

City of Portland  
 Development Review Application  
 Planning Division Transmittal form

**Application Number:** 2012-432      **Application Date:** 2/22/2012 12:00:00 AM  
**CBL:** 357-A-1  
**Project Name:** Riverside Golf Course Pro Shop  
**Address:** 1158 Riverside Street  
  
**Project Description:** Construction of Pro Shop Building  
**Zoning:** Recreation/Open Space  
**Other Reviews Required:**  
**Review Type:** Level II Site Plan

**Distribution List:**

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

**Comments needed by (7 days later): February 29, 2012**



# PORTLAND MAINE

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**Planning & Urban Development Department**  
Jeff Levine, AICP, Director

**Planning Division**  
Alexander Jaegerman, FAICP, Director

November 26<sup>th</sup>, 2012

Michael Farmer, PE Project Engineer  
Portland Department of Public services  
55 Portland Street  
Portland, ME 04101

Project Name: **Riverside Golf Course Pro Shop**  
Project ID: #2012-432  
Address: 1158 Riverside Street CBL: 357-A-1  
Applicant: Portland Department of Public Services  
Planner: Jean Fraser

Dear Mr Farmer:

On November 26, 2012, the Planning Authority approved with conditions a Level II site plan for the construction of a new Golf Course Pro Shop and reconfigured parking lot and pedestrian access at the Riverside Golf Course at 1158 Riverside Street.

The decision is based upon the application, documents and as submitted by Michael Farmer and prepared by: Woodard and Curran (Site Plan and Details, Plans C003, C004 and C005 dated 9.28.20120; Scott Simon Architects (Elevation of Building Plan A201 dated 9.26.2012); Michael Farmer (Plan of Sidewalks and Parking Layout dated 9.10.2012) and Electrical Site Plan ES100 dated 10.16.2012. The proposal was reviewed for conformance with the standards of Portland's site plan ordinance.

## WAIVERS

### 1. BICYCLE PARKING

The Planning Authority, in accordance with Ordinance Section 14-526 (a) (4b) 1&2, has reduced the required number of bicycle parking spaces to 8, based on evidence submitted by the applicant that the proposed development is expected to generate reduced demand for bicycle parking.

### 2. PARKING AISLE WIDTH

The Planning Authority waives the Technical Standard, Section 1.14 to allow the parking aisle to be 42 feet wide to accommodate golf cart access to vehicles.

## SITE PLAN REVIEW

The Planning Authority found the plan is in conformance with the Site Plan Standards of the Land Use Code subject to the following conditions of approval:

1. That the applicant shall submit a detailed Landscape Plan for review and approval by the City Arborist and Planning Authority prior to the issuance of a building permit. The Landscape Plan shall incorporate additional planting to meet the Site Plan standards for parking lot landscaping and shall show all existing trees to be protected during construction and retained, and all new planting (showing location, size and species); and
2. That the applicant shall include in the Landscape Plan (see Condition #1) the design for an enclosure of the condenser on the Riverside Street side of the proposed building, and also show the location and screening of any exterior waste receptacles; and
3. That the applicant shall include in the Landscape Plan (see Condition #1) a full cut off type light fixture on the utility pole on the property line (or on any relocated sign or similar support in the vicinity) near the 5 foot wide walkway where it meets the sidewalk/parking near Riverside Street, to illuminate the pedestrian access walkway and nearby parking spaces; and
4. That the applicant shall address, prior to the issuance of a building permit, the Fire Department hydrant and other requirements as outlined in the attached comments from Captain Chris Pirone of 11.21.2012 which relate to the design of the proposed building; and
5. That the applicant shall submit copies of the sewer and water capacity letters prior to the issuance of a building permit; and
6. That the applicant shall decommission the disused septic system in accordance with Section 24-38 of the City Ordinance prior to the issuance of a building permit; and
7. That any new or relocated sign requires a separate permit through the Inspections Division; and
8. That the applicant shall construct the sidewalk, as shown on the "Plan of Sidewalks and Parking Layout" dated 9.10.2012, on or before June 15, 2013.

The approval is based on the submitted site plan. If you need to make any modifications to the approved site plan, you must submit a revised site plan for staff review and approval.

## STANDARD CONDITIONS OF APPROVAL

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

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



4. **Inspection Fees** An inspection fee payment of \$300 and seven (7) final sets of plans must be submitted to the Planning Division prior to the release of a building permit, street opening permit or certificate of occupancy for site plans. If you need to make any modifications to the approved plans, you must submit a revised site plan application for staff review and approval.
5. **Preconstruction Meeting** Prior to the release of a building permit or site construction, a pre-construction meeting shall be held at the project site. This meeting will be held with the contractor; Phil DiPierro, Development Review Coordinator; Public Service's representative; and owner to review the construction schedule and critical aspects of the site work. At that time, the Development Review Coordinator will confirm that the contractor is working from the approved site plan. The site/building contractor shall provide three (3) copies of a detailed construction schedule to the attending City representatives. It shall be the contractor's responsibility to arrange a mutually agreeable time for the pre-construction meeting.
6. **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.)
7. **As-Built Final Plans** Final sets of as-built plans shall be submitted digitally to the Planning Division, on a CD or DVD, in AutoCAD format (\*.dwg), release AutoCAD 2005 or greater.

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

If there are any questions, please contact Jean Fraser at (207) 874- 8728.

Sincerely,



Alexander Jaegerman, FAICP  
Planning Division Director

**Attachments:**

1. E-mail from Captain Chris Pirone, Fire Department, dated 11.21.2012

**CCs: see below**

Jeff Levine, AICP, Director of Planning and Urban Development  
Alexander Jaegerman, FAICP, Planning Division Director  
Barbara Barhydt, Development Review Services Manager  
Jean Fraser, Planner  
Philip DiPierro, Development Review Coordinator, Planning  
Marge Schmuckal, Zoning Administrator, Inspections Division  
Tammy Munson, Inspection Division Director  
Lannie Dobson, Administration, Inspections Division  
Gayle Guertin, Administration, Inspections Division  
Michael Bobinsky, Public Services Director  
Katherine Earley, Engineering Services Manager, Public Services  
Bill Clark, Project Engineer, Public Services  
David Margolis-Pineo, Deputy City Engineer, Public Services

Doug Roncarati, Stormwater Coordinator, Public Services  
Greg Vining, Associate Engineer, Public Services  
Michelle Sweeney, Associate Engineer  
John Low, Associate Engineer, Public Services  
Rhonda Zazzara, Field Inspection Coordinator, Public Services  
Mike Farmer, Project Engineer, Public Services  
Jane Ward, Administration, Public Services  
Jeff Tarling, City Arborist, Public Services  
Jeremiah Bartlett, Public Services  
Captain Chris Pirone, Fire Department  
Thomas Errico, P.E., TY Lin Associates  
David Senus, P.E., Woodard and Curran  
Rick Blackburn, Assessor's Department

Approval Letter File



**Attachment 1**

**From:** Jean Fraser  
**To:** Fraser, Jean  
**Date:** 11/21/2012 11:53 AM  
**Subject:** Re: Fwd: asap please Golf Pro Shop, Riverside Street

>>> Chris Pirone 11/21/2012 7:15 AM >>>  
Fire Comments:

All construction and installation shall comply with 2009 NFPA 1, 2009 NFPA 101.

All construction and installation shall comply with City of Portland Fire Department Building Regulations.  
<http://www.portlandmaine.gov/fireprevention/fdrulesandregulations.pdf>

All construction and installation shall comply with City Code Chapter 10.  
<http://www.portlandmaine.gov/citycode/chapter010.pdf>

Street addresses shall be marked on the structure and shall be as approved by the City E-911 Addressing Officer.  
Contact Michelle Sweeney at 874-8682 for further information.

Pay special attention to:

If the building has a sprinkler system; fire hydrants must be within 100' but no closer than 40'.  
Fire Department Connections shall not be located where large diameter hose may block egress.  
2009 NFPA 1 18.4 Fire Flow Requirements for Buildings  
-may require installation of fire hydrant to meet fire flow requirements.

Captain Chris Pirone  
Portland Fire Department  
Fire Prevention Bureau  
380 Congress Street  
Portland, ME 04101  
(t) 207.874.8405  
(f) 207.874.8410



# PORTLAND MAINE

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**Public Services Department**  
Michael J. Bobinsky, Director

November 5, 2012

Ms. Jean Fraser  
Portland Planning Division  
389 Congress Street  
Portland, ME 04101

SUBJECT: 1010 Riverside Street – Riverside South Golf Course Pro Shop

Dear Ms. Fraser:

On behalf of the Public Services Department, I am submitting revised Site Plan Application materials for the Riverside South Golf Course Pro Shop. This submittal includes responses to comments from City staff regarding the original site plan and the following revised, or new, plan sheets.

- C003, Site Plan, revised
- C004, Civil Details-1, revised
- C005, Civil Details-2, revised
- A101, (Arch.) Plans and Schedules, revised
- A201, Elevations, revised
- A301, Building and Wall Sections, revised
- ES100, Electric Site Plan (with Photometrics), new
- Existing Site Conditions, Standard Boundary Survey, revised
- Proposed Sidewalk Construction & Pavement Marking Plan, revised

As you probably recall, the Department of Public Services (DPS) held a public meeting on April 25, 2012 to solicit public comments on the Department's original proposal to build the new Pro Shop in the existing parking area at the Riverside South Course. The Department received many positive comments at the meeting in support of building a new Pro Shop for the South Course. We also received a negative comment stating, in essence, that the new Pro Shop should be built in, or adjacent to, the golf course, and not in the middle of the parking area (as originally proposed). Due, in part, to that comment, DPS reconsidered the location of the new Pro Shop and decided to move it to a site in the existing grassed area between the parking area and the practice putting green for the South Course. This new building location is reflected in the revised plans that are being submitted herewith.

The new building location offers the following advantages compared to the original location. First, the new location provides more flexibility in terms of the ability to accommodate a future

building expansion. Second, by locating the Pro Shop outside of the existing parking area, the City can retain more parking spaces. And third, the new location for the Pro Shop presents a more aesthetically pleasing environment for the customers, because it is situated in the landscaped area of the Golf Course, as opposed to being in a parking area, surrounded on three sides with pavement.

Although the Pro Shop building location has been changed, the building design is virtually identical to the design shown on the original Site Plan application. The building floor plan and exterior design are the same. The only significant change is that the building was rotated 180 degrees and translated about 88 feet to the north northwest to move from the old to the new location.

When the original site plan application was submitted last spring, the application stated that the project would result in a net decrease of impervious area. The same holds true with the revised (current) site plan. Calculations for the current site plan indicate that the net decrease of impervious area for the project site would be 1,600 square feet.

On behalf of the Public Services Department, I am submitting the following responses to the original City staff comments regarding the Site Plan application for the Riverside South Course Pro Shop. Each comment is summarized in italicized text, followed by the response.

Zoning comments from 3-7-2012 e-mail

1. *There will be a condition regarding the need for sign permits for new or relocated signs.*

I assume this comment refers to display signs marking the South Golf Course, not parking regulatory signs. We would not be opposed to a reasonable condition regarding sign permits.

Traffic comments from 3-7-2012 e-mail

2. *A few parking spaces located on the site do not meet City standards. The applicant should document why the City's standards can't be met and formally request a waiver.*

The above comment was based on the original site plan, which has been revised. Although the staff comment does not specifically mention which parking spaces did not meet the City Standards, the comment may have referred to several compact car spaces on the original pavement marking plan that were shown measuring 8 ft. wide by 18 ft. long. The City Technical Standards indicate that compact spaces should be 15 feet long (not 18' long). In any case, the compact car spaces have been eliminated in the revised plan. Now all parking spaces are shown as 9' x 18' standard spaces, except for one handicapped parking space that is shown as 8' x 18' with a 5' aisle on one side and an 8' aisle on the other side.

