and ADA.
- #### 2.03 MATERIALS
- A. Steel: ASTM A36.
 - B. Aluminum: Extruded alloy 6063-T6.
 - C. Lumber: No. 1 stadium grade, Southern Pine, Wolmanized, kiln dried.
 - D. Foundation Concrete: Minimum compressive strength of 3000 psi at 28 days.
 - E. Accessories:
 1. Steel Bolts and Nuts:
 - a. Steel Connections: ASTM A307, galvanized.
 - b. Aluminum Components: ASTM A307, cadmium plated.
 2. Hold-Down Clip Assembly: Aluminum alloy 6063-T6.
 3. End Caps: Channel aluminum alloy 6063-T6.
- #### 2.04 FINISHES
- A. Steel:
 1. Galvanized: Hot-dipped galvanized after fabrication in accordance with ASTM A123.
 - B. Aluminum:
 1. Anodized: Seat planks, backrests, stanchions and K&L-100 Chair, clear anodized 204R1, AA-M10C22A31, Class II. Powder coat or Baked Enamel finish. (also available)
 2. Mill Finish: Aluminum footboards and riser boards.

PART 3 EXECUTION

3.01 FOUNDATIONS

- A. Install either drilled pier or dug footing foundations as determined by local soil conditions. Total dead and live loads shall not exceed the allowable soil bearing pressure.
 1. Drilled Piers: Extend minimum 5 feet below grade, unless solid rock is encountered.
 2. Dug Footings: Extend minimum 2'-6" below grade.

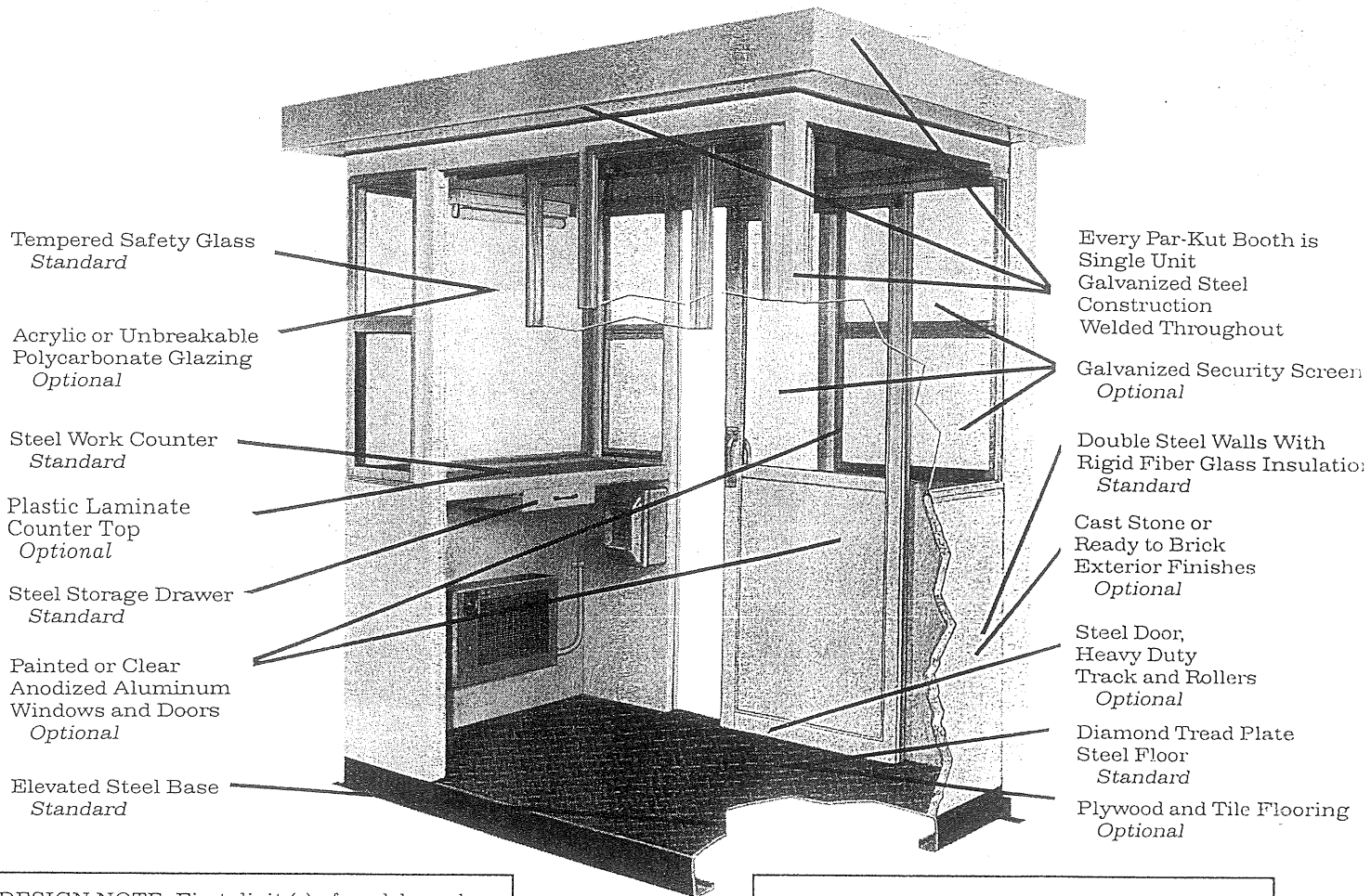
3.02 INSTALLATION

- A. Install permanent grandstands complete in accordance with manufacturer's written instructions and approved shop drawings.

Seating Capacities (based on 18" per seat)					
Length	10 Rows	16 Rows	22 Rows	28 Rows	34 Rows
30'	200	320	440	560	680
48'	320	512	704	896	1,088
66'	440	704	968	1,232	1,496
84'	560	896	1,232	1,568	1,904
102'	680	1,088	1,496	1,904	2,312
120'	800	1,280	1,760	2,240	2,720
138'	920	1,472	2,024	2,576	3,128
156'	1,040	1,664	2,288	2,912	3,536
174'	1,160	1,856	2,552	3,248	3,944
192'	1,280	2,048	2,816	3,584	4,352
210'	1,400	2,240	3,080	3,920	4,760
228'	1,520	2,432	3,344	4,256	5,168
246'	1,640	2,642	3,608	4,592	5,576
264'	1,760	2,816	3,872	4,928	5,984

An Inside View . . .

PAR-KUT MODEL #64 (SHOWN)

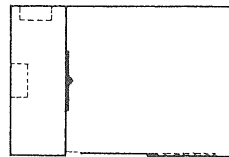


DESIGN NOTE: First digit (s) of model number indicate length of building, second digit denotes width. A suffix describes design or type if not a standard PAR-KUT building.

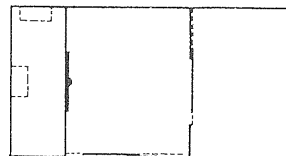
Booths painted color of choice. Shipment can normally be promised 4-6 weeks after drawing approval for custom buildings. Some basic models available for immediate shipment.

Standard Par-Kut Models

MODEL	SIZE / DESCRIPTION
42	42" x 42"
43	3' x 4'
53	3' x 5'
63	3' x 6'
44	4' x 4'
54	4' x 5'
64	4' x 6'
74	4' x 7'
84	4' x 8'
65	5' x 6'
65S	5' x 6' STAND MOUNTED
65TLR	5' x 6' TRAILER MOUNTED
75	5' x 7'
75HC	5'-4" x 7'-6" ♿
85	5' x 8'



STANDARD LAYOUT

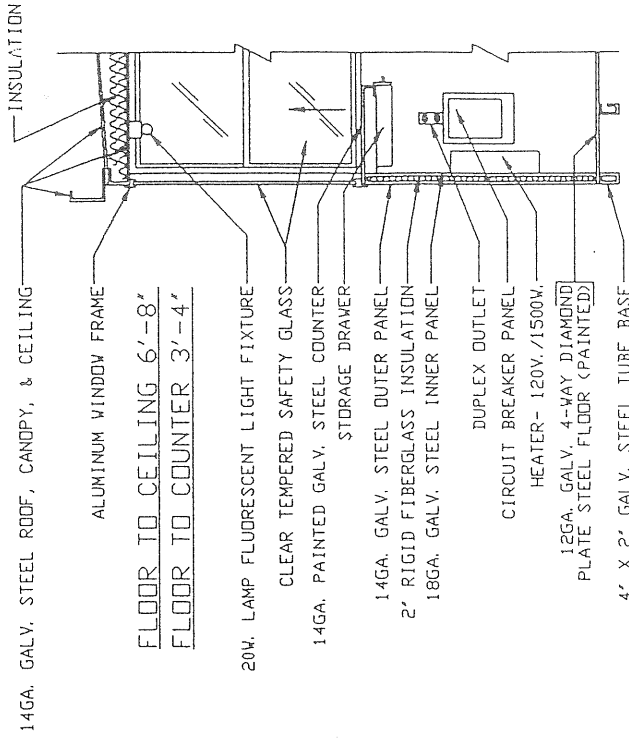


W/OPTIONAL RESTROOM OR STOREROOM

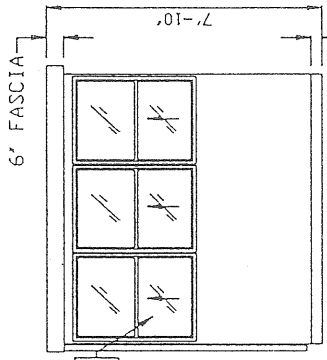
MODEL	SIZE / DESCRIPTION
105	5' x 10'
125	5' x 12'
66	6' x 6'
86	6' x 8'
106	6' x 10'
107	7' x 10'
108	8' x 10'
128	8' x 12'
128IP	8' x 12' IN-PLANT OFFICE
85R	5' x 8' W/RESTROOM
95R	5' x 9' W/RESTROOM
105R	5' x 10' W/RESTROOM
125R	5' x 12' W/RESTROOM
127R	7' x 12' W/RESTROOM
146R-HC	6' x 14' W/RESTROOM ♿

♿ Barrier free booths for compliance w/ADA.

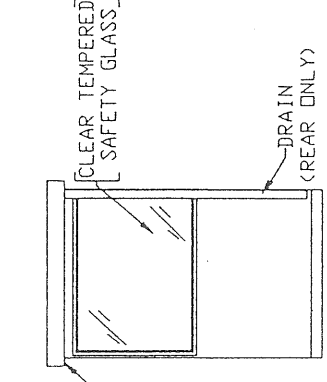




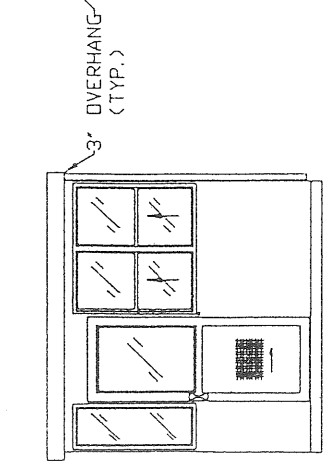
SECTION ZZ
NO SCALE



RIGHT ELEVATION



FRONT & REAR



LEFT ELEVATION

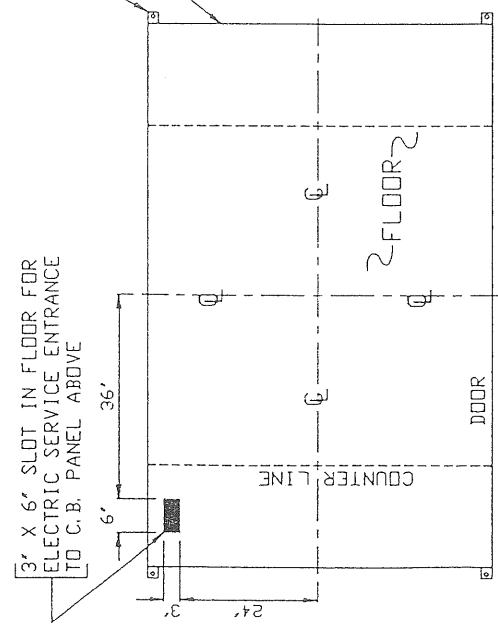
2' X 2' ANCHOR CLIP WITH 3/4" ANCHOR BOLT HOLE, 4-REQ'D. ONE EACH CORNER. ANCHOR BOOTH AFTER FINAL LOCATION. ANCHOR BOLTS NOT INCLUDED

OUTER EDGE OF BASE

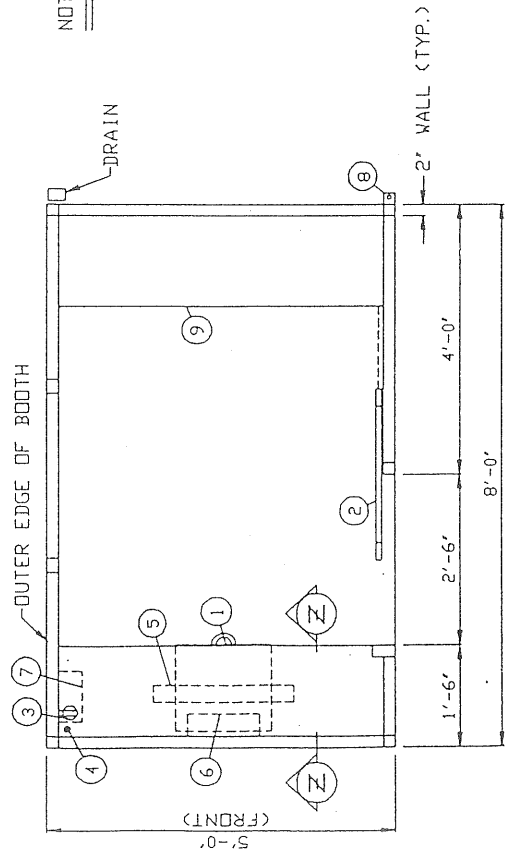
1. 18" DEEP STEEL COUNTER WITH STORAGE DRAWER BENEATH.
2. 30" WIDE SLIDING ALUMINUM DOOR WITH LOCK.
3. DUPLEX OUTLET.
4. 1-1/4" HOLE IN COUNTER.
5. 20W. FLUORESCENT LIGHT WITH SWITCH AND LAMP.
6. FAN FORCED HEATER.
7. CIRCUIT BREAKER PANEL, MAIN BREAKER NOT INCLUDED.
8. 2' X 2' ANCHOR CLIP, 4-REQ'D., ONE EACH CORNER. ANCHOR BOLTS NOT INCLUDED.
9. (OPTIONAL) REAR COUNTER.

NOTE:

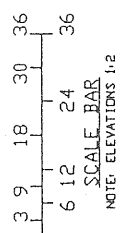
PAR-KUT BOOTHS ARE OF SINGLE UNIT WELDED GALVANIZED STEEL CONSTRUCTION, FACTORY ASSEMBLED AND DELIVERED SET UP. BOOTHS ARE GLAZED, INSULATED, WIRED, AND FINISH PAINTED ONE COLOR OF CHOICE. (FROM PAR-KUT STANDARDS)



SERVICE ENTRANCE/ANCHOR BOLT LAYOUT



PLAN VIEW



A/E NOTES

ENAMEL COLOR: #

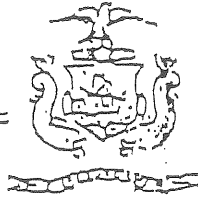
SCALE	DRAWN BY	REVISED
NONE	JMH	
DATE	SITC	QTY.
	5' X 8'	

PAR-KUT INTERNATIONAL, INC.
40961 PRODUCTION DRIVE
HARRISON TOWNSHIP, MI. 48045-1351
PHONE: (810) 468-2947
E MAIL: SALES@PARKUT.COM
NO. PK85.DWG

STANDARD 5' X 8' BOOTH
MODEL 85

CITY OF PORTLAND, MAINE

BOARD OF APPEALS



CONDITIONAL USE APPEAL APPLICATION

Applicant's name and address: Cheverus High School

267 Ocean Avenue Portland ME 04103

Applicant's interest in property (e.g., owner, purchaser, etc.):

Owner's name and address (if different): NA

Address of property and Assessor's chart, block and lot number:

~~156-F-002~~ 156-F-002

Zone: R-3

Present use: Educational use

Type of conditional use proposed: EXPANSION OF INSTITUTIONAL USE

Conditional use authorized by: Section 14-8R-3

NOTE: If site plan approval is required, attached preliminary or final site plan.

The undersigned hereby makes application for a conditional use permit as above described, and certifies that all information herein supplied by his/her is true and correct to the best of his/her knowledge and belief.

Date: 3/24/00

John W Keegan
Signature of Applicant

John W Keegan, Esq.

CHEVERUS HIGH SCHOOL
MASTER PLAN
APPLICATION FOR CONDITIONAL USE PERMIT
CITY OF PORTLAND PLANNING DEPARTMENT
PORTLAND, MAINE
Project No. 99143

MAY 30, 2000

Cheverus High School is a Conditional Use, occupying a Residential R-3 zone. Following are the Conditional Use regulations:

R-3 CONDITIONAL USE - SECTION 14-88

1. Residential: Not Applicable.
2. Commercial: Not Applicable.
3. Institutional: Secondary school, Planning Board shall be substituted for the Board of Appeals as the reviewing authority.
 - i. Expansion of the Cheverus High School sports field onto the former Roak's greenhouse lot could not be accommodated on the existing high school property due to lack of contiguous available space. The soccer field is needed to give incoming female students equal sports field facilities as the male students. There is no available ground area for a relatively level 190' x 330' rectangular field, that is not already fully utilized with other necessary facilities.
 - ii. There was no displacement of residential use, since the former Roak's greenhouse was a 'commercial' use. The demolition of the old buildings and pavements, and replacement with a grass sports field is certainly an improvement aesthetically.
 - iii. Minimum lot size for a school is 2 acres. Cheverus site is 24 acres combined.
- 4.a. Off-street Parking: Expanded parking is needed on the existing High School property, not on the added Roak's lot. The proposed additional parking areas are within 300' of the principle use(school building), and under the ownership and control of Cheverus. See Section 26 for further discussion of parking.

CONDITIONAL USES - SECTION 14-474

- a) Authority: Substitute Planning Board for Board of Appeals.
- b)1) Application: All requirements of the application are included in this booklet.
- b)2) Public Hearing: Pending.
- b)3) Action of Board: Pending.

- c)1) Authorized Uses: Secondary school is an authorized conditional use.
- c)2) Standards: There will be no unusual characteristics of this site, nor any adverse impacts on the health, safety, or welfare of the public, due to the proposed school facilities expansion. Similar impacts are normal for schools in residential zones.
- d) Conditions: Pending.

CHEVERUS HIGH SCHOOL
267 OCEAN AVENUE
PORTLAND, MAINE

May 2000

OFF STREET PARKING - DIVISION 20

The following parking summary is based on telephone conversations with Marge Schmuckal, Zoning Office, City of Portland

Because Cheverus is a private school and the student population cannot be accurately projected from year to year, it was agreed to use the following numbers to calculate the parking needs for the project:

-Current	395 students
-Fall 2000	450 students
-Master Plan	700 students

ORDINANCE METHODS

The Portland Land Use Ordinance contains two different methods of estimating parking spaces for high schools.

1. The ordinance requires one parking space for every ten seats (for persons of driving age). This method is quite unrealistic since it accounts for only 10% of the driving age students.

-Fall 2000	$450 \times .62 = 279 / 10 \text{ seats} = 28 \text{ spaces}$
-Master Plan	$700 \times .62 = 434 / 10 \text{ seats} = 44 \text{ spaces}$

2. As a comparison, the total square footage of the instructional spaces (for driving age students) was used, since there are no classrooms specifically dedicated for freshmen or sophomores. The ordinance requires one parking space for every 100 square feet of instructional space. This seems to yield much more realistic numbers.

-Fall 2000	$19,669 \text{ sf} \times .62 = 12,195 \text{ sf} / 100 \text{ sf} = 122 \text{ spaces}$
-Master Plan	$28,979 \text{ sf} \times .62 = 17,967 \text{ sf} / 100 \text{ sf} = 180 \text{ spaces}$

ACTUAL COUNT METHOD

Currently, of the 395 students, 180 are registered to drive or about 46%, while about 247 are of driving age. It is estimated that of the existing 146 paved (2 are handicapped accessible) and 20 unpaved spaces, approximately 40 are used by staff and the remainder are used by students, or about 124 spaces. The students who actually drive, therefore, equal about 50% of those who are eligible to drive. The following summary predicts the parking requirement, based on the actual ratio of students who drive cars to the school.

<u>Year</u>	<u>Total Students</u>	<u>Driving Age Students</u>	<u>Students w/Cars at School</u>
Current	395	247(62%)	124(31%) Actual
Fall 2000	450	279	140 Estimated
Master Plan	700	434	217 Estimated

Therefore, if the staff is increased to 50, the parking requirement will be 267 spaces(217 + 50) for the future full occupancy of the school. The proposed parking for the Master Plan is 268 spaces, which will be sufficient.

In the event that Cheverus High School ever finds the demand for parking spaces exceeds the available spaces, they are prepared to institute a method of 'assignment' of spaces. The privilege of bringing a car to school could be limited to seniors only. Or the allocation could be based on students living a certain distance from the school.

Cheverus High School does not use busses to deliver students to the school on a daily basis. Since the parking study shows a sufficient number of parking spaces is available on the site, by fully utilizing the limited property, there is no intent to institute a program of satellite parking on another site and bussing. This would add costs for equipment and personnel, and would put more large vehicles on the crowded streets and through the school entry drives.

Traffic Impact Study

PROPOSED CHEVERUS HIGH SCHOOL EXPANSION
Portland, Maine

Prepared for

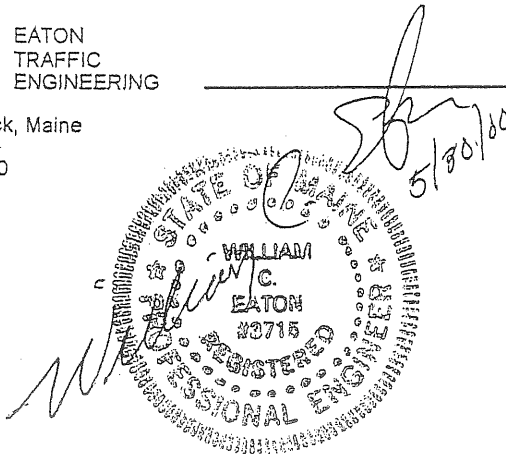
Cheverus High School
Portland, Maine



EATON
TRAFFIC
ENGINEERING

Brunswick, Maine

May 2000



PROPOSED CHEVERUS HIGH SCHOOL EXPANSION

Ocean Avenue - Portland, Maine

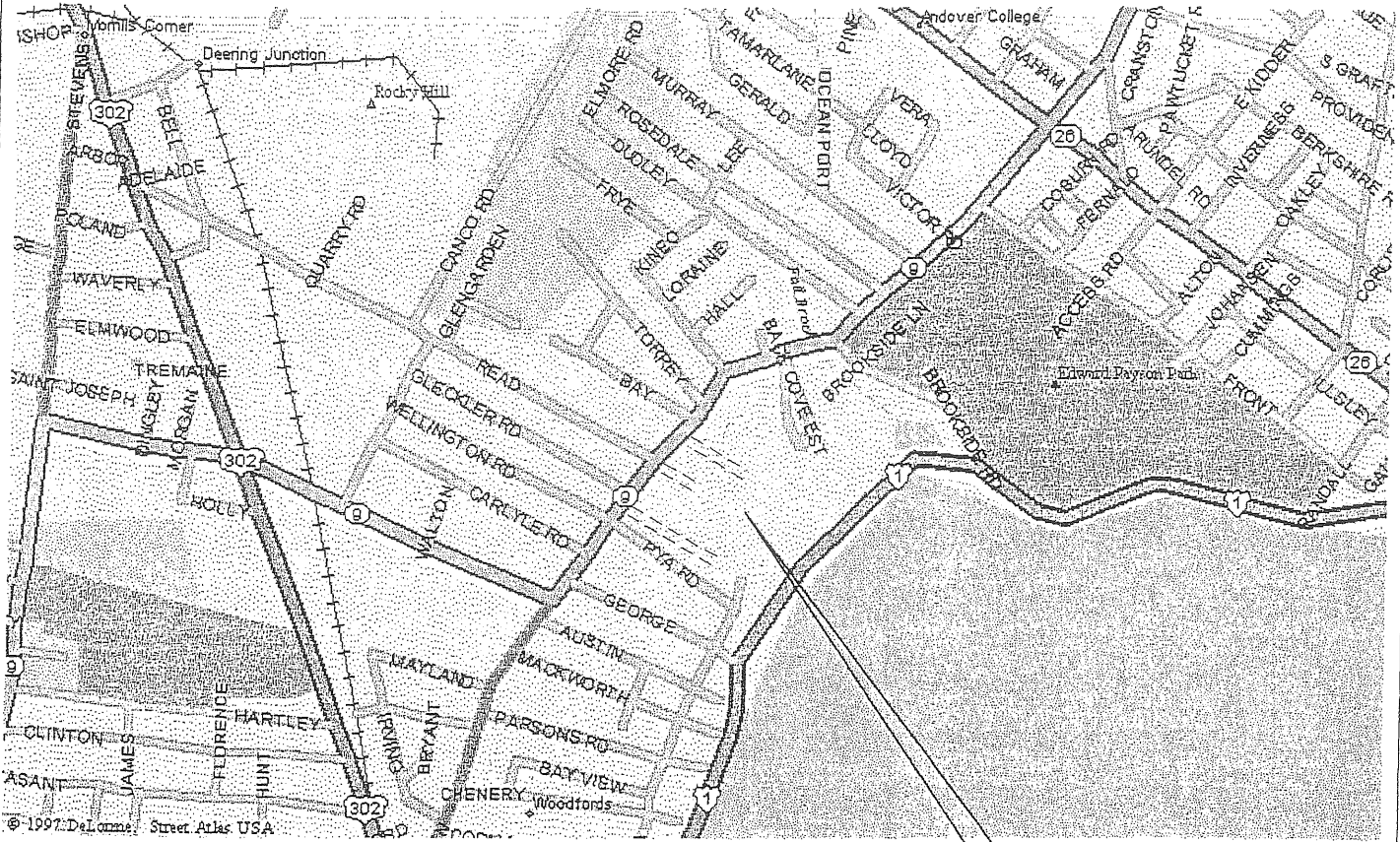
Traffic Impact Study

Introduction

Cheverus High School proposes to expand its existing campus located on the southerly side of Ocean Avenue at Read Street in Portland, Maine. This expansion will allow conversion of the school to a co-educational institution. Current school enrollment is approximately 395 students. Projected enrollment by 2006-2007 is 700 students. As part of the expansion, the existing one way access system (one entry drive, two exit drives) will be replaced with three two-way driveways. The main driveway will be aligned with Read Street. The Ocean Avenue @ Read Street intersection is currently in the process of having a traffic signal installed, with some widening of Read Street to provide an exclusive left turn lane on that approach (see Figure 1 on the following page).

