

CITY OF PORTLAND, MAINE

PLANNING BOARD

Joe Lewis, Chair
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AUGUST 29, 2011

CHRISTOPHER SLAGLE
DIRECTOR OF AIRPORT FACILITIES
ENTERPRISE HOLDINGS, LLC
600 CORPORATE PARK DRIVE
ST. LOUIS, MO 63105

SEBAGO TECHNICS, INC
C/O JAMES SEYMOUR, PE
ONE CHABOT STREET
WESTBROOK, ME 04098

Project Name:	ENTERPRISES RENT-A-CAR	Project ID:	2011-246
Address:	1128 WESTBROOK STREET	CBL:	INSERT CBL
Applicant:	ENTERPRISE HOLDING, LLC		
Planner:	SHUKRIA WIAR		

Dear Mr. Slagle:

On August 23, 2011, the Portland Planning Board considered Enterprise Rent-a-Car for expansion of the parking lot for 148 inventory spaces and 11 employee parking spaces, a new 4,176 square foot maintenance and car wash building, and a new canopy-covered fueling facility at 1128 Westbrook Street. The Planning Board reviewed the proposal for conformance with the standards of the Site Plan and Stormwater Permit. The proposal includes landscaped islands for the employee parking area and the applicant sought a waiver from the landscaped islands for the inventory parking. The applicant also requested waivers from the curb cut width to accommodate truck traffic and a reduction in the travel lane widths. The Planning Board voted 4-1 (O'Brien opposed, Silk recused, and Patterson absent) to approve the application with the following motions, waivers and conditions as presented below.

WAIVERS

The Planning Board voted 5-0 (Silk recused, Patterson absent) that on the basis of the application, plans, reports and other information submitted by the applicant, findings and recommendations, contained in the Planning Board Report for application #2011-246 relevant to the Portland's Technical and Design Standards and other regulations, and the testimony presented at the Planning Board hearing:

The Planning Board waives Section 14-526(b) (2) (ii) (b), Parking Lot Landscaping, which requires landscaped islands shall be distributed so that uninterrupted pavement does not exceed forty (40) parking spaces, to allow the landscaped islands to be omitted for the surface inventory lot.

The Planning Board waives Technical Standard 1.7.2.4, which states that the maximum driveway width for a two-way lane for a commercial entity shall be 24 feet, to allow the driveway width to be a maximum of 38 feet at the driveway apron.

The Planning Board waives the Technical Standard 1.14 Parking Lot and Parking Space Design, which requires the parking aisle shall have a minimum width of 24 feet, to allow the aisle widths to be 22' and 11'.

SITE PLAN REVIEW

The Planning Board voted 4-1 (O'Brien opposed, Silk recused, Patterson absent) the on the basis of the application, plans, reports and other information submitted by the applicant, findings and recommendations contained in the Planning Board Report for application #2011-246 relevant to the Site Plan Ordinance, Stormwater Permit requirements, and other regulations, and the testimony presented at the Planning Board hearing, the Planning Board finds that the plan is in conformance with the site plan standards of the land use code, subject to the following conditions of approval:

1. A revised boundary survey shall be submitted addressing David Margoli-Pineo's comments in his memorandum dated 08.18.2011 for review and approval by the Planning Authority and Department of Public Services.
2. The applicant shall submit a revised site plan that shows the narrowing of the driveway width for review and approval by the Planning Authority and the Traffic Engineer.
3. At the pre-construction meeting, the City Arborist shall inspect proposed buffers and landscaping for potential tree save, limits of clearing and proper preservation of vegetation with measures of protection in place. City Arborist shall be notified prior to any cutting. During construction, the site shall be reviewed by the City Arborist for the final planting of proposed trees and landscaping in a manner to benefit the neighbors for present and future visual screening.
4. The applicant shall submit the required documentation for the waiver of the Chapter 7.1 of Volume III of the MaineDEP Stormwater Management BMP Manual for review and approval by the Planning Authority and Consultant Engineer.
5. A revised photometric plan will be submitted for review and approval by the Planning Authority prior to the issuance of a building permit. The proposed lighting fixtures shall include house-side shields.
6. A loudspeaker system shall not be installed or used at the Enterprise Rent-A-Car facility.
7. The applicant shall submit the building plans and any canopy light and illumination levels for the proposed canopy for review and approval by the Planning Authority prior to the issuance of the building permit.
8. Please verify that the following requirements for the proposed Aboveground Storage Tank (AST) are being coordinated with the appropriate authorities prior to the issuance of a building permit:
 - a. Associated underground piping is subject to the MaineDEP Chapter 691 Rules for Underground Oil Storage Facilities.
 - b. The Maine State Fire Marshal's Office regulates and issues permits for ASTs with a capacity greater than 60 gallons storing flammable and combustible liquids.
 - c. In accordance with the Oil Spill Prevention, Control and Countermeasure (SPCC) planning rules in 40 CFR Part 112, the 10,000-gallon AST system will require secondary containment. Additionally, the piping/pumping system should have a means of containment in the event of a release, and the facility will require an Oil SPCC Plan.