3. *The parking aisle width is significant and does not meet City standards. The applicant should document why the City's standards can't be met and formally request a waiver.*

The City's Technical Manual indicates in Figures I-27 and I-29 that the parking aisle



width for perpendicular parking should be 24 feet wide. The proposed parking isle shown on the Pavement Marking Plan is about 42 feet wide in much of the parking area.

In this situation, the parking lot already exists. We are proposing an isle width of 42 feet because that matches the existing conditions and we believe that using the existing parking area "as is" represents the best value for the City regarding golf course operations. Because of budget constraints, we want to avoid spending additional funds to remove part of the existing parking area and narrow the drive aisle width. The existing parking area is in good shape and it is capable of serving its intended purpose for many years to come.

It is worth mentioning that the existing parking area also serves as part of a golf cart route from the North Golf Course to the South Golf Course. Golf Course patrons also frequently drive golf carts in the parking area to pick up, or drop off, golf bags and accessories at their cars. It is thought that these uses warrant some additional space allowance when deciding how wide the aisle width should be in the parking area.

For the reasons discussed above, the applicant is requesting a waiver of the technical standard for parking lot isle width to allow the applicant to use the existing parking area as proposed in the pavement parking plan.

4. *Bicycle parking space supply should meet City standards (13 to 14 spaces should be provided) [Note: a waiver for 5 of these may be supported ie provision of 8 spaces (4 hitches)].*

The original site plan application includes a proposal to install a rack for up to 6 bikes and a request for a waiver from the regulation that would require 13 or 14 spaces bike parking spaces. If the Planning Authority believes that a larger, 8-bike rack should be installed, and if the Planning Authority would grant a waiver for additional bike rack spaces (in excess of 8 spaces), the applicant would agree to provide a rack with 8 bike spaces. The site plan has been revised to show a bike rack with 8 spaces.

5. *The applicant should confirm that the driveway openings meet City standards.*

For a commercial two way driveway, the City's Technical Manual (section 1.7.2) allows for a maximum driveway width of 24 feet and a maximum curb opening of 54 feet. (This curb opening width is based on the table in section 1.7.2.5 and a curb radius of 15 feet on each side of the driveway.) Figure I-9 of the Technical Manual is at odds with Section 1.7.2, in that Figure I-9 does not provide for circular curb on the sides of a driveway apron.

The proposed site plan does not include any significant changes to the two driveways that provide access to the South Course parking area. The existing conditions are as follows. The southerly entrance to the parking area has a curb opening width of about 33 feet and a driveway throat width of about 31 feet. The northerly entrance has a curb opening width of about 28 feet and a driveway throat width of about 23 feet. Both driveway aprons conform (more or less) to Figure I-9, in that there is no circular curbing on the sides of these driveway aprons. Based on the above data, it appears that the southerly

driveway exceeds the maximum throat width allowed in the City's current design standards. The throat width of the northerly driveway is less than the maximum throat width allowed in the current design standards.

The existing driveway aprons and curbing along Riverside Street are in good condition. It appears that the curb openings and driveway aprons were built between 1998 and 2000, as part of a reconstruction project on Riverside Street. The applicant requests a waiver of the City Technical Standards to allow the South Course to continue to use its two existing driveway aprons and curb openings "as is."

6. *The plan illustrates two marked areas near the two parallel parking spaces. I would suggest that these be raised or of similar material to that being proposed around the building.*

The two marked areas, and the two parallel parking spaces, have been eliminated in the revised plan. Therefore the suggestion that the marked areas should be raised is no longer applicable.

7. *The parking analysis provided seems reasonable and I support the conclusions that little change will occur when comparing pre and post-development conditions.*

No response needed. The applicant notes, for the record, that the revised pavement marking plan shows a total of 74 parking spaces, which is 7 more spaces than shown on the original submittal. This increase is directly attributable to the decision to locate the new Pro Shop in the grassed area of the golf course, as opposed to the existing parking area

8. *There may be further comments regarding a direct pedestrian link between the building and the sidewalk.*

No response needed at this time.

#### DPS Comments from 3-2-2012 and 3-7-2012 e-mail

9. *Please advise if the shown septic system is still active. If abandoned, applicant shall meet the conditions of Section 24-38, Private Sewer Systems Discontinuance.*

The septic system for the existing Pro Shop was taken out of service about 5 years ago. Portable Toilets have been used since that time. The septic system has not been decommissioned. To comply with Sec. 24-38 of the City Code, the septic tank will be pumped out and filled with clean soil. This work will be scheduled upon Site Plan approval. This work will probably be done by City staff, in conjunction with the sidewalk construction.

10. *Show detail for approval of reconstructed channel in manhole #1525. Provide a 22 ½ degree bend to force man terminus to direct discharge down 8" sewer out of manhole.*

To comply with these directives, a detail has been added to sheet C004.



11. *Please revise Pipe Trench Detail to reflect Portland's Technical Manual Figure II-12.*

We have complied with this request. The correct detail has added to sheet C004.

12. *Please advice and add note that all elevations are based on the official city datum, NGVD 1929.*

The site plan elevations are based City Datum, which was essentially considered to be mean sea level in 1929. Note 1 on the survey plan in the original submittal states that the elevation datum is *Mean Tide*. That note could have been misleading; it has been changed to state that the elevation datum is City Datum (NGVD 1929).

13. *Please add note that all work (including sidewalks and curbing) shall meet City of Portland Technical Standards.*

We have added Note 18 on sheet C001 that states "All construction work, including sidewalks and curbing, shall meet the City of Portland Technical Standards and applicable sections of the City Code of Ordinances."

#### Landscaping Comments from 3-7-2012 e-mail

14. *There are likely to be several conditions re this:*

- *Submission of detailed landscape plan for area around the building for review and approval prior to the issuance of a building permit;*
- *All existing trees to be protected and preserved during construction of sidewalk and building and if any are "lost" they must be replaced in kind;*
- *The size and species of new trees (3 are shown) in the vicinity of the new building shall be agreed with the City Arborist and such agreement confirmed prior to the issuance of a building permit.*

The applicant agrees with the spirit of the above conditions and will do its best to meet them. However, if it is determined that either of the two large pine trees in Riverside Street have to be removed as a result of the sidewalk construction, the City probably could not replace either of them with a similarly sized tree. There is also an existing deciduous tree about 4" in diameter that will probably be removed to install the sewer force main. We are agreeable to replacing this tree.

The proposed landscaping for the project includes the following features. A narrow band, 3 to 5 feet wide, around the building would be landscaped with perennial plants and surfaced with stone to serve as a roof line "drip edge." The balance of the non-impervious surfaces in the project area would be planted with grass and maintained as part of the golf course grounds. We would also propose to plant 5 new trees as part of the project, four of which would be along Riverside Street. The fifth tree would be a large-growing shade tree, such as Green Mountain Sugar Maple, which would be planted in the yard area between the two buildings

As suggested in the City staff comment listed above, we have no objection to approving



the project with a condition requiring the applicant to submit a site landscaping plan to the City Arborist for review and approval, before a building permit is issued for the project.

Lighting and CPTED standards

15. *Logic would tell me that this facility would not be used at night but yet there is an existing flood light facing the existing building which is proposed to be retained. Could you give me more info regarding times of use as one of the Site Plan standards is CPTED (see below and also the adopted Technical Standards) and I don't see any narrative on this:*

*The development shall incorporate the following public safety principles for Crime Prevention through Environmental Design (CPTED) into site design to enhance the security of public and private spaces and to reduce the potential for crime:*

- (i) Natural surveillance that promotes visibility of public spaces and areas.*
- (ii) Access control that promotes authorized and/or appropriate access to the site.*
- (iii) Territorial reinforcement that promotes a sense of ownership and responsibility through environmental design.*

Riverside South Golf Course is a recreational destination that is open for public use year round. The primary use of the golf course during the spring, summer and fall is golfing, which is a daytime activity. Under current operations, the South Course Pro Shop is open only when the South Course is open for play. DPS is planning to continue this limited mode of operation when the new Pro Shop is opened for use. Riverside South Golf Course typically closes for golfing in mid-fall and re-opens for golfing in the spring. During late fall, winter, and early spring, the South Course (as well as the North Course) is open for activities such as cross country skiing, snowshoeing, sledding, and walking. DPS believes there is no need to have artificial lighting on the Riverside South Course, except in the immediate area of the proposed Pro Shop.

DPS proposes to remove the existing pole mounted flood light as part of this project and install three new exterior lights around the proposed Pro Shop. Two of the proposed new lights would be mounted back-to-back on a single pole located adjacent to the parking area and midway between the existing Pro Shop and the new Pro Shop. These two lights would be 20 feet above ground; they would have 78-watt LED fixtures with "cutoff" optics. The third exterior light would be mounted on the northwest side of the building 12 feet above ground. It would be a wall-mounted, 10-watt LED fixture, designed with cutoff optics. A photometric plan showing light intensity levels with these three fixtures is being submitted herewith; please refer to plan sheet ES100.

The proposed lighting is intended to illuminate the area in front of, and on the sides of, the proposed building. The lighting is intended to act as a deterrent to vandalism. The lighting will also provide a sense of security for someone walking between the two building and a portion of the parking lot.

It is thought that the proposed design of the Riverside South Golf Course Pro Shop meets the objective of the CPTED standards. The proposed design will create and preserve open sight lines from Riverside Street to the parking lot and the area around the building. This visibility, in combination with the proposed lighting, will serve as a deterrent to crime by will allowing motorists, including the police, to keep an eye on the site.

16. *As you know the existing flood light does not comply with the City Standards and on other projects we have asked for removal of (existing) lights where they are seriously out of compliance. So I need to better understand why that light is there and if it were removed how otherwise (if needed re CPTED and safety) the building/area might be adequately lit.*

DPS realizes that the existing flood light does not meet the existing design standards, which require "cutoff" fixtures that do not create light trespass onto neighboring property. For this reason, DPS agrees to remove the existing flood light as part of this project.

Other comments

17. *Sidewalk is to be completed prior to issuance of CO for the building.*

The City wants to occupy the new building when it opens the South Course for play in 2013. It is possible that the local paving plants may not be open for the season, or the prevailing weather may not be conducive to good paving workmanship when the City opens the Golf Course during the spring of 2013. For these reasons, The Department requests that any conditions of approval regarding completion of sidewalks be tied to a specific date, such as June 15, 2013, rather than the date of occupancy.

Sincerely,

**CITY OF PORTLAND**



Michael Farmer  
Project Engineer



**CITY OF PORTLAND, MAINE**

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Department of Public Services

Engineering Division

55 Portland Street, Portland, Maine 04101

(207) 874-8846 Fax (207) 874-8852

Project: Riverside South Course Pro Shop

Sheet No.: \_\_\_\_\_ Of \_\_\_\_\_

Calculated By: MF Date 10-31-2012

Checked By: \_\_\_\_\_ Date \_\_\_\_\_

Scale: \_\_\_\_\_

Impervious area Calculations

1. Increase of Impervious area by conversion of existing grassed areas to new impervious areas

A 10	52	SF
A 11	45	
A 12	1529	
A 13	663	
A 14	<u>18</u>	

2,307 SF

2. Decrease of Impervious area by conversion of existing paved and graveled areas to grassed or landscaped areas.

A 1	820	SF
A 2	1198	
A 3	33	
A 4	279	
A 5	162	
A 6	641	
A 7	194	
A 8	437	
A 9	<u>140</u>	

3,904 SF

3. Net decrease in impervious area =  
 $3,904 - 2,307 \approx \underline{\underline{1,600 SF}}$

Note: Excludes changes in Road R.O.W.



## Jean Fraser - Re: Golf Course Pro Shop Site Plan Review

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**From:** Jean Fraser  
**To:** Daigle, Janet  
**Date:** 5/10/2012 1:47 PM  
**Subject:** Re: Golf Course Pro Shop Site Plan Review

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Janet

I am writing to update you on the review of the site plan application for the Golf Course Pro Shop.