Development in the immediate vicinity of the school is generally residential in nature. The nearest "major" intersection to be affected by site generated traffic is the intersection of Ocean Avenue @ Read Street . This intersection will be controlled with a fully actuated traffic signal. In addition, the signalized intersection of Washington Street @ Ocean Avenue will also be affected by new traffic generated by the expansion, and is included in the study area, as is the unsignalized intersection of Read Street @ Canco Road. In the vicinity of the proposed site access drives, Ocean Avenue is a 2 lane facility with a pavement width of 32 ± feet. The posted speed limit on Ocean Avenue in the vicinity of the proposed site access drives is 30 MPH.

The purpose of this traffic impact study is to assess the impact of new traffic generated by the proposed project on roadways in the immediate vicinity of the site.



SITE

Figure 1
SITE LOCATION AND PROPOSED NEW ACCESS DRIVES

CHEVERUS HIGH SCHOOL EXPANSION / PORTLAND, MAINE

Pre-Development AM and PM Peak Hour Traffic

Traffic impact analysis is typically performed for traffic conditions that occur during the weekday PM peak hour, as this is usually the time of heaviest traffic flow that occurs on a weekday. For schools, the AM peak hour is usually used as the analysis period, as this is when peak flows to and from the school coincide with peak morning flows on adjacent roadways. The PM peak hour for schools typically occurs from 2:00 to 3:00 PM, much earlier than the peak hour for adjacent roadways, which generally occurs within the period 4:00 to 6:00 PM. Discussions with the Portland City Traffic Engineer indicated that because of overall traffic issues in the area, both the AM and the PM peak should be included in the analysis.

A horizon date of 2005 was assumed for the analysis, when full enrollment of 700 students would be reached (actual projections forecast 2006 - 2007 as the horizon date, but since this project must also obtain a MDOT traffic permit under Section 374 of the Site Location of Development Law, which restricts projects to a 5 year projection period, the horizon data of 2005 was selected for administrative purposes). As part of the process of estimating 2005 weekday AM and PM peak hour traffic volumes, manual traffic counts were conducted between May 12 and May 25, 2000 for the hours of 7:00 - 9:00 AM and 2:00 - 6:00 PM (generally) at the following intersections:

1. Washington Avenue @ Ocean Avenue
2. Ocean Avenue @ Cheverus East Drive/Bay Street
3. Ocean Avenue @ Read Street/Cheverus Main Entrance
4. Ocean Avenue @ Cheverus West Drive/Gleckler Street
5. Read Street @ Canco Road

This data provided information for both AM and PM peak hour traffic volumes as well as general traffic patterns in the area (the directional distribution to/from the site).

Typically traffic count data is adjusted to reflect peak summer traffic volumes, and used for analysis. In this case the school will not be in session during the peak summer months. A review of MDOT seasonal traffic data indicated that May volumes are representative of the highest volumes that would occur during the school year, thus the May volumes collected for this study were used directly. To project 2000 AM and PM peak hour traffic volumes to the horizon date of 2005, growth trends on Ocean Avenue were reviewed. Between 1995 and 1997 (most recent MDOT volumes available) volumes on Ocean Avenue west of Washington Avenue actually declined. Typical urban growth rates range from 1 - 2 percent annually. To provide for a conservative assessment, a 1 percent annual growth rate was used for this analysis. In addition to adjusting volumes to reflect 2005 conditions, the proposed revision in access required an adjustment. The peak hour count data indicated that Cheverus traffic during the AM peak hour totaled 390 vehicle trips (261 entered, 129 exited), with PM peak hour traffic totaling 127 vehicle trips (35 entering, 92 exiting). Currently all vehicles enter the main drive (approximately opposite Read Street) and exit via the east or west drives. Revision of access as proposed will alter this pattern. Based on existing patterns of entry/exit movements, site traffic was re-assigned to the proposed driveway configuration. Figure 2 on the following page presents the estimated 2005 AM and PM peak hour traffic volumes into and out of the Cheverus Campus, and on roadways in the study area.

Site Generated AM and PM Peak Hour Traffic

Traffic generation is typically estimated using the publication (Trip Generation - Sixth Edition¹). For land use code 521 "Private School", estimated AM and PM peak hour traffic generation rates are 0.92 and 0.20 trips per student respectively. As noted in the previous section, manual traffic counts indicated AM peak hour site traffic of 390 vehicle trips, and PM peak hour site traffic of 127 trips. Based upon current enrollment of 395 students, this yields

¹ Institute of Transportation Engineers, 1997.

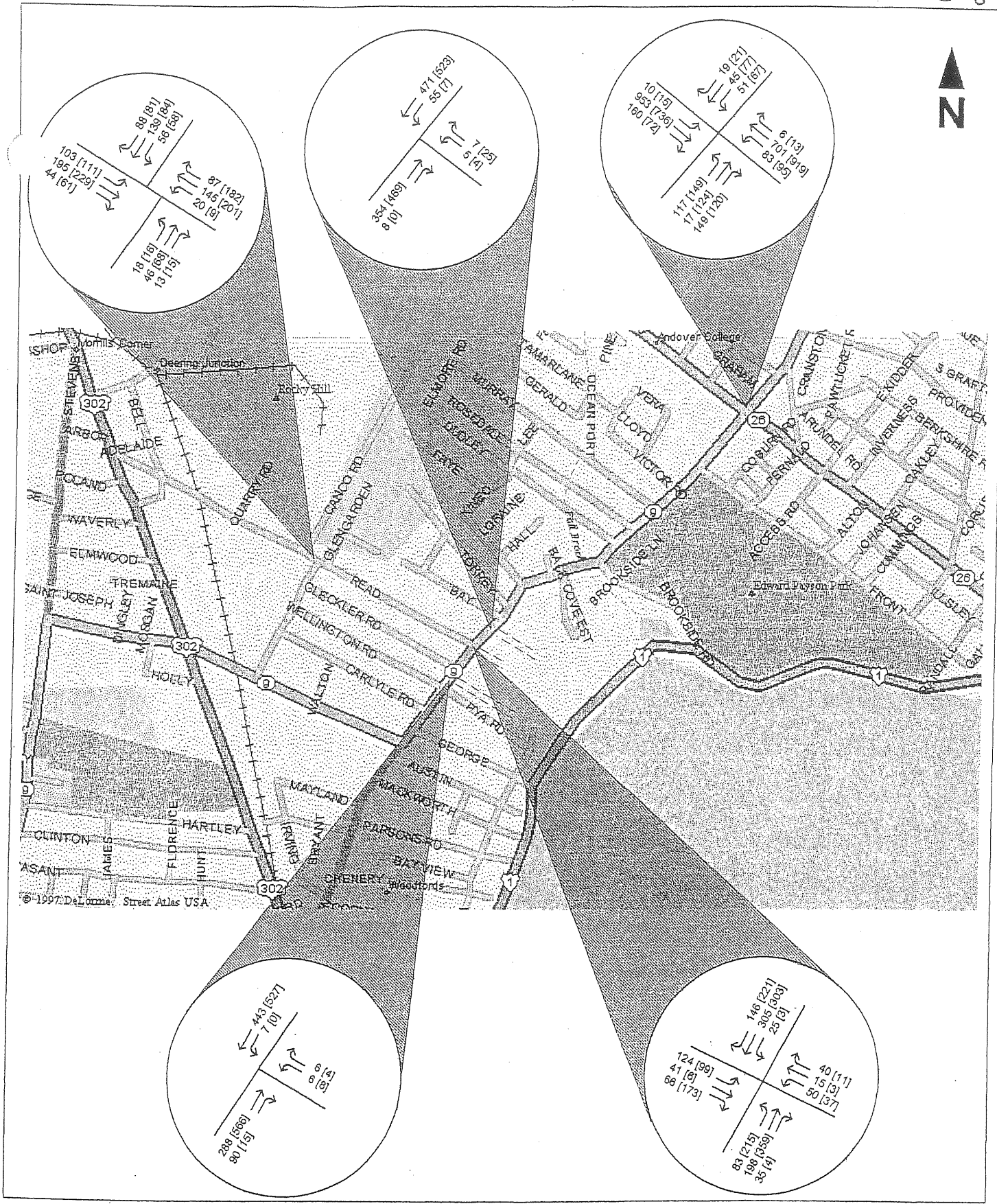


Figure 2
 ESTIMATED 2005 AM [PM] PEAK HOUR TRAFFIC - NO EXPANSION/NEW ACCESS
 CHEVERUS HIGH SCHOOL EXPANSION / PORTLAND, MAINE

trip rates of 0.98 and 0.32 trips per student for the AM and PM peak hours respectively. The AM rate compares quite well with ITE data, while the PM rate is somewhat higher than ITE survey data would indicate. To provide a conservative assessment of impacts, the higher rates obtained from the traffic counts done for this analysis will be used. For the projected school enrollment of 700 students, total AM and PM peak hour trips are forecast to be 686 and 224 trips respectively. The net increase over existing AM and PM site traffic (390 AM and 165 PM) is 296 AM peak hour trips (199 enter, 97 exit) and 97 PM peak hour trips (28 enter, 69 exit). The net new trips were assigned to access drives and roadways in the vicinity of the site based upon the directional distribution data obtained from the AM and PM peak period counts conducted in May. Figure 3 on the following page presents the estimated assignment of net AM and PM peak hour site generated traffic volumes in the vicinity of the site.

Post-Development 2005 AM and PM Peak Hour Traffic

Post-development traffic volumes for 2005 are estimated by adding net site generated traffic volumes to the "base" or pre-development volumes. Figure 4 on the following page presents projected 2005 post-development weekday AM and PM peak hour traffic.

Operational Assessment 2005 Pre/ Post-Development Traffic Volumes

Capacity analysis was performed for the pre- and post-development AM and PM peak hour traffic projections for the intersections in the study area per the procedures contained in the Highway Capacity Manual². Capacity analysis provides a quantitative assessment of the quality of traffic flow at an intersection, and "rates" this quality in terms of its Level of Service (LOS).

² Special Report 209, Highway Capacity Manual, Third Edition, Transportation Research Board, 1998

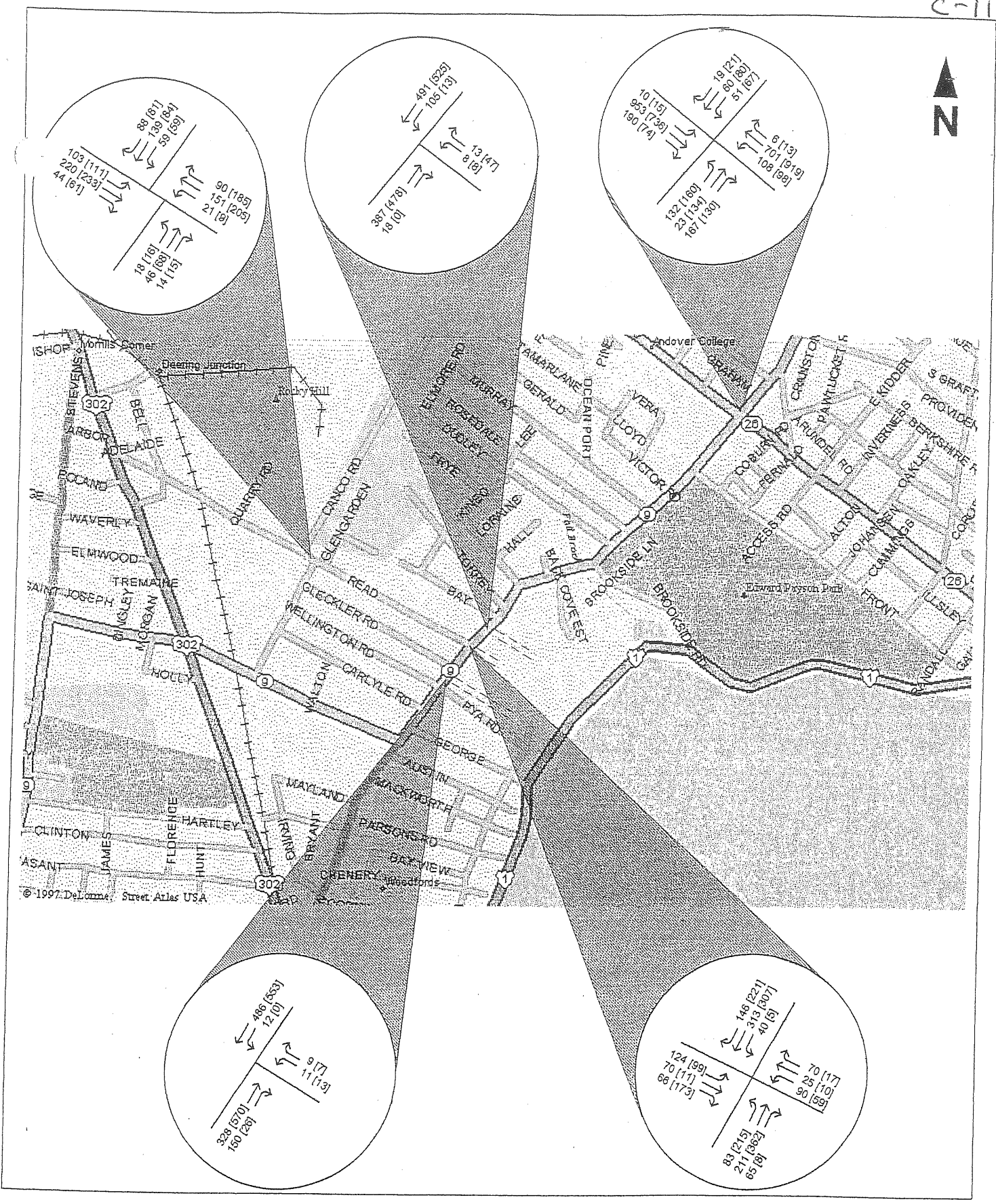


Figure 4
PROJECTED 2005 AM [PM] PEAK HOUR TRAFFIC - POST-EXPANSION

CHEVERUS HIGH SCHOOL EXPANSION / PORTLAND, MAINE

LOS ratings range from A to F, and much like a school rank card, A indicates very good conditions, and F indicates extremely congested conditions with long delays.

LOS for signalized intersections, such as the intersection of Washington Avenue @ Ocean Avenue, is based upon the average control delay for all vehicles using the intersection, which includes acceleration/deceleration delay, time in queue and start-up delay. The relationship between LOS and average control delay, which reflects time in queue, acceleration and deceleration and start up delay, is shown in the table below.

Signalized Intersection Level of Service Measures

Level of Service	Average Stopped Delay Per Vehicle
A	≤ 10.0 Seconds
B	10.1 - 20.0 Seconds
C	20.1 - 35.0 Seconds
D	35.1 - 55.0 Seconds
E	55.1 - 80.0 Seconds
F	≥ 80.1 Seconds

Generally, Level of Service "D" is considered satisfactory. The results of the analysis of the signalized intersections in the study area is presented below.

Signalized Intersection Analysis

Location/Movement	2005 Pre-Development		2005 Post-Development	
	AM [PM]		AM [PM]	
	LOS	Control Delay (sec)	LOS	Control Delay (sec)
Washington @ Ocean (Overall)	D [C]	35.9 [20.1]	C [D]	44.1 [22.8]
Northbound Washington	A [B]	6.5 [12.1]	A [B]	7.0 [12.1]
Southbound Washington	E [B]	55.1 [14.1]	E [B]	66.5 [14.1]
Eastbound Ocean	D [D]	38.6 [37.5]	D [D]	50.2 [42.0]
Westbound Ocean	D [E]	42.2 [55.7]	E [E]	63.6 [78.3]
Ocean @ Read (Overall)	B [B]	12.6 [16.1]	B [C]	15.4 [21.3]
Northbound Cheverus	C [C]	23.5 [32.7]	C [D]	25.9 [50.4]
Southbound Read	C [C]	25.7 [32.9]	C [C]	21.1 [28.4]
Eastbound Ocean	A [B]	6.8 [16.6]	B [C]	10.9 [26.9]
Westbound Ocean	A [A]	7.1 [4.9]	B [A]	11.2 [6.1]

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

Level of Service Measurement for Unsignalized Intersections

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

For unsignalized intersections, LOS is computed for individual movements. Low levels of service are not unusual for minor street movements. The results of the analysis of the unsignalized intersections in the study area are shown below.

Unsignalized Intersection Analysis

Location	2005 Pre-Development		2005 Post-Development	
	AM [PM]		AM [PM]	
	LOS	Average Delay (sec)	LOS	Average Delay (sec)
Read @ Canco				
Left from Read NB	A [A]	7.9 [7.9]	A [A]	8.0 [7.9]
Left from Read SB	A [A]	8.1 [8.5]	A [A]	8.2 [8.5]
Canco East Approach	F [F]	383.2 [169.1]	F [F]	550.0 [198.9]
Canco West Approach	E [E]	45.0 [47.1]	F [F]	56.2 [49.2]
Ocean @ Cheverus East				
Left from Ocean WB	A [A]	8.3 [8.5]	A [A]	8.6 [8.6]
Cheverus East	C [C]	15.0 [13.8]	C [B]	17.7 [14.9]
Ocean @ Cheverus West				
Left from Ocean WB	A [NA]	8.1 [NA]	A [NA]	8.4 [NA]
Cheverus West	B [C]	13.4 [19.9]	C [C]	15.7 [21.1]

Capacity analysis indicates that the two signalized intersections in the study area will operate satisfactorily, although there are significant delays on southbound Washington Avenue during the AM peak hour at the Washington Avenue @ Ocean Avenue intersections. Delays are also long on the westbound approach of Ocean Avenue (but often vehicles will “create” two lanes on

this single lane approach to get around stopped left turning vehicles). Both the unsignalized access drives to Cheverus are projected to operate with good levels of service. The Read @ Canco Road intersection is expected to experience very long delays on both Canco Road approaches. A review of the peak hour volume traffic signal warrant (Warrant 11 of the Manual on Uniform Traffic Control Devices³) indicates that a traffic signal is not currently warranted at this location.

Safety

Safety data for the most recent available 3 year period (1996-98) was obtained from the Accident Records Section of the MDOT Bureau of Planning for Ocean Avenue from Washington Avenue to Walton Street, Read Street from Ocean Avenue to Forest Avenue, and Pya Road from Ocean Avenue to Clifford Street. MDOT guidelines for identification of a High Accident Location (HAL - indicating a potential safety deficiency) is that a location must experience 8 or more accidents in a 3 year period and have a Critical Rate Factor of 1.00 or greater. Two locations in the study area - Ocean Avenue @ Read Street and Read Street @ Canco Road (north) - satisfy the criteria. Ocean Avenue @ Read Street, where 16 accidents occurred in the 3 year period, is in the process of having a traffic signal installed. This should have a significant impact on accident occurrence at this location, and the location should be monitored. Eleven accidents occurred at the intersection of Read Street @ Canco Road (north). Ten of the 11 accidents occurred in 1996, and were due for the most part, to poor roadway conditions (ice, snow, etc.). Prior to 1996 typical accident frequency at this location was 1 or 2 per year. It appears that the high frequency of accidents in 1996 was an anomaly, and that there is no safety deficiency at this location.

³ Federal Highway Administration, 1988

Parking

Parking demand analysis has been conducted by Harriman Associates using the Portland Land Use Ordinance, with the results indicating that parking requirements could range from 44 to 180 spaces based upon seats and floor area respectively. To further assess this issue, Eaton Traffic Engineering utilized information contained in the publication Parking⁴. For elementary and secondary schools recommended requirements are 1 space per classroom plus 0.25 spaces per student of driving age. Rather than use classrooms, total staff - estimated at perhaps 50 when full enrollment of 700 students is reached - would seem a good surrogate. Sixty-two percent of the students (434 at full enrollment) are estimated to be of driving age. This would yield a demand for 159 parking spaces. Assuming that a private school may have some of the characteristics of a college or university, this category of land use was also considered. Recommended requirements for this category are 1 space per faculty/staff and 0.5 per student. Generally all college students are of driving age, so application of this standard to Cheverus should include only students of driving age. With 50 staff and 434 students of driving age, the demand would be 267 spaces. Accordingly the demand is likely to lie between these two points. The proposed plan provides for 268 spaces, which should be adequate to accommodate the likely demand.

School Zone Speed Regulation

As part of this study the potential need for school speed zone identification was considered. By State law, the speed limit in the vicinity of a school is 15 MPH when children are present. In some areas of Portland, special lighted speed limit signs are posted to remind drivers of the law. Such signs are not recommended for Ocean Avenue in the vicinity of Cheverus for two basic reasons. First, the students at Cheverus are not young children and should not require such

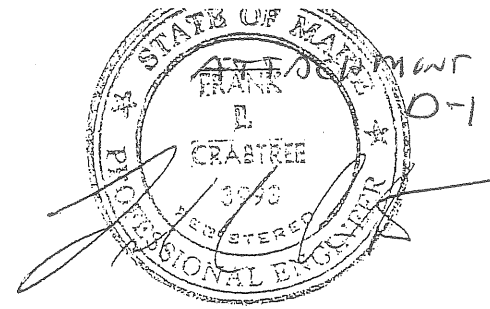
⁴ Robert A. Weant and Herbert S. Levinson, ENO Foundation for Transportation, 1990

additional safety precautions. Second, by observation, few students walk to Cheverus. In fact, during traffic counts the only walking students observed were those discharged from a RTP bus on Ocean Avenue in front of the school. The intent of school zone speed control is to protect pedestrians, not to generally lower the speed in the area of the school as a traffic safety measure.

Summary of Findings

The proposed expansion of Cheverus High School is projected to generate 296 AM peak hour and 97 PM peak hour net new vehicle trips. All the intersections in the study area are projected to operate at reasonable levels of service for both pre and post-development traffic projections. It should be noted that there are currently long delays on southbound and northbound approaches of the intersection of Washington Avenue @ Ocean Avenue, and on the Canco Road approaches to the Read Street @ Canco Road intersections. These delays continue following the proposed expansion, but should not result in unacceptable levels of service. There are 2 High Accident Locations in the vicinity of the site, based upon 1996-98 accident data. One location (Read @ Ocean) is slated for installation of a traffic signal, which should address the safety problem. The other location (Read @ Canco North) experienced a rash of accidents in 1996 (10) which was not experienced prior to 1996, nor after (at least through 1998). Accordingly this latter location is not felt to represent any current safety hazard.

SECTION 22
STORM WATER MANAGEMENT



- A. 1. The new school site is a 24-acre wooded parcel on the south side of Ocean Avenue in Portland. The site is a gently sloping developed school campus which sheds storm water primarily to the southeast, into Berry Brook, which is part of the tidal Back Cove area, connected to the Atlantic Ocean. A very small portion of the site (1.53-acres) sheds storm runoff into the municipal storm drain system on Ocean Avenue to the northwest. No significant runoff from other properties crosses this site.
2. Berry Brook, which is tidal, forms the southeast property line, at the base of a steep embankment. There is no development planned within 75' of the brook's high water line.
3. There are no adjacent or downstream ponds or lakes.
4. The site is gently sloping toward Back Cove to the southeast, at 1% to 5% slope. There are areas of steeper slopes along Berry Brook on the east side of the parcel, with slopes up to 40%.
5. There are no known areas of flooding which will affect buildings or structures on site or off site. The building site is more than 28' higher than the Berry Brook flood level.
6. No natural drainage ways will be altered.
7. Presently the site is a developed high school facility, with Pre-1970 impervious areas of 3.24 acres. The existing Post-1970 un-revegetated areas are 1.54 acres. With the proposed addition of 2.18 acres of un-revegetated areas of building addition and parking additions under the master plan, the total will be approximately 3.72 acres, which is above the 3.0 acre limit. The total un-revegetated surface on the site will be approximately 6.96 acres (29% of the site). Approximately 17 acres of the site will remain vegetated grass, groundcover, landscape plants, or undisturbed woodland.
- 8&9. The pre-development and post-development runoff calculations were modeled by the Hydrocad computer program (version 4.52), which uses the Soil Conservation Service TR-55 and TR-20 methods. The 24-hour rainfall for Cumberland County South is 5.5" for 25-year, 4.7" for 10-year, and 3.0" for 2-year. Runoff for the 24-hour Type 3 storm was modeled for 25-year, 10-year, and 2-year frequencies, and compared in the following summary:

Cheverus High School
 Stormwater Management
 Portland, Maine
 Project No. 99143

May 30, 2000

Drainage Summary			
Watershed Analysis Point	Pre-Development	Post-Development	Peak Flow Change
A	Including Inflow to R1 21.49 Acres On-site 25 Year = 45.79 cfs 10 Year = 38.06 2 Year = 17.29	Including Inflow to R1 22.08 Acres On-site 25 Year = 45.06 cfs 10 Year = 37.71 2 Year = 17.68	- 0.73 cfs - 0.35 + 0.39
B	Including Subcatch 3 1.53 Acres On-site 25 Year = 4.46 cfs 10 Year = 3.47 2 Year = 1.51	Including Subcatch 3 0.94 Acres On-site 25 Year = 4.42 cfs 10 Year = 3.63 2 Year = 1.96	- 0.04 cfs + 0.16 + 0.45
C	Including Subcatch 6 1.07 Acres On-site 25 Year = 2.97 cfs 10 Year = 2.27 2 Year = 0.92	Including Subcatch 6 1.07 Acres 25 Year = 2.97 cfs 10 Year = 2.27 2 Year = 0.92	+ 0.00 cfs + 0.00 + 0.00

PRE-DEVELOPMENT

Watershed Analysis Point 'A':(Berry Brook-tidal-Reach 1 Inflow)

Currently, runoff from most of the site(21.49 acres) flows southeasterly to Berry Brook, along an 800' property line. For convenience, this entire property line has been modeled in Hydrocad as Reach 1. Most of the property line in this area is undeveloped woodland and a deep drainage ravine.

Watershed Analysis Point 'B':(Ocean Avenue Storm Drains - Subcatchment 3)

Runoff from 1.53 acres of the northwest corner of the property(Subcatchment 3) flows northerly onto Ocean Avenue and into the existing municipal catch basins. The flow is dispersed over 500' of street frontage.

Watershed Analysis Point 'C':(Baxter Boulevard, Back Cove - Subcatchment 6)

A small area of the south side of the site, approximately 1.07 acres, shed runoff to the Baxter Boulevard storm drain system. The outflow is discharged into Back Cove(Atlantic Ocean) on the south side of the street.