The approval is based on the submitted plans and the findings related to site plan and subdivision review standards as contained in Planning Report for application 2011-246 which is attached.

STANDARD CONDITIONS OF APPROVAL

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

1. **Develop Site according to Plan** The site shall be developed and maintained as depicted in the site plan and the written submission of the applicant. Modification of any approved site plan or alteration of a parcel which was the subject of site plan approval after May 20, 1974, shall require the prior approval of a revised site plan by the Planning Board or the Planning Authority pursuant to the terms of Chapter 14 of the Portland City Code.
2. **Separate Building Permits Are Required** This approval does not constitute approval of building plans, which must be reviewed and approved by the City of Portland's Inspection Division.
3. **Site Plan Expiration** The site plan approval will be deemed to have expired unless work has commenced within one (1) year of the approval or within a time period up to three (3) years from the approval date as agreed upon in writing by the City and the applicant. Requests to extend approvals must be received before the one (1) year expiration date.
4. **Performance Guarantee and Inspection Fees** A performance guarantee covering the site improvements as well as an inspection fee payment of 2.0% of the guarantee amount and seven (7) final sets of plans must be submitted to and approved by the Planning Division and Public Services Dept. prior to the release of a building permit, street opening permit or certificate of occupancy for site plans.
5. **Defect Guarantee** A defect guarantee, consisting of 10% of the performance guarantee, must be posted before the performance guarantee will be released.
6. **Reconstruction Meeting** Prior to the release of a building permit or site construction, a pre-construction meeting shall be held at the project site. This meeting will be held with the contractor, Development Review Coordinator, Public Service's representative and owners to review the construction schedule and critical aspects of the site work. At the time, the Development Review Coordinator will confirm that the contractor is working from the approved site plan. The site/building contractor shall provide three (3) copies of a detailed construction schedule to the attending City representative. It shall be the contractor's responsibility to arrange a mutually agreeable time for the pre-construction meeting.
7. **Stormwater Management Permit Standard Condition of Approval**
The applicant and all successors and assigns, must comply with the conditions of Chapter 32 Storm Water including Article III Post-Construction Storm Water Management, which specifies the annual inspections and reporting requirements. The developer/contractor/subcontractor must comply with conditions of the construction storm water management plan and sediment & erosion control plan based on our standards and state guidelines.
8. **Department of Public Services Permits** If work will occur within the public right-of-way such as utilities, curb, sidewalk and driveway construction, a street opening permit(s) is required for your site. Please contact Carol Merritt at 874-8300, ext. 8828. (Only excavators licensed by the City of Portland are eligible.)

9. **As Built Final Plans** Final sets of plans shall be submitted digitally to the Planning Division, on a CD or DVD, in AutoCAD format (*.dwg), release AutoCAD 2005 or greater.

The Development Review Coordinator must be notified five (5) working days prior to date required for final site inspection. The Development Review Coordinator can be reached at the Planning Division at 874-8632. All site plan requirements must be completed and approved by the Development Review Coordinator prior to issuance of a Certificate of Occupancy. Please schedule any property closing with these requirements in mind.

If there are any questions, please contact Shukria Wiar at (207) 756-8083 or via shukriaw@portlandmaine.gov.

Sincerely,



Joe Lewis, Chair
Portland Planning Board

Attachments:

1. Planning Board Report
2. Performance Guarantee Packet

Electronic Distribution:

Penny St. Louis, Director of Planning and Urban Development
Alexander Jaegerman, Planning Division Director
Barbara Barhydt, Development Review Services Manager
Shukria Wiar, Planner
Philip DiPierro, Development Review Coordinator
Marge Schmuckal, Zoning Administrator
Tammy Munson, Inspections Division Director
Lannie Dobson, Administrative Assistant
Michael Bobinsky, Public Services Director
Katherine Earley, Public Services

Bill Clark, Public Services
David Margolis-Pineo, Deputy City Engineer
Jane Ward, Public Services
Chris Pirone, Fire
Jeff Tarling, City Arborist
Tom Errico, T.Y. Lin Associates
David Senus, Woodard & Curran
Assessor's Office
Approval Letter File
Hard Copy: Project File