I understand that revised plans will soon be submitted and contain some significant revisions. Once those are received I will let you know and you are welcome to comment on the revised plans if you consider there are still some issues.

We can discuss this further once we have the revisions in hand, as I can only review what is submitted to us.

Thank you  
Jean

*Jean Fraser, Planner  
City of Portland  
874 8728*

5-10-12  
Janet phoned to ask if I knew  
nature or scale of the revisions + I don't.  
Recapped her concerns as before.

Pressed me to meet on site to understand +  
how she sees it; I indicated that I couldn't  
do that as the review is on hold until we have  
the revisions and I understand her comments.

## Jean Fraser - Golf Pro Shop - Site Plan Review

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**From:** Jean Fraser  
**To:** Farmer, Michael  
**Date:** 4/30/2012 12:42 PM  
**Subject:** Golf Pro Shop - Site Plan Review

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Mike

I understand there was a neighborhood meeting last week and that you are preparing revised plans to address comments made at the meeting.

I would like to confirm that a number of the comments included in Janet Daigle's e-mail to me highlighted some issues that relate to site plan requirements - and at a discussion at Development Review meeting we all agreed that these site plan issues need to be addressed (but not necessarily as she is suggesting).

So when you revise the plans, please address the comments I have previously sent to you (dated 3.7.2012) and also reconsider the plan in terms of:

- Including marked pedestrian crossings of the parking lot for "desire lines" to golf course and parking spaces;
- Ensuring a pedestrian link from sidewalk to the building that is safe;
- Lighting (as previously discussed in e-mails);
- Clarifying re existing and proposed parking; the standard space is 9ft X18 ft (20% of spaces can be compact eg 8 ft X15 ft);
- Clarifying where the net decrease in impervious area (stated to be 2300 sq ft) comes from.

Thanks

Jean

**Jean Fraser - Re: Planning Dept. (which items?-Golf Course Clubhouse)**

**From:** Jean Fraser  
**To:** Daigle, Janet  
**Date:** 4/27/2012 4:12 PM  
**Subject:** Re: Planning Dept. (which items?-Golf Course Clubhouse)

Janet

As I mentioned we can only review what is presented to us in the submissions and then request that our concerns be addressed.

The site plan issues are quite limited by the ordinance- they include pedestrian safety, parking lot design and drainage, parking provision as based on this use generally, landscaping. We are not able to review internal issues unless they are fire safety issues; also financial issues are not site plan issues.

We anticipate getting a revised plan but I cannot predict exactly what will be revised. I will let you know when that arrives and probably will be able to send it to you as a pdf. It would then be reviewed again before any final decision is taken from a site plan viewpoint.

Jean

>>> Janet Daigle <janetdaigle@yahoo.com> 4/27/2012 1:56 PM >>>  
Janet, Which items are you looking into? At this point are you leaning towards not being the clubhouse in the parking lot and instead building on the existing site where the Log Cabin is? Thank you. Janet Daigle

**From:** Jean Fraser <JF@portlandmaine.gov>  
**To:** Janet Daigle <janetdaigle@yahoo.com>  
**Sent:** Wednesday, April 25, 2012 5:50 PM  
**Subject:** Re: Planning Dept. (Golf Course Clubhouse)

Janet

Thank you for your comments to the Planning Division and we are **looking into the items that relate to the Site Plan Standards.**

Jean

>>> Janet Daigle <janetdaigle@yahoo.com> 4/24/2012 8:33 AM >>>  
April 24, 2012

To: Planning Department, City Manager  
Cc: City Council, Mayor, Media

RE: The New Riverside South Golf Course Clubhouse



File Name: "Riverside Golf Course Pro Shop 2012-432"

To: Jean Fraser, Planner, Planning Department  
 Barbara Barhydt, Manager, Planning Department  
 Gregory A. Mitchell, Director, Planning Department

1. Jean, I learned the following when I met with you this past Friday, April 20<sup>th</sup>. The new clubhouse is considered a very small project and can be **reviewed in less than a half day**. You stated that you were not aware of any **objections** to the existing plans before you for review. You stated that you sometimes change site plans to save a tree.

I reviewed the file and noted the **dates** on the various **documents**:

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- Standard Boundary Survey dated May 2011
- Site Plan dated 12/9/11
- Plans and Schedules dated 12/9/11
- Elevations dated 12/9/12
- Sidewalk Construction & Pavement Marking Plan dated 2/3/12

2. **I am writing to object to the existing proposal to build the new clubhouse in the parking lot.** I have actively been opposing this proposal verbally and in writing for the past several weeks. It has been written about in the media. It would be a monumental and non-reversible mistake to place the clubhouse in the parking lot.

#### Reasons Not To Build in Parking Lot

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- b. **Safety issue** arises because golfers and children will have to dodge dangerous parking lot traffic as they walk to and from the golf course **especially if someone is not paying attention**.
- c. The clubhouse location is near a **vehicle entrance and will greatly increase the danger to foot traffic**. Vehicles will be entering the parking lot from a **35 per hour speed limit zone**.
- d. Once the golf course is properly managed, all of the **existing parking space will be needed** especially with the adjacent new 4 hole "**Junior, Senior & Practice Course**". Pre-M. Bobinsky the parking lot was full of vehicles.
- e. M. Bobinsky's "Pavement Site Plan" has eight (**8**) **parking spaces against the clubhouse** exposing the clubhouse to potential damage from vehicles.

- f. The **clubhouse is facing** the paved parking lot and motorized golf cart **storage building**. This **scenery is unsightly** compared to looking out onto the “first” fairway.
- g. Golfers sitting on the clubhouse porch will be **inhaling traffic fumes**.
- h. The **entry porch is only 6 ½ feet wide** and will not accommodate many golfers who will want to rest, eat and socialize.
- i. The site plan is **absent a patio** which should be at least 28' x 28'. A patio is a huge selling point when marketing a golf course and growing revenue. Refer to South Portland Golf Course photos attached.
- j. Golfers should not have to **sit in a parking lot**. That is absurd!
- k. This location will **add 100 feet** to the 1<sup>st</sup> tee box which will “**slow play**” and result in **decreasing revenue**.
- l. Golfers will have to walk an **extra 300 feet** when playing 18 holes of golf counting trips to the bathroom and to get a “hot dog”. **Time is money in the golfing business**.
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- n. A **septic system** would be much further **away from the “field”**, namely an extra 100 feet.
- o. A “full foundation” (4') would **not be necessary** if the clubhouse was built on the existing site on non-impervious surface. A “**floating slab**” 8” thick in the middle and 12” on the edges could be used on the existing site and would be **less expensive**. Robert Gaudreau, contractor has built house on slabs.
- p. **Pavement of 4-5 feet** larger than the size of the “footprint” would have to be dug up. It would then have to be re-paved up to the clubhouse which is **more costly**.
- q. **Extensive site work** including on site “**storm water detention structures**” will not be required in order to meet new storm water regulations if the clubhouse is built on the existing Log Cabin site.

There is no “stormwater detention structure” on the site plan which is located in the parking lot, an impervious surface. The existing Log Cabin site is non-impervious.

The existing Log Cabin clubhouse is 24' x 25' (600 s/f) including the porch. The new clubhouse will be 28' x 28' (784 s/f) including the 6 1/2' porch. **The s/f increase is only 184'**. The “footprint” is only four (4) feet larger.

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because it is really a replacement of an existing building. The increase in size of the building is so minimal that I doubt that it has an effect on any new regulation. It sounds onerous that they would have a requirement for an additional 184 square feet. I doubt if it creates a regulation response. If it does, they can ask for a "waiver".

Robert Gaudreau, President of Hardypond Construction, Inc. has worked on the bidding process of the clubhouse for the past three years. He is very familiar with the site. He has 30 years experience and a background in engineering and land surveying.

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s. Water is already hooked up at the existing Log Cabin site.

t. **It would be a monumental and non-reversible mistake to place a clubhouse in the parking lot.** The golfers will be the ones who will have to **live with your mistake**. This is the time to do it right.

**The following are M. Bobinsky's reasons to build the clubhouse in the parking lot:**

- a. "To better use parking lot space". What? That does not make any sense.
- b. "Reduce impervious surface by removing pavement". Only a minuscule 28' x 28' or 784 s/f.
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M. Bobinsky: **Prove it. I don't believe you. Provide several independent documentation, dollar cost and proof of attempt to obtain a "waiver"**.

**Jean, what is the cost?** This is information that is easily obtained. Homes and garages are built every day and have to deal with this issue.

**The 20 reasons against building the new clubhouse in the parking lot far outweigh the 5 reasons for building in the parking lot.**



3. I am requesting that the new Clubhouse be built on the existing Log Cabin site facing the fairway with a 28' x28' concrete patio.
4. I met with Michael Bobinsky on April 4<sup>th</sup>. I cited the 20 reasons not to build in the parking lot. He has obviously suppressed this information and not made the Planning Department aware of my objections.
5. Michael Bobinsky has improperly notified the effected parties, namely the South Course golfers of building the clubhouse in the parking lot. Refer to my email dated 4/22/12 which I will forward.
6. I spoke with City Manager Mark Rees on April 17<sup>th</sup> after the Neighborhood Meeting and pointed out with photos and dimensions that the Site Plan Application dated 2/3/12 **erroneously list 67 parking spaces**. There are **187 parking spaces**. Refer to my email dated 4/12/12, item no. 3 which I will forward. Mark stated that he would relay the information to Michael Bobinsky which obviously has been withheld from the Planning Department.
7. If you do not build the clubhouse in the parking lot and leave the parking lot as is, isn't the **parking lot "grandfathered"** with regards to current City standards?

Jean Fraser states in an email dated 3/7/12, "a few parking spaces located on the site do not meet City Standards. The applicant should document why the City's standards can't be met and **formally request a waiver**".

8. The North Course parking lot is 102 wide with four (4) rows of parking and it is stripped. The South Course parking lot is 102 wide and has four rows of parking. However, it is not currently stripped. I am requesting that the parking lot be stripped with four (4) rows of parking similar to the North Course.
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11. A septic system would be half the cost of a "sewer forcemain" and would be ideally suited on the existing Log Cabin site.

**Septic System** per Bob Gaudreau, Contractor: The approximate cost would be **\$8,000**. The septic tank will not take up much land and would be grassed over. There would be minimal "solids" given the nature of the clubhouse and the fact that it is seasonal use. There would not be any toxics, kitchen grease, etc. placed in septic system. Accordingly, the septic tank would only need to be **pumped out once every 5-7 years**. Blow Bros. charges **\$240** to pump up to **1,000 gallons**. If the new clubhouse were built on the existing site, the clubhouse would be near the "septic field". \$500,000 homes are hooked up to septic systems.

**Sewer Forcemain** I reviewed Bobinsky's "Site Plan" with Bob Gaudreau, Contractor. Hooking into the public sewer line on Riverside Street would require **210 feet or 70 yards** of 1 ¼" PVC pipe. There would not be a "holding tank". **A pump station, alarm panel and sewer pump will be required. The sewer pump will get "stale" and have to be replaced more often because it will only get six months of use** per Bob Gaudreau. The solids/feces will have to be smashed and crushed in order to fit and travel through the 1 ¼" PVC pipe. The horizontal boring / "directional drilling" will be 210 feet and only 3-4 excavators in the State of Maine do this type of drilling. The other option is "open trenching" of the 210 feet. The cost of a "sewer forcemain" would be more than double that of a septic system or **in excess of \$18,000.**

There would be a **savings of at least \$8,000 with a septic system.**

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15. Waivers should be sought for all "**bicycle parking spaces**". Every single parking space will be needed in the future. See my email dated 4/12/12, item 8b for further explanation.

16. There should be "**signage**" at the South Golf Course. See my email dated 4/12/12, item 8c.

**17. Building Plans** calls for cedar clapboards and wood trim. The clubhouse siding, windows and trim should be **vinyl** which will result in **lower costs and low or no maintenance** over the life of the building. I would suggest **grey with white** trim similar to Nonesuch.