POST-DEVELOPMENT

Post-development runoff rates from the project site as a whole have been maintained very close to pre-development levels, even though impervious roof and paved surfaces have been added. This development will therefore have no significant impact on adjacent properties or water bodies. The attached Drainage Summary Sheet shows minor increases and decreases in peak runoff rates, which are all less than one cubic foot per second, and within the margin of error of the assumptions and computational methods. Factors affecting this reduction include diverting runoff into lengthened flow paths, and slightly altering the Time of Concentration of the combined peak flows.

Watershed Analysis Point 'A':(Berry Brook-tidal-Reach 1 Inflow)

Runoff from most of the developed site will continue to flow southeasterly to Berry Brook, at the property line in several areas. The calculations show a small decrease in 25-year peak flow rate of 0.73 cfs, even though there is an increase of building roof and parking areas in the watershed. This decrease is primarily due to slight shifts in the time of concentration of the various Subcatchments. The Post-developed paved Subcatchments 7, 8, and 9 will peak slightly earlier than the Pre-developed grass areas, and the unchanged large Subcatchment 5 ballfields. The 10-year peak also decreases 0.35 cfs and the 2-year increases slightly by 0.39 cfs. These slight changes are seen as negligible, since they are within a reasonable margin of error of the assumptions and computational methods, and would be undetectable in Berry Brook at the property line.

Watershed Analysis Point 'B':(Ocean Avenue Storm Drains - Subcatchment 3)

The existing lawn area will be paved as a parkinglot, and will continue to shed stormwater to the street. Following development and re-grading, approximately 0.6 acres of this Subcatchment will be directed away from the street and toward the sportsfields. The 25-year peak runoff rate remains virtually unchanged, due to this reduction of area. The 10-year peak increases only 0.16 cfs; and the 2-year peak increases 0.45 cfs. All of these figures indicate a negligible effect on the storm drain system.

Watershed Analysis Point 'C':(Baxter Boulevard, Back Cove - Subcatchment 6)

Since there is no work proposed in this area of the site, the summary indicates no change in the runoff after development.

10. Reviewing DEP Rules, Chapter 500, Section 4.A.1.b, it appears the Basic Stabilization Standards must be used for Coastal Wetlands which are not 'most at risk'. The stabilization will consist of re-vegetating all disturbed surfaces with grass or plant material, unless they are to be paved. Catch basins in the proposed parking areas will have sumps to trap sediments, and outlet pipe hoods to trap floating oil and debris.
 11. Off-Site Credits: None Proposed.
 12. Compensation Fees: None Proposed.
 13. The overall impact of this proposed high school addition on adjacent properties and downstream Back Cove(Atlantic Ocean) will be negligible and undetectable. Storm water quantity peak runoff rates are maintained very close to pre-development levels throughout the site, with minor increases and decreases; less than one cfs. These minor changes are insignificant and within a reasonable margin of error of the assumptions and computational methods. The storm water quality will be controlled by on-site BMP's and catch basin sediment traps.
- B.
1. Topographic Map: A copy of part of the DeLorme topographic map(based on USGS quads) for Portland is attached.
 2. Soils Map: Section 12 contains a copy of the SCS soil map.
- C. Pre-Development Drainage Plan C11.1 is folded in the back of the booklet.
- D. Post-Development Drainage Plan C12.1 is folded in the back.
- E.&F. Storm water runoff analysis computations are attached in this section.

Location and details of storm water management structures are shown on Drawings C30.1, 40.1, and 50.1 folded in the back of the booklet.

No easements will be required for the stormwater management system since it is wholly on the development property.

Storm Management Maintenance Plan:

During construction, the Contractor will be responsible for erecting and maintaining all erosion control measures, both permanent and temporary, such as rip-rap, pipe inlet riser sediment traps, silt fencing, stone check dams, hay-bale silt dikes, etc. All accumulated sediments will be cleaned out and disposed of as directed in Specification Section 02270 (copy included in Section 24). The Contractor will also be responsible for cleaning the catch basins and culverts at least once a year in the summer.

Following completion of construction, Cheverus High School will be responsible for cleaning and maintaining all stormwater components on the following schedule:

- a. Catchbasins and Culverts: Remove sediment from the sump and floatables annually in the summer. Inspect and remove trash or obstructions monthly.
- b. Drainage swales: Inspect and repair stability and erosion, remove accumulated sediments annually in the summer.

Removed sediments will be placed in an area of low erosion potential, either on-site or off-site, and seeded with erosion control seed mix.

- G. No phosphorus treatment is required, since there are no downstream "lakes most at risk from development".

DESCRIPTION

McGraw-Edison's Galleria combines beauty and versatility to make it an excellent choice for architects, specifiers and contractors in today's energy- and design-conscious environment. An aesthetic reveal in the formed aluminum housing gives the Galleria a distinctive look while a variety of mounting options and lamp wattages provide maximum flexibility.

APPLICATION

The Galleria achieves superior light distribution by utilizing a seamless reflector system, making it the optimum choice for almost any small or medium area lighting application.

SPECIFICATION FEATURES

A...Housing
Formed aluminum housing with stamped reveal has interior-welded seams for structural integrity and is finished in polyester powder coat. U.L. 1572 listed and CSA certified for wet locations.

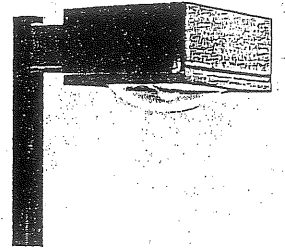
B...Ballast Tray
Ballast tray is hard-mounted to housing interior for stability and cooler operation.

C...Ballast
Long-life core and coil ballast.

D...Reflector
Spun and stamped aluminum reflector in vertical lamp units, or hydroformed anodized aluminum reflector in horizontal lamp units. Rotatable optics standard.

E...Door
Formed aluminum door has heavy-duty hinges, captive retaining screws and is finished in polyester powder coat.

F...Lens
Convex tempered glass lens.

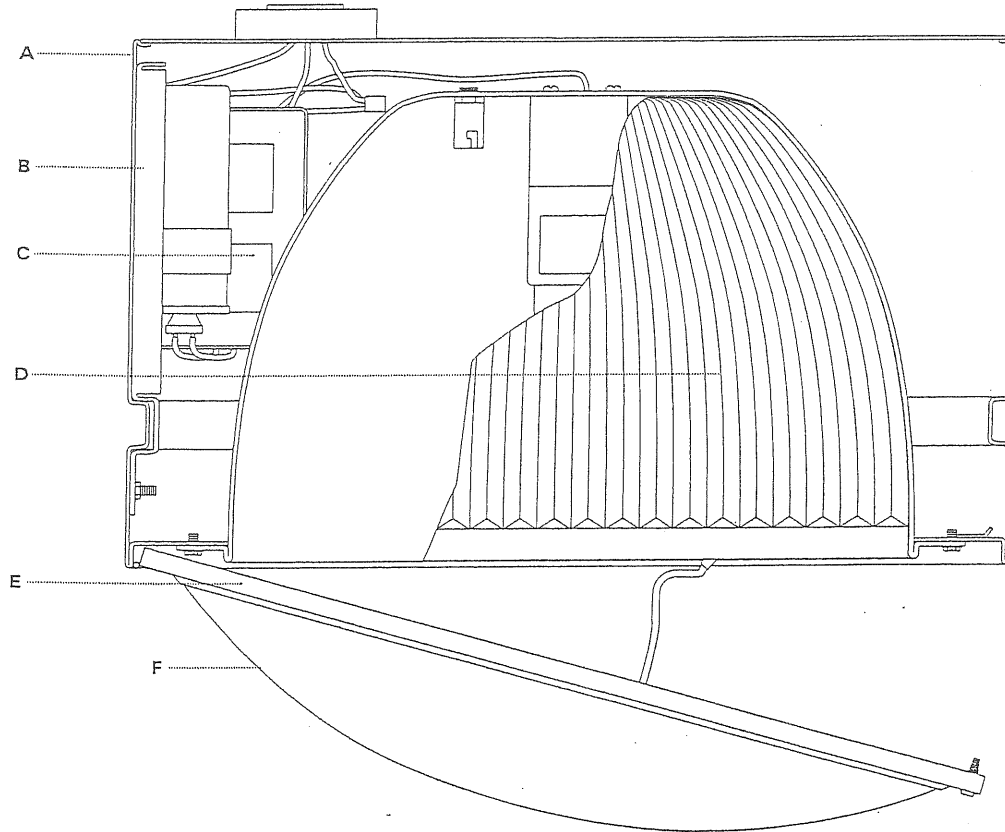


GSGALLERIA

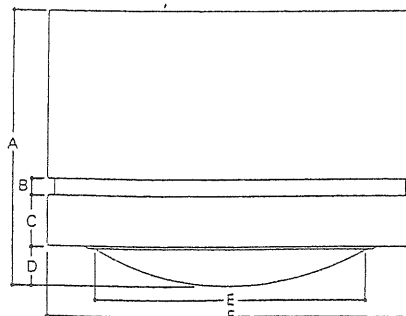
1 0 0 - 1 7 5 W

High Pressure Sodium
Metal Halide

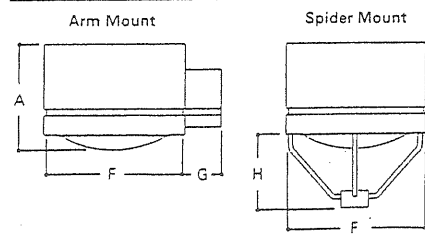
ARCHITECTURAL
AREA LUMINAIRE



DIMENSIONS



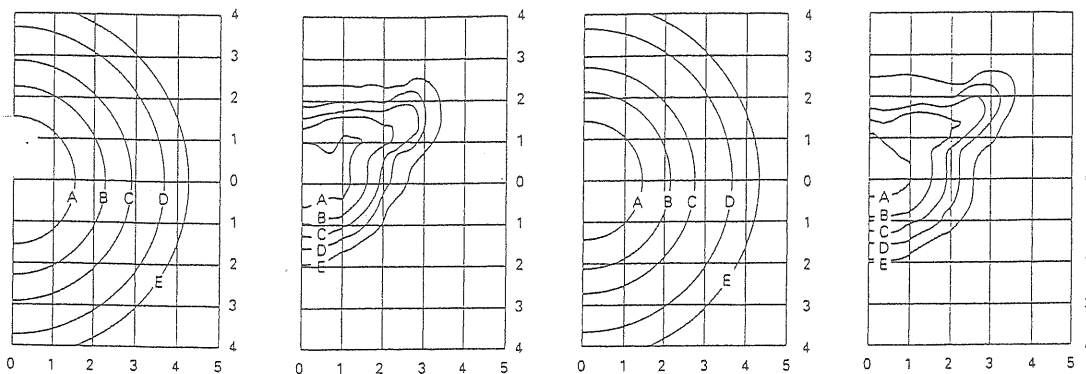
Fixture	A	B	C	D	E	F	G	H
Small (in.)	10 3/4	3/4	2 1/8	1 1/2	12 7/8	15 5/8	6 or 9	3 1/4
(mm)	273	19	54	38	327	397	152 or 229	337



ENERGY DATA
Hi-Reactance Ballast Input Watts
100W HPS NPF/HPF (118 Watts)
100W MH HPF (129 Watts)
150W HPS HPF (190 Watts)
CWA Ballast Input Watts
150W MH HPF (210 Watts)
175W MH HPF (210 Watts)



PHOTOMETRICS



GS-1
GSA15219AR
150-Watt HPS Area Round
16,000-Lumen Clear Lamp

GS-2
GSA152193D
150-Watt HPS Type III
16,000-Lumen Clear Lamp

GS-3
GSA17129AR
175-Watt MH Area Round
14,000-Lumen Clear Lamp

GS-4
GSA171293D
175-Watt MH Type III
14,000-Lumen Clear Lamp

Footcandle Table

Select mounting height and read across for footcandle values of each isofootcandle line. Distance in units of mounting height.

Mounting

Height	Footcandle Values for Isofootcandle Lines				
	A	B	C	D	E
10'	4.50	2.25	1.16	0.45	0.23
15'	2.00	1.00	0.50	0.25	0.10
20'	1.12	0.56	0.28	0.19	0.06

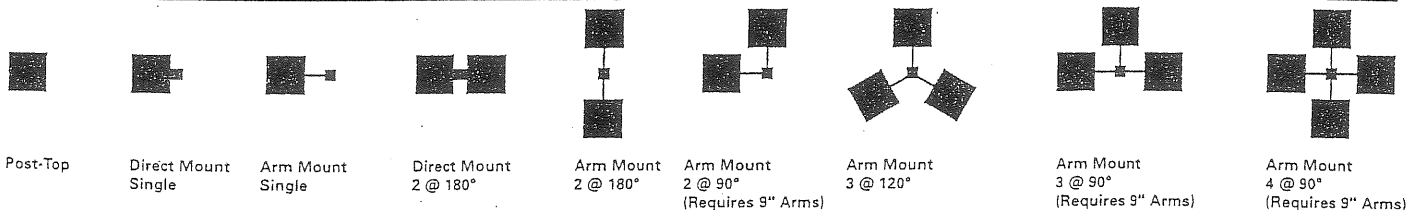
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Mounting

Height	Footcandle Values for Isofootcandle Lines				
	A	B	C	D	E
10'	11.25	4.50	2.25	1.16	0.45
15'	5.00	2.00	1.00	0.50	0.25
20'	2.80	1.12	0.56	0.28	0.19

MOUNTING VARIATIONS



ORDERING INFORMATION

SAMPLE NUMBER: GSA252292D

G	S									
Product Family G=Galleria	Mounting Method A=Arm 1 B=Spider for 2" tenon	Lamp Wattage 10=100W 15=150W 17=175W	Ballast Type 3 1=Hi-X 2=CWA/CWI	Voltage 4 1=120V 2=208V 3=240V 4=277V 5=480V 9=Multi-Tap wired 277V 6=Triple-Tap wired 347V	Distribution * 2D=Type II Horizontal 3D=Type III Horizontal FT=Forward Horizontal Throw AR=Area Round Vertical	Options (add as suffix) F=Single Fuse (120, 277 or 347V) FF=Double Fused (208, 240 or 480V) R=NEMA Twistlock Photocontrol Receptacle Q=Quartz Restrike (Hot Restrike Only) HS=House Side Shield VS=Vandal Shield (Arm Mount Only) FG=Flat Glass L=Lamp Included	Accessories (order separately) MA1006=Direct Mount Kit for Square Pole MA1009=Direct Mount Kit for Round Pole MA1017=Single Arm Tenon Adapter for 2 3/8" O.D. Tenon MA1018=2 @ 180° Tenon Adapter for 2 3/8" O.D. Tenon MA1019=3 @ 120° Tenon Adapter for 2 3/8" O.D. Tenon MA1021=6" Arm for Square Pole. 0.5 EPA MA1022=6" Arm for Round Pole. 0.5 EPA MA1023=9" Arm for Square Pole. 0.5 EPA MA1024=9" Arm for Square Pole. 0.5 EPA MA1045=4 @ 90° Tenon Adapter for 2 3/8" O.D. Tenon MA1046=Wall Mount Bracket with 9" Arm (Specify Color) MA1048=2 @ 90° Tenon Adapter for 2 3/8" O.D. Tenon MA1049=3 @ 90° Tenon Adapter for 2 3/8" O.D. Tenon MA1060=House Side Shield (Field Installed) OA1016=Photocontrol-Multi-Tap OA1027=Photocontrol-480V	Housing Size S=Small	Lamp Type 2 1=MH 2=HPS	

Catalog Number	Lamp Wattage	Lamp Type/Base	Ballast Type/Power Factor	Voltage	Size	EPA	Net Wt. (lbs.)	Shipping Volume (cu. ft.)
Arm Mount (Order Arm Separately)								
GSA10219XX	100	HPS/Mogul	Hi-X/HPF	Multi-Tap	Small	1.2	29	2.9
GSA15219XX	150	HPS/Mogul	Hi-X/HPF	Multi-Tap	Small	1.2	30	2.9
GSA10119XX	100	MH/Mogul	Hi-X/HPF	Multi-Tap	Small	1.2	29	2.9
GSA17129XX	175	MH/Mogul	CWA/HPF	Multi-Tap	Small	1.2	30	2.9
Spider Mount (For 2 3/8" O.D. Tenon)								
GSB10219XX	100	HPS/Mogul	Hi-X/HPF	Multi-Tap	Small	1.2	35	5.5
GSB15219XX	150	HPS/Mogul	Hi-X/HPF	Multi-Tap	Small	1.2	36	5.5
GSB10119XX	100	MH/Mogul	Hi-X/HPF	Multi-Tap	Small	1.2	35	5.5
GSB17129XX	175	MH/Mogul	CWA/HPF	Multi-Tap	Small	1.2	36	5.5

Colors (add as suffix)
_ =Bronze (standard)
AP=Grey
BK=Black
WH=White

NOTES: * Arm not included. See accessories.
 † All lamps are medium-base. Lamps are not included.
 ‡ Hi-Reactance ballast available in 150W only.
 § Products also available in non-US voltages and 50Hz for international markets. Consult factory for availability and ordering information.
 ¶ Multi-Tap ballast is 120/208/240/277V wired 277V. Triple-Tap ballast is 120/277/347V wired 347V.
 †† Designate distribution by changing 9th and 10th digits.

NOTE: Specifications and dimensions subject to change without notice.

Visit our web site at www.cooperlighting.com

TYPE:

CATALOG #:

McGraw-Edison®
E-3

DESCRIPTION

McGraw-Edison's Galleria combines beauty and versatility to make it an excellent choice for architects, specifiers and contractors in today's energy- and design-conscious environment. An aesthetic reveal in the formed aluminum housing gives the Galleria a distinctive look while a variety of mounting options and lamp wattages provide maximum flexibility.

APPLICATION

The Galleria achieves superior light distribution by utilizing a seamless reflector system, making it the optimum choice for almost any small or medium area lighting application.

SPECIFICATION FEATURES

A...Housing

Formed aluminum housing with stamped reveal has interior-welded seams for structural integrity and is finished in polyester powder coat. U.L. 1572 listed and CSA certified for wet locations.

B...Ballast Tray

Ballast tray is hard-mounted to housing interior for cooler operation.

C...Ballast

Long-life core and coil ballast.

D...Reflector

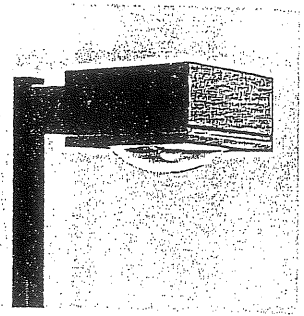
Spun and stamped aluminum reflector in vertical lamp units, or hydroformed anodized aluminum reflector in horizontal lamp units. Rotatable optics standard.

E...Door

Formed aluminum door has heavy-duty hinges, captive retaining screws and is finished in polyester powder coat. (Spider mount unit has steel door.)

F...Lens

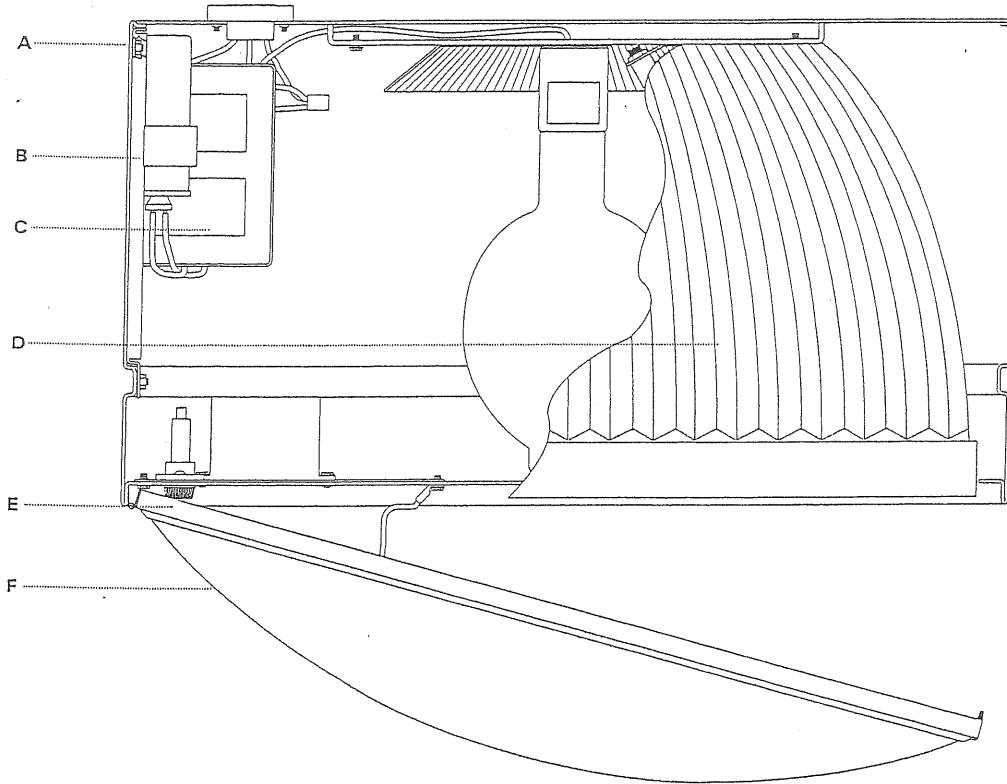
Convex tempered glass lens.



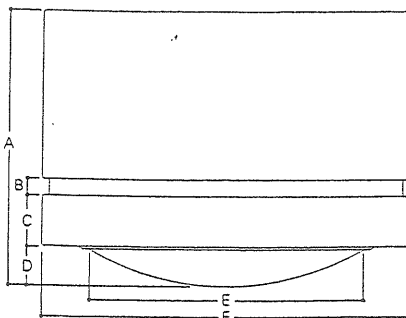
GMGALLERIA

175 - 1000 W
High Pressure Sodium
Metal Halide

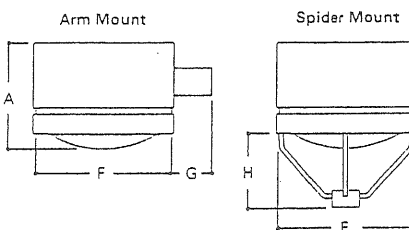
ARCHITECTURAL
AREA LUMINAIRE



DIMENSIONS



Fixture	A	B	C	D	E	F	G	H
Medium (in.)	14 1/2	3/4	1 1/2	3 1/2	19 1/4	21 3/4	6 or 14	15 or 16
(mm)	368	19	38	89	480	552	152 or 356	381 or 406

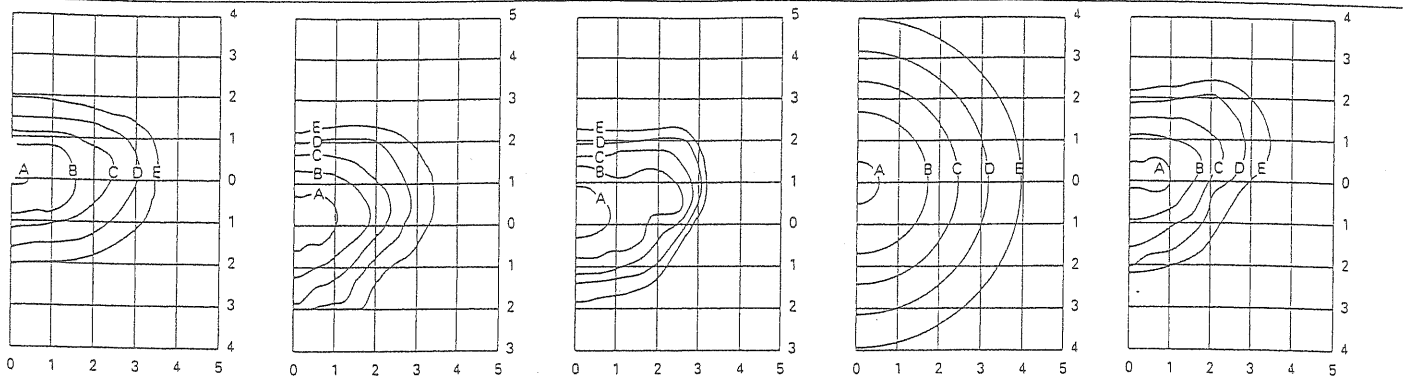


ENERGY DATA

- CWA Ballast Input Watts
- 175W MH HPF (210 Watts)
- 250W MH HPF (295 Watts)
- 250W HPS HPF (300 Watts)
- 400W MH HPF (455 Watts)
- 400W HPS HPF (465 Watts)
- 1000W MH HPF (1080 Watts)
- 1000W HPS HPF (1100 Watts)



PHOTOMETRICS



GM-1
GMA401291D
400-Watt MH Type I
40,000-Lumen Clear Lamp

GM-2
GMA401292D
400-Watt MH Type II
40,000-Lumen Clear Lamp

GM-3
GMA402293D
400-Watt HPS Type III
50,000-Lumen Clear Lamp

GM-4
GMA40129 AR
400-Watt MH Area Round
40,000-Lumen Clear Lamp

GM-5
GMA401293V
400-Watt MH Type III
36,000-Lumen Clear Lamp

Footcandle Table

Select mounting height and read across for footcandle values of each isofootcandle line. Distance in units of mounting height.