PLANNING BOARD REPORT PORTLAND, MAINE

ENTERPRISES RENT-A-CAR
1128 WESTBROOK STREET
LEVEL III SITE PLAN
PROJECT ID# 2011-246
ENTERPRISES HOLDING, LLC, APPLICANT

Submitted to: Portland Planning Board
Public Hearing Date: AUGUST 23, 2011

Prepared by: Shukria Wiar, Planner
Date: AUGUST 19, 2011

I. INTRODUCTION

Enterprise Holdings, Inc. is requesting a public hearing with the Planning Board for their project at 1128 Westbrook Street. The submission is a Level III site plan application. The applicant is proposing to expand and improve their property at 1128 Westbrook Street. As part of the proposal, the existing building will be demolished. A new 4,176 square foot maintenance and car wash building, and a new canopy-covered fueling facility are proposed. The proposed building is setback approximately five hundred (500') feet from the street. With the redevelopment of this 2.95 acre parcel of land located in the Airport Business Zone (AB), the applicant proposes to expand the pavement area on the site, which will result in an increase of approximately 0.91 acres of impervious surface for a surface parking lot. The expansion of the pavement is proposed to meet their need to maintain a local inventory of rented vehicles and to perform routine maintenance between rental contracts. The site will be used for the Planning Board is being asked to review the final plan for this Level III site plan application.

The notice for this project appeared in the Portland Press Herald on August 15th and August 16th. A total of 113 notices were sent by mail or by e-mail.

Applicant: Enterprises Holdings, LLC
Technical Assistance: Jim Seymour, P.E., Sebago Technic, Inc.
Port City Architecture

II. PROJECT DATA

Existing Zoning:	Airport Business Zone
Proposed Use:	Car Rental Operations
Parcel Size:	2.95 AC (128,491 Sq ft)
Impervious Surface Area:	
Existing:	38,400 sq ft
Proposed:	73,272 sq ft
Net Change:	+39,820 sq ft
Building Area:	

Existing Building Area:	1,932 sq ft
Proposed Building Area:	4,167 sq ft
Proposed Building Net Change:	+2,235 sq ft
Existing Building Footprint:	1,932 sq ft
Proposed Building Footprint:	4,167 sq ft
Parking Spaces:	
Existing:	Unknown
Proposed:	148 inventory/ 11 employee parking = 159 parking spaces
Required:	Approximately ten (10) parking spaces
Number of Handicapped Spaces:	None
Bicycle Parking Spaces:	
Existing:	None
Proposed:	2 Bicycle parking spaces, as required
Proposed Total Paved Area:	72,440 sq ft
Estimated Cost of Project:	Approximately \$2 million
Uses in Vicinity:	Airport related uses across and adjacent to the property, residential homes along Cobb Street.
Preliminary Plan Submitted:	May 4, 2011, Workshop held: June 14, 2011
Final Plan Submitted:	July 20, 2011, Public Hearing held: August 23, 2011

III. EXISTING CONDITIONS

The property was previously used as car rental lot by Budget Rent-A-Car. The site is 2.95 acres of which 38,400 sq ft is currently paved or gravel. The proposed construction involves expansion and regrading of the vehicle inventory storage area, which is now a combination of paved and gravel surface. The proposed expansion area is adjacent to homes along Cobb Avenue in the Residential R-2 zone.

The remainder of this area, to the rear of the lot, is vegetated with mature trees and low to medium high bushes. A dense buffering of trees and shrubs is located between the site and residents. The majority of this vegetation appears to be on the proposed project site and along adjacent residential backyards. Existing trees and vegetation are located near the entrance from Westbrook Street and the rear of the property.

IV. PROPOSED DEVELOPMENT

The Enterprise Rent-A-Car project is currently located in the Airport Business Zone (AB). The site is accessed off of the Westbrook Street link through the Jetport. The proposed development expands the current surface parking lot to accommodate one hundred and forty (159) parking spaces (148 inventory spaces and 11 employee spaces). The overall change in impervious surface area is 39,820 sq ft. The facility serves as the inventory site for the rental car operation and it is not open to the public. The existing building will be demolished and a new maintenance building and a new fueling station are proposed. The maintenance building will be used for car washing, car maintenance and administrative offices. The fueling station is private and not for public use. Also as part of the development project, the applicant is proposing landscaping and stormwater improvements on site.