**18. Out of Order Flush Toilets for Seven Years!** I and other golfers have tried many times to get the City to repair the bathrooms. It is a **health hazard**. Our hands come in contact with chemicals, feces, urine, etc. which is transferred to our food when we eat.

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Also, not having toilets for the past seven years has resulted in loss revenue in excess of \$210,000. Refer to my Report dated March 21, 2012. Don't miss another golf season without toilets.

19. Jean, please ask the appropriate city employees to advance my requests to include Mark Rees.

Thank you for your follow through.



**Jean Fraser - Planning Dept. (Golf Course Clubhouse)**

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**From:** Janet Daigle <janetdaigle@yahoo.com>  
**To:** "jf@portlandmaine.gov" <jf@portlandmaine.gov>, "bab@portlandmaine.gov" <...>  
**Date:** 4/24/2012 8:33 AM  
**Subject:** Planning Dept. (Golf Course Clubhouse)  
**CC:** Michael Brennan <mfpb@portlandmaine.gov>, Nicholas Mavodones <nmm@portla...>

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April 24, 2012

To: Planning Department, City Manager  
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RE: The New Riverside South Golf Course Clubhouse  
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# PORTLAND MAINE

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**Planning & Urban Development Department**  
Jeff Levine, AICP, Director

**Planning Division**  
Alexander Jaegerman, FAICP, Director

November 26<sup>th</sup>, 2012

Michael Farmer, PE Project Engineer  
Portland Department of Public services  
55 Portland Street  
Portland, ME 04101

*sent for signing*

**Project Name: Riverside Golf Course Pro Shop**  
**Project ID: #2012-432**  
**Address: 1158 Riverside Street CBL: 357-A-1**  
**Applicant: Portland Department of Public Services**  
**Planner: Jean Fraser**

Dear Mr Farmer:

On November 26, 2012, the Planning Authority approved with conditions a Level II site plan for the construction of a new Golf Course Pro Shop and reconfigured parking lot and pedestrian access at the Riverside Golf Course at 1158 Riverside Street.

The decision is based upon the application, documents and as submitted by Michael Farmer and prepared by: Woodard and Curran (Site Plan and Details, Plans C003, C004 and C005 dated 9.28.20120; Scott Simon Architects (Elevation of Building Plan A201 dated 9.26.2012); Michael Farmer (Plan of Sidewalks and Parking Layout dated 9.10.2012) and Electrical Site Plan ES100 dated 10.16.2012. The proposal was reviewed for conformance with the standards of Portland's site plan ordinance.

## WAIVERS

### 1. BICYCLE PARKING

The Planning Authority, in accordance with Ordinance Section 14-526 (a) (4b) 1&2, has reduced the required number of bicycle parking spaces to 8, based on evidence submitted by the applicant that the proposed development is expected to generate reduced demand for bicycle parking.

### 2. PARKING AISLE WIDTH

The Planning Authority waives the Technical Standard, Section 1.14 to allow the parking aisle to be 42 feet wide to accommodate golf cart access to vehicles.

## SITE PLAN REVIEW

The Planning Authority found the plan is in conformance with the Site Plan Standards of the Land Use Code subject to the following conditions of approval:

1. That the applicant shall submit a detailed Landscape Plan for review and approval by the City Arborist and Planning Authority prior to the issuance of a building permit. The Landscape Plan shall incorporate additional planting to meet the Site Plan standards for parking lot landscaping and shall show all existing trees to be protected during construction and retained, and all new planting (showing location, size and species); and
2. That the applicant shall include in the Landscape Plan (see Condition #1) the design for an enclosure of the condenser on the Riverside Street side of the proposed building, and also show the location and screening of any exterior waste receptacles; and
3. That the applicant shall include in the Landscape Plan (see Condition #1) a full cut off type light fixture on the utility pole on the property line (or on any relocated sign or similar support in the vicinity) near the 5 foot wide walkway where it meets the sidewalk/parking near Riverside Street, to illuminate the pedestrian access walkway and nearby parking spaces; and
4. That the applicant shall address, prior to the issuance of a building permit, the Fire Department hydrant and other requirements as outlined in the attached comments from Captain Chris Pirone of 11.21.2012 which relate to the design of the proposed building; and
5. That the applicant shall submit copies of the sewer and water capacity letters prior to the issuance of a building permit; and
6. That the applicant shall decommission the disused septic system in accordance with Section 24-38 of the City Ordinance prior to the issuance of a building permit; and
7. That any new or relocated sign requires a separate permit through the Inspections Division; and
8. That the applicant shall construct the sidewalk, as shown on the "Plan of Sidewalks and Parking Layout" dated 9.10.2012, on or before June 15, 2013.

The approval is based on the submitted site plan. If you need to make any modifications to the approved site plan, you must submit a revised site plan for staff review and approval.

## STANDARD CONDITIONS OF APPROVAL

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

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



4. **Inspection Fees** An inspection fee payment of \$300 and seven (7) final sets of plans must be submitted to the Planning Division prior to the release of a building permit, street opening permit or certificate of occupancy for site plans. If you need to make any modifications to the approved plans, you must submit a revised site plan application for staff review and approval.
5. **Preconstruction Meeting** Prior to the release of a building permit or site construction, a pre-construction meeting shall be held at the project site. This meeting will be held with the contractor; Phil DiPierro, Development Review Coordinator; Public Service's representative; and owner to review the construction schedule and critical aspects of the site work. At that time, the Development Review Coordinator will confirm that the contractor is working from the approved site plan. The site/building contractor shall provide three (3) copies of a detailed construction schedule to the attending City representatives. It shall be the contractor's responsibility to arrange a mutually agreeable time for the pre-construction meeting.
6. **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.)
7. **As-Built Final Plans** Final sets of as-built plans shall be submitted digitally to the Planning Division, on a CD or DVD, in AutoCAD format (\*.dwg), release AutoCAD 2005 or greater.

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

If there are any questions, please contact Jean Fraser at (207) 874- 8728.

Sincerely,

Alexander Jaegerman, FAICP  
 Planning Division Director

**Attachments:**

1. E-mail from Captain Chris Pirone, Fire Department, dated 11.21.2012

**CCs: see below**

Jeff Levine, AICP, Director of Planning and Urban Development  
 Alexander Jaegerman, FAICP, Planning Division Director  
 Barbara Barhydt, Development Review Services Manager  
 Jean Fraser, Planner  
 Philip DiPierro, Development Review Coordinator, Planning  
 Marge Schmuckal, Zoning Administrator, Inspections Division  
 Tammy Munson, Inspection Division Director  
 Lannie Dobson, Administration, Inspections Division  
 Gayle Guertin, Administration, Inspections Division  
 Michael Bobinsky, Public Services Director  
 Katherine Earley, Engineering Services Manager, Public Services  
 Bill Clark, Project Engineer, Public Services  
 David Margolis-Pineo, Deputy City Engineer, Public Services

Doug Roncarati, Stormwater Coordinator, Public Services  
 Greg Vining, Associate Engineer, Public Services  
 Michelle Sweeney, Associate Engineer  
 John Low, Associate Engineer, Public Services  
 Rhonda Zazzara, Field Inspection Coordinator, Public Services  
 Mike Farmer, Project Engineer, Public Services  
 Jane Ward, Administration, Public Services  
 Jeff Tarling, City Arborist, Public Services  
 Jeremiah Bartlett, Public Services  
 Captain Chris Pirone, Fire Department  
 Thomas Errico, P.E., TY Lin Associates  
 David Senus, P.E., Woodard and Curran  
 Rick Blackburn, Assessor's Department

Approval Letter File



**From:** Jean Fraser  
**To:** Fraser, Jean  
**Date:** 11/21/2012 11:53 AM  
**Subject:** Re: Fwd: asap please Golf Pro Shop, Riverside Street

>>> Chris Pirone 11/21/2012 7:15 AM >>>  
Fire Comments:

All construction and installation shall comply with 2009 NFPA 1, 2009 NFPA 101.

All construction and installation shall comply with City of Portland Fire Department Building Regulations.  
<http://www.portlandmaine.gov/fireprevention/fdrulesandregulations.pdf>

All construction and installation shall comply with City Code Chapter 10.  
<http://www.portlandmaine.gov/citycode/chapter010.pdf>

Street addresses shall be marked on the structure and shall be as approved by the City E-911 Addressing Officer.  
Contact Michelle Sweeney at 874-8682 for further information.

Pay special attention to:

If the building has a sprinkler system; fire hydrants must be within 100' but no closer than 40'.  
Fire Department Connections shall not be located where large diameter hose may block egress.  
2009 NFPA 1 18.4 Fire Flow Requirements for Buildings  
-may require installation of fire hydrant to meet fire flow requirements.

Captain Chris Pirone  
Portland Fire Department  
Fire Prevention Bureau  
380 Congress Street  
Portland, ME 04101  
(t) 207.874.8405  
(f) 207.874.8410

Level II

**MINOR SITE PLAN DEVELOPMENT REVIEW**

Final review and sign off

rev. Nov 2012

PROJECT: Golf Pro Shop Application #: 2012-432

Date of completion: 11-20-2012

Review item	Status	Who signed off on this
Evidence of Right, Title & Interest	Submitted in Feb 2012 submission	✓ JF.
MDEP/MP etc issues	None - no inc. in imp. surface	←
Additional info provided as requested:	Project revised following public input - org sub Feb 2012; revised sub Nov 2012	—
Access and parking layout (including contributions)	Sidewalk link thru parking lot OK TE ; JF seeks lighting on walkway (see below)	✓ TE waiver granted with 11-16-12
Bicycle parking	<del>new shown needs cond</del>	waiver given & req'd OK meets std ✓
Stormwater Management	OK - BB det. no outside	review
Other engineering issues	none	—
Zoning	OK	✓ MS 11-20-12
Fire Department	OK w/ 1st	sign off awaited.
Building materials etc	OK Scott Simons design	✓ JF
Landscape	Does not meet site plan stds -	} ? condition ?
Two trees/lot; two foundation plantings per lot	"	
Lighting	new light proposed OK - but need one at street	cond.
Letter of financial capability		N/A
Capacity letter water	needs cond.	} cond
Capacity letter sewer	needs condition	
Sidewalk/Curbing	Proposed	OK
Dumpster location and enclosure/waste collection	Condenser shown at front - needs cond No waste shown - add into cond	} cond
Other issues	<ul style="list-style-type: none"> <li>- Proposed parking</li> <li>- Sewer capacity + water</li> </ul>	<ul style="list-style-type: none"> <li>- Landscape protection + plan for rear.</li> </ul>

- light on ex. pole at street where sidewalk. Cond + date for sidewalks + signage. June 15, 2013  
 - ulum. sign + fire  
 - septic tank  
 - condenser / dumpster enclosure

## Jean Fraser - Pro Shop - Riverside St.

---

**From:** David Margolis-Pineo  
**To:** Barbara Barhydt; Jean Fraser  
**Date:** 11/16/2012 3:28 PM  
**Subject:** Pro Shop - Riverside St.  
**CC:** John Emerson; Michael Farmer

---

Jean,

All of my comments for this project have been addressed.

The only thing that bothers me is the septic tank which has not been filled. It has been abandoned for five years and still has not been closed out properly.

I would like to make it a condition of approval that the septic tank be properly decommissioned as required by Section 24-38 of the City Code prior to the issuance of a building permit.

We have no further comments.



**Jean Fraser - 1158 Riverside St - #2012-432**

---

**From:** Marge Schmuckal  
**To:** Jean Fraser  
**Date:** 11/20/2012 10:57 AM  
**Subject:** 1158 Riverside St - #2012-432

---

1158 Riverside Street - 357-A-1  
#2012-432 - ROS Zone  
11/20/2012

The revised plans show the pro shop being relocated out of the parking lot area. The project is still meeting the ROS zone requirement. My comment concerning any new signage is still in enforce.

This is a final sign off.