Mounting

Height	Footcandle Values for Isofootcandle Lines				
	A	B	C	D	E
20'	11.25	4.50	2.25	1.12	0.56
25'	7.20	2.88	1.44	0.72	0.36
30'	5.00	2.00	1.00	0.50	0.25
35'	1.58	1.18	0.79	0.39	0.19
40'	1.28	0.96	0.64	0.32	0.16

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Mounting

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20'	4.50	2.25	1.13	0.56	0.23
25'	2.83	1.14	0.72	0.36	0.14
30'	2.00	1.00	0.50	0.25	0.10
35'	1.47	0.73	0.37	0.18	0.07
40'	1.12	0.56	0.28	0.19	0.06

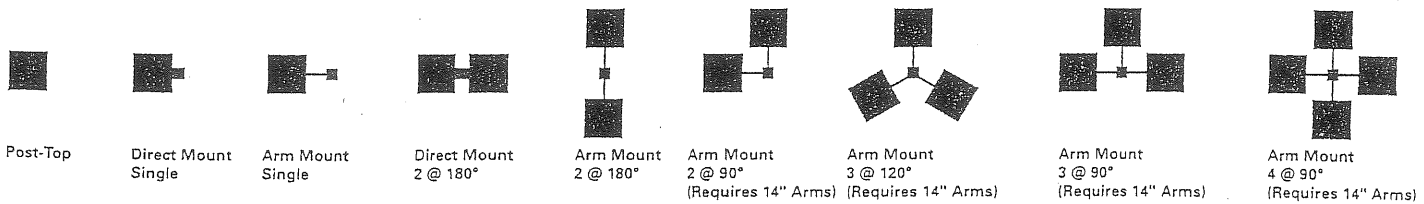
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MOUNTING VARIATIONS



ORDERING INFORMATION

SAMPLE NUMBER: GMA251292D

G	M	1							
Product Family G=Galleria	Housing Size M=Medium	Mounting Method A=Arm B=Spider for 2 3/8" O.D. tenon C=Spider for 3 1/2" O.D. tenon	Lamp Wattage 17=175W 25=250W 40=400W 91=1000W ²	Lamp Type ³ 1=MH 2=HPS	Ballast Type 2=CWA 5=CWI	Voltage ⁴ 1=120V 2=208V 3=240V 4=277V 5=480V 9=Multi-Tap wired 277V ⁵ 6=Triple-Tap wired 347V ⁵	Distribution ⁶ 1D=Type I MCO Horizontal 2D=Type II MCO Horizontal 3D=Type III MCO Horizontal FT=Forward Throw Horizontal AR=Area Round Vertical AS=Area Square Vertical RW=Rectangular Wide Vertical 3V=Type III Vertical	Options (add as suffix) F=Single Fuse (120, 277 or 347V) FF=Double Fused (208, 240 or 480V) EM=Quartz Restrike with Delay (Also Strikes at Cold Start) R=NEMA Twistlock Photocontrol Receptacle Q=Quartz Restrike (Hot Restrike Only) HS=House Side Shield VS=Vandal Shield (Arm Mount Only, 400W Maximum) L=Lamp Included	Accessories (order separately) MA1004=14" Arm for Square Pole, 1.0 EPA MA1005=6" Arm for Square Pole, 0.5 EPA MA1006=Direct Mount Kit for Square Pole MA1007=14" Arm for Round Pole, 1.0 EPA MA1008=6" Arm for Round Pole, 0.5 EPA MA1009=Direct Mount Kit for Round Pole MA1010=Single-arm Tenon Adapter for 3 1/2" O.D. Tenon MA1011=2 @ 180° Tenon Adapter for 3 1/2" Tenon MA1012=3 @ 120° Tenon Adapter for 3 1/2" O.D. Tenon MA1013=4 @ 90° Tenon Adapter for 3 1/2" O.D. Tenon MA1014=2 @ 90° Tenon Adapter for 3 1/2" O.D. Tenon MA1015=2 @ 120° Tenon Adapter for 3 1/2" O.D. Tenon MA1016=3 @ 90° Tenon Adapter for 3 1/2" O.D. Tenon MA1017=Single-arm Tenon Adapter for 2 3/8" Tenon MA1018=2 @ 180° Tenon Adapter for 2 3/8" Tenon MA1019=3 @ 120° Tenon Adapter for 2 3/8" O.D. Tenon MA1029=Wall Mount Bracket with 10" Arm (Specify color) MA1045=4 @ 90° Tenon Adapter for 2 3/8" O.D. Tenon MA1048=2 @ 90° Tenon Adapter for 2 3/8" O.D. Tenon MA1049=3 @ 90° Tenon Adapter for 2 3/8" O.D. Tenon MA1061=House Side Shield (Field Installed) OA1016=Photocontrol-Multi-Tap OA1027=Photocontrol-480V OA1201=Photoelectric Control, 347V NEMA Type

Catalog Number	Lamp Wattage	Lamp Type/Base	Ballast Type/Power Factor	Voltage	Size	EPA	Net Wt. (lbs.)	Shipping Volume (cu. ft.)
Arm Mount (Order arm separately)								
GMA25129XX	250	MH/Mogul	CWA/HPF	Multi-Tap	Medium	2.4	64	5.3
GMA40129XX	400	MH/Mogul	CWA/HPF	Multi-Tap	Medium	2.4	64	5.3
Spider Mount (For 2 3/8" O.D. tenon)								
GM825129XX	250	MH/Mogul	CWA/HPF	Multi-Tap	Medium	2.4	57	8.9
GM840129XX	400	MH/Mogul	CWA/HPF	Multi-Tap	Medium	2.4	57	8.9
Spider Mount (For 3 1/2" O.D. tenon)								
GMC25129XX	250	MH/Mogul	CWA/HPF	Multi-Tap	Medium	2.4	59	8.9
GMC40129XX	400	MH/Mogul	CWA/HPF	Multi-Tap	Medium	2.4	59	8.9

NOTES: ¹ Arm not included. See accessories.
² Requires reduced envelope BT-37 lamp.
³ All lamps are mogul-base. Lamps are not included.
⁴ Product also available in non-US voltages and 50Hz for international markets. Consult factory for availability and ordering information.
⁵ Multi-Tap ballast is 120/208/240/277V wired 277V. Triple-Tap ballast is 120/277/347V wired 347V.
⁶ Designate distribution by changing 9th and 10th digits.

Colors (add as suffix)
 _=Bronze (standard)
 AP=Grey
 BK=Black
 WH=White

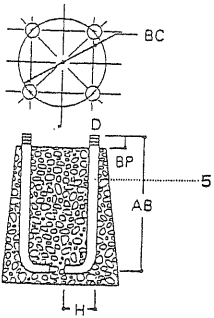
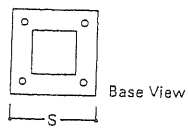
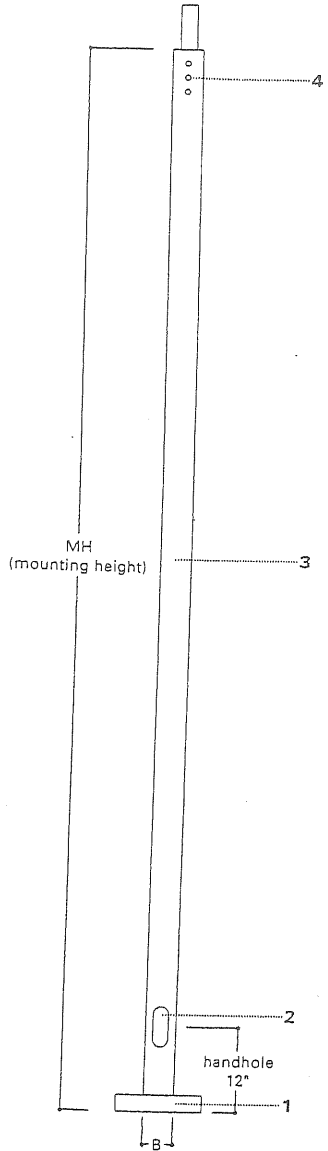
NOTE: Specifications and dimensions subject to change without notice.

Visit our web site at www.cooperlighting.com



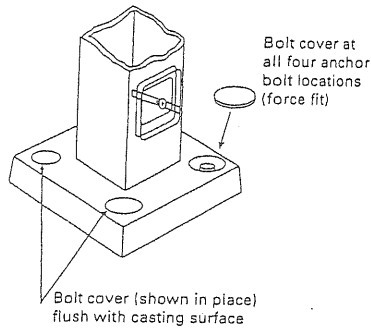
DETAILS

REFER TO CHART FOR DIMENSIONAL INFORMATION

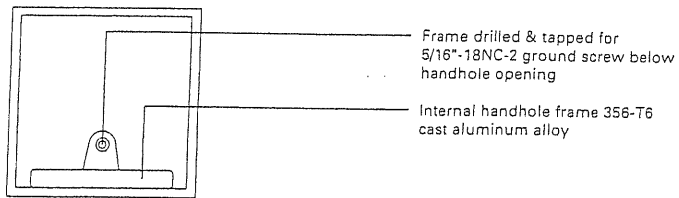


ACCESSORIES

Base with handhole and door



HANDHOLE (section through standard handhole)



SPECIFICATIONS

- 1...356-T6 cast aluminum alloy shoe base with aluminum alloy knock-in bolt covers.
- 2...2" x 4 1/2" flush handhole assembly with internal reinforcing frame. Frame drilled & tapped for 5/16" 18NC-2 grounding screw.
- 3...Straight square shaft 6005-T5 aluminum alloy satin etch finish.
- 4...Drilled or Tenon (specify).
- 5...Anchor bolt per ASTM A576 with (1) nut, (1) flat washer, and (1) lock washer. Nuts, washers and threaded portion of bolt are hot dip galvanized.

FINISH COLORS ¹

- B=Clear Anodized
- C=Dark Bronze Anodized
- D=Black Anodized
- E=Medium Bronze Anodized
- J=Dark Bronze Painted
- U=Black Painted
- V=Grey Painted
- W=White Painted
- X=None (natural aluminum)

SSASQUARE
STRAIGHT
ALUMINUM

8'-35'
Mounting Height

SQUARE STRAIGHT
ALUMINUM

NOTE: ¹ Other finish colors available. Consult factory. For complete base information, refer to Bases cutsheet, ADH991255.

ORDERING INFORMATION

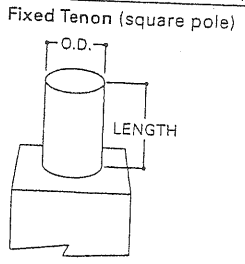
The following information illustrates the correct way to enter an order for SSA4T08WXM1XG. The ordering designation is detailed as follows.

Square	Straight	Aluminum	Shaft Dia. (at base)	Wall Thickness	Mounting Height (Ft.)	Base Type	Finish	Fixture Mounting & Type	No. & Location of Arms	Arm Lengths	Accessories (Ground Lug)
S	S	A	4	T	08	W	X	M	1	X	G

Mtg. Height (Ft.)	Catalog Number	Shaft Size (In.)	Wall Thickness (In.)	Base Size (In.)	Bolt Proj. (In.)	Bolt Circle Dia. (In.)	Anchor Bolt D x AB x H (In.)	Net. Wt. (Lbs.)	EPA (Sq. Ft.)			EPA (Sq. Ft.)			Max. Fixture Load—include Bracket (Lbs.)
									At Pole Top	30% Gust Additional	100	18" Above Pole Top	30% Gust Additional	100	
MH	B	S	BP	BC	AB	AB	80	90	100	80	90	100			
8	SSA4T08WX	4	.125	9 1/8	1 1/2	8 1/2-9 1/2	3/4 x 25 x 3	23	26.0	20.0	15.7	20.5	15.8	12.4	100
10	SSA4T10WX	4	.125	9 1/8	1 1/2	8 1/2-9 1/2	3/4 x 25 x 3	28	19.2	14.6	11.2	15.9	12.0	9.3	100
12	SSA4T12WX	4	.125	9 1/8	1 1/2	8 1/2-9 1/2	3/4 x 25 x 3	32	14.6	10.8	8.0	12.4	9.2	6.8	100
15	SSA4T15WX	4	.125	9 1/8	1 1/2	8 1/2-9 1/2	3/4 x 25 x 3	39	7.6	5.2	3.5	6.7	4.6	3.1	100
15	SSA4M15WX	4	.188	9 1/8	1 1/2	8 1/2-9 1/2	3/4 x 25 x 3	55	13.0	9.5	7.0	11.4	8.3	6.1	100
15	SSA5T15WX	5	.125	11 1/16	2 1/4	10 1/2-11 1/2	3/4 x 25 x 3	52	13.8	9.9	7.2	12.1	8.7	6.3	100
18	SSA4T18WX	4	.125	9 1/8	1 1/2	8 1/2-9 1/2	3/4 x 25 x 3	46	4.4	2.5	1.1	3.9	2.2	1.0	100
18	SSA4M18WX	4	.188	9 1/8	1 1/2	8 1/2-9 1/2	3/4 x 25 x 3	66	8.4	5.7	3.7	7.6	5.1	3.3	150
18	SSA5T18WX	5	.125	11 1/16	2 1/4	10 1/2-11 1/2	3/4 x 25 x 3	61	9.2	6.0	3.8	8.2	5.4	3.4	100
18	SSA5M18WX	5	.188	11 1/16	2 1/4	10 1/2-11 1/2	3/4 x 25 x 3	85	16.1	11.5	8.2	14.4	10.3	7.4	150
20	SSA4M20WX	4	.188	9 1/8	1 1/2	8 1/2-9 1/2	3/4 x 25 x 3	72	6.2	3.8	2.0	5.6	3.4	1.9	150
20	SSA5T20WX	5	.125	11 1/16	2 1/4	10 1/2-11 1/2	3/4 x 25 x 3	66	6.7	3.9	1.9	6.1	3.5	1.7	100
20	SSA5M20WX	5	.188	11 1/16	2 1/4	10 1/2-11 1/2	3/4 x 25 x 3	94	12.8	8.7	5.8	11.6	7.9	5.3	150
25	SSA5M25WX	5	.188	11 1/16	2 1/4	10 1/2-11 1/2	3/4 x 25 x 3	115	6.3	3.2	1.0	5.8	3.0	0.9	150
25	SSA6M25WX	6	.188	12 13/16	2 1/4	12-13	1 x 36 x 4	140	12.4	7.6	4.2	11.4	7.0	3.9	150
30	SSA6M30WX	6	.188	12 13/16	2 1/4	12-13	1 x 36 x 4	166	5.1	1.6	--	4.8	1.5	--	150
30	SSA6X30WX	6	.250	12 13/16	2 1/4	12-13	1 x 36 x 4	215	10.5	5.9	2.6	9.8	5.5	2.4	150
30	SSA9X30WX	6 5/8	.250	12 13/16	2 1/4	12-13	1 x 36 x 4	237	14.8	9.1	4.9	13.9	8.5	4.6	150
35	SSA6X35WX	6	.250	12 13/16	2 1/4	12-13	1 x 36 x 4	249	4.3	--	--	4.1	--	--	150
35	SSA9X35WX	6 5/8	.250	12 13/16	2 1/4	12-13	1 x 36 x 4	274	7.6	2.8	--	7.2	2.7	--	150

NOTES: All 25' and greater luminaire mounting height lighting standards have a factory installed vibration damper. The above is our standard offering. Where higher EPA/wind speed capability or mounting height is required, other shaft dimensions and/or wall thickness are available. Consult Cooper Lighting representative for pricing and lead times. The above EPA capacities are based upon the (1985) American Association of State Highway and Transportation Officials Specification. Catalog item includes one set of anchor bolts, single nuts and (2) leveling shims.

MOUNTING OPTIONS (add as suffix)



Designation Number	O.D. (In.)	Length (In.)
2	2 3/8	4
5	3	4
4	4	6

ACCESSORIES (order separately)

- A=1/2" tapped hub 1
- B=3/4" tapped hub 1
- G=Grounding lug (max. wire #8 AWG)
- H=Additional handhole and cover—12" below pole top—90° from handhole.
- V=Vibration Damper

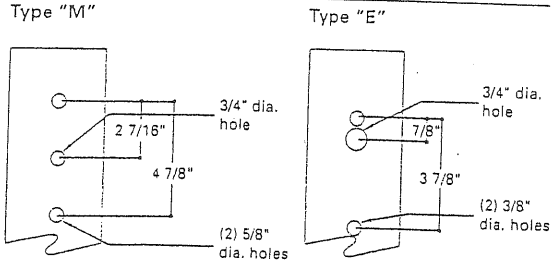
NOTES: 1 Location is 3' above base—90° from handhole. 2 Outlet is located 4" above base and on same side of pole as handhole, unless specified otherwise. Receptacle not included, provision only.

MACHINING FOR RECTANGULAR ARMS (add as suffix)

Designation Letter & Number	Designation Letter & Number	Quantity & Location
M1	E1	Single
M2	E2	2 @ 180°
M3	E3	3 @ 90°
M4	E4	4 @ 90°
M5	E5	2 @ 90°

NOTES: Holes located 45° from mounting base holes. See chart at right.

DRILLING PATTERN



NOTE: For details and locations of accessories, see Mounting Bases, Accessories and Finishes cutsheet, ADH991253. Add appropriate letters to catalog number to indicate accessories desired.

NOTE: Specifications and dimensions subject to change without notice.

TYPE:

CATALOG #:

McGraw-Edison®
E-6

DESCRIPTION

The McGraw-Edison Bollard, available in heights from 24" to 42", has crisp, clean lines which blend with any architectural setting. Constructed of seamless, heavy-duty aluminum and finished with tough polyester powder coat, the Bollard is gasketed to seal out external contaminants. U.L. 1572 listed and CSA certified for wet locations.

APPLICATION

Bollards are designed for walkways, entranceways, drives and other small-area lighting applications where low mounting heights are desirable.

SPECIFICATION FEATURES

A...Top
Rugged heavy-duty aluminum top provides rapid heat dissipation.

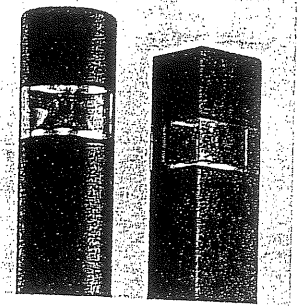
B...Lens
Impact-resistant clear acrylic lens measures 1/4" thick. Optional polycarbonate lens is available as an option (Standard on units over 100 watts).

C...Optics
Lower dispersing reflector combines with truncated octagonal upper collecting reflector to provide low-glare, efficient illumination with optimum uniformity.

D...Housing
Heavy-duty seamless extruded aluminum tube lifts off base for easy access to ballast. Finished in weather- and abrasion-resistant polyester powder coat.

E...Ballast
Quick-disconnect ballast is located at base of housing for cooler operation and easy maintenance. Ballast assembly is mounted on bracket and secured to base with two screws.

F...Base
Rugged cast-aluminum base is completely concealed.

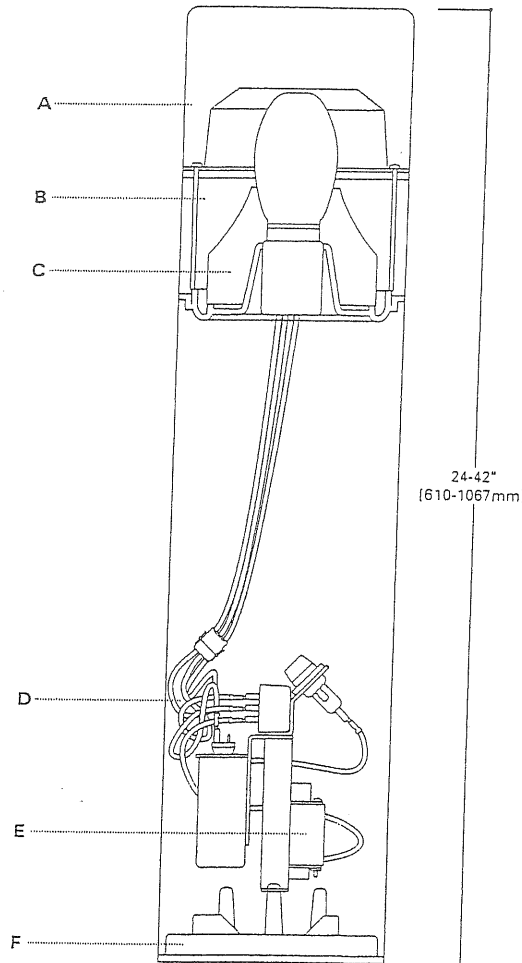


BS/BR BOLLARD

35 - 175 W

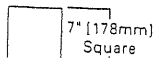
High Pressure Sodium
Metal Halide
Incandescent

ARCHITECTURAL
AREA LUMINAIRE

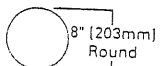


DIMENSIONS

Top View



7" (178mm)
Square



8" (203mm)
Round

COOPER LIGHTING

ENERGY DATA

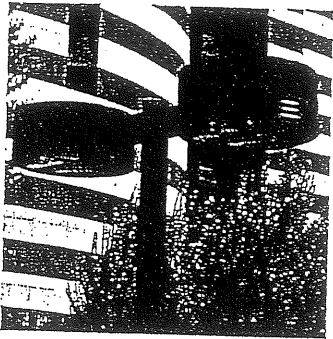
- Reactor Ballast Input Watts
- 35W HPS NPF (46 Watts)
- High Reactance Ballast Input Watts
- 50W MH HPF (66 Watts)
- 70W HPS NPF/HPF (95 Watts)
- 100W HPS HPF (130 Watts)
- 100W MH HPF (129 Watts)
- 150W HPS HPF (190 Watts)
- CWA Ballast Input Watts
- 150W MH HPF (210 Watts)
- 175W MH HPF (210 Watts)

ADH992028

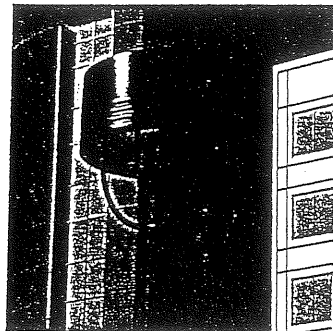


Kim Theory of Relativity

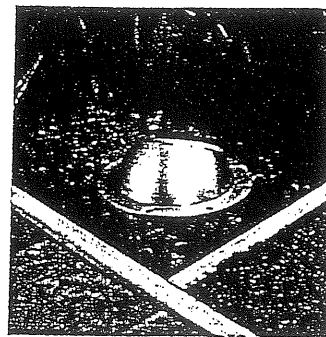
Integration of Luminaire Design and Architectural Site



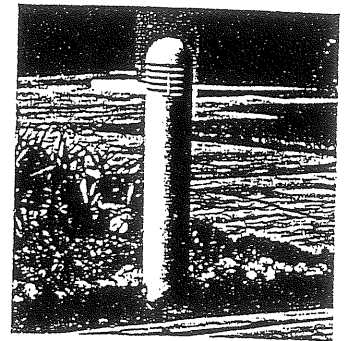
CCA Curvilinear Cutoff Arm



CCP Curvilinear Cutoff Post



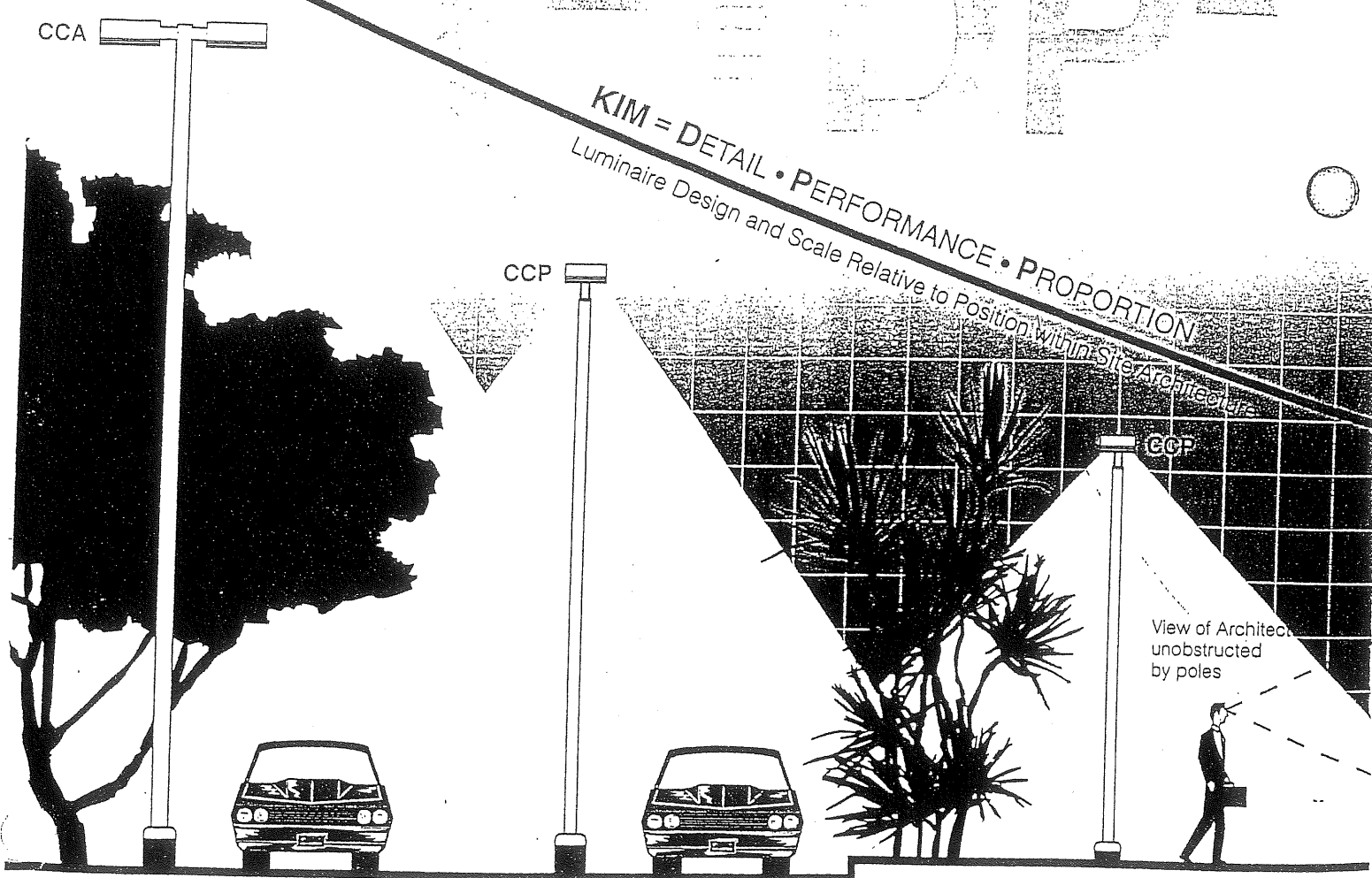
LTV Lightvault™



VRB Vandal Resistant Bollard

KIM = D P P 2

KIM = DETAIL • PERFORMANCE • PROPORTION
Luminaire Design and Scale Relative to Position within Site Architecture



SITE / ROADWAY ZONE

The CC Curvilinear Cutoff Series on 20' - 50' poles, provides large site and roadway areas the illuminance and uniformity required for safety and security. Efficient cut-off optics improve visibility and reduce light trespass. The optional Accent Reveals feature customizes the fixture to connect with the architectural detailing.