Since the workshop meeting, the layout of the proposed project has changed. Due to constraints of the site and to reduce blasting, the applicant is now proposing to have the maintenance and car wash building, as well as the new canopy-covered fueling facility at the rear of the parcel. The parking lot will now be at the front of the site and will have stacked parking instead of the traditional layout; this change reduced the total impervious pavement area being proposed. There will be eleven (11) stacking parking aisles, with one of them being used for compact cars only. There will be a hundred and forty-eight (148) parking spaces for inventory parking and eleven (11) spaces for employees. To further reduce the total impervious pavement on site, the by-pass lane has been reduced by three (3') feet and now is nine (9') feet.

V. PUBLIC COMMENT

The applicant has met with the Stroudwater Neighborhood Association and has held their official neighborhood meeting on June 20, 2011 (Minutes included as Attachment B-2-14). The following are neighbors who contacted the Planning Office with questions, concerns and comments about the proposed project:

1. Mark Sengleman of the Stroudwater Village Association telephoned questions pertaining to the project:
 - a. The Association would like to see the architectural drawings for the proposed canopy.
 - b. There is concern about the lack of buffering around the Campbell's lot and the possibility of rental cars' headlight onto the house.
 - c. The location of the proposed gas tank and could it be possible to relocate it to the south of the property and away from the residential side.
2. Mark Hider of 70 Cobb Street has telephoned concerns about landscaped buffer, noise and drainage (including snow melt since the snow storage is behind his property between his house and the new development. Mr. Hider had also mentioned that when the Airport Business (AB) went into effect in the 1980's, there was supposed to be a vegetative buffer retained between this property and the residential homes on Cobb Street. This was researched by staff and the Council Order, as well as the map were retrieved from Archives. Neither the Council Order nor the zoning map amendment (Attachment 6) shows such a buffer. This research was explained to Mr. Hider.
3. Heather Gosch of 62 Cobb Avenue had emailed her concerns about the project (Attachment 7). She had two concerns, the location of the gas tank (as proposed in the original site plan) and the landscaped buffer along the back of her home. To address her concerns, the applicant has relocated the gas tank to the south side of the property (towards the airport). As for the buffer concern, the applicant has a note on the landscaping plan that the applicant's agent will be working with the City Arborist to preserve some of the existing vegetation.
4. Liz Hoglund of the Stroudwater Village Association emailed her appreciation of the applicant working with the neighborhood and addressing their concerns (Attachment 7).

VI. RIGHT, TITLE AND INTEREST AND FINANCIAL/TECHNICAL CAPACITY

- a. The owner of the property is Pingree 2000 Real Estate Holdings, LLC. The applicant has provided a copy of a warranty deed, recorded at the Cumberland County Registry of Deeds (Book 4902, Page 119), which demonstrates their right, title and interest in the property.
- b. The estimated cost of the development is two million dollars, according to the financial capacity letter from Commerce Bank, dated July 14, 2011.

VII. ZONING ASSESSMENT

A. ZONING REVIEW:

This project, which is located in an AB Airport Business Zone, allows "car rental operations, including vehicle storage" under 14-197(h). The existing site was most recently occupied by Budget Rent-A-Car. All dimensional requirements are being met, including those setbacks adjacent to the residential zone along Cobb Avenue. The 1 ½ story building is meeting the maximum allowable building height of 75 feet. The maximum allowable impervious surface of 70% is met.

There are eleven (11) parking spaces shown for employees which meets the one (1) parking space for each 400 square feet for office use required on site. In addition there will be 128 parking spaces for vehicle storage.

The property is not in a Shoreland Zone or a Flood Plain Zone.

VIII. DEVELOPMENT REVIEW

A. SITE PLAN SUBMISSION REQUIREMENTS (Section 14-527)

The applicant meets the requirements for a final plan and a public hearing with the Planning Board. A survey of the property has been submitted for review. David Margolis-Pineo, Deputy Engineer, has reviewed the survey plans and offers the following comments:

- the property corner pins will need to be set prior to the issuance of a building permit.
- the survey plan needs to be stamped by a registered land surveyor.
- the record drawings shall include the 2009 land title survey by Owen Haskell in the plan submission (See Note 6A) and identify which topographic features were taken from aerial mapping (see Note 5).

A potential condition of approval:

A revised boundary survey shall be submitted addressing David Margoli-Pineo's comments in his memorandum dated 08.18.2011 for review and approval by the Planning Authority and Department of Public Services.

B. SITE PLAN STANDARDS (Section 14-526)

The proposed development has been reviewed by staff for conformance with the relevant review standards of Portland's site plan ordinance and applicable regulations. Staff comments are listed below.

A. Transportation Standards

1. Impact on Surrounding Street Systems

Access to the site is off of the Westbrook Street link through the Jetport; there is no vehicle access way from this property to the Stroudwater Neighborhood. The proposed use is not changing from the existing use (the existing use is a car rental and maintenance facility). The enterprise staff shuttle the vehicles to the Jetport for pick-up by customers. There is no anticipated increase in traffic volumes.