Marge Schmuckal  
Zoning Administrator

**From:** Tom Errico <thomas.errico@tylin.com>  
**To:** Jean Fraser <JF@portlandmaine.gov>  
**Date:** 11/16/2012 1:07 PM  
**Subject:** Re: Pro Shop - Riverside Street

Jean- I find the plans to be acceptable and support a waiver for the width of the parking aisle.

Tom

Sent from my iPhone

On Nov 16, 2012, at 12:02 PM, "Jean Fraser" <JF@portlandmaine.gov> wrote:

> Tom

>

> I would appreciate your written sign off asap, thanks.

>

> Jean

>

> Notice: Under Maine law, documents - including e-mails - in the possession of public officials or city employees about government business may be classified as public records. There are very few exceptions. As a result, please be advised that what is written in an e-mail could be released to the public and/or the media if requested.

## Jean Fraser - Re: Fwd: asap please Golf Pro Shop, Riverside Street

---

**From:** Jean Fraser  
**To:** Fraser, Jean  
**Date:** 11/21/2012 11:53 AM  
**Subject:** Re: Fwd: asap please Golf Pro Shop, Riverside Street

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Street addresses shall be marked on the structure and shall be as approved by the City E-911 Addressing Officer.  
Contact Michelle Sweeney at 874-8682 for further information.

Pay special attention to:

If the building has a sprinkler system; fire hydrants must be within 100' but no closer than 40'.  
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>>> Jean Fraser 11/20/12 12:32 PM >>>



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**To:** Fraser, Jean  
**Date:** 11/21/2012 7:15 AM  
**Subject:** Re: Fwd: asap please Golf Pro Shop, Riverside Street

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Fire Department Connections shall not be located where large diameter hose may block egress.  
2009 NFPA 1 18.4 Fire Flow Requirements for Buildings  
-may require installation of fire hydrant to meet fire flow requirements.

If the proposed new building is not sprinkled, the applicant shall  
Captain Chris Pirone  
Portland Fire Department  
Fire Prevention Bureau  
380 Congress Street  
Portland, ME 04101  
(t) 207.874.8405  
(f) 207.874.8410

>>> Jean Fraser 11/20/12 12:32 PM >>>  
Chris

It is a 28 by 21 wood building with cedar clapboard exterior and shingle roof; porch along one side.

It will include a lounge area; sales counter; two restrooms; utility room.

I do not know whether it is sprinkled as I can find no info re this in the submissions nor on the architectural plans.

The Project Engineer (DPS) is Mike Farmer Ext 8845  
The Architect is Scott Simon of Scott Simons Architects on 772 4656

Or I can put in a condition that is along the lines: "If the proposed new building is not sprinkled, the applicant shall..."

thanks  
Jean

>>> Chris Pirone 11/20/2012 12:12 PM >>>  
Does the proposed building have a sprinkler system?

Captain Chris Pirone  
Portland Fire Department  
Fire Prevention Bureau  
380 Congress Street  
Portland, ME 04101  
(t) 207.874.8405  
(f) 207.874.8410

ü Please consider the environment before printing this email.

>>> Jean Fraser 11/20/2012 11:27 AM >>>  
Chris

to add: The existing hydrant is on Riverside, SW of the building, on opposite side of street, 300-400 ft away.

Jean

>>> Jean Fraser 11/20/2012 9:59 AM >>>  
Chris

Could you please confirm that you are OK with the revised proposals.

I attach your previous comments but the layout is quite different- I am thinking no issues but I have not checked re hydrants.

thanks  
Jean

## Jean Fraser - Re: Golf Pro shop

---

**From:** Jeff Tarling  
**To:** Jean Fraser  
**Date:** 11/14/2012 1:36 PM  
**Subject:** Re: Golf Pro shop  
**CC:** David Margolis-Pineo

---

Hi Jean -

I have reviewed the revised Riverside South Course Pro Shop plan and offer the following recommendations / conditions:

- a) Sidewalk - The sidewalk location is good as proposed vs moving away from the curb-line where existing trees would be impacted.
- b) Trees & landscape - The South Course parking lot & proposed club house should meet the new parking lot tree & landscape standard. From a quick count, additional trees and or shrub planting are needed. I can work with the project team to create a more detailed landscape plan as a condition.

thanks,

Jeff Tarling  
City Arborist

11-14-12  
Dew Rev -

Tom Ernie confirmed OK + will send written sign off.  
Not reviewed for stormwater as reduction in impervious ? incl's some hmt.?



**From:** Michael Farmer  
**To:** Fraser, Jean  
**Date:** 11/6/2012 2:14 PM  
**Subject:** Riverside South Golf Course project Site Plan application  
**Attachments:** RIV GC LANDSCAPED AREAS 11 06 2012.PDF

Jean:

Per our phone conversation this morning, I have attached a colored plan to show the areas around the proposed Pro Shop that would be maintained as vegetated, or landscaped areas. The landscaped areas are shaded in green. The impervious areas are either white or a light pink. Please note that I did not color all the areas on the plan that would remain vegetated; rather, I only colored the area around the proposed Pro Shop site.

I did attend the development review meeting and we discussed the Pro Shop project. I gave hard copies of the letter and the pavement marking plan to Tom Errico.

Michael Farmer, Project Engineer  
Portland Dept. of Public Services  
55 Portland Street  
Portland, ME 04101  
phone: 207-874-8845  
fax: 207-874-8852

## Jean Fraser - Fwd: Re: 1010 Riverside Golf Course Pro Shop Site Plan Review

---

**From:** Jean Fraser  
**To:** Errico, Thomas  
**Date:** 3/7/2012 12:20 PM  
**Subject:** Fwd: Re: 1010 Riverside Golf Course Pro Shop Site Plan Review

---

Tom

There has not be an opportunity to discuss this with you but you will see (highlighted in blue, which were sent to Mike) that I have added a bit to your comments but only tentatively at the moment:

- **Bicycle parking** was discussed at Dev Rev last week and Alex/Barbara were OK with 8 bike spaces (4 hitches with 2 on each hitch) rather than the 13 (se waiver for 5)- at the time of the discussion David had indicated that you were in support of a complete waiver and we were a bit uncomfortable with that;
- **Pedestrian link** between the new building and the sidewalk: this had been a firm requirement for most projects and I understand that the golf course is not just used for golfing so....since a sidewalk is being built shouldn't they have a separate path leading from the sidewalk to the building, maybe alongside the drive access? For discussion.

thanks  
 Jean

>>> Jean Fraser 3/7/2012 12:11 PM >>>  
 Mike

Just to confirm, these are all of the final comments (we acknowledge no change re drainage so no comments on that; also Fire Department had no comments):

Zoning: there will be a condition regarding the need for sign permits for new or relocated signs;

Traffic comments:

- A few parking spaces located on the site do not meet City standards. The applicant should document why the City's standards can't be met and formally request a waiver.
- The parking aisle width is significant and does not meet City standards. The applicant should document why the City's standards can't be met and formally request a waiver.
- Bicycle parking space supply should meet City standards (13 to 14 spaces should be provided) [Note: a waiver for 5 of these may be supported ie provision of 8 spaces (4 hitches)].
- The applicant should confirm that the driveway openings meet City standards.
- The plan illustrates two marked areas near the two parallel parking spaces. I would suggest that these be raised or of similar material to that being proposed around the building.
- The parking analysis provided seems reasonable and I support the conclusions that little change will occur when comparing pre and post-development conditions.
- There may be further comments regarding a direct pedestrian link between the building and the sidewalk.

DPS comments:

1. Please advise if the shown septic system is still active. If abandoned, applicant shall meet the conditions of Section 24-38, Private Sewer Systems Discontinuance.
2. Show detail for approval of reconstructed channel in manhole #1525. Provide a 22 ½ degree bend to force main terminus to direct discharge down 8" sewer out of manhole.
3. Please revise Pipe Trench Detail to reflect Portland's Technical Manual Figure II-12.
4. Please advise and add note that all elevations are based on the official city datum, NGVD 1929.
5. Please add note that all work (including sidewalks and curbing) shall meet City of Portland Technical Standards.

Landscaping: There are likely to be several conditions re this:

- Submission of detailed landscape plan for area around the building for review and approval prior to the issuance of a building permit;
- All existing trees to be protected and preserved during construction of sidewalk and building and if any are "lost" they must be replaced in kind;
- The size and species of new trees (3 are shown) in the vicinity of the new building shall be agreed with the City Arborist and such agreement confirmed prior to the issuance of a building permit.

Lighting and CPTED standards: see my previous note of 3.2.2012.

Note: sidewalk to be completed prior to issuance of CO for the building.

thanks

Jean

>>> Michael Farmer 3/7/2012 8:59 AM >>>

Jean:

I received comments from Dave Margolis-Pineo and Tom Errico on this project, in addition to the comments below from you. Do I have the complete collection of comments, or are there more to come?

Michael Farmer, Project Engineer  
Portland Dept. of Public Services  
55 Portland Street  
Portland, ME 04101  
phone: 207-874-8845  
fax: 207-874-8852

>>> Jean Fraser 3/2/2012 2:22 PM >>>

Mike

Just to confirm that I am the Planner handling this application. I intend to send an e-mail (soon) with review comments once I receive all the review comments (I know you have heard some of them already).

I have a question:



Logic would tell me that this facility would not be used at night but yet there is an existing flood light facing the existing building which is proposed to be retained. Could you give me more info regarding times of use as one of the Site Plan standards is CPTED (see below and also the adopted Technical Standards) and I don't see any narrative on this:

The development shall incorporate the following public safety principles for Crime Prevention through Environmental Design (CPTED) into site design to enhance the security of public and private spaces and to reduce the potential for crime:

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- (ii) Access control that promotes authorized and/or appropriate access to the site.
- (iii) Territorial reinforcement that promotes a sense of ownership and responsibility through environmental design.

As you know the existing flood light does not comply with the City Standards and on other projects we have asked for removal of (existing) lights where they are seriously out of compliance. So I need to better understand why that light is there and if it were removed how otherwise (if needed re CPTED and safety) the building/area might be adequately lit.

thanks  
Jean

## Jean Fraser - Re: Golf Course Pro Shop Site Plan Review

---

**From:** Jean Fraser  
**To:** Daigle, Janet  
**Date:** 5/10/2012 1:47 PM  
**Subject:** Re: Golf Course Pro Shop Site Plan Review

---

Janet

I am writing to update you on the review of the site plan application for the Golf Course Pro Shop.

I understand that revised plans will soon be submitted and contain some significant revisions. Once those are received I will let you know and you are welcome to comment on the revised plans if you consider there are still some issues.

We can discuss this further once we have the revisions in hand, as I can only review what is submitted to us.

Thank you  
Jean

*Jean Fraser, Planner  
City of Portland  
874 8728*

## Jean Fraser - Golf Pro Shop - Site Plan Review

---

**From:** Jean Fraser  
**To:** Farmer, Michael  
**Date:** 4/30/2012 12:42 PM  
**Subject:** Golf Pro Shop - Site Plan Review

---

Mike

I understand there was a neighborhood meeting last week and that you are preparing revised plans to address comments made at the meeting.

I would like to confirm that a number of the comments included in Janet Daigle's e-mail to me highlighted some issues that relate to site plan requirements - and at a discussion at Development Review meeting we all agreed that these site plan issues need to be addressed (but not necessarily as she is suggesting).

So when you revise the plans, please address the comments I have previously sent to you (dated 3.7.2012) and also reconsider the plan in terms of:

- Including marked pedestrian crossings of the parking lot for "desire lines" to golf course and parking spaces;
- Ensuring a pedestrian link from sidewalk to the building that is safe;
- Lighting (as previously discussed in e-mails);
- Clarifying re existing and proposed parking; the standard space is 9ft X18 ft (20% of spaces can be compact eg 8 ft X15 ft);
- Clarifying where the net decrease in impervious area (stated to be 2300 sq ft) comes from.