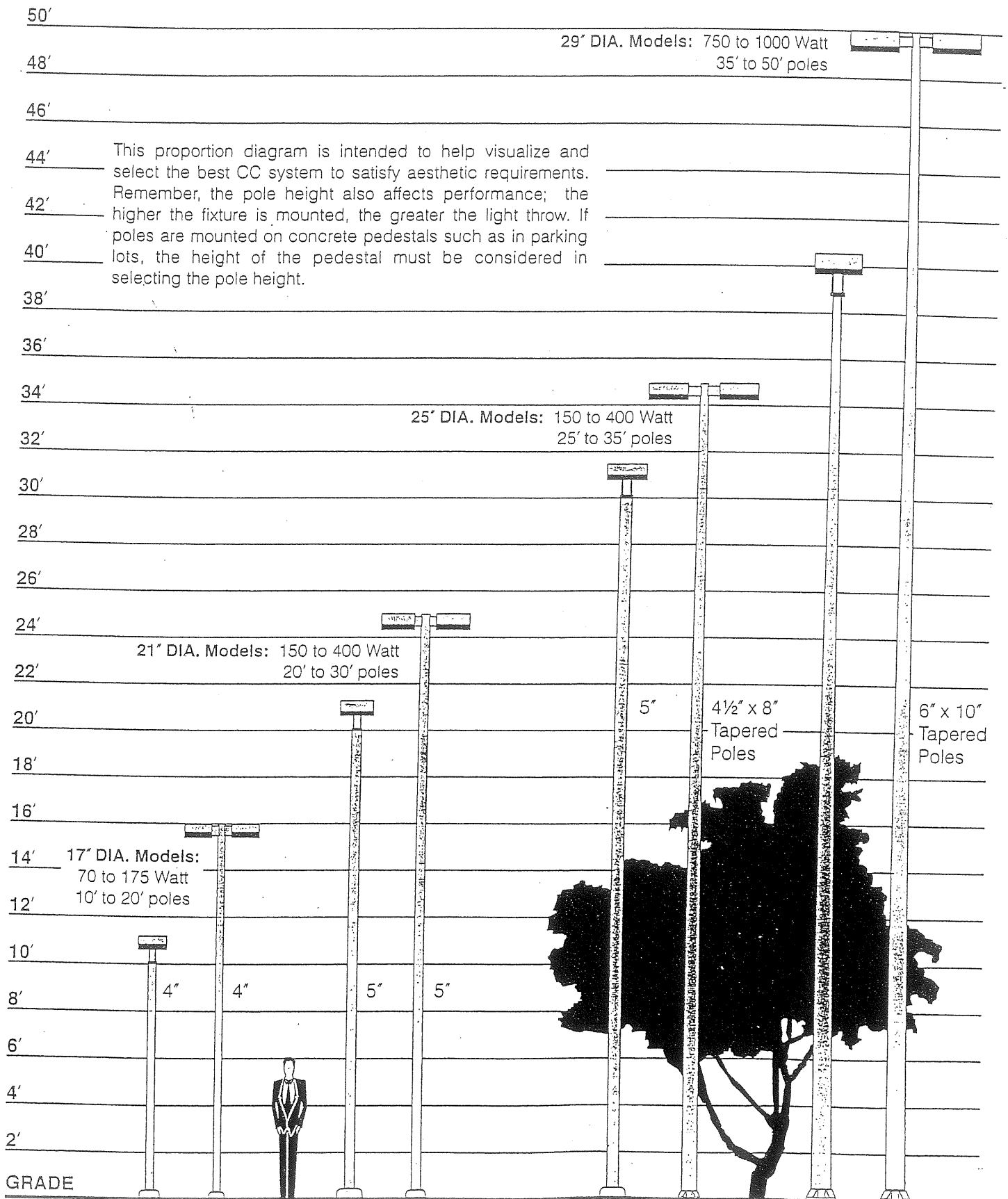
PEDESTRIAN ZONE

The CC Curvilinear Cutoff Series on 10' - 20' poles provides pedestrian areas increased visibility and accent. The reduced fixture scale and optional Accent Reveals feature maintains continuity.

Proportion Guide

E-6

70 to 1000 Watt / 10' to 50' Poles



The Jesuit College Preparatory School of Maine

CHEVERUS

267 Ocean Avenue Portland Maine 04103-5798

SUBMITTAL TO THE CITY
OF PORTLAND PLANNING BOARD
REQUESTING A CHANGE IN THE CONDITIONAL
USE APPROVAL FOR OUR ATHLETIC FIELDS

ADDITIONAL PARKING INFORMATION

MAY 8, 1997

Cheverus Game Parking and Operations Team

Purpose and Role

The Cheverus Game Parking and Operations Team has been organized to insure the efficient and safe operation of Shea Field for home football games.

Procedures will be set forth by the Team for all parties to follow to best manage and coordination the school's resources for parking and access to and from home football games.

Operations Team Membership

1. President
2. Principal
3. Business Manager
4. Athletic Administrator
5. Shuttle Administrator

Operations Team Procedures

1. The Parking and Operations Team will meet on the Monday prior to each Saturday home football game. The Team will review the anticipated parking demand for the upcoming home game and mobilize the resources and procedures to best manage parking and access to and from the game.
2. The Business Manager and Athletic Administrator will monitor and put into action all contingency and action plans approved by the Operations and Parking Team .
3. Updates and modifiactions of the game day plan by the Parking and Operations Team (due to changing conditions) will be provide to the President of Cheverus for his review and final approval on the Friday prior to home game.
4. The Parking and Operations Team will conduct a review of the action plan utilized the Monday following each home football game.

Game Day Shuttle Service

Shuttle Parking Lot Locations

Cheverus will conduct a shuttle service, when deemed necessary by the Parking and Operations Team, for home football games which require off-site parking from the following locations:

1. 492 Ocean Avenue- St. Pius X Church (95 spaces)
2. 510 Ocean Avenue- Catholic Chancery Offices (80 spaces)

Bus Routing

Cheverus estimates a maximum turn-around time of 10 minutes for each shuttle run from St. Pius X Church and Chancery parking lots.

1. Distance from Cheverus shuttle bus drop off to shuttle parking lots is 0.6 miles.
2. Trial shuttle bus runs to these lots have all taken under 2 minutes.
(bus trials conducted between 11:30 AM and 3:30 PM)
3. Distance from shuttle parking lots to Cheverus drop off is 0.7 miles.
4. Trial shuttle bus runs from shuttle parking lots have all taken under 2 minutes.

Cheverus will dispatch buses as needed to maintain a 10 minute turn-around for shuttle passengers from these parking lots.

The shuttle bus(es) will operate 40 minutes before the game and approximately 30 minutes following the game.

The shuttle service route is as follows:

From Cheverus to Shuttle Parking

Bus will leave Cheverus campus from eastern exit drive and proceed east on Ocean Avenue to St. Pius X Church (0.6 miles) parking lot.

Form Shuttle Parking Lots to Cheverus

Bus will leave St. Pius X Church parking lot and proceed west on Ocean Avenue entering the Cheverus Campus at the main entrance (0.7 miles) and continue to the football drop-off area.

Shuttle Fees

There will not be a fee charged for the shuttle service.

Divers/Attendants

The shuttle bus driver(s) will be available throughout the game to give game patrons a ride back to the shuttle lots.

Shuttle Service Supervision

Shuttle attendants will coordinate all shuttle lots and drop-offs activities starting 40 minutes before game time. They will be responsible for bus dispatch coordination and shuttle passenger crowd control before, during and after the game.

Cheverus will designate an administrator, who will be on-site before, during and after each home football game that the shuttle service is utilized. The shuttle administrator will be a member of the Shea Field Parking and Operations Team.

Cheverus Campus Parking

Cheverus on-campus parking attendants, wearing distinguishing vests, will monitor parking and traffic flow on the school grounds. Attendants will be stationed at the school entrance, each exit and drop-off areas to provide directions and information.

Cheverus campus parking attendants will control all campus parking and provide information regarding off-campus lots at St. Pius X and the Chancery. Cheverus parking attendants will also be able to distribute information about neighborhood parking restrictions.

Directions to Cheverus Campus

Cheverus provides travel directions to schools which visit the Ocean Avenue campus for athletic activities. Modifications will be made to the travel instructions to include the availability of off-site parking and the shuttle service to the game site.

A shuttle service informational flyer and map can be developed and provided to visiting schools in advance of all scheduled activities.

DIRECTIONS TO CHEVERUS ATHLETIC SITES

CHEVERUS HIGH SCHOOL - SHEA FIELD (soccer, football, cross country, baseball)

From Southern Maine

Maine Turnpike INT 95 - North to Exit 6A (INT 295 Portland North)

INT 295 North to take Washington Avenue North Exit by merging right off INT 295.

Proceed on Washington thru 2 traffic lights, at the third traffic light (Angleoni's Pizza and Cumberland Farms are at this intersection) turn left onto Ocean Avenue (Route 9 West)

Parking and shuttle bus service to home football games is available for predetermined games from the St. Pius X Parking Lot at 392 Ocean Ave and the Chancery Parking Lot at 410 Ocean Ave.

Continue on Ocean Ave. Rt. 9 West to number 267 (CHS) on left when onsite game day parking is available.

From Northern Maine

Maine Turnpike INT 95n - South to Exit 10 (Portland North)

Right turn from turnpike exit to Auburn St. (RT. 100)

Continue on Auburn St. Rt. 100 merge onto Washington Ave.

Right turn from Washington Ave. to Ocean Ave. Rt. 9 West after a Cumberland Farms store and before Angleoni's Pizza.

Parking and shuttle bus service to home football games is available for predetermined games from the St. Pius X Parking Lot at 392 Ocean Ave and the Chancery Parking Lot at 410 Ocean Ave.

Continue on Ocean Ave. Rt. 9 West to number 267 (CHS) on left when onsite game day parking is available.

PARKING PLAN

IT IS CHEVERUS HIGH SCHOOL'S INTENTION TO PROVIDE PARKING IN THE FOLLOWING MANNER. WE WILL USE THE 155 SPACES ON CAMPUS AS FIRST PRIORITY. IF THE DEMANDS PLACED ON THIS PARKING EXCEED CAPACITY DURING A HOME VARSITY FOOTBALL GAME, WE WILL UTILIZE OUR TWO SCHOOL BUSES TO OPERATE A SHUTTLE SERVICE BETWEEN ST. PIUS X PARISH AND THE CHANCERY LOTS, LESS THAN ONE MILE AWAY AND CONTIGUOUS.

THIS SHUTTLE SERVICE WILL OPERATE PRIOR TO AND AFTER THE END OF A HOME GAME. SINCE OVER THE LAST FOUR YEARS ATTENDANCE HAS RANGED FROM A LOW OF 328 SPECTATORS TO A HIGH OF 1,192 (ON ONE OCCASION FROM 1993-96 WE HAD 2,156 SPECTATORS) FOR AN AVERAGE OF 765 SPECTATORS, AND ASSUMING FOUR SPECTATORS FOR EVERY ONE PARKING SPACE, WE EXPECT THAT A LOW OF 82 TO A HIGH OF 268 SPEACES WILL BE NECESSARY. EITHER THE ST. PIUS AND/OR CHANCERY LOT COULD SATISFY THIS DEMAND.

CITY OF PORTLAND, MAINE
MEMORANDUM

TO: Jane Durgin, City Clerk

FROM: Warren J. Turner, Zoning Enforcement Inspector *Warren J. Turner*

SUBJECT: Report on Actions Taken by the Board of Appeals at their April 9th Meeting

DATE: April 28, 1987

The following actions were taken by the Board of Appeals on Thursday evening, April 9, 1987, at 7 P. M. in Room 209, City Hall, Portland, Maine. There were six members present. The Chairman, Merrill Seltzer, called the meeting to order.

1. Unfinished Business:

Special Exception: Joint Occupancy of Parking Facilities

267 Ocean Avenue, Cheverus High School Mr. Richard F. Currier represented Cheverus High School and the St. Ignatius Society of Jesus and petitioned the Board of Appeals for a special exception (Joint Use of Parking Facilities) under Section 14-343 of the City Zoning Ordinance. The Board voted 6 to 0 to approve this special exception for joint use of the parking facilities subject to the following conditions:

- a. At least 220 paved parking spaces, properly delineated according to City standards, with appropriate traffic control signage shall be provided; and
- b. All interscholastic athletic events must begin no earlier than one-half hour after the end of the school day.

2. New Business:

Variances, Space and Bulk

Lot #10, Woodbury Street - George E. Christy Jr., Owner, sought a variance to allow 24 feet front yard setback instead of the 25 feet which the Ordinance requires for a main building located in the R-3 Residence Zone. Section 14-90(4)a of the City Zoning Ordinance.

Reck - it was originally applied for as a variance - The board decided it was a miscellaneous appeal for joint use and granted the appeal over 7

April 19, 1991

CALL TO ORDER

The meeting of the Full Board was called to order at 1:00 p.m. by Mr. James J. Kilbride, Chairman, at St. Ignatius Residence, 271 Ocean Avenue, Portland, Maine. The opening prayer was offered by Kenneth Boller, S.J.

ATTENDANCE

Absent were: Joseph Fahey, S.J., James Gorman, John LeFevre, John Libens, S.J., William McCalmon, Thomas O'Malley, S.J., Anthony Payne, and Peter Verrill.

ADOPTION OF MINUTES

The minutes of the meeting of March 15, 1991 were moved, seconded and voted.

FINANCE COMMITTEE

Mr. Twomey reported that the committee would have a budget for the Board at the next meeting on May 17, 1991.

The resolutions on APPENDIX A were moved, seconded and voted.

Mr. Twomey asked Mr. Komich to report on the status of the construction project for the school. Mr. Komich said that he has been negotiating with the City of Portland to free up the two letters of credit outstanding with the City; one for approximately \$100,000, the other for approximately \$167,000. A compromise has been reached, dealing with the intersection in front of the School, to pay the City \$15,000. The architects have worked with the City and have come up with this compromise of \$15,000 which the City would apply to the intersection improvements and make the improvements themselves. The City would send their inspectors and sign off on the job, writing down the letters of credit. It is an important issue to get off the table in terms of a construction agenda. It has been approved by the Executive Committee and ratified by the Finance Committee. It was discussed and put in the form of a motion, seconded and voted.

Mr. Twomey stated that the Finance Committee had another recommendation. There has been significant concern that we have a risk exposure in the area of long term disability insurance for our employees. The Finance Committee is recommending that the School adopt the plan option APPENDIX B with a 90 day waiting period and cost of living adjustment feature at an annual cost of \$4,439.16. After some discussion, it was put in the form of a motion, seconded and voted with one opposed. It was agreed that the Executive Committee would clarify what happens from day 0-90; look into who records accumulated sick days and put the faculty handbook in line with the contract. It was voted that nothing is to be said about the 1-90 days sick leave until the Executive Committee clarification is completed.

Mr. Twomey said that after reviewing our investments over the past year that are with Shearson Lehman Hutton Inc. (Daniel Honan, Investment Manager) and talking with Edward Rogers of Legg Mason, who wants the business; the Finance Committee is recommending that the custodianship of the assets stay with Shearson Lehman Hutton Inc. Mr. Twomey also informed the Board that the Finance

CHEVERUS

267 Ocean Avenue Portland Maine 04103-5798

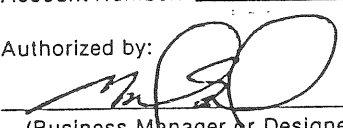
PURCHASE ORDER

TO: City of Portland
Parks and Public Works
55 Portland Street
Portland, ME 04101

Date of Requisition: 5/3/91
 Date Required: _____
 Requested by: Michael S Kornich
(Print full name)
Capital Campaign
(Department)

QUANTITY	LIST OF ITEMS OR REASON FOR MONEY	UNIT PRICE	TOTAL AMOUNT
1	\$15,000 payment to City	15,000.00	15,000.00
2	in lieu of completing		
3	improvements to Read		
4	Street		
5			
6			
7	Item # <u>155</u>		
8	ACCT # <u>5220</u>		
9	ACCT # _____		
10	ACCT # _____		
TOTAL			<u>15,000.00</u>

BUDGET CODE PD. 5/1/91 DELIVERY
 Department: Capital Campaign Budget Allotted: 142 Purchase(s) Ordered Date: 5/3/91 Received Date: _____
 Due Date: _____

Approved by: _____
 Amount of this purchase: 15,000
 Remaining Balance: _____
 Account Number: 5220-7846
 Authorized by: 
(Business Manager or Designee)

by: _____
 Process:
 1. Prior to order, submit entire form to Business Manager.
 2. After authorization, p.o. number will be assigned.
 3. If Accounting Office places order, only yellow form will be returned to requisitioner; if not, form will be returned less white copy.
 4. Blue copy may be given or mailed to vendor.
 5. Any invoice not mailed directly to Accounting Office should be attached to pink form and sent to Accounting Office.
 6. Yellow copy should be retained by requisitioner.

White — Business Manager Blue — Vendor Pink — Accounting Office Yellow — Requisitioner

CHEVERUS HIGH SCHOOL
CAPITAL CAMPAIGN
267 OCEAN AVE
PORTLAND, ME 04103
18 B 04103

0142

52-7445 20
2112

5/7 1991

Pay to the
Order of City of Portland \$ 15,000.00
THE SUM 15 000 DOLS 00 CTS *Dollars*

 Peoples Heritage Bank
MEMBER FDIC
PORTLAND, MAINE 04103

Supt. Devin

FOR TR 2755 10051858 05-10-91
211274450 032050809# 0142 1000150000*

CASCO NORTHERN BANK
PORTLAND, ME
MAY 9 1991

FOR DEPOSIT ONLY
TO THE CREDIT OF
CITY OF PORTLAND, ME.
CASCO BANK 00-000-748
FINANCE ACCOUNTING

ORIGINAL

D 22127

GENERAL RECEIPT

CITY OF PORTLAND, MAINE

DEPARTMENT <i>Finance Admin.</i>	DATE <i>5.8.91</i>
RECEIVED FROM <i>Charis High School</i>	
ADDRESS	

UNIT	ITEM	REVENUE CODE	DOLLAR AMOUNT
<i>ck #</i>	<i>142 for</i>		<i>1.50000</i>
	<i>bus ticket</i>		
	<i>incorporate</i>		
	<i>vis # 155</i>		
	<i>ACCT # 5220</i>		
	<i>ACCT #</i>		
	<i>ACCT #</i>		
	<i>DATE PD. 5/11/91</i>		
	<i>CK # 142</i>		
<input checked="" type="checkbox"/> CASH <input checked="" type="checkbox"/> CHECK <input type="checkbox"/> OTHER	TOTAL		<i>1.50000</i>

RECEIVED BY

Jennifer Mallock

City of Portland - Traffic Section
65 Hanover Street
Portland, Maine 04101

Fax Cover Sheet

DATE:	April 9, 1997	TIME:	3:59 PM
TO:	Rick Knowland	PHONE:	874-8725
		FAX:	756-8258
FROM:	Tom Errico	PHONE:	874-8694
		FAX:	874-8473

RE: Cheverus High School

CC:

Number of pages including cover sheet:2

Message

267 Ocean Avenue

4/9/87

JOINT USE OF PARKING FACILITY

SPECIAL EXCEPTION

Pursuant to Section 14-343 of the Portland City Code, the Board of Appeals may approve the joint use of a parking facility by two (2) or more principal buildings or uses if the following question is answered, with supporting findings of fact, in the affirmative:

Is it clearly demonstrated that the parking facility will substantially meet the intent of the (Zoning Ordinance's parking) requirements by reason of variation in the probable time of maximum use by patrons or employees among such establishments?

Yes 6 (granting the appeal)

No 0 (denying the appeal)

Reasons (including evidence and findings of fact) _____

Based on evidence presented - engineering reports ~~city~~ entered by applicant

Conditions:

At least 220 paved spaces properly delineated according to city standards with appropriate ~~the~~ traffic control signage

Yes - No
6 - 0

Yes - No
6 - 0

All interscholastic athletic events must begin no earlier than 1/2 hour after the end of the school day.

(over)

ASSESSMENT OF PARKING REQUIREMENTS
CHEVERUS HIGH SCHOOL AND ST. IGNATIUS
SOCIETY OF JESUS RESIDENCE

Parking requirements for the buildings identified above are based on the City of Portland, Zoning Ordinances, Sec. 14-332, "Uses requiring off-street parking."

Specifically, the following requirements are applied.

Residence:

One parking space for four (4) guest rooms. (Individual rooms for the Brothers of the Order being considered the same as guest rooms in this instance.)

For basement classroom areas, one parking space for each one hundred (100) square feet or major fraction thereof for these rooms devoted to instruction. (Classrooms do not have "fixed" seats.)

High School:

Criteria noted above to be applied to areas of school devoted to instruction. This would include all classrooms and laboratories but exclude administration areas, cafeteria, hallways, lavatories and other such areas not specifically associated with instructional use. (Classrooms in high school do not have "fixed" seats.)

Information relative to number and size of rooms/areas used in developing parking requirements was provided to the applicant by the owner.

Residence - 15 guest rooms = 4 parking spaces

Basement classrooms - 5 rooms, 22'x28' each
Area = 3080 sq ft = 31 parking spaces

High School - 15 classrooms, 22'x28' each
2 labs, 25'x54' each
Area = 11940 sq ft = 120 parking spaces

Total parking spaces required for High School and Residence in accordance with zoning regulations = 155.

Parking available:

Garage space beneath Residence -

14

Spaces available on drives and grass shoulders -

194
(215)
DEPT OF PUBLIC WORKS
MAY 14 1967
MAY 14 1967

CITY OF PORTLAND, MAINE

ZONING BOARD OF APPEALS



MERRILL S. SELTZER
Chairman

JOHN C. KNOX
Secretary

ROBERT J. GAUDREAU
THOMAS F. JEWELL
DAVID L. SILVERNAIL
MICHAEL E. WESTOKT
CHRISTOPHER DINAN

267 Ocean Avenue

All persons interested either for or against this Space & Bulk Variance Appeal will be heard at a public hearing in Room 209, City Hall, Portland, Maine on Thursday evening, March 26, 1987 at 7:00 P.M. This notice of required public hearing has been sent to the owners of property directly abutting and directly across a street or alley from the property as required by the Ordinance.

Richard F. Currier of Stevens Morton Rose & Thompson, Inc., Agent for St. Ignatius Society of Jesus, owners of the property at 267 Ocean Avenue, under the provisions of Section 14-473(c)1 of the Zoning Ordinance of the City of Portland, Maine hereby respectfully petitions the Board of Appeals to grant a variance which would allow Cheverus High School to use the existing on site parking associated with the school and Brothers' residence to accommodate the proposed athletic facilities including seating for 650 spectators. 125 parking spaces exist on site with the potential of an additional 69 spaces located on the driveways and grassed driveway shoulders for a total of 194 spaces. The High School contains approximately 55,000 square feet of floor area and by the parking ordinance would require 1 parking space for each 100 square feet of instructional area. The Brother's residence provides for its parking need with 14 parking spaces in a basement garage. 130 parking spaces are required for the proposed bleachers associated with the athletic facilities.

LEGAL BASIS OF APPEAL: Such permit may be granted only if the Board of Appeals finds that the conditions imposed by Section 14-473(c)1 of the Zoning Ordinance have been met.

John C. Knox
Secretary

el
3/17/87

267 Ocean Avenue

4/9/87

JOINT USE OF PARKING FACILITY

SPECIAL EXCEPTION

Pursuant to Section 14-343 of the Portland City Code, the Board of Appeals may approve the joint use of a parking facility by two (2) or more principal buildings or uses if the following question is answered, with supporting findings of fact, in the affirmative:

Is it clearly demonstrated that the parking facility will substantially meet the intent of the (Zoning Ordinance's parking) requirements by reason of variation in the probable time of maximum use by patrons or employees among such establishments?

Yes 6 (granting the appeal)

No 0 (denying the appeal)

Reasons (including evidence and findings of fact)

Based on evidence presented - engineering reports ~~at~~ entered by applicant

Conditions

At least ⁴220 paved spaces

Yes - No
6 - 0

properly delineated according to city standards with appropriate ~~the~~ traffic control

Yes - No
6 - 0

signage ^{inter-scholastic athletic events}

All ~~times~~ must begin NO

earlier ~~than~~ than 1/2 hour after the end of the school day.

(over)

**CITY OF PORTLAND - TRAFFIC SECTION
MEMORANDUM**

Date: 04/09/97
To: Richard Knowland, Senior Planner
From: Thomas A. Errico, City Traffic Engineer
Subject: Cheverus High School

In conjunction with the request for a change in the conditional use for the Cheverus High School Athletic Fields, I have outlined issues that should be evaluated that quantify the traffic impacts of this proposal. My comments are as follows.

- A traffic impact study should be prepared that evaluates the impact the use of the athletic field for Saturday football games will have on the surrounding street system. The study should evaluate the operational and safety impacts the project will have on motorists and pedestrians, and identify mitigation strategies that will offset the projects impact. Additionally, an evaluation of the parking demand and supply needs of the project should be performed. All assumptions (trip generation, parking generation, vehicle occupancy, etc.) used in the study will need to be documented and approved by me.
- If patrons of the football games are to be shuttled to fringe parking lots, a detailed plan summarizing the operations of this shuttle system should be provided.
- As discussed previously, a parking and traffic management handbook should be prepared that presents the actions to be implemented during game days, to ensure smooth traffic and parking conditions will be provided. Many of the recommendations developed from the traffic and parking study will be included. This handbook should consider, but not limited to, police and other traffic control needs, parking restrictions on local streets, and brochures providing relative traffic and parking information.
- Arrangements have been made to utilize parking lots at two sites between 12:00 noon and 3:30PM. If football games have start times at or near 1:00PM, it may be likely that cars will be parked after 3:30PM. If this is in fact possible, confirmation that vehicles can park after 3:30PM should be documented.

cc: Bruce Bell, Operations Manager of Public Works
Bill Bray, Deputy Director of Public Works

Chescom

Signage → ask Morgan
how to proceed

Steve Bushey

check with Jeff on landscaping

utilities to post box scoreboard
underground

shoreline setback for concession stand

vinyl siding

* K.C. comment that all non-profit uses are allowed
specific

but shall in all instances contain at least the following information and documentation:

- a. The applicant's name and address and his or her interest in the subject property;
 - b. The owner's name and address if different than the applicant;
 - c. The address, or chart, block and lot number as shown in the records of the office of the assessor of the subject property;
 - d. The zoning classification and present use of the subject property;
 - e. The particular provision of this article authorizing the proposed conditional use;
 - f. A general description of the proposed conditional use;
 - g. Where site plan approval is required by article V of this chapter, a preliminary or final site plan as defined by article V of this chapter.
- (2) *Public hearing.* A public hearing shall be set, advertised and conducted by the board of appeals in accordance with article VI of this chapter.
- (3) *Action by the board of appeals.* Within thirty (30) days following the close of the public hearing, the board of appeals shall render its decision, in a manner and form specified by article VI of this chapter, granting the application for a conditional use permit, granting it subject to conditions as specified in subsection (d), or denying it. The failure of the board to act within thirty (30) days shall be deemed an approval of the conditional use permit, unless such time period is mutually extended in writing by the applicant and the board. Within five (5) days of such decision or the expiration of such period, the secretary shall mail notice of such decision or failure to act to the applicant and, if a permit is authorized, shall issue such permit, listing therein any and all conditions imposed by the board of appeals.