2. Access and Circulation

The site is accessed from Westbrook Street by an existing thirty (30') foot driveway, which exceeds the City standards of twenty-four (24') feet driveway width. According to the applicant, the driveway width is proposed at 30 feet to provide a uniform width for its full length and to accommodate the sliding gate at the entrance to the site. The wider width will allow flexibility to accommodate larger car carrier vehicles and to facilitate snow removal and maintenance around the gate.

Tom Errico, Consultant Traffic Engineer, recommends that the driveway width be reduced from 30 feet to 24 feet as it enters the site. If such a revision was made to the proposal, it would reduce the paved area on the site by 500 square feet. The applicant has agreed to reduce the driveway width to twenty-four (24') feet for a portion of its length; the total length of the driveway is approximately a hundred and fifty (150') feet. The driveway curb cut ranges from 38 to 30 feet, which is designed to accommodate the turning movements of the vehicle delivery trucks. The applicant provided the turning templates to substantiate the need for the wide curb cut. Mr. Errico supports the waiver based upon the truck turning template information and the skewed alignment of the proposed driveway (Attachment 2). A waiver of the 30 foot driveway entrance is proposed for the Board's consideration and the following condition is proposed for the reduction in driveway width.

A potential condition of approval:

The applicant shall submit a revised site plan that shows the narrowing of the driveway width for review and approval by the Planning authority and the Traffic Engineer.

There are eleven (11) stacked parking aisles for the proposed parking storage. The aisles will have a two-way circulation. The applicant is requesting a waiver for parking lot aisle width from 24 ft to 22 ft due to the nature of

the facility (parking inventory) to “reduce impervious pavement impacts” and to “provide more buffer space from residences located north of the property”. Tom Errico, Consultant Traffic Engineer, supports a waiver from the Technical Standards for parking aisle width (22-feet is proposed for two-way aisles) based upon the fact that vehicles will be parked by staff and turnover is expected to be low ([Attachment 2](#)).

The parcel has a very limited property frontage on Westbrook Street with a total of sixty (60') feet. The proposed driveway entrance of 38 feet is needed to accommodate the turning movements of the trucks. Based on these factors, a sidewalk is not required by Department of Public Works. According to Tom Errico, a sidewalk along the frontage is not feasible due to the length of the frontage and the width of the driveway apron.

3. Public Transit Access

The site is not located directly on a public transit route but a Metro bus (Metro Route 5- Maine Mall) does make stops at the Portland Jetport.

4. Parking

As part of the proposal, the applicant is proposing to have one hundred and forty-eight (148) inventory parking spaces and eleven (11) shared employee/maintenance parking. The applicant is proposing to install two bicycle stands for employees, which meets the City's requirements. During the review, City staff encouraged the applicant to consider reducing parking stall dimensions (compact spaces) or utilizing stacked parking in order to reduce storm water impacts and to increase the landscape buffer along the property boundaries. The revised plan incorporates the suggestions to use stacked parking and reduced travel way widths where feasible. Tom Errico, Consulting Traffic Engineer, finds the parking lot layout and access ways as acceptable. Mr. Errico's comments are in [Attachment 2](#).

5. Transportation Demand Management (TDM)

Not applicable to this project.

B. Environmental Quality Standards

1. Preservation of Significant Natural Features

The final site plan shows 'tree-save' (vegetation / buffer save) areas along the perimeter of the site and there is a note on the landscaping plan that states:

Final location of planted landscaping shall be coordinated with the City Arborist. All attempts shall be made to protect existing mature trees and vegetation and new plantings will complement preserved native plants. Prior to construction activity for preparing the site for base grading, the contractor and the owner, or owner's representative shall review with the City's Arborist existing tree planting to be considered for saving, and mark such trees for protection. Prior to final planting, the contractor or parties responsible for landscaping shall adjust proposed planting locations with the City Arborist to maximize buffering affects.

The Stroudwater Neighborhood Association has long expressed the need for improved buffering between residential and commercial (airport) related uses. The existing vegetation near the entrance to the site is important; therefore the applicant is proposing to have a 'tree-save' area at this location to protect the existing vegetation along adjacent to the residential home. In addition to the tree save at the buffers, the applicant also reduced the overall total impervious pavement area, which added an additional three (3') feet to the landscape buffer along the abutters on Cobb Street. The applicants have reduced the size of the proposed snow storage area, so that more of the existing vegetation may be retained behind Mr. Hider's property.