Thanks

Jean



## Jean Fraser - Fwd: Re: 1010 Riverside Golf Course Pro Shop Site Plan Review

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**From:** Jean Fraser  
**To:** Tarling, Jeff  
**Date:** 3/7/2012 12:25 PM  
**Subject:** Fwd: Re: 1010 Riverside Golf Course Pro Shop Site Plan Review

---

Jeff

I felt I needed to suggest these conditions (see highlighted in blue) to be consistent with other projects...for discussion. These have gone to Mike.

Thanks  
Jean

>>> Jean Fraser 3/7/2012 12:11 PM >>>  
Mike

Just to confirm, these are all of the final comments (we acknowledge no change re drainage so no comments on that; also Fire Department had no comments):

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**To:** Farmer, Michael  
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- (ii) Access control that promotes authorized and/or appropriate access to the site.

(iii) Territorial reinforcement that promotes a sense of ownership and responsibility through environmental design.

As you know the existing flood light does not comply with the City Standards and on other projects we have asked for removal of (existing) lights where they are seriously out of compliance. So I need to better understand why that light is there and if it were removed how otherwise (if needed re CPTED and safety) the building/area might be adequately lit.

thanks  
Jean



## Jean Fraser - Re: Site Plan review of Golf Pro Shop

---

**From:** Jeff Tarling  
**To:** Jean Fraser  
**Date:** 3/5/2012 4:18 PM  
**Subject:** Re: Site Plan review of Golf Pro Shop

---

Hi Jean -

I have reviewed the proposed pro shop clubhouse landscape plan and find the plan acceptable as shown. We will work with the project team to select the right trees and placement as proposed.

Jeff Tarling  
City Arborist

>>> Jean Fraser 3/1/2012 2:55 PM >>>  
Hi

I would like to send an e-mail to Mike Farmer confirming all of the comments to date - so could you please get me your comments asap.

I am concerned that it is proposed to retain the spotlight as on other projects we have sought to remove lights that are seriously out of compliance with the technical standards- does anyone have a view on this? Also has anyone been there at night- is there a CPTED issue? (Maybe its not used at night???)

thanks  
Jean

## Jean Fraser - Riverside Golf Course

---

**From:** Tom Errico <thomas.errico@tylin.com>  
**To:** Jean Fraser <JF@portlandmaine.gov>  
**Date:** 3/5/2012 9:41 AM  
**Subject:** Riverside Golf Course  
**CC:** "Margolis-Pineo, David" <DMP@portlandmaine.gov>, Katherine Earley <KAS@p...>

---

Jean – I have reviewed the site plan and project documents and offer the following preliminary comments.

- A few parking spaces located on the site do not meet City standards. The applicant should document why the City's standards can't be met and formally request a waiver.
- The parking aisle width is significant and does not meet City standards. The applicant should document why the City's standards can't be met and formally request a waiver.
- Bicycle parking space supply should meet City standards (13 to 14 spaces should be provided).
- The applicant should confirm that the driveway openings meet City standards.
- The plan illustrates two marked areas near the two parallel parking spaces. I would suggest that these be raised or of similar material to that being proposed around the building.
- The parking analysis provided seems reasonable and I support the conclusions that little change will occur when comparing pre and post-development conditions.

If you have any questions, please contact me.

Best regards,

Thomas A. Errico, PE  
Senior Associate  
Traffic Engineering Director  
**TYLIN** INTERNATIONAL  
12 Northbrook Drive  
Falmouth, ME 04105  
207.347.4354 direct  
207.400.0719 mobile  
207.781.4753 fax  
[thomas.errico@tylin.com](mailto:thomas.errico@tylin.com)  
Visit us online at [www.tylin.com](http://www.tylin.com)

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

**From:** Chris Pirone  
**To:** Margolis-Pineo, David; Fraser, Jean; Tarling, Jeff; Thomas.Errico@tylin.com  
**CC:** Barhydt, Barbara  
**Date:** 3/2/2012 9:06 AM  
**Subject:** Re: Site Plan review of Golf Pro Shop

Fire is all set with site plan.

Captain Chris Pirone  
Portland Fire Department  
Fire Prevention Bureau  
380 Congress Street  
Portland, ME 04101  
(t) 207.874.8405  
(f) 207.874.8410

>>> Jean Fraser 03/01/12 2:55 PM >>>

Hi

I would like to send an e-mail to Mike Farmer confirming all of the comments to date - so could you please get me your comments asap.

I am concerned that it is proposed to retain the spotlight as on other projects we have sought to remove lights that are seriously out of compliance with the technical standards- does anyone have a view on this? Also has anyone been there at night- is there a CPTED issue? (Maybe its not used at night???)

thanks  
Jean



March 2, 2012

TO: Jean Fraser  
Barbara Barhydt  
FROM: David Margolis-Pineo  
Dept. of Public Services  
RE: Preliminary Review Comments:  
Pro Shop – Riverside Golf Course

This Department has the following preliminary comments. Final comments may differ from the comments listed here.

1. Please advise if the shown septic system is still active. If abandoned, applicant shall meet the conditions of Section 24-38, Private Sewer Systems Discontinuance.
2. Show detail for approval of reconstructed channel in manhole #1525. Provide a 22 ½ degree bend to force mail terminus to direct discharge down 8" sewer out of manhole.
3. Please revise Pipe Trench Detail to reflect Portland's Technical Manual Figure II-12.
4. Please advice and add note that all elevations are based on the official city datum, NGVD 1929.
5. Please add note that all work with meet City of Portland Technical Standards.

This Department has the following preliminary comments. Final comments may differ from the comments listed here.

## Jean Fraser - 1158 Riverside St - Pro Shop

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**From:** Marge Schmuckal  
**To:** Jean Fraser  
**Date:** 2/29/2012 4:27 PM  
**Subject:** 1158 Riverside St - Pro Shop

---

Hi Jean,  
One Solution is not ready for comments yet (still grey). So here are my comments:

1158 Riverside Street - 357-A-1  
#2012-432 - ROS Zone  
2/29/2012

This is a City project for an approximate 28' x 28' pro shop building within an existing parking lot on the southern edge of the City's golf course. The ROS zone allows golf courses. This pro shop building is considered an accessory use and structure to the City's golf course.

The project is meeting all the ROS dimensional zone requirements at this time. The narrative did state that no new signs are being proposed. It is reminded that any new sign will require a separate permit application thru the Inspection Services office. Separate building permits will also be required prior to any construction.

Marge Schmuckal  
Zoning Administrator

## Jean Fraser - Site Plan review of Golf Pro Shop

---

**From:** Jean Fraser  
**To:** Errico, Thomas; Margolis-Pineo, David; Pirone, Chris; Tarling, Jeff  
**Date:** 3/1/2012 2:55 PM  
**Subject:** Site Plan review of Golf Pro Shop  
**CC:** Barhydt, Barbara

---

Hi

I would like to send an e-mail to Mike Farmer confirming all of the comments to date - so could you please get me your comments asap.

I am concerned that it is proposed to retain the spotlight as on other projects we have sought to remove lights that are seriously out of compliance with the technical standards- does anyone have a view on this? Also has anyone been there at night- is there a CPTED issue? (Maybe its not used at night???)

thanks  
Jean



**Jean Fraser - Re: Golf Pro Shop**

---

**From:** David Margolis-Pineo (David Margolis-Pineo)  
**To:** Jean Fraser  
**Date:** 3/1/2012 2:57 PM  
**Subject:** Re: Golf Pro Shop  
**CC:** Doug Roncarati

---

Jean,

Since there is a proposed reduction of imperious cover the stormwater rules do not apply.

>>> Jean Fraser 3/1/2012 2:50 PM >>>  
David

Do you have any view on whether this needs a peer engineering review re stormwater management- could you discuss with Doug Roncarati and get back to me on this.

thanks  
Jean

Pro Shop  
Lwerside Golf Course

Dev Rev Review 2-29-12

- 1) Need for Peer Eng. review - prob not as decrease in impervious surface. DM-P to ck + discuss JF; JF liaise w/ potential Peer Reviewer.
- 2) Tom ~~met~~ has noted narrow aisles, ? over drive access and size of plug spaces - will send written comments
- 3) Jeff/Marge/Chris asked to send comments
- 4) Bike parking

Agreed require 8 spaces (4 bitches)  
and will waive 5 (AS/BB confirmed)

**Site Plan Application  
Riverside South Golf Course Pro Shop  
1010 Riverside Street**

Portland Department of Public Services

February 3, 2012



## Contents

### Riverside South Golf Course Pro Shop Site Plan Application

Section 1	Cover Letter and Application Form
Section 2	Project Narrative <ul style="list-style-type: none"><li>• Written Description of Project</li><li>• Evidence of Right, Title and Interest</li><li>• Copies of Required State and Federal Permits</li><li>• Written Assessment of Zoning</li><li>• Written Description of Existing and Proposed Easements and Other Burdens</li><li>• Written Requests for Waivers From Individual Site Plan or Technical Standards, Where Applicable</li><li>• Traffic Analysis and Parking Analysis</li><li>• Written Analysis of Significant Natural Features Located on the Site</li><li>• Written Summary of Project's Consistency with Related City Master Plans</li><li>• Stormwater Management and Erosion Control</li><li>• Evidence of Financial and Technical Capacity</li><li>• Evidence of Utilities' Capacity to Serve the Development</li><li>• Written Summary of Fire Safety</li><li>• Written Summary of Solid Waste Generation and Proposed Management of Solid Waste</li><li>• Written Assessment of Conformity with Applicable Design Standards</li><li>• Manufacturer's Verification that HVAC and Manufacturing Equipment Meets Applicable State and Federal Emissions Requirements</li><li>• Snow Storage Areas</li><li>• Exterior Lighting</li><li>• Signage</li><li>• Soils Information</li></ul>
Section 3	Deed Showing Right, Title and Interest
Section 4	Evidence of Utilities Capacity to Serve the Development
Section 5	Site Review Submittal for Portland Fire Department
Section 6	Soils Map and Soils Descriptions
List of Plans (24" x 36")	
Sheet C003	SITE PLAN
Sheet C004	CIVIL DETAILS – 1
Sheet C005	CIVIL DETAILS – 2
Sheet A101	PLANS AND SCHEDULES
Sheet A201	ELEVATIONS
Sheet A301	BUILDING AND WALL SECTIONS
Sheet 1 of 1	EXISTING SITE CONDITIONS, STANDARD BOUNDARY SURVEY
Sheet 1 of 1	PROPOSED SIDEWALK CONSTRUCTION & PAVEMENT MARKING PLAN

**SECTION 1**

**COVER LETTER AND APPLICATION FORM**



*Michael Farmer*  
*Feb. 3, 2012*



# PORTLAND MAINE

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**Public Services Department**  
Michael J. Bobinsky, Director

February 6, 2012

Ms. Barbara Barhydt  
Portland Planning Division  
389 Congress Street  
Portland, ME 04101

SUBJECT: 1010 Riverside Street – Riverside South Golf Course Pro Shop

Dear Ms. Barhydt:

On behalf of the Public Services Department, I am submitting a Level II Site Plan application for a City project. The objective of this project is to build a new Pro Shop building for the Riverside South Golf Course. This application includes a cover letter, application form, supporting written information, and eight 24-inch by 36-inch plan sheets. A hard copy of the application package and a CD with electronic files of the application materials are being submitted.

The Department of Public Services is proposing to build about 365 feet of new sidewalk along Riverside Street as part of this project. This sidewalk would traverse the frontage along the South Course parking area. The sidewalk location is shown on one of the full size plan sheets.

I have submitted a “capacity to serve” letter from PWD. I sent a letter to the Environmental group in the City Engineering Division to request a “sewer capacity” letter from City staff. I have not yet received a reply from Engineering regarding sewer capacity. Their response will be forwarded to your department as soon as I receive it.

Please contact me if you have any question about this application or if you need additional information.