(c) *Conditions for conditional uses:*

- (1) *Authorized uses.* A conditional use permit may be issued for any use denominated as a conditional use in the regulations applicable to the zone in which it is proposed to be located.
 - (2) *Standards.* Upon a showing that a proposed use is a conditional use under this article, a conditional use permit shall be granted unless the board determines that:
 - a. There are unique or distinctive characteristics or effects associated with the proposed conditional use;
 - b. There will be an adverse impact upon the health, safety, or welfare of the public or the surrounding area; and
 - c. Such impact differs substantially from the impact which would normally occur from such a use in that zone.
- (d) *Conditions on conditional use permits.* The board of appeals may impose such reasonable conditions upon the premises benefited by a conditional use as may be necessary to prevent or minimize adverse effects therefrom upon other property in the neighborhood. Such conditions shall be expressly set forth in the resolution authorizing the conditional use permit and in the permit. Violation of such conditions shall be a violation of this article.

- iii. A lower level dwelling unit shall have a minimum of one-half of its floor-to-ceiling height above the average adjoining ground level;
- iv. Three thousand (3,000) square feet of land area per dwelling unit shall be required;
- v. On-site parking shall be required as specified in division 20 (off-street parking) of this article, for the combined uses of the site;
- vi. The project shall be subject to article V (site plan) of this chapter for site plan review and approval and the following additional standards:
 - 1. Any addition or exterior alterations such as facade materials, building form, and roof pitch shall be designed to be compatible with the architectural style of the structure;
 - 2. The scale and surface area of parking, driveways, and paved areas shall be arranged and landscaped to be compatible in size and scale with neighboring properties in the area and to properly screen vehicles from adjacent properties and streets.

d. Conversions of existing two-family or multiplex structures into lodging houses, provided that a lodging house shall not be located within five hundred (500) feet of another as measured along street lines to the respective property lines.

(2) *Institutional*: Any of the following conditional uses provided that, notwithstanding section 14-474(a) (conditional uses) of this article, or any other provision of this Code, the planning board shall be substituted for the board of appeals as the reviewing authority:

- a. Elementary, middle, and secondary school;
- b. i. Long-term and extended care facilities;
- ii. Intermediate care facility for thirteen (13) or more persons;
- c. Church or other place of worship;
- d. Private club or fraternal organization;
- e. Reserved;
- f. Hospital;
- g. College, university, trade school.

Such uses shall be subject to the following conditions and standards in addition to the provisions of section 14-474:

Institutional use standards

- 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.

(3) *Other:*

- a. Off-street parking of passenger cars as provided in section 14-344 (board of appeals may authorize parking in certain residential zones) of this article;
- b. Utility substations such as water and sewage pumping stations and standpipes, electric power substations, transformer stations, and telephone electronic equipment enclosures and other similar structures, provided that such uses are suitably screened and landscaped so as to ensure compatibility with the surrounding neighborhood;
- c. Nursery schools, kindergartens, and family day care facilities or home babysitting services not permitted as a home occupation use under section 14-410.

(Ord. No. 536-84, 6-7-84; Ord. No. 265-84, § 2, 12-17-84; Ord. No. 76-85, § 6, 7-1-85; Ord. No. 83-88, § 4, 7-19-88; Ord. No. 235-91, § 10, 2-4-91; Ord. No. 118-93, § 9, 10-18-93)

Editor's note—Ord. No. 83-88, § 4, adopted July 19, 1988, amended § 14-118 by deleting subsection (2)e. See also the editor's note to Art. III of this chapter for additional provisions relative to Ord. No. 83-88.

Sec. 14-119. Prohibited uses.

Uses that are not expressly enumerated herein as either permitted uses or conditional uses are prohibited.

(Ord. No. 536-84, 5-7-84)

Sec. 14-120. Dimensional requirements.

In addition to the provisions of division 25 (space and bulk regulations and exceptions) of this article, lots in the R-5 zone shall meet the following minimum requirements:

(1) *Minimum lot size:*

- a. Residential: Six thousand (6,000) square feet except as provided for lots of record in section 14-433 (lots of record and accessory structure setbacks for existing buildings) of this article. A lot in an unsewered residential district shall meet the provisions of the state Minimum Lot Size Law, 12 M.R.S.A. section 4807, or the applicable zoning lot size, whichever is larger.
- b. Reserved.
- c. Long-term, extended, or intermediate care facility: Two (2) acres.
- d. School: Thirty thousand (30,000) square feet.
- e. Church or place of worship: One (1) acre.
- f. Private club or fraternal organizations One (1) acre.
- g. Municipal use: Six thousand (6,000) square feet.
- h. Hospital: Five (5) acres.
- i. College, university, trade school: Two (2) acres.

4-22-97

CINQUEMUS WK014P

Cyris absent
Evin withdrawn
Kevin absent

Fa. Keenan

F. Show filled in re 1970s cynosure for athletic facilities
1976 a mess

no night games
no hitting station

600 more seats for a total of 750

avg is 764 attendees minus 3 events

fee to cover costs only for maintenance

use of front ^{yard} space for athletic practice

Jamie phasing of construction

K no money now will be phased in

1st scoreboard

2nd bleachers

3rd concession

pedestrian circulation handicap access - are they
the right grades

not known if grade is ok for handicap

750 seats but is there a prohibition of seats?

no cap

Ken

made the bargain in '85 - that was the bargain
no varsity football

"for-profit use" → can you it now

concession + retention can be handled
administratively

don't have a problem with eliminating the
73 spaces

compromise with the neighborhood before
scoreboard + PA. should be temp.

need more ^{concrete} traffic info ^{+ answers} - people will park
on the street

Cherms does not need varsity football there

Deb plans to publicize shuttles - how do you

keep people from ^{parking} on the street?

wants to see a management handbook

develop a policy on how:

how high would the bleachers be on the slope?

* spaces + price are not looking good now

John question of
conditional use

what activities have you had? none except
for the July, 5 nonprofits and little
kids, 4th of July viewing

has open gates

summer camp programs of Cheverus

cond, use standard → is varsity football distinct
than ^{from} other uses?

KC this is a discretionary matter — aren't
obligated to approve

John
C.

* ~~review~~ criteria that should be used

do you have any alternatives? no

is there a sidewalk between Cheverus & de
Piss? yes but not on both
sides

* ~~allowance of extra uses is not an issue~~

☐ scoruboard, bleachers, varsity football

JC. parking sets people off... references Hadlow
field manual

* P.h. May 27th

CITY OF PORTLAND, MAINE
PLANNING DEPARTMENT
City Hall
389 Congress Street, 4th Floor
Portland, Maine 04101
Fax Number: 756-8258

fax

t r a n s m i t t a l

TO:

FAX:

FROM:

DATE:

RE:

PAGES:

NOTES:

ATTACHED ARE ADDITIONAL TRAFFIC COMMENTS

CITY OF PORTLAND, MAINE
PLANNING DEPARTMENT
City Hall
389 Congress Street, 4th Floor
Portland, Maine 04101
Fax Number: 756-8258

fax

t r a n s m i t t a l

TO: MIKE KOTICH

FAX: 828-0207

FROM: RICK KNOWLAND

DATE: 5-19-97

RE: TRAFFIC/PARKING COMMENTS

PAGES: (including cover sheet) 4

NOTES:

ATTACHED ARE COMMENTS FROM TOM GARICO
ON THE PARKING/TRAFFIC SUBMISSION

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

CITY OF PORTLAND, MAINE
PLANNING DEPARTMENT
City Hall
389 Congress Street, 4th Floor
Portland, Maine 04101
Fax Number: 756-8258

fax

t r a n s m i t t a l

TO: TOM BRALICO

FAX: 781-4753

FROM: RICK KNOWLAND

DATE: 5-23-97

RE: CHANGES

PAGES: (including cover sheet) 2

NOTES: TOM
ATTACHED IS A RESPONSE TO YOUR LETTER,
ANY COMMENTS?
RK

TYLIN INTERNATIONAL

To: Rick Knowland

Fax No: 756-8258

From: Tom Errico

Date: May 19, 1997

Subject: Cheverus

Copy:

Page 1 of: 3

Job No: 1111.00

From Fax No: (207) 781-4753

FACSIMILE TRANSMITTAL

Attached please find my comments on the traffic and parking for the Cheverus project. Call me if you have any questions.

TYLIN INTERNATIONAL

To: Rick Knowland

Fax No. 756-8258

From: Tom Errico

Date: May 19, 1997

Subject: Cheverus

Copy:

Page 1 of: 3

Job No: 1111.00

From Fax No: (207) 781-4753

FACSIMILE TRANSMITTAL

Attached please find my comments on the traffic and parking for the Cheverus project. Call me if you have any questions.

TY-LIN INTERNATIONAL

To: Richard Knowland, Senior Planner
From: Thomas A. Errico, P.E., Senior Traffic Engineer
Date: May 19, 1997
Subject: Cheverus High School - Traffic/Parking Review
Copy: William J. Bray, Deputy Director of Public Works

MEMORANDUM

As part of the request for a change in the conditional use for the Cheverus High School Athletic Fields, I have reviewed the Traffic Impact Study (May 1997) submitted by Eaton Traffic Engineering, and the Cheverus Game Parking and Operations Team Manual (May 8, 1997) prepared by Cheverus. My comments are summarized below.

- An operational analysis should be performed at the Ocean Avenue/Read Street intersection. As indicated in the Study, a detailed evaluation of the accident history will be performed and will be included in an addendum report.
- In an attempt to intercept vehicles originating from the west and destined to Cheverus football games, it may be beneficial to use the Baxter School (northwest of the Ocean Avenue/Walton Street intersection) for parking and shuttle service. Use of this lot will help to minimize the impact of vehicular traffic on Ocean Avenue in the vicinity of the school.
- Signing of local streets with temporary "No Parking" signs (most likely on wood stakes) should be performed on football game days. Recommendations on the streets that will temporarily prohibit on street parking should be determined, but include at a minimum Baxter Boulevard and Pya Road.
- The parking demand requirements were based upon a football event with an attendance of 1,000 spectators. Based upon calculations, the parking supply exactly equals the projected demand. Accordingly, it is suggested that a contingency plan be developed for football events in which larger attendance is expected, to ensure the parking demand is adequately addressed.
- While the Washington Avenue/Ocean Avenue intersection did not meet MDOT's criteria for a high accident location, a significant number of accidents (27 accidents) occurred over the most recent three year period. Accordingly, a detailed review of the accident history at this location should be performed.
- In an attempt to manage traffic and parking during football games, Cheverus has proposed creation of a Cheverus Game Parking and Operation Team. It is suggested that a City of Portland Official also be included on the Team.

TYLININTERNATIONAL

- A flyer will be prepared that provides information relative to traffic routings and shuttle service from the off site parking lots. It is recommended that this information be provided to students at Cheverus, Alumni, and visiting schools.
- It is unclear how many buses will be mobilized for use in shuttling football game spectators from the off site lots to the football field. Prior to football games, arrivals are likely to be spread out over time and therefore not likely to cause operational problems. However, after games, the surge of spectators may not be accommodated by the shuttle buses, and will result in significant pedestrian flows traveling east on Ocean Avenue to the off site parking lots. Specific information on bus capacity and pedestrian provisions should be provided.

City of Portland Planning Department

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

FAX TRANSMISSION COVER SHEET

To: MIKE KOTICIT

From: R. KNOWLAND

Fax #: 828-0207

of Pages: 1

Date: 5-16-97

RE: MIKE - I AM FORWARDING COMMENTS ON
THE PARKING MANAGEMENT PLAN TO DATG. AS SOON AS I
RECEIVE COMMENTS FROM TOM GRICO ON THE PARKING AND
TRAFFIC SUBMISSIONS, I WILL FORWARD THEM TO YOU.

PARKING MANAGEMENT PLAN

- DIDN'T MENTION PUBLICITY EFFORTS TO PROVIDE INFO ON THE SHUTTLE BUS AND PARKING RESTRICTIONS TO CHOWNUS PARENTS/STUDENTS IN ADVANCE OF FOOTBALL GAMES
- ALSO WHAT ABOUT THE JUG KIDS BEING STATIONED ALONG ADJACENT NEIGHBORING STREETS ABOUT INFORMING WOULD BE PARKERS OF THE PARKING/SHUTTLE BUS PROGRAM

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

ALSO AT THE WORKSHOP DEB KRICHOW MENTIONED THAT SOME OF CHOWNUS LANDSCAPING ALONG BAXTON BLVD WAS IN POOR CONDITION. DO YOU HAVE A RESPONSE TO THAT? SUCH AS REPLACING THEM.

CHEVERUS HIGH SCHOOL
MASTER PLAN
APPLICATION FOR SITE PLAN AND CONDITIONAL USE PERMIT
CITY OF PORTLAND PLANNING DEPARTMENT
PORTLAND, MAINE
Project No. 99143

MAY 30, 2000

INTRODUCTION

Cheverus High School is a not-for-profit college preparatory secondary school sponsored by the Society of Jesus (Jesuits) of the New England Province. The Catholic Diocese of Portland began Cheverus High School in 1917 under the name Catholic Institute High School. The purpose of the school was to provide secondary school education to the young men of greater Portland. In its 83-year history, the school has been located on Free Street and then later on Cumberland Avenue. Since 1953, the school has been located on Ocean Avenue, its current and future site. The school welcomes qualified young people of any race, religion, or ethnic background.

Beginning in September 2000, young women will join the ranks of Cheverus students for the first time. After careful study and planning, the Board of Trustees of Cheverus High School made a decision in 1996 to offer its quality, value-based education according to the Jesuit tradition, to young women of the greater Portland area as well as to the young men whom it had served for over 80 years. Cheverus currently has approximately 395 students. When Cheverus becomes coed this fall, it is estimated that the overall student population may grow to about 450 students.

See Section 1 for further Description.

SECTION 14-525: SITE PLAN REVIEW

This summary will address the submission requirements for Site Plan Review.

SEC. 14-525.b. PLAN CONTENTS

1. Standard Boundary Survey:
 - a., b., c., d. Attached sheets by Stevens, Morton, Rose, and Thompson (SMRT), dated 2-6-87; and by Lewis & Wasina, Inc., dated 8-27-99.
 - e. Attached Site Plans, See list in Section 1.
2. Plans and Maps:

See list in Section 1.

SEC. 14-525.c. WRITTEN STATEMENTS

O:\school\99143\planbd\nartiv_dep

Property owner is: Cheverus High School
 267 Ocean Avenue
 Portland, ME 04103
 Contact: Michael Komich, Business Manager
 Tel. 207-774-6238

Estimated Cost of Building Addition and sitework: \$10,000,000
 See itemized list in Section 3.

1. The building addition will be two stories, including the basement, located in the open area between the existing two buildings. The building will house the gymnasium, kitchen, cafeteria, auditorium, locker rooms, class rooms, and science lab. See attached Architectural Drawings.
2. See Section 1 for building and site areas.
3. There are Portland Water District easements on the property in the area of Baxter Boulevard(see the SMRT Boundary Survey). No new easement will be created.
4. Solid Waste: See Section 5.
5. The new addition will be served by the existing building's public utility services. Currently, each building is served by a 12" diameter sanitary sewer, a domestic water service, and an existing gas service line from Ocean Avenue. New large diameter water services will be installed from Ocean Avenue to the existing and new buildings for new fire sprinkler services. A new electrical supply and ground-mounted transformer will be required also. Vehicular access to the school site is from Ocean Avenue. See attached Site Utilities Plan for details.
6. Surface drainage and stormwater: See Section 22.
7. Anticipated Construction Schedule: See Section 1.
8. This document includes the Maine Department of Environmental Protection, Site Location of Development Permit which is being filed with the City, who has review authority. No other permits are being filed.
9. Financial Capacity: See Section 3.
 Technical Capacity: See Section 4.
10. Title, Right, and Interest: See Section 2.
11. In this urban neighborhood there are no unusual natural areas and no known archeological sites. See Sections 19 and 21. Berry Brook along the northeast side of the

property will not be disturbed by development, and will maintain its current wooded setting.

12. Final Drawings will be available as CADD files.

13. Recycling: See item #4 above.

OTHER ISSUES - STAFF COMMENTS

Staff Comments Dated April 28, 2000

1. Traffic and Off-Street Parking: See Section 26 for Traffic Study by Eaton Traffic Engineering, and Parking Study and Management Plan. The study scope has been coordinated with Larry Ash of the City of Portland.

2. A reasonable timetable for phasing the future student population is as follows:

<u>Year</u>	<u>Potential Population</u>
2000-01	420-430
2001-02	450-460
2002-03	500-510
2003-04	570-580
2004-05	650-660
2006-07	690-700

3. The number of existing classrooms is 22, the total number of classrooms following the completion of the master plan addition is 32.

4. The letter of financial capacity is included in Section 3.

5. There is no plan to have playfield lighting on the proposed soccer field.

6. Site Lighting: See Section 27 for lighting fixtures. Drawing C40.1 shows the light pole locations and sizes, and Drawing C40.2 is the photometric plan.

7. Parking and driveway dimensions are shown on Drawing C20.1.

8. The Landscaping Plan, L10.1, shows the existing and proposed landscaping, details of the plants, and screening along Ocean Avenue and the rear of the Pya Road residences.

9. Existing and proposed utilities are shown on Drawing C40.1.

10. The Site Plan Checklist is attached.

11. Stormwater Management is in Section 22. Stormwater treatment consists of cast iron sediment trap hoods in five of the catch basins in the new parking lots, to capture floating oil and debris, and sumps to retain grit and sediment(see detail sheet C50.1 and utility

sheet C40.1). Sewer capacity letter is in Section 14. Water capacity letter is located in Section 13. Utilities are shown on Drawing C40.1. Site Details are shown on Drawing C50.1.

12. Conditional Use Standards: See Section 28.

13. Building Elevations are shown on Drawing A10.4.

14. Layout of the small parkinglot near the new soccer field is shown on Drawing C20.1.

15. Stormwater treatment for parking lots: See #11, above. See Section 22, A. 10.

16. Building floor areas are noted on Drawing C20.1.

17. The proposed middle driveway has been moved to align with Read Street.

18. See Section 26 for discussion of student drop-off areas.

19. The 'Apparent High Water' line on the drawings is the high tide line for Berry Brook.

20. The rationale of the master plan for campus growth is explained in the 'Introduction' at the beginning of this narrative, and in Section 1.A. of the booklet.

21. Rationale of building, parking, and soccer field placement: Several different layout schemes were examined for the building. Placing the building addition on the Ocean Avenue side of the existing building would be too close to the street, and have to be built at the wrong end of the existing facility to become a campus 'center'. The addition is placed between the two buildings to unify them and connect them into a single facility. The full-size soccer field is necessary on the Cheverus campus to make equal sports facilities available for the incoming girls for the fall of 2000. It would not be appropriate to give them only a sub-standard 'practice' lawn area. Cheverus is basically proposing a 'swapping' of grass and impervious areas, by parking on the existing lawn area and converting the old paved greenhouse lot into a large grass area.

Staff Comments Dated May 9, 2000

1. For Traffic and Parking discussion, including student drop-off, see Section 26.

A flashing school beacon on Ocean Avenue is not recommended for a high school. See the Traffic Study in Section 26.

2. The 1989 Planning Board review of Cheverus focused on maintaining the school population, but adding sportsfields for their use. The parking requirement was seen as an occasional occurrence. Attachment 'D' was conceived at that time, when daily parking needs were not as high as they are now projected. The present Master Plan requires

significant additional parking on a daily basis to meet the anticipated 300 added students over the next several years. Therefore, losing rows of parking spaces to the added landscaped islands is not an efficient use of limited space. Six additional spaces have also been added to the area behind (south of) the existing administration building. This is a service yard which cannot be completely filled with parked cars.

The full-size soccer field is necessary on the Cheverus campus to make equal sports facilities available for the incoming girls for the fall of 2000. It would not be appropriate to give them only a sub-standard 'practice' lawn area, nor to make them travel to other sites to have games and practices.

3. Building Elevations are shown on attached Drawing A10.4. Concession stand is in Section 29.

4. Drawing L10.1 shows the proposed landscaping. Drawing C10.1 shows the existing conditions. Most of the street trees along Ocean Avenue are being preserved. Dense shrub plantings will enhance the street frontage. Many of the smaller trees in the existing site will need to be removed and are too large to transplant economically. The planting plan shows more new trees being planted than those being removed.

The westerly driveway behind the Pya Road homes has been moved away from the property line. The 12 parking spaces lost due to this move have been located in other areas.

5. The site will be lit with 25', and shorter, light poles, as shown on Drawings C40.1 and C40.2. The fixtures will be 'sharp cut-off' type to eliminate glare on the streets or residential properties. See Section 27.

SECTION 1

DEVELOPMENT DESCRIPTION

A. Description and History:

Cheverus High School, located at 267 Ocean Avenue in Portland, is proposing to develop a building expansion with various accessory facilities to accommodate approximately 300 additional students. The existing facility occupies a site of approximately 24 acres. The campus master plan will accommodate a student population of up to 700 students in the future. The master plan includes the high school building addition, expanded parking, roadways, and enhancement of an existing soccer field.

Historically, the campus consists of two educational buildings known as the Residence building (built 1967, 3 levels, 46,700 total square feet) and the Classroom building (built 1952, 2 levels, 53,000 total square feet). There is parking for 146 cars. The site has a football/soccer field with a track, and two baseball fields. In a previous planning board application, approval was given for expanded bleachers, a scoreboard, a public address system, and a concessions/public toilets building. In 1997, the property adjacent to Cheverus to the north (formerly Roak's Greenhouse) was bought to prepare for future expansion. In the 1999 the lot was cleared, filled, and a grassed area was constructed, under a City fill permit. Completion of this area as a new playfield is part of the master plan.

The new addition will be approximately 23,270 s.f. of ground area; the new concession stand approximately 2000 s.f. of ground area; for a total new additional ground floor area of 25,270 s.f. Adding this to the existing 42,590 s.f. building ground areas, gives a master plan total of 67,860 s.f. ground area, yielding 6.5% lot coverage.

The attached Master Plan Impervious Summary shows the Pre-1970 impervious areas are 3.24 acres. To determine the Site Location of Development jurisdiction, the existing Post-1970 un-revegetated areas are 1.54 acres. With the proposed addition of 2.18 acres of un-revegetated areas under the master plan, the total will be approximately 3.72 acres, which is above the 3.0 acre limit. The total un-revegetated surface on the site will be approximately 6.96 acres (29% of the site).

B. Topographic Map:

A portion of the DeLorme topographic map (based on USGS quads) for Portland is attached.

C. Anticipated Construction Schedule:

<u>July 15, 2000</u>	Erect chainlink fencing around ends of new soccer field. Finish grading 30-car gravel parking lot by soccer field.
<u>Aug. 14, 2000</u>	Completed soccer field ready for use.
<u>May 15, 2001:</u>	Erect silt fencing downslope of earthwork areas. Begin earthwork for buildings. Remove pavement, strip topsoil, and excavate building area.
<u>June 1, 2001:</u>	Begin foundations of building addition.
<u>June 15, 2001:</u>	Begin parking lot and drive construction, begin underground utilities, water, and storm drains.
<u>Sept. 30, 2001:</u>	Clean and maintain silt fence and erosion control measures throughout the site.
<u>Nov. 1, 2001:</u>	Binder course paving on drives and parking. Temporary erosion control mulch on all exposed earth. Continue building construction through the winter.
<u>May 15, 2002</u>	Begin planting landscaping materials.
<u>July 15, 2002:</u>	Clean-up around building and finish seeding and mulching disturbed areas. Place finish course on all pavements.
<u>Aug. 15, 2002:</u>	Complete the building. Remove temporary erosion control measures where no longer needed, and clean out accumulated sediment.

D. Drawings:

1. Development Facilities: See Drawings C10.1, 20.1, and 50.1.
2. Sitework: See Drawings C30.1.
3. Existing Facilities: See Drawing C10.1 for overview.
4. Topography: See Drawings C10.1, 11.1, 12.1, and 30.1.

List of Drawings: In the back of application booklet.