Jeff Tarling, City Arborist, had a number of site visits to this property and has been working with the applicant's Landscape Architect on the Landscaping Plan. Mr. Tarling recommendations are included as [Attachment 3](#).

A potential condition of approval:

At the pre-construction meeting, the City Arborist shall inspect proposed buffers and landscaping for potential tree save, limits of clearing and proper preservation of vegetation with measures of protection in place. City Arborist shall be notified prior to any cutting. During construction, the site shall be reviewed by the City Arborist for the final planting of proposed trees and landscaping in a manner to benefit the neighbors for present and future visual screening.

2. Landscaping and Landscape Preservation

The proposed width of the landscape buffer along the neighborhood has been increased to approximately twenty-four (24') feet. The buffering goals are to reduce, mitigate, and screen visual and noise impacts to residential neighbors adjacent to project area.

The proposed landscape plan does not include trees in the parking lot area to reduce the environmental impact and shading of the large paved parking area. The applicant is instead proposing trees in the setback buffer areas around the parking lot; a total of seventy (70) trees being proposed on the side and only sixty-four (64) are required. There are two islands with landscaping on the south side of the site that are proposed to accommodate a fire hydrant, electrical transformer and a gas tank. Due to the nature of the parking layout (stacked parking versus traditional), landscaped islands cannot be installed. Therefore the City Arborist supports waiving the regulation for landscaped islands.

3. Water Quality, Storm Water Management and Erosion Control

The runoff on this site primarily drains southerly toward Westbrook Street and once in the road ditch, the runoff is then directed to the storm drain system from the Jetport access roads, and routed by culvert to the tidal waters of the Fore River. The runoff from the surface parking lot will be collected in a new private storm drain system and diverted to an underdrained filter pond. The storage in the underdrained filter pond will also be utilized as storage for flooding control as well as treatment.

Since the project is a re-development site, only new impervious and developed area will be required to be treated. There is 1.00 acre of existing impervious surface area (including areas that are currently rooftops changing to pavement) and 1.58 acres of proposed developed area that will need to be treated.

The Applicant has requested a waiver from Chapter 7.1 of Volume III of the MaineDEP Stormwater Management BMP Manual in regards to the requirement for an impermeable liner for grassed underdrained soil filters with a groundwater table higher than the base of the proposed underdrained soil filter. The waiver request has been review by David Senus, Consultant Engineer, and he has requested more information from the applicant:

The Applicant should provide a statement from a geotechnical engineer verifying that the proposed underdrain system will adequately draw down groundwater to prevent the soil filter media layer of the underdrained soil filter from being impacted by groundwater.

A potential condition of approval:

The applicant shall submit the required documentation for the waiver of the Chapter 7.1 of Volume III of the MaineDEP Stormwater Management BMP Manual for review and approval by the Planning Authority and Consultant Engineer.

C. Public Infrastructure and Community Safety Standards

1. Consistency with Master Plans

Portland's comprehensive plan includes this area within a growth area and the future land use map retains the airport business designation for this site. The purpose statement for the A-B Airport Business Zone is:

To provide an area for the development of airport-related enterprises. Appropriate uses permitted in this district are those customarily associated with the operation of the airport terminal and individual airlines and accessory uses to provide for the comfort and convenience of the airport's patrons and employees.

The proposed development is consistent with the above purpose statement of the AB zone. Car rental businesses are traditionally associated with airport terminals. The Enterprise Rent-A-Car facility will provide convenient efficient and competitive service for the airport's patrons.

2. Public Safety and Fire Prevention

Capt. Chris Pirone of the Fire Department has reviewed the site plans and has the following comments:

- The 10,000 storage tank will need to be installed according to NFPA 1.
- A private fire hydrant may need to be added within 100 feet of the building because of the distance to the nearest public fire hydrant on Westbrook Street.

According to the applicant, all fueling facilities and tanks will meet local, state, and federal regulations for spill prevention, fire protection and safety.

Capt. Pirone spoke to Jim Seymour of Sebago Technics about the need for a private hydrant to be installed on site. Mr. Seymour submitted a revised site plan on Thursday, August 18th proposing a private hydrant within 150 feet of the proposed building, tying in from a 6" dedicated fire service line. This revision requires approval from the Portland Water District and the Portland Fire Department. The private hydrant will need to be maintained by the applicant and not the City.

A potential condition of approval:

A private fire hydrant shall be installed within 100 feet of the proposed building and shall be maintained by the owner. The location and type of fire department connection shall be reviewed and approved in writing by the Fire Department. The final site plan shall show this location of this hydrant and submitted to the Planning Authority prior to the issuance of the building permit.