Sincerely,  
**CITY OF PORTLAND**

Michael Farmer  
Project Engineer





## Level II – Preliminary and Final Site Plans Development Review Application Portland, Maine

Planning and Urban Development Department  
Planning Division

Portland's Planning and Urban Development Department coordinates the development review process for site plan, subdivision and other applications under the City's Land Use Code. Attached is the application form for a Level II: Preliminary or Final Site Plan. Please note that Portland has delegated review from the State of Maine for reviews under the Site Location of Development Act, Chapter 500 Stormwater Permits, and Traffic Movement Permits. General information pertaining to the thresholds of review, public noticing procedures and the fee structure is contained in the Notice to Developer's Packet.

### Level II: Site Plan Development includes:

- New structures with a total floor area of less than 10,000 sf except in Industrial Zones.
- New structures with a total floor area of less than 20,000 sf in Industrial Zones.
- Any new temporary or permanent parking area, paving of an unpaved surface parking area, or creation of other impervious surface area greater than 7,500 sf.
- Building addition(s) with a total floor area of less than 10,000 sf (cumulatively within a 3 year period) except in Industrial Zones.
- Building addition(s) with a total floor area of less than 20,000 sf in Industrial Zones.
- Park improvements: New structures or buildings with a total floor area of less than 10,000 sf, facilities encompassing an area of greater than 7,500 sf and less than 20,000 sf (excludes rehabilitation or replacement of existing facilities).
- New piers, docks, wharves, bridges, retaining walls, and other structures within the Shoreland Zone.
- Land disturbance between 1 and 3 acres (includes stripping, grading, grubbing, filling or excavation).
- A change in the use of a total floor area between 10,000 and 20,000 sf in any existing building (cumulatively within a 3 year period).
- Construction of a lodging house, bed and breakfast facility, emergency shelter or special needs independent living unit.
- Signage subject to approval pursuant to Section 14-526 (d) 8.a. (IV) of the Land Use Code.
- Any new major or minor auto service station with less than 10,000 sf of building area that is outside the B-2 or B-5 zones.
- The creation of day care or home babysitting facilities to serve more than 12 children in a residential zone (not permitted as a home occupation under section 14-410) in any principal structure that has not been used as a residence within the 5 years preceding the application.

The Land Use Code (including Article V), the Technical Manual, and the Design Manual are available on the City's web site at <http://www.portlandmaine.gov/planning/default.asp> or copies may be purchased at the Planning Division Office.

**Planning Division**  
Fourth Floor, City Hall  
389 Congress Street  
(207) 874-8721 or 874-8719

**Office Hours**  
Monday thru Friday  
8:00 a.m. – 4:30 p.m.

PROJECT NAME: Riverside South Golf Course Pro Shop

PROPOSED DEVELOPMENT ADDRESS:

1010 Riverside Street, Portland Maine 04103

PROJECT DESCRIPTION:

This project entails building a new 550 square foot Pro Shop for the Riverside South Golf Course.

CHART/BLOCK/LOT: 360 A 1

PRELIMINARY PLAN \_\_\_\_\_ (date)  
FINAL PLAN \_\_\_\_\_ (date)

CONTACT INFORMATION:

<b>Applicant's Contact for electronic plans</b>		
Name:		
e-mail:		
work #:		
<b>Applicant – must be owner, Lessee or Buyer</b>	<b>Applicant Contact Information</b>	
Name:	Work # <u>874-8800</u>	
Business Name, if applicable: <u>Portland Dept. of Public Services</u>	Home#	
Address: <u>55 Portland Street</u>	Cell #	Fax# <u>874-8852</u>
City/State : <u>Portland, ME</u> Zip Code: <u>04101</u>	e-mail:	
<b>Owner – (if different from Applicant)</b>	<b>Owner Contact Information</b>	
Name:	Work #	
Address:	Home#	
City/State : Zip Code:	Cell #	Fax#
	e-mail:	
<b>Agent/ Representative</b>	<b>Agent/Representative Contact information</b>	
Name: <u>Michael Farmer</u>	Work # <u>874-8845</u>	
Address: <u>55 Portland St.</u>	Cell #	
City/State : <u>Portland, ME</u> Zip Code: <u>04101</u>	e-mail: <u>mfarmer@portlandmaine.gov</u>	
<b>Billing Information</b> <u>Same as Agent/ Representative</u>	<b>Billing Information</b>	
Name:	Work #	
Address:	Cell #	Fax#
City/State : Zip Code:	e-mail:	



<b>Engineer</b> <i>Michael Farmer with assistance from Woodard &amp; Curran</i> Name: _____ Address: _____ City/State : _____ Zip Code: _____	<b>Engineer Contact Information</b> Work # <i>874-8845</i> Cell # _____ Fax# <i>874-8852</i> e-mail: _____
<b>Surveyor</b> Name: <i>William Scott</i> Address: <i>55 Portland Street</i> City/State : <i>Portland, ME</i> Zip Code: <i>04101</i>	<b>Surveyor Contact Information</b> Work # <i>874-8825</i> Cell # _____ Fax# <i>874-8852</i> e-mail: _____
<b>Architect</b> Name: <i>Scott Simons Architects</i> Address: <i>75 York St.</i> City/State : <i>Portland ME</i> Zip Code: <i>04101</i>	<b>Architect Contact Information</b> Work # _____ Cell # _____ Fax# _____ e-mail: _____
<b>Attorney</b> Name: _____ Address: _____ City/State : _____ Zip Code: _____	<b>Attorney Contact Information</b> Work # _____ Cell # _____ Fax# _____ e-mail: _____

**APPLICATION FEES:**

Check all reviews that apply. (Payment may be made by Cash or Check payable to the City of Portland.)

*Note: This is a City project. The Dept. of Public Services requests that the fee be waived.*

<b>Level II Development</b> (check applicable reviews) <input checked="" type="checkbox"/> Less than 10,000 sq. ft. (\$400.00) <input type="checkbox"/> After-the-fact Review (\$1,000.00 plus applicable application fee)	<b>Fees Paid</b> (office use) _____	<b>Other Reviews</b> (check applicable reviews) <input type="checkbox"/> Traffic Movement (\$1,000) <input type="checkbox"/> Stormwater Quality (\$250) <input type="checkbox"/> Section 14-403 Review (\$400 + \$25/lot) # of Lots _____ x \$25/lot = _____ <input type="checkbox"/> Other _____ <input type="checkbox"/> Change of Use <input type="checkbox"/> Flood Plain <input type="checkbox"/> Shoreland <input type="checkbox"/> Design Review <input type="checkbox"/> Housing Replacement <input type="checkbox"/> Historic Preservation	<b>Fees Paid</b> (office use) _____
The City invoices separately for the following: <ul style="list-style-type: none"> <li>• Notices (\$.75 each)</li> <li>• Legal Ad (% of total Ad)</li> <li>• Planning Review (\$40.00 hour)</li> <li>• Legal Review (\$75.00 hour)</li> </ul> Third party review is assessed separately.			
<b>Plan Amendments</b> (check applicable reviews) <input type="checkbox"/> Planning Staff Review (\$250) <input type="checkbox"/> Planning Board Review (\$500)	<b>Fees Paid</b> (office use) _____		



# PROJECT DATA

The following information is required where applicable, in order complete the application

<b>Total Site Area</b>	9,932,000 sq. ft.
<b>Proposed Total Disturbed Area of the Site</b>	9,500 sq. ft.
<b>(If the proposed disturbance is greater than one acre, then the applicant shall apply for a Maine Construction General Permit (MCGP) with DEP and a Stormwater Management Permit, Chapter 500, with the City of Portland)</b>	
<b>IMPERVIOUS SURFACE AREA</b> <i>At South Course</i> <i>Parking Area</i>	
• Proposed Total Paved Area	30,826 sq. ft.
• Existing Total Impervious Area	38,434 sq. ft.
• Proposed Total Impervious Area	36,167 sq. ft.
• Proposed Impervious Net Change	<i>decrease</i> 2,267 sq. ft.
<b>BUILDING AREA</b>	
• Proposed Building Footprint	777 sq. ft.
• Proposed Building Footprint Net change	777 sq. ft.
• Existing Total Building Floor Area	sq. ft.
• Proposed Total Building Floor Area	sq. ft.
• Proposed Building Floor Area Net Change	sq. ft.
• New Building	<i>yes</i> (yes or no)
<b>ZONING</b>	
• Existing	<i>Recreation - Open Space</i>
• Proposed, if applicable	
<b>LAND USE</b>	
• Existing	<i>Golf Course</i>
• Proposed	<i>Golf Course</i>
<b>RESIDENTIAL, IF APPLICABLE</b>	
• Proposed Number of Affordable Housing Units	
• Proposed Number of Residential Units to be Demolished	
• Existing Number of Residential Units	
• Proposed Number of Residential Units	
• Subdivision, Proposed Number of Lots	
<b>PARKING SPACES</b>	
• Existing Number of Parking Spaces	68
• Proposed Number of Parking Spaces	67
• Number of Handicapped Parking Spaces	3
• Proposed Total Parking Spaces	67
<b>BICYCLE PARKING SPACES</b>	
• Existing Number of Bicycle Parking Spaces	<i>Zero</i>
• Existing Number of Bicycle Parking Spaces	<i>Zero</i>
• Proposed Number of Bicycle Parking Spaces	6
• Total Bicycle Parking Spaces	6
<b>ESTIMATED COST OF PROJECT</b>	<i>\$125,000.00</i>

## APPLICATION SUBMISSION

All site plans and written application materials must be uploaded to a website for review. At the time of application, instructions for uploading the plans will be provided to the applicant. One paper set of the plans, written materials and application fee must be submitted to the Planning Division Office to start the review process.

Application submissions shall include one (1) paper packet with folded plans containing the following materials:

**Numbers below changed- can't seem to highlight**


1. **One (1) full size site plans** that must be **folded.**  
One (1) set of all written materials or as follows, unless otherwise noted:
  - a. Application form that is completed and signed.
  - b. Cover letter stating the nature of the project.
  - c. All Written Submittals (Sec. 14-525 2. (c), including evidence of right, title and interest.
2. A stamped standard boundary survey prepared by a registered land surveyor at a scale not less than one inch to 50 feet.
3. Plans and maps based upon the boundary survey and containing the information found in the attached sample plan checklist.
4. Copy of the checklist completed for the proposal listing the material contained in the submitted application.
5. One (1) set of plans reduced to 11 x 17.

**Refer to the application checklist for a detailed list of submittal requirements.**

Portland's development review process and requirements are outlined in the Land Use Code (Chapter 14), which includes the Subdivision Ordinance (Section 14-491) and the Site Plan Ordinance (Section 14-521). Portland's Land Use Code is on the City's web site: [www.portlandmaine.gov](http://www.portlandmaine.gov) Copies of the ordinances may be purchased through the Planning Division.

I hereby certify that I am the Owner of record of the named property, or that the owner of record authorizes the proposed work and that I have been authorized by the owner to make this application as his/her authorized agent. I agree to conform to all applicable laws of this jurisdiction. In addition, if a permit for work described in this application is issued, I certify that the Planning Authority and Code Enforcement's authorized representative shall have the authority to enter all areas covered by this permit at any reasonable hour to enforce the provisions of the codes applicable to this permit.