C10.1	Existing Site Conditions Plan
C11.1	Pre-Development Drainage Plan

C12.1	Post Development Drainage Plan
C20.1	Site Layout Plan
C30.1	Site Grading and Erosion Control Plan
C40.1	Site Utilities Plan
C40.2	Site Lighting Plan
C50.1	Site Details
L10.1	Site Planting Plan
A10.4	Exterior Building Elevations

CHEYERUS HIGH SCHOOL
57 OCEAN AVENUE
PORTLAND, MAINE

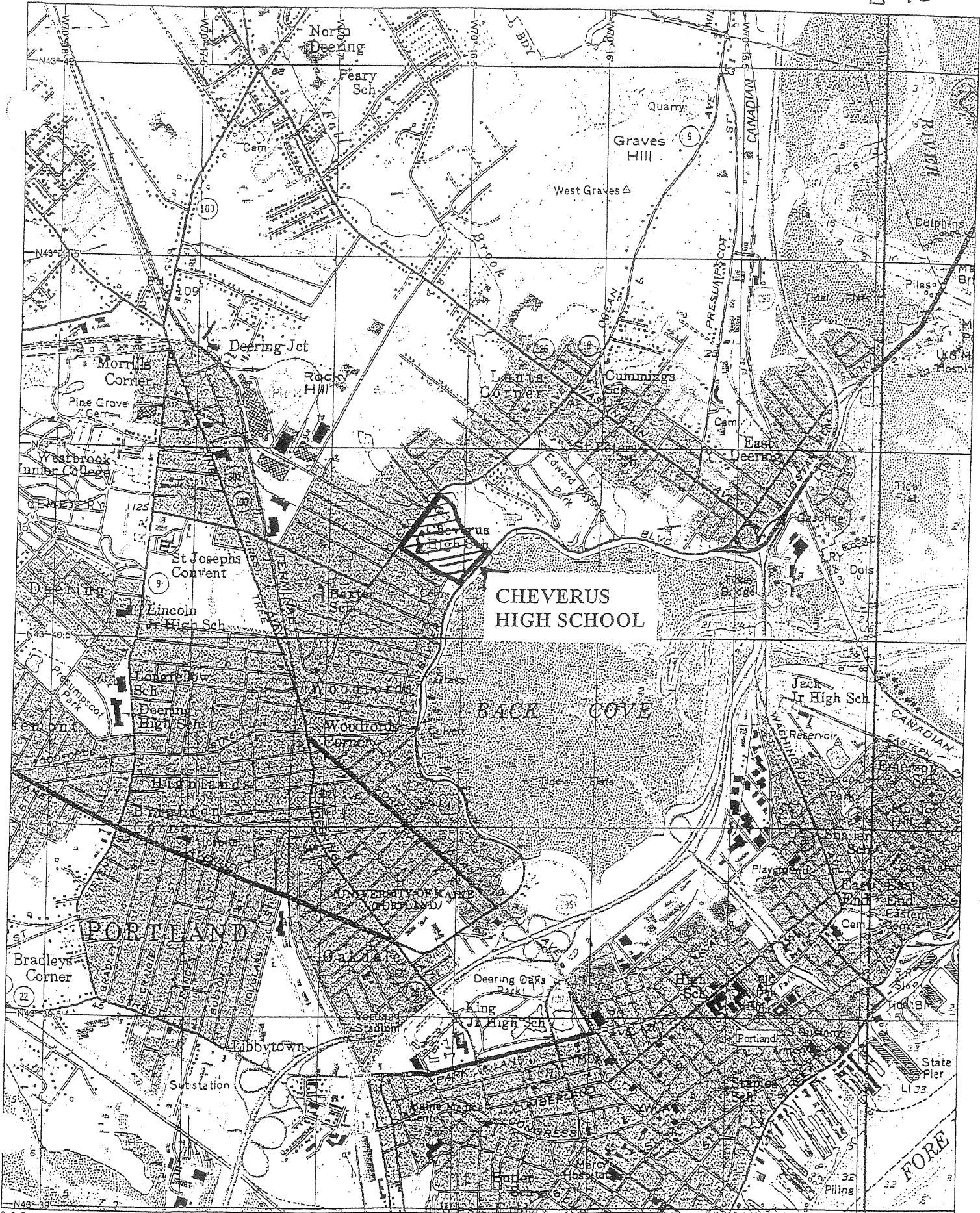
April 2000

MASTER PLAN IMPERVIOUS SUMMARY

<u>CONSTRUCTION</u>	<u>Pre-1970</u>	<u>Post-1970</u>	<u>Master Plan</u>
Classroom Building(1952)	0.61 Acre		
Residence/Admin. Building(1967)	0.37 Acre		
Existing Parking/Drives(1967)	<u>2.26 Acres</u>		
Total =	3.24 Acres		
Running Track/Field Events(1989)		0.93 Acre	
Field Service Drive(1989)		0.13 Acre	
Baseball Skinned Infields(1989)		<u>0.48 Acre</u>	
Total =		1.54 Acres	
Proposed Building Addition			0.58 Acre
Proposed Parking/Drives			<u>1.60 Acres</u>
Total =			2.18 Acres

TOTAL PROPOSED/POST-1970 = 1.54 + 2.18 = 3.72 Acres

THEREFORE DEP SITE LOCATION PERMIT MUST BE FILED.



CHEVERUS
HIGH SCHOOL

BACK COVE

PORTLAND

1" = 2000'

City of Portland Planning Department

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

FAX TRANSMISSION COVER SHEET

To: FRANK CRABTREE

From: R. KNOWLAND

Fax #: 782-3017

of Pages: 3

Date: 5-16-97

RE: GO AHEAD AND REVISE THE PLAN FOR THE 5-5-97
MEMO. PLEASE ALSO ADD THE NOTE CONCERNING "SITE PLAN AND
SUBDIVISION NOTES" IVE ALSO INCLUDED THE 4-7-97 MEMO TO
MIKE KOMICH. IF YOU HAVE ANY QUESTIONS, PLEASE CALL ME.
WE WILL ALSO NEED 1 SET OF 11"X17" RECORDED SITEPLAN.

THANKS
RLK

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



CITY OF PORTLAND

April 7, 1997

Mike Komich
Cheverus High School
267 Ocean Avenue
Portland, ME 04103

Dear Mike:

This letter is intended to provide preliminary staff comments on the Cheverus conditional use approval application (submission date 3-31-97). A Planning Board workshop is scheduled for Tuesday, April 22nd to discuss this proposal.

Staff comments are shown below:

- The letters from St. Pius X Parish and the Chancery appear to cover only football games. What happens if other events are scheduled which exceed your on-site parking supply? This should be addressed. The letters also appear to cover the coming season only.
- What is the decibel level of the proposed public address system?
- When are the site improvements going to be installed? If they will be phased, please provide a schedule for completion.
- Will there be a press box with the grand stand? Also please explain where the "par-kut" building will be located?
- An operations handbook should be developed for the shuttle-bus/off-site parking program. This handbook would cover a variety of procedures in making sure the parking system works. These procedures and details would include the public education and publicity program to inform people of the parking program. It should outline the personnel needed to run the parking system, their roles and where they will be stationed. The specific measures that will be taken to discourage parking along side streets and Baxter Boulevard. Time and frequency of shuttle services.

I will forward to you shortly the Hadlock Field operations manual which you might find helpful as an example. I am also expecting comments from Tom Errico (Traffic Engineer) which will be sent to you when they are available.

O:\PLANDEVREV\PROJECTS\267OCEAN\LETTERS\4-7KMICH.SAP4/8/97

SITE PLAN AND SUBDIVISION NOTES



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

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

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

All powerline utilities shall be underground.

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

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

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

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



CITY OF PORTLAND

May 5, 1997

Frank Crabtree
Harriman Associates
One Auburn Business Park
Auburn ME 04210

Dear Frank:

The purpose of this letter is to update you on staff comments regarding the Cheverus High School site plan. We have previously met with Father Keegan and Mike Komich to discuss in detail parking, traffic, noise and other issues. The comments shown below are more technical site plan details.

- Indicate utilities to the press box, scoreboard and concession stand. Will the power lines be underground?
- The proposed bleacher cross-section indicates that erosion control mesh will be used. Please be more specific on what type of material will be used and how will it be secured into the slopes, etc. Given the steepness of the slope, it may be advisable to use sod unless you can provide more details on the proposed erosion control measures.
- Please indicate the shoreline setback of the concession stand. It will need to be a minimum 75 feet from the shoreline below.
- Sheet P1. The "saturday parking requirements" should be modified to include the appropriate number of seats not the 1150 seat figure.

Should you have any questions on this letter, please call me. I will forward other staff comments as they become available.

Sincerely,

Richard Knowland
Senior Planner

cc: Joseph E. Gray, Jr., Director of Planning and Urban Development
Alexander Jaegerman, Chief Planner
Mike Komich, Cheverus High School
Stephen Bushey, Deluca-Hoffman



CITY OF PORTLAND
Planning and Urban Development Department

MEMORANDUM

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

FROM: Richard Knowland, Senior Planner

DATE: December 17, 1996

RE: Cheverus High School

Below is a summary of the Cheverus High School site development approvals covering the Board of Appeals and Planning Board.

Board of Appeals

Board of Appeals approved on April 28, 1987 "joint use" of parking since Cheverus High School did not meet the total zoning parking requirement for their facilities. See Attachment A for approval summary. The approval included the following conditions:

- At least 220 paved spaces shall be provided.
- All interscholastic athletic events must begin no earlier than one-half hour after the end of the school day.

Note: The front parking lot (73 parking spaces) needs to be constructed to meet this requirement unless the Board of Appeals approves otherwise.

Planning Board

Planning Board on January 24, 1989 approved parking and athletic field improvement for Cheverus. Site plan and conditional approval was granted subject to a number of conditions. See Attachment B for approval letter. Several of the significant conditions are highlighted below:

- That the use of athletic facilities shall not include varsity football games or nighttime use requiring the installation of lighting. Both nighttime use and use for varsity football games would require new approval by the Planning Board.
- No permanent scoreboard shall be erected on the site.

Cheverus Application Statements

As part of the approval process, Cheverus submitted a series of statements to the Planning Board in which they agreed to certain restrictions on the use of their facilities. Any changes to these statements would need to be reviewed since they constituted part of the review process. These statements are included in a document dated January 24, 1989, an excerpt of which is attached (Attachment C).

Programmatic Issues

- Use of the facility by other schools and/or organization

Cheverus agreed not to rent their new athletic facilities to other schools and/or organizations except for Catherine McAuley High School, alumni and charitable organizations.
- Baseball field

One of the fields will be used for games. The second field, primarily for practices.
- Admission

There will be no charge for admission to sporting events except for donations.
- Night Use

All athletic practices and/or games will cease at 8:00 p.m., or when the mercury vapor lights on Ocean Avenue come on, which ever is first.
- Weekend Use

Limited weekend use.
- Toilet Facilities

Temporary toilet facilities will not be used. School facilities will be available.
- Signs

Cheverus has no plans to put up signs other than parking or warning signs.
- Scoreboard

Cheverus will use a temporary scoreboard 6 1/2 feet high and 6 feet wide. It will be stored in the equipment shed when not in use.
- Public Address System

A certain type of public address system was specified.

The Jesuit College Preparatory School of Maine

CHEVERUS

267 Ocean Avenue Portland Maine 04103-5798

September 11, 1997

Mr. Joseph E. Gray
Director of Planning & Development
City of Portland
389 Congress Street
Portland, ME 04101

Dear Joe,

Enclosed please find a copy of the letter we have mailed to the parents of all our students regarding the parking issues connected to our home football games. Also enclosed is a post card which has been mailed out to 4,900 of our alumni and friends.

Please feel free to contact me with any questions.

Sincerely,



(Rev.) John W. Keegan, S.J.
President

/s
enc.

*temp photo
taken
10/2/97*

CHEVERUS HIGH SCHOOL

267 Ocean Avenue
Portland, MAINE 04103
Tel.: (207)774-6238

September 10, 1997

Dear Cheverus High School Parents,

Peace!

The fall of the year is here and Cheverus has been able to schedule Four Varsity Home footballs games on our own fields: Sept 20, Sept. 27, Oct. 11 and Oct.25.

Pursuant to our agreement with the City of Portland, I am sending a notice to all Cheverians that NO PARKING will be allowed on Pya Road or on Clifton Street on the days on which these games are played at Cheverus. Please follow the directions of the student Parking Attendants on the day of the game. In addition to parking on the school grounds, Cheverus students will be directing cars to park at the Chancery Parking Lot (510 Ocean Avenue) or at Saint Pius X Parking Lot (492 Ocean Avenue). Shuttle buses will be available from the Saint Pius X lot to go from these Parking Lots to Cheverus before the games and from Cheverus to the Parking Lots after the games.

All football games at Cheverus begin at 12:30 p.m.
All vehicles MUST be moved from the above Parking Lots by 3:30 p.m.

Thank you for your support of this part of our agreement and thank you for your support of Cheverus High School in so many other ways.

In Christ,



(Rev.) John W. Keegan, S.J.
President

TY-LIN INTERNATIONAL

To: Richard Knowland, Senior Planner
From: Thomas A. Errico, P.E., Senior Traffic Engineer
Date: May 19, 1997
Subject: Cheverus High School - Traffic/Parking Review
Copy: William J. Bray, Deputy Director of Public Works

MEMORANDUM

As part of the request for a change in the conditional use for the Cheverus High School Athletic Fields, I have reviewed the Traffic Impact Study (May 1997) submitted by Eaton Traffic Engineering, and the Cheverus Game Parking and Operations Team Manual (May 8, 1997) prepared by Cheverus. My comments are summarized below.

- An operational analysis should be performed at the Ocean Avenue/Read Street intersection. As indicated in the Study, a detailed evaluation of the accident history will be performed and will be included in an addendum report.
- In an attempt to intercept vehicles originating from the west and destined to Cheverus football games, it may be beneficial to use the Baxter School (northwest of the Ocean Avenue/Walton Street intersection) for parking and shuttle service. Use of this lot will help to minimize the impact of vehicular traffic on Ocean Avenue in the vicinity of the school.
- ✓ • Signing of local streets with temporary "No Parking" signs (most likely on wood stakes) should be performed on football game days. Recommendations on the streets that will temporarily prohibit on street parking should be determined, but include at a minimum Baxter Boulevard and Pya Road.
- ✓ • The parking demand requirements were based upon a football event with an attendance of 1,000 spectators. Based upon calculations, the parking supply exactly equals the projected demand. Accordingly, it is suggested that a contingency plan be developed for football events in which larger attendance is expected, to ensure the parking demand is adequately addressed.
- ✓ • While the Washington Avenue/Ocean Avenue intersection did not meet MDOT's criteria for a high accident location, a significant number of accidents (27 accidents) occurred over the most recent three year period. Accordingly, a detailed review of the accident history at this location should be performed.
- In an attempt to manage traffic and parking during football games, Cheverus has proposed creation of a Cheverus Game Parking and Operation Team. It is suggested that a City of Portland Official also be included on the Team.

TY LIN INTERNATIONAL

- A flyer will be prepared that provides information relative to traffic routings and shuttle service from the off site parking lots. It is recommended that this information be provided to students at Cheverus, Alumni, and visiting schools.
- It is unclear how many buses will be mobilized for use in shuttling football game spectators from the off site lots to the football field. Prior to football games, arrivals are likely to be spread out over time and therefore not likely to cause operational problems. However, after games, the surge of spectators may not be accommodated by the shuttle buses, and will result in significant pedestrian flows traveling east on Ocean Avenue to the off site parking lots. Specific information on bus capacity and pedestrian provisions should be provided.

The Jesuit College Preparatory School of Maine

CHEVERUS

267 Ocean Avenue Portland Maine 04103-5798

SUBMITTAL TO THE CITY
OF PORTLAND PLANNING BOARD
REQUESTING A CHANGE IN THE CONDITIONAL
USE APPROVAL FOR OUR ATHLETIC FIELDS

ADDITIONAL PARKING INFORMATION

MAY 8, 1997

Cheverus Game Parking and Operations Team

Purpose and Role

The Cheverus Game Parking and Operations Team has been organized to insure the efficient and safe operation of Shea Field for home football games.

Procedures will be set forth by the Team for all parties to follow to best manage and coordination the school's resources for parking and access to and from home football games.

Operations Team Membership

1. President
2. Principal
3. Business Manager
4. Athletic Administrator
5. Shuttle Administrator

Operations Team Procedures

1. The Parking and Operations Team will meet on the Monday prior to each Saturday home football game. The Team will review the anticipated parking demand for the upcoming home game and mobilize the resources and procedures to best manage parking and access to and from the game.
2. The Business Manager and Athletic Administrator will monitor and put into action all contingency and action plans approved by the Operations and Parking Team .
3. Updates and modifiactions of the game day plan by the Parking and Operations Team (due to changing conditions) will be provide to the President of Cheverus for his review and final approval on the Friday prior to home game.
4. The Parking and Operations Team will conduct a review of the action plan utilized the Monday following each home football game.

Game Day Shuttle Service

Shuttle Parking Lot Locations

Cheverus will conduct a shuttle service, when deemed necessary by the Parking and Operations Team, for home football games which require off-site parking from the following locations:

1. 492 Ocean Avenue- St. Pius X Church (95 spaces)
2. 510 Ocean Avenue- Catholic Chancery Offices (80 spaces)

Bus Routing

Cheverus estimates a maximum turn-around time of 10 minutes for each shuttle run from St. Pius X Church and Chancery parking lots.

1. Distance from Cheverus shuttle bus drop off to shuttle parking lots is 0.6 miles.
2. Trial shuttle bus runs to these lots have all taken under 2 minutes.
(bus trials conducted between 11:30 AM and 3:30 PM)
3. Distance from shuttle parking lots to Cheverus drop off is 0.7 miles.
4. Trial shuttle bus runs from shuttle parking lots have all taken under 2 minutes.

Cheverus will dispatch buses as needed to maintain a 10 minute turn-around for shuttle passengers from these parking lots.

The shuttle bus(es) will operate 40 minutes before the game and approximately 30 minutes following the game.

The shuttle service route is as follows:

From Cheverus to Shuttle Parking

Bus will leave Cheverus campus from eastern exit drive and proceed east on Ocean Avenue to St. Pius X Church (0.6 miles) parking lot.

Form Shuttle Parking Lots to Cheverus

Bus will leave St. Pius X Church parking lot and proceed west on Ocean Avenue entering the Cheverus Campus at the main entrance (0.7 miles) and continue to the football drop-off area.

Shuttle Fees

There will not be a fee charged for the shuttle service.

Divers/Attendants

The shuttle bus driver(s) will be available throughout the game to give game patrons a ride back to the shuttle lots.

Shuttle Service Supervision

Shuttle attendants will coordinate all shuttle lots and drop-offs activities starting 40 minutes before game time. They will be responsible for bus dispatch coordination and shuttle passenger crowd control before, during and after the game.

Cheverus will designate an administrator, who will be on-site before, during and after each home football game that the shuttle service is utilized. The shuttle administrator will be a member of the Shea Field Parking and Operations Team.

Cheverus Campus Parking

Cheverus on-campus parking attendants, wearing distinguishing vests, will monitor parking and traffic flow on the school grounds. Attendants will be stationed at the school entrance, each exit and drop-off areas to provide directions and information.

Cheverus campus parking attendants will control all campus parking and provide information regarding off-campus lots at St. Pius X and the Chancery. Cheverus parking attendants will also be able to distribute information about neighborhood parking restrictions.

Directions to Cheverus Campus

Cheverus provides travel directions to schools which visit the Ocean Avenue campus for athletic activities. Modifications will be made to the travel instructions to include the availability of off-site parking and the shuttle service to the game site.

A shuttle service informational flyer and map can be developed and provided to visiting schools in advance of all scheduled activities.

DIRECTIONS TO CHEVERUS ATHLETIC SITES

CHEVERUS HIGH SCHOOL - SHEA FIELD (soccer, football, cross country, baseball)

From Southern Maine

Maine Turnpike INT 95 - North to Exit 6A (INT 295 Portland North)

INT 295 North to take Washington Avenue North Exit by merging right off INT 295.

Proceed on Washington thru 2 traffic lights, at the third traffic light (Angleoni's Pizza and Cumberland Farms are at this intersection) turn left onto Ocean Avenue (Route 9 West)

Parking and shuttle bus service to home football games is available for predetermined games from the St. Pius X Parking Lot at 392 Ocean Ave and the Chancery Parking Lot at 410 Ocean Ave.

Continue on Ocean Ave. Rt. 9 West to number 267 (CHS) on left when onsite game day parking is available.

From Northern Maine

Maine Turnpike INT 95n - South to Exit 10 (Portland North)

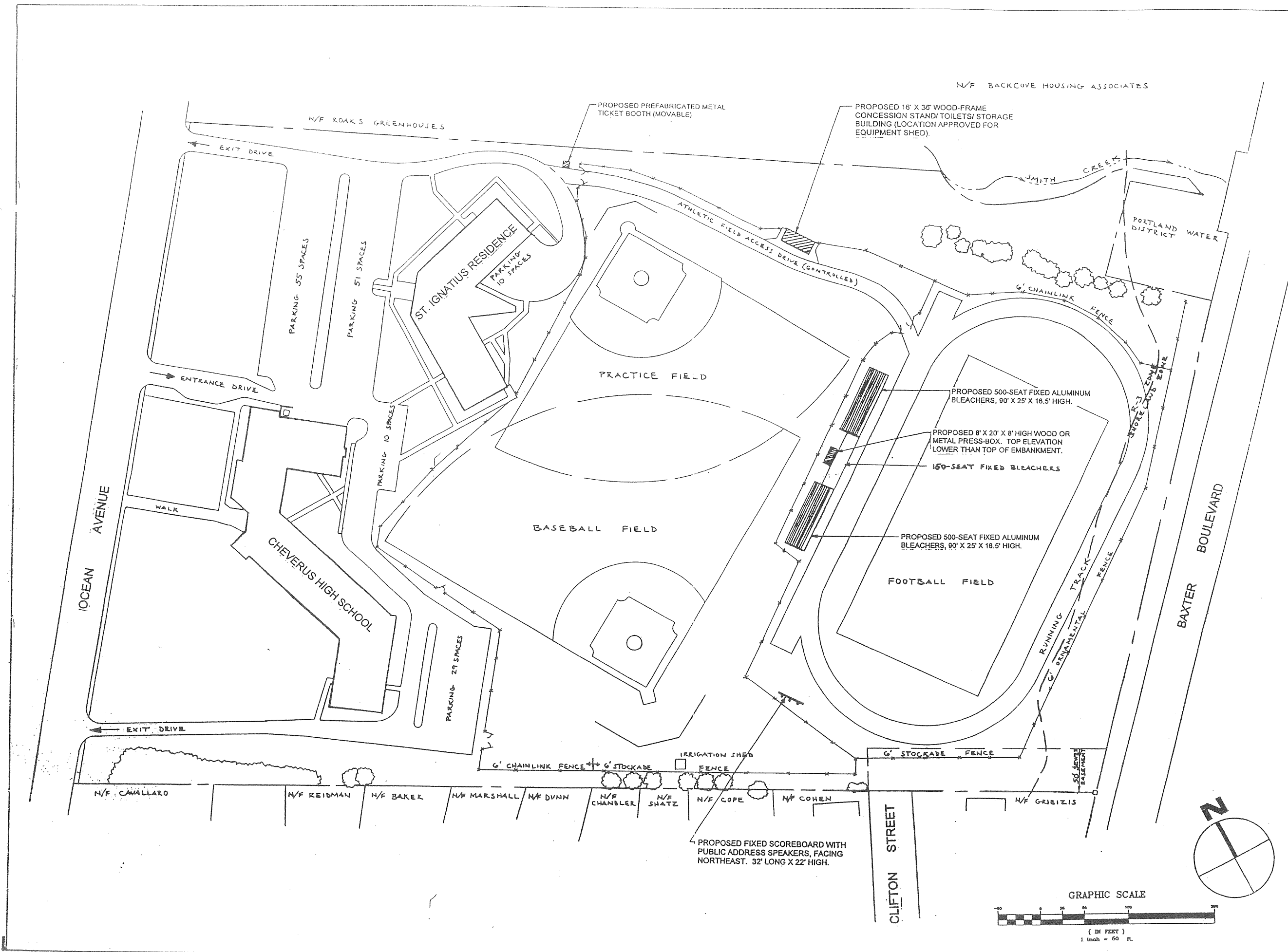
Right turn from turnpike exit to Auburn St. (RT. 100)

Continue on Auburn St. Rt. 100 merge onto Washington Ave.

Right turn from Washington Ave. to Ocean Ave. Rt. 9 West after a Cumberland Farms store and before Angleoni's Pizza.

Parking and shuttle bus service to home football games is available for predetermined games from the St. Pius X Parking Lot at 392 Ocean Ave and the Chancery Parking Lot at 410 Ocean Ave.

Continue on Ocean Ave. Rt. 9 West to number 267 (CHS) on left when onsite game day parking is available.



- NOTES**
- EXISTING SITE FEATURES WERE TRACED FROM DRAWING L-1 FROM STEVENS, MORTON, ROSE, AND THOMPSON, REVISED DATED 1-18-89, AS SUBMITTED TO THE CITY OF PORTLAND. PROPERTY BOUNDARIES SHOWN ARE BASED ON TAX ASSESSMENT MAPPING.
 - SITE AREA = 20.2 ACRES
 - PAVED PARKING SPACES ON-SITE = 155 (INCLUDING 7 BENEATH RESIDENCE)
 - SHORELAND ZONE LINE IS DRAWN 250 FT. FROM BACK COVE HIGH WATER LINE.