3. Availability and Adequate Capacity of Public Utilities

The applicant has submitted utility capacity letters for review. As noted above, the proposed water connection to the private hydrant will require review by the Portland Water District.

D. Site Design Standards

1. Massing, Ventilation and Wind Impact

The new building is designed to resemble the architecture of a residential structure in the New England style. There are three entrances to the building: 1) the main entrance is off of Westbrook Street (East Elevation); 2) one doorway and three garage doors are facing the Jetport (South Elevation); and 3) a doorway entrance is facing the parking lot. The applicant is not proposing any entrances (including garage doors) on the building elevation facing the residential homes along Cobb Avenue. The materials proposed for the building are insulated quick-brick system and corrugated metal siding. The insulated quick-brick system is real brick that is sliced and applied to a metal screen; when finished it will appear as real brick. The "siding" above the brick (at the gable ends) is the corrugated metal siding. An architectural rendering is included as Attachment B-8.

2. Shadows

The proposed building is approximately sixty-nine (69') feet from the property line and therefore, there are no shadowing impacts anticipated.

3. Snow and Ice Loading

The applicant is proposing snow storage at the back of the property, see Attachment B-3. The subsurface drainage from this area is regraded to direct into a catchbasin (CB-12) and away from the adjoining residential property owners. Any groundwater drainage will be directed to the underdrain along the property. The applicant has reduced the size of the area to be cleared so, more existing vegetation can be retained at the rear of the site.

According to the Grading and Utility Plan (Attachment B-2.5), the abutter Mr. Mark Hider's property topography is higher than the Enterprise Rent-a-Car's parcel. The drainage from Mr. Hider's property is directed into the underdrained proposed by the applicant.

4. View Corridors

The site is not located within a designated view corridor.

5. Historic Resources

The property is approximately 400 feet away from the Stroudwater Historic District.

6. Exterior Lighting

A Lighting/Photometric Plan and catalogue cuts of the proposed lighting fixtures has been submitted for review. The lighting will consist of pole lighting for the car inventory areas and canopy recessed lighting underneath the enclosure. All fixtures will be fully shielded. A revised photometric plan was submitted for review on Thursday afternoon, August 18th to address the light levels along the shared property boundary with the residential homes. The staff is reviewing the plan. Until the review is complete, the staff recommends including the following condition of approval.

A potential condition of approval:

A revised photometric plan will be submitted for review and approval by the Planning Authority prior to the issuance of a building permit.

7. Noise and Vibration

The proposed buildings are designed to minimize noise and vibration impacts by having all building entrances located away from the residential neighbors. In addition, the Stroudwater Neighborhood Association requested that the applicant refrain from using a loudspeaker system (please see minutes Attachment B-2.14

A potential condition of approval:

A loudspeaker system shall not be installed or used at the Enterprise Rent-A-Car facility.

8. Signage and Wayfinding

9. The applicant has not submitted a signage and wayfinding plan for review; the plan is not required since the site will be for employee use only and not open to the public.

10. Zoning Related Design Standards

The existing building will be demolished and a new 4,176 square foot maintenance and car wash building, and new canopy-covered fueling facility will be constructed on the existing lot. The architectural drawings for the proposed building have been submitted; the drawings for the proposed canopy will need to be submitted for review.

A potential condition of approval:

The applicant shall submit the building plans and any canopy light and illumination levels for the

proposed canopy for review and approval by the Planning Authority prior to the issuance of the building permit.

IX. SITE PLAN MOTIONS FOR THE PLANNING BOARD TO CONSIDER

Waivers:

On the basis of the application, plans, reports and other information submitted by the applicant, findings and recommendations, contained in the Planning Board Report for application #2011-246 relevant to the Portland's Technical and Design Standards and other regulations, and the testimony presented at the Planning Board hearing:

The Planning Board (waives/does not waive) Section 14-526(b) (2) (ii) (b), Parking Lot Landscaping, which requires landscaped islands shall be distributed so that uninterrupted pavement does not exceed forty (40) parking spaces, to allow the surface parking lot not to have landscaped islands on site.

The Planning Board (waives/does not waive) Technical Standard 1.7.2.4, which states that the maximum driveway width for a two-way lane for a commercial entity shall be 24 feet, to the driveway width to be a maximum of 38 feet at the driveway apron

The Planning Board (waives/does not waive) the Technical Standard 1.14 Parking Lot and Parking Space Design, where the parking aisle shall have a minimum width of 24 feet, to allow the aisle widths to be 22' and 11'.

Site Plan:

On the basis of the application, plans, reports and other information submitted by the applicant, findings and recommendations contained in the Planning Board Report for application #2011-246 relevant to the Site Plan Ordinance, Stormwater Permit requirements, and other regulations, and the testimony presented at the Planning Board hearing, the Planning Board finds that the plan (is/is not) in conformance with the site plan standards of the land use code, subject to the following conditions of approval:

1. A revised boundary survey shall be submitted addressing David Margoli-Pineo's comments in his memorandum dated 08.18.2011 for review and approval by the Planning Authority and Department of Public Services.
2. The applicant shall submit a revised site plan that shows the narrowing of the driveway width for review and approval by the Planning authority and the Traffic Engineer.
3. At the pre-construction meeting, the City Arborist shall inspect proposed buffers and landscaping for potential tree save, limits of clearing and proper preservation of vegetation with measures of protection in place. City Arborist shall be notified prior to any cutting. During construction, the site shall be reviewed by the City Arborist for the final planting of proposed trees and landscaping in a manner to benefit the neighbors for present and future visual screening.
4. The applicant shall submit the required documentation for the waiver of the Chapter 7.1 of Volume III of the MaineDEP Stormwater Management BMP Manual for review and approval by the Planning Authority and Consultant Engineer.
5. A private fire hydrant shall be installed within 100 feet of the proposed building and shall be maintained by the owner. The location and type of fire department connection shall be reviewed and approved in writing by the Fire Department. The final site plan shall show this location of this hydrant and submitted to the Planning Authority prior to the issuance of the building permit.
6. A revised photometric plan will be submitted for review and approval by the Planning Authority prior to

the issuance of a building permit.

7. A loudspeaker system shall not be installed or used at the Enterprise Rent-A-Car facility.
8. The applicant shall submit the building plans and any canopy light and illumination levels for the proposed canopy for review and approval by the Planning Authority prior to the issuance of the building permit.

Attachments:

Planning Board Memorandum Attachments

1. Memorandum, Marge Schmuckal, 05.20.2011
2. Memorandum, Tom Errico, 08.19.2011
3. Memorandum, Jeff Tarling, 08.19.2011
4. Memorandum, David Senus and Ashley Auger, 08.71.2011
5. Memorandum, David Margolis-Pineo, 08.18.2011
6. Council Order and Zoning Map Amendment
7. Abutters Comments

Application Submittal

Attachment A: Excerpts of Application and Written Material, 05.03.2011

A-1 Cover Letter from Jim Seymour

A-2 Preliminary Site Plan Application

A-2.1	Exhibit 1	Application Form
A-2.2	Exhibit 2	Site Location Map
A-2.3	Exhibit 3	Project Description
A-2.4	Exhibit 4	Right, Title and Interest
A-2.5	Exhibit 5	State and Federal Permits
A-2.6	Exhibit 6	Zoning Map
A-2.7	Exhibit 7	Existing/Proposed Easements
A-2.8	Exhibit 8	Waivers
A-2.9	Exhibit 9	Traffic Analysis
A-2.10	Exhibit 10	Significant Natural Features
A-2.11	Exhibit 11	City Master Plan Consistency
A-2.12	Exhibit 12	Neighborhood Meeting Materials
A-2.13	Exhibit 13	Stormwater Treatment Calculations

Attachment B: Final Plan Application

B-1 Cover Letter from Applicant's Engineer, 07.18.2011

B-2 Final Site Plan application

B-2.1	Exhibit 1	Application Form
B-2.2	Exhibit 2	Site Location Map
B-2.3	Exhibit 3	Financial Capacity
B-2.4	Exhibit 4	Technical capacity
B-2.5	Exhibit 5	Utility capacity Letters
B-2.6	Exhibit 6	Fire Safety Summary

B-2.7	Exhibit 7	Construction Management Plan
B-2.8	Exhibit 8	Stormwater Management Plan
B-2.9	Exhibit 9	Lighting Plan
B-2.10	Exhibit 10	Solid Waste
B-2.11	Exhibit 11	Design Standards
B-2.12	Exhibit 12	Geotechnical Design Memorandum
B-2.13	Exhibit 13	Spill Containment and Remediation Plan
B-2.14	Exhibit 14	Neighborhood Meeting Certification

B-3 Cover Letter from Applicant's Engineer, 08.09.2011

Attachment C: Application Site Plan Set

C-1	Cover Sheet
C-2	Existing Conditions Plan
C-3	Site Plan
C-4	Grading and Utility Plan
C-5	Landscaping Plan
C-6	Details
C-7	Details
C-8	Details
C-9	Details
C-10	Survey (by Owen Haskell, Inc.)
C-11	Architectural Rendering