HARRIMAN ASSOCIATES
 ARCHITECTS • ENGINEERS
 ONE AUBURN BUSINESS PARK • AUBURN, MAINE 04210
 207 • 784 • 5100 • FAX 207 • 782 • 3017

NO.	DATE	REVISION DESCRIPTION

PROJECT TITLE

CHEVERUS HIGH SCHOOL

PORTLAND, MAINE

DRAWING TITLE

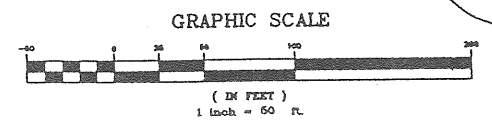
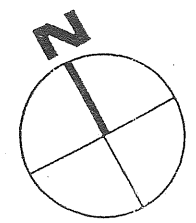
SITE IMPROVEMENTS TO CHANGE "CONDITIONS OF APPROVAL"

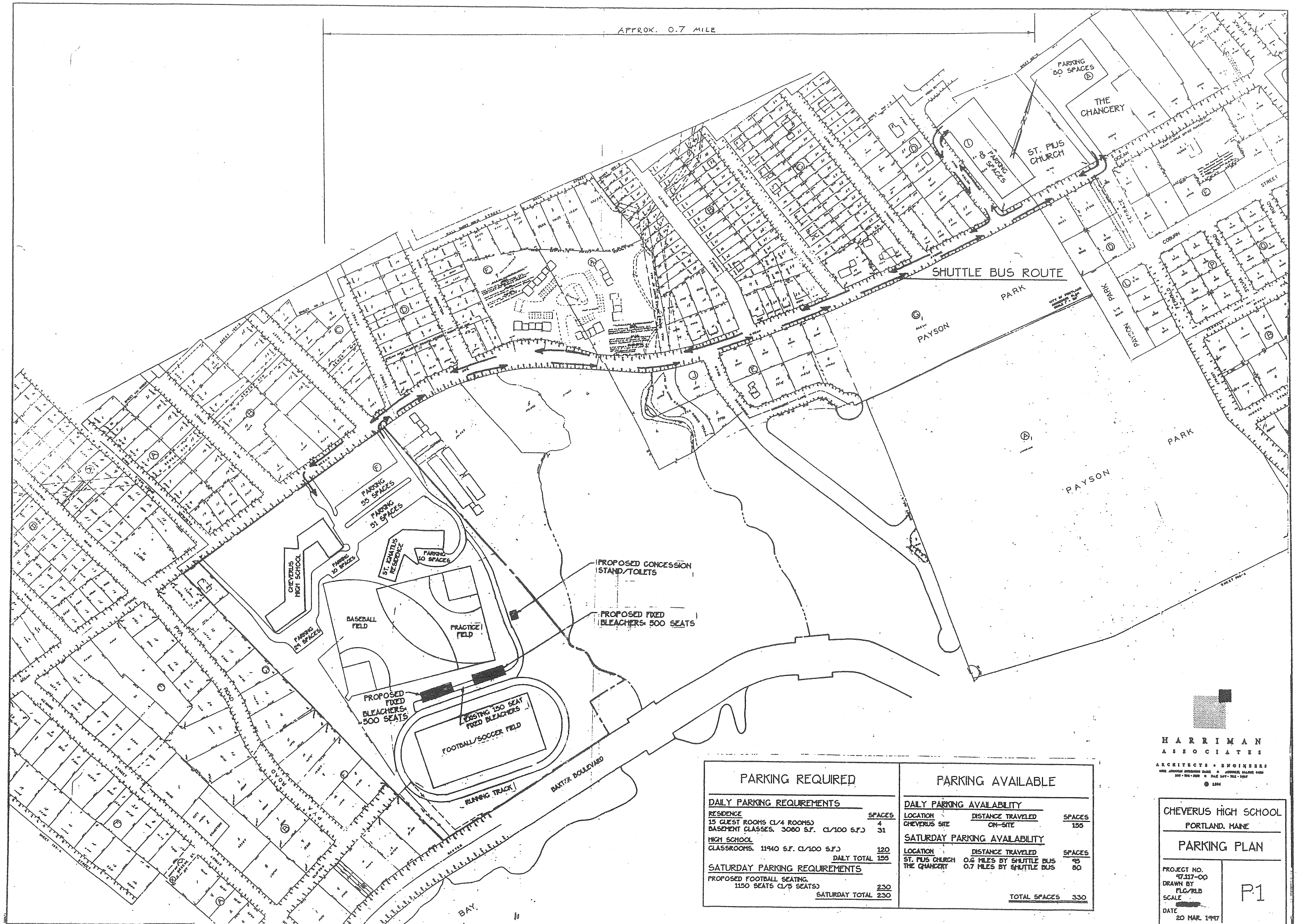
PROJECT NO. 97.117-00 DRAWING NO. **SD-1**

DESIGNED BY FLC
 DRAWN BY FLC
 CHECKED BY FLC

SCALE:

DATE: 3/31/97





PARKING REQUIRED	
DAILY PARKING REQUIREMENTS	
RESIDENCE	SPACES
15 GUEST ROOMS (1/4 ROOMS)	4
BASINENT CLASSES, 3060 S.F. (1/100 S.F.)	31
HIGH SCHOOL	
CLASSROOMS, 11940 S.F. (1/100 S.F.)	120
	DAILY TOTAL 155
SATURDAY PARKING REQUIREMENTS	
PROPOSED FOOTBALL SEATING	230
1150 SEATS (1/3 SEATS)	
	SATURDAY TOTAL 230

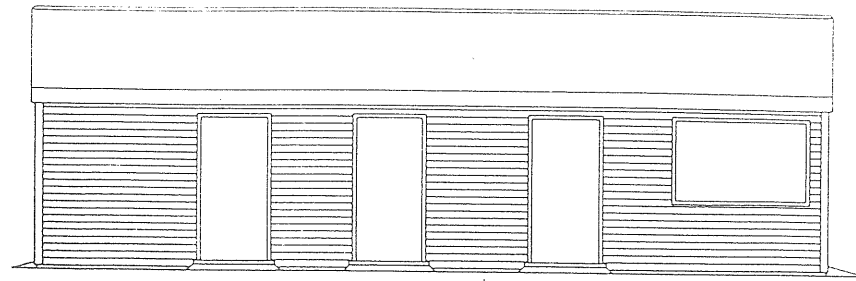
PARKING AVAILABLE		
DAILY PARKING AVAILABILITY		
LOCATION	DISTANCE TRAVELED	SPACES
CHEVERUS SITE	ON-SITE	155
SATURDAY PARKING AVAILABILITY		
LOCATION	DISTANCE TRAVELED	SPACES
ST. PIUS CHURCH	0.6 MILES BY SHUTTLE BUS	95
THE CHANCERY	0.7 MILES BY SHUTTLE BUS	80
	TOTAL SPACES	330

HARRIMAN ASSOCIATES
 ARCHITECTS • ENGINEERS
 1000 WASHINGTON STREET, PORTLAND, MAINE 04101
 TEL: 781-852-1100 FAX: 781-852-1101

CHEVERUS HIGH SCHOOL
 PORTLAND, MAINE
PARKING PLAN

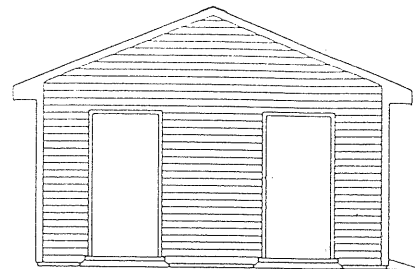
PROJECT NO. 97.117-00
 DRAWN BY FLC/RLB
 SCALE 1"=100'
 DATE 20 MAR. 1997

P1



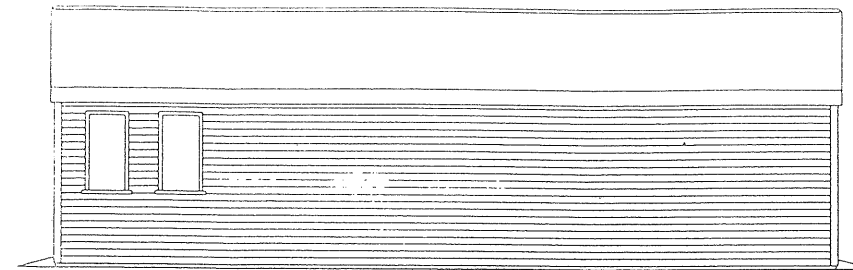
FRONT ELEVATION

SCALE 1:48



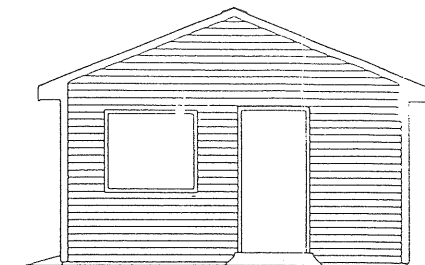
LEFT ELEVATION

SCALE 1:48



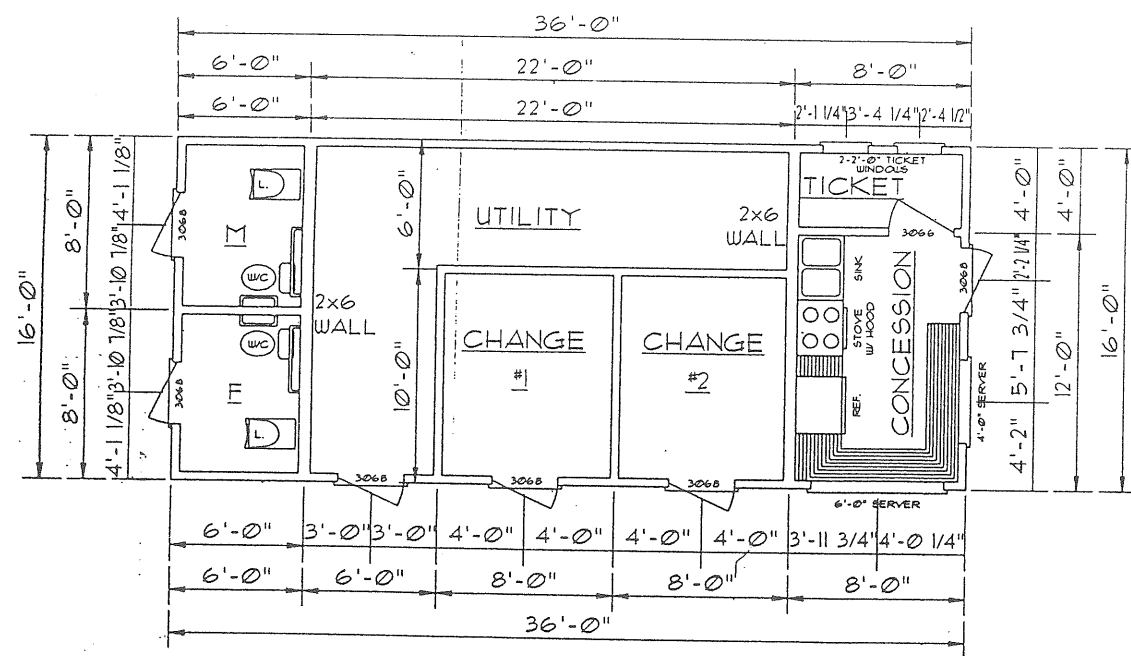
REAR ELEVATION

SCALE 1:48



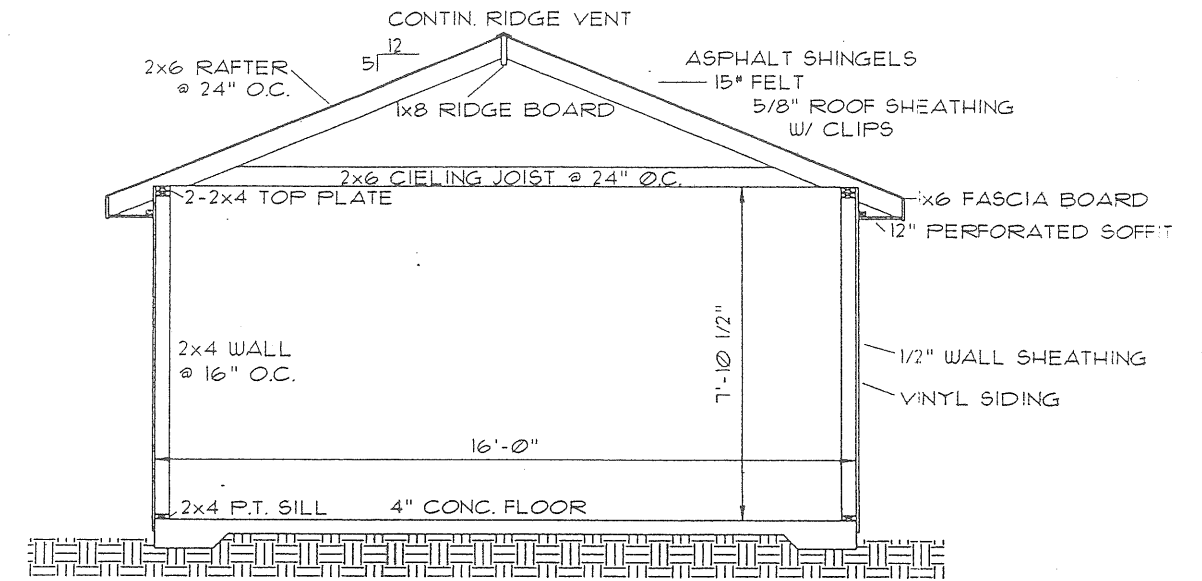
RIGHT ELEVATION

SCALE 1:48



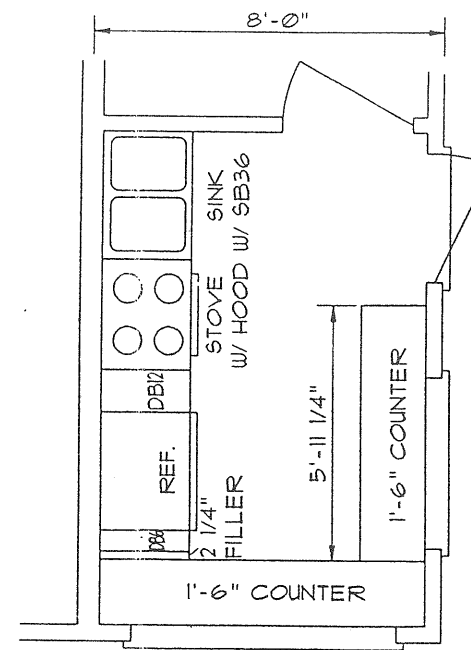
FLOOR PLAN

SCALE 1:48



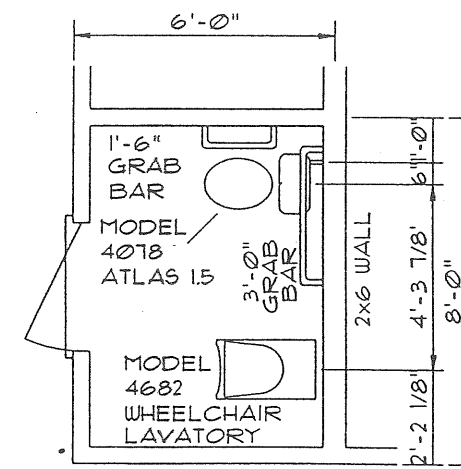
CROSS SECTION

SCALE 1:24



KITCHEN DETAIL

SCALE 1:24



BATHROOM DETAIL

SCALE 1:24

DRAWN BY
FREDERICK L. STUART III

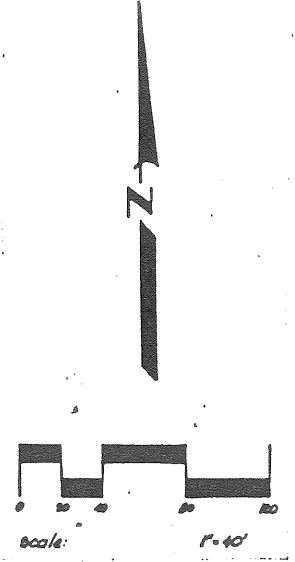
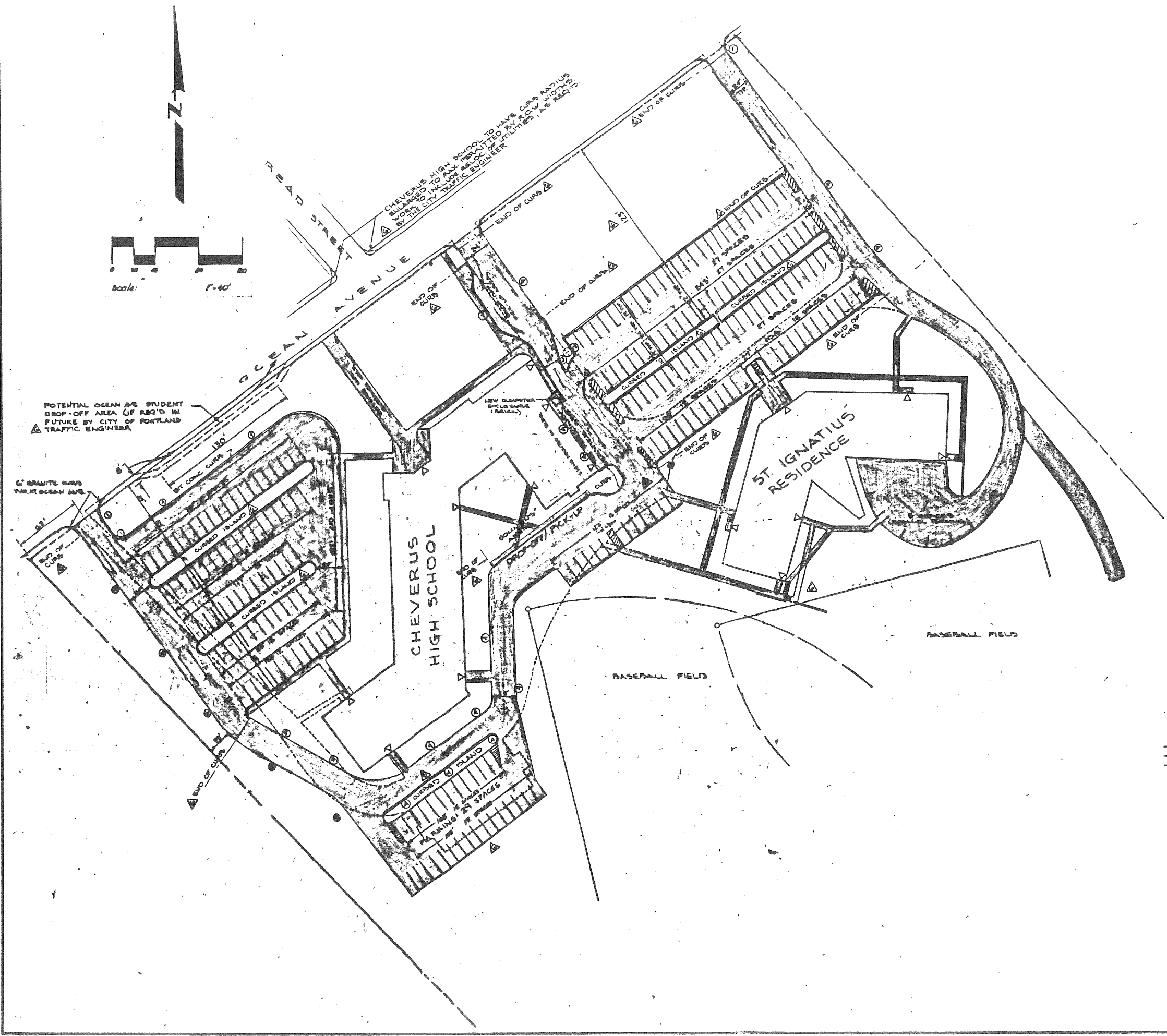
SCHEDULE - PROPOSED TRAFFIC SIGNS

SIGN	SYMBOL
STOP	(1)
LEFT TURN ONLY	(2)
DO NOT ENTER	(3)
NO PARKING	(4)

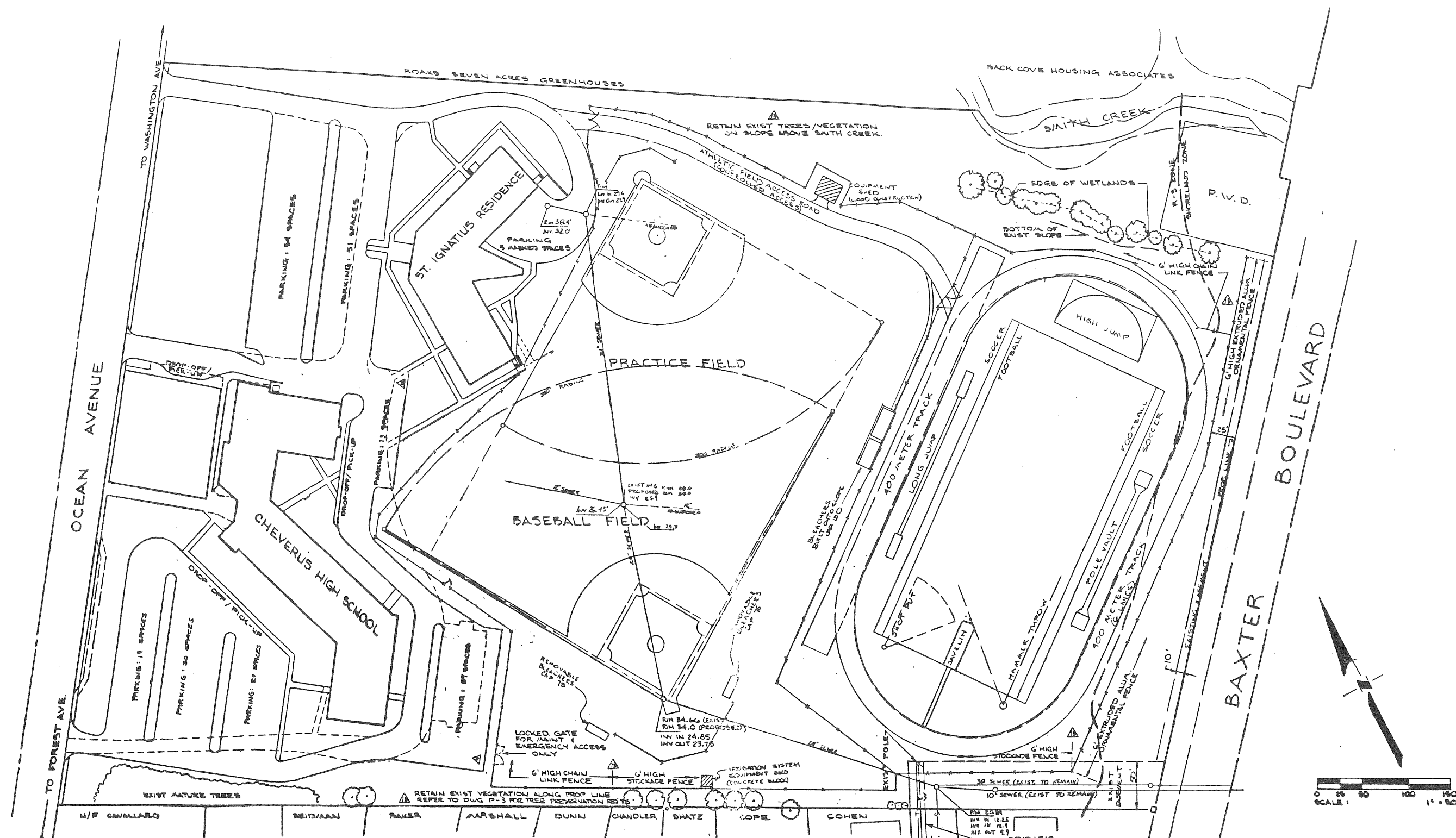
- NOTES**
- OWNER: CHEVERUS HIGH SCHOOL
 - AREA OF PARKING & LANDSCAPING IMPROVEMENTS: 6.29 ACRES
 - TOTAL NUMBER OF PARKING SPACES: 228
 - 6" BITUMINOUS CONCRETE CURB TO BE PROVIDED WHERE INDICATED
 - SOIL TYPE EXISTING: BUXTON SILT LOAM
 - TYPICAL PARKING SPACE DIMENSIONS: WIDTH 9' DEPTH 13' ASLE WIDTH IN PARKING AREAS 24'
 - PARKING SPACES SHALL BE IDENTIFIED BY PAINTED MARKINGS.

LEGEND

---	BOUNDARY LINE
----	EXISTING EDGE OF PAVEMENT
----	PROPOSED EDGE OF PAVEMENT



Rev.	Description	Date
11	REVISIONS	11/17/08
12	REVISIONS	11/17/08
13	REVISIONS	11/17/08



GENERAL NOTES

THE PROPERTY BOUNDARIES SHOWN ARE BASED ON TAX ASSESSMENT MAPS AND ARE INTENDED FOR GRAPHIC PURPOSES ONLY.

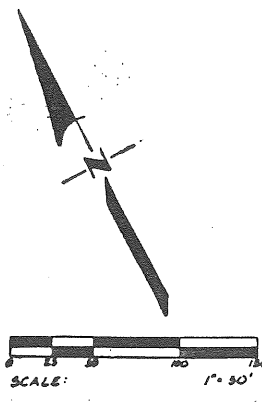
SITE AREA 20.2 ACRES (ATHLETIC FIELDS 11.47 ACRES, PARKING AND LANDSCAPING IMPROVEMENTS 6.29 ACRES, BUILDING AREA 1.06 ACRES, OTHER UNDISTURBED AREA 1.42 ACRES)

225 PAVED PARKING SPACES TO BE PROVIDED ON CAMPUS (INCLUDING GARAGE SPACES BELOW THE RESIDENCE)

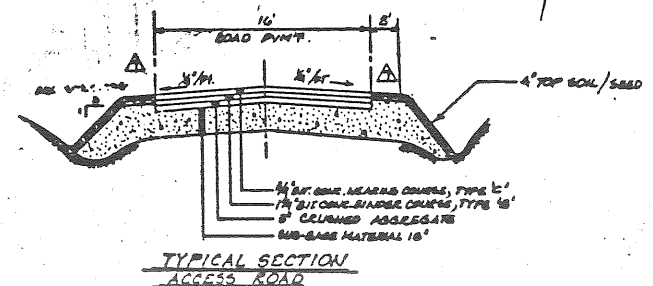
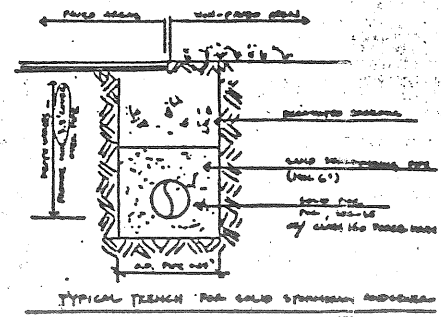
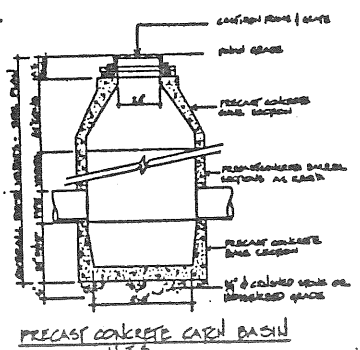
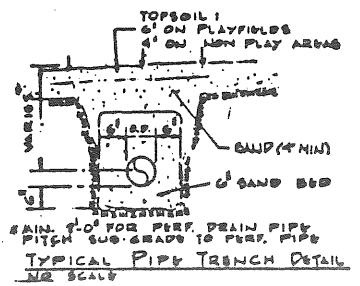
SHORELAND ZONE LINE DRAWN 250' FROM BACK COVE HIGH WATER LINE. SHEET NO. 20 OF THE BAXTER BOULEVARD INTERCEPTOR SEWER PLAN DATED AUGUST 1978 BY CAMP, DEBOSER AND MAJES WAS USED IN THE DETERMINATION OF THE HIGH WATER LINE.

THE ENTIRE SITE SHALL BE DEVELOPED AND/OR MAINTAINED AS DEPICTED ON THE SITE PLAN. APPROVAL OF THE PLANNING AUTHORITY OR PLANNING BOARD SHALL BE REQUIRED FOR ANY ALTERATION OR DEVIATION FROM THE APPROVED SITE PLAN, INCLUDING, WITHOUT LIMITATION: TOPOGRAPHY; DRAINAGE; LANDSCAPING; RETENTION OF WOODED OR LAWN AREAS; ACCESS; SIZE, LOCATION, AND SURFACING OF PARKING AREAS; AND LOCATION AND SIZE OF BUILDINGS.

Rev.	Description	Date	By
1	PRELIM		



- NOTES:
- 500 YEAR FLOOD PLAN IS ONLY SHOWN FOR INFORMATION AND DOES NOT HAVE ANY BEARING ON THE LOCATION OF THE PROPOSED FACILITIES.
 - 100 YEAR FLOOD PLAN IS CONTAINED WITHIN EACH ONE OF THE LOCATION AND DOES EXHAUST WEST OF BAXTER BOULEVARD. REFERENCE FLOOD MAP NO. 7.
 - INSULATE SOLID PIPES WITH LEAS TRAP 4" OF COVER.
 - STORAGE SHED TO BE LOCATED SO NOT TO DISTURB ANY EXISTING MATURE TREES.



BASEBALL FIELD

EXISTING GRADE

2
1


PROPOSED GRADE WITH LOAM, SEED, MULCH & EROSION CONTROL MESH

18' ±
BLEACHER STAND

13'-6" ±
TOP OF RAIL

17'-0" ±
TOP OF EMBANKMENT

4"
TRACK GRADE


HARRIMAN ASSOCIATES
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207 • 784 • 5100 • FAX 207 • 782 • 3017

PROJECT TITLE
CHEVERUS HIGH SCHOOL
PORTLAND, MAINE

DRAWING TITLE
PROPOSED BLEACHER CROSS-SECTION

PROJECT NO.
97.117-00
SCALE
1" = 4'
DATE
4-14-97

DRAWING NO.
B1