**This application is for a Level II Site Plan review. It is not a permit to begin construction. An approved site plan, a Performance Guarantee, Inspection Fee, Building Permit, and associated fees will be required prior to construction. Other Federal, State or local permits may be required prior to construction, which are the responsibility of the applicant to obtain.**

<b>Signature of Applicant:</b> 	<b>Date:</b>
---	--------------

*Project Engineer  
Portland Dept. of Public Services*



**General Submittal Requirements – Preliminary Plan (Optional)**

**Level II Site Plan**

**Preliminary Plan Phase Check list (if elected by applicant)**

Applicant Checklist	Planner Checklist	Number of Copies	Written Submittal Requirements
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	Completed application form
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	Application fees
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	Written description of project
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	Evidence of right, title and interest.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	Copies of required State and/or Federal permits.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	Written assessment of proposed project's compliance with applicable zoning requirements.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	Written description of existing and proposed easements or other burdens.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	Written requests for waivers from individual site plan and/or technical standards, where applicable.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	Traffic analysis (may be preliminary, in nature, during the preliminary plan phase).
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	Written summary of significant natural features located on the site.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	Written summary of project's consistency with related city master plans.
<b>Applicant Checklist</b>	<b>Planner Checklist</b>	<b>Number of Copies</b>	<b>Site Plan Submittal Requirements</b>
<input checked="" type="checkbox"/>	<input type="checkbox"/>		Boundary Survey meeting the requirements of Section 13 of the City of Portland Technical Manual.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	<b>Preliminary Site Plan Including the following: (*information provided may be preliminary in nature during preliminary plan phase):</b>
<input checked="" type="checkbox"/>	<input type="checkbox"/>		▪ Existing and proposed structures with distance from property line (including location of proposed piers, docks or wharves if in Shoreland Zone).
<input checked="" type="checkbox"/>	<input type="checkbox"/>		▪ Location of adjacent streets and intersections and approximate location of structures on abutting properties.
<input checked="" type="checkbox"/>	<input type="checkbox"/>		▪ Proposed site access and circulation.
<input checked="" type="checkbox"/>	<input type="checkbox"/>		▪ Proposed grading and contours.
<input checked="" type="checkbox"/>	<input type="checkbox"/>		▪ Location and dimension of existing and proposed paved areas including all parking areas and vehicle, bicycle and pedestrian access ways.
<input checked="" type="checkbox"/>	<input type="checkbox"/>		▪ Preliminary landscape plan including existing vegetation to be preserved, proposed site landscaping and street trees.
<input checked="" type="checkbox"/>	<input type="checkbox"/>		▪ Existing and proposed utilities (preliminary layout).
<input checked="" type="checkbox"/>	<input type="checkbox"/>		▪ Preliminary infrastructure improvements (e.g. - curb and sidewalk improvements, roadway intersection modifications, utility connections, transit infrastructure, roadway improvements).
<input checked="" type="checkbox"/>	<input type="checkbox"/>		▪ Preliminary stormwater management and erosion control plan.
<input checked="" type="checkbox"/>	<input type="checkbox"/>		▪ Existing significant natural features located on the site (including wetlands, ponds, watercourses, floodplains, significant wildlife habitats and fisheries or other important natural features listed in Section 14-526 (b) 1. of the Land Use Code).
<input checked="" type="checkbox"/>	<input type="checkbox"/>		▪ Proposed alterations to and protection measures for significant natural features located on the site (including wetlands, ponds, watercourses, floodplains, significant wildlife habitats and fisheries or other important



natural features listed in Section 14-526 (b)1. of the Land Use Code).

- Existing and proposed easements or public or private rights of way.

**General Submittal Requirements – Final Plan (Required)**

**Level II Site Plan**

**Final Plan Phase Check list (including items listed above in General Requirements for Preliminary Plan, if applicant did not elect to submit for a preliminary plan review)**

Applicant Checklist	Planner Checklist	Number of Copies	Written Submittal Requirement
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	Evidence of financial and technical capacity.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	Evidence of utilities' capacity to serve the development.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	Written summary of fire safety (referencing NFPA fire code and Section 3 of the City of Portland Technical Manual).
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	Construction management plan.
<input type="checkbox"/>	<input type="checkbox"/>	1	Traffic Plan (if development will (1) generate 100 or more PCE or (2) generate 25 or more PCE and is located on an arterial, within 1/2 mile of a high crash location, and/or within 1/4 mile of an intersection identified in a previous traffic study as a failing intersection).
<input type="checkbox"/>	<input type="checkbox"/>	1	Stormwater management plan.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	Written summary of solid waste generation and proposed management of solid waste.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	Written assessment of conformity with applicable design standards.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	Manufacturer's verification that HVAC and manufacturing equipment meets applicable state and federal emissions requirements.

**Final Plan Phase**

Applicant Checklist	Planner Checklist	Number of Copies	Written Submittal Requirement
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	<b>Final Site Plan Including the following</b>
<input checked="" type="checkbox"/>	<input type="checkbox"/>		Existing and proposed structures on the site with distance from property line (including location of proposed piers, docks or wharves if in Shoreland Zone).
<input checked="" type="checkbox"/>	<input type="checkbox"/>		Location of adjacent streets and intersections and approximate location of structures on abutting properties.
<input checked="" type="checkbox"/>	<input type="checkbox"/>		Proposed site access and circulation.
<input checked="" type="checkbox"/>	<input type="checkbox"/>		Proposed grading and contours.
<input checked="" type="checkbox"/>	<input type="checkbox"/>		Location and dimension of existing and proposed paved areas including all parking areas and vehicle, bicycle and pedestrian access ways. Proposed curb lines must be shown.
<input checked="" type="checkbox"/>	<input type="checkbox"/>		Proposed loading and servicing areas, including applicable turning templates for delivery vehicles
<input type="checkbox"/>	<input type="checkbox"/>		Proposed snow storage areas or snow removal plan.
<input checked="" type="checkbox"/>	<input type="checkbox"/>		Proposed trash and recycling facilities.
<input checked="" type="checkbox"/>	<input type="checkbox"/>		Landscape plan including existing vegetation to be preserved, proposed site landscaping and street trees.
<input checked="" type="checkbox"/>	<input type="checkbox"/>		Existing and proposed utilities.
<input checked="" type="checkbox"/>	<input type="checkbox"/>		Location and details of proposed infrastructure improvements (e.g. - curb and sidewalk improvements, roadway intersection modifications, utility connections, public transit infrastructure, roadway improvements).
<input type="checkbox"/>	<input type="checkbox"/>		Proposed septic system, if not connecting to municipal sewer. (Portland Waste Water Application included in this application)
<input checked="" type="checkbox"/>	<input type="checkbox"/>		Proposed finish floor elevation (FFE).

<input checked="" type="checkbox"/>	<input type="checkbox"/>	▪ Exterior building elevation(s) (showing all 4 sides).
<input checked="" type="checkbox"/>	<input type="checkbox"/>	▪ Proposed stormwater management and erosion controls.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	▪ Exterior lighting plan, including street lighting improvements..
<input checked="" type="checkbox"/>	<input type="checkbox"/>	▪ Proposed signage.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	▪ Identification of existing significant natural features located on the site (including wetlands, ponds, watercourses, floodplains, significant wildlife habitats and fisheries or other important natural features listed in Section 14-526 (b)1. of the Land Use Code). Wetlands must be delineated.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	▪ Proposed alterations to and protection measures for of existing significant natural features located on the site (including wetlands, ponds, watercourses, floodplains, significant wildlife habitats and fisheries or other important natural features listed in Section 14-526 (b)1. of the Land Use Code).
<input type="checkbox"/>	<input type="checkbox"/>	▪ Total area and limits of proposed land disturbance.
<input type="checkbox"/>	<input type="checkbox"/>	▪ Soil type and location of test pits and borings.
<input type="checkbox"/>	<input type="checkbox"/>	▪ Details of proposed pier rehabilitation (Shoreland areas only).
<input checked="" type="checkbox"/>	<input type="checkbox"/>	▪ Existing and proposed easements or public or private rights of way.



PORTLAND FIRE DEPARTMENT  
SITE REVIEW  
FIRE DEPARTMENT CHECKLIST



A separate drawing[s] shall be provided to the Portland Fire Department for all site plan reviews.

- ✓ 1. Name, address, telephone number of applicant.
- ✓ 2. Name address, telephone number of architect
- ✓ 3. Proposed uses of any structures [NFPA and IBC classification]
- ✓ 4. Square footage of all structures [total and per story]
- ✓ 5. Elevation of all structures
- ✓ 6. Proposed fire protection of all structures
  - **As of September 16, 2010 all new construction of one and two family homes are required to be sprinkled in compliance with NFPA 13D. This is required by City Code. (NFPA 101 2009 ed.)**
- ✓ 7. Hydrant locations
- ✓ 8. Water main[s] size and location
- ✓ 9. Access to all structures [min. 2 sides]
- ✓ 10. A code summary shall be included referencing NFPA 1 and all fire department. Technical standards.

Some structures may require Fire flows using annex H of NFPA 1

## **Project Narrative**

### Riverside South Golf Course Pro Shop Site Plan Application

#### Written Description of Project

The objective of this project is to build a new Pro Shop for the Riverside South Golf Course. The new Pro Shop will include a lounge area, a sales counter, two restrooms, and a utility room. The enclosed building area will be about 547 square feet (sf). The Pro Shop will also have a covered entry porch on one side of the building. The "footprint" area of the foundation, including the covered porch, will be about 777 sf.

The new Pro Shop will be built in an existing paved parking area, such that the post-construction impervious surface area will be less than the pre-construction impervious surface area.

The existing South Course Pro Shop is a log cabin type structure. The City intends to continue using this building until the new Pro Shop is completed and in use. At that point, the existing Pro Shop could be demolished or renovated to serve another purpose.

#### Evidence of Right, Title and Interest

The project site is located on property owned by the City of Portland, as described in a deed from Hamlin Sand & Gravel Co., Inc. to the City and recorded in the Cumberland County Registry of Deed in Book 2901 and on Page 527. A copy of this deed is included with this application in Section 3.

#### Copies of Required State and Federal Permits

The Department of Public Services believes that no federal or state environmental permits are required for this project. This is related to the fact that this project would result in a net decrease in impervious ground cover.

It is noted that a Maine DEP Stormwater permit (L-23245-NJ-A-N) was issued to Maine Youth Golf Foundation in January, 2007 for a 7-acre practice golf course and a 2,000 square foot (SF) club house building, both of which were planned to be built on the City's Riverside Golf Course Property. The stormwater permit does not regulate the entire Riverside Golf Course property; the scope of the permit is limited to the 7-acre practice course and the proposed club house. The 7 acre practice course and its associated stormwater management system were constructed. However, the proposed 2,000 SF clubhouse and its stormwater management system have not been built. In all likelihood the 2,000 SF clubhouse envisioned in 2007 will never be built.



### Written Assessment of Zoning

The project site is in a *Recreation and Open Space* (ROS) zone. Golf courses and accessory structures with less than 2,500 square feet (sf) of floor area are permitted uses in this zone (Sec. 14-154).

The space and bulk requirements for this zone are as follows (Sec. 14-157).

- Min. front yard: 25'
- Min. rear yard: 25'
- Min. side yard: 12'
- Min. lot size: 2 Acres
- Max. building height: 35'
- Max. lot coverage ratio, sports complexes: 75%
- Max. lot coverage ratio, uses other than sports complexes: 25%
- Max. floor area ratio: 50%

The actual, proposed space and bulk measurements for this project are as follows. Setback and building height dimensions listed below are for the proposed building only. The lot coverage ratio and floor area ratio are estimated for the 228 (plus or minus) acre golf course property as a whole, including the proposed building.

- Front yard proposed: 25'
- Rear yard proposed: Greater than 100'
- Side yard, SW side, proposed: 57'
- Lot size, existing golf course: ~ 228 Acres
- Building height proposed, peak of roof: 20'
- Building height proposed, peak of cupola: 23'
- Lot coverage ratio: 3.0%
- Floor area to lot area ratio: 0.24%

Although parts of the Riverside South Golf Course and the Riverside North Golf Course are in a Flood Hazard zone and a Shoreland Zone, the proposed building site is in excess of 600 feet away from the Presumscot River Shoreland zone and in excess of 850 feet away from the flood hazard zone. The proposed finish floor elevation is approximately 34 feet above the 100 year flood elevation on the Presumscot River.

### Written Description of Existing and Proposed Easements and Other Burdens

An existing gas main runs along the southwesterly boundary of the project site and across City property. An easement is believed to exist for this gas main location; however, Unitil staff and City staff have been unable to find a written easement document. The proposed project will not affect access to, or operation of, this gas main.

The proposed water service for the new building is shown on the Site Plan. Portland Water District (PWD) has indicated they would require an easement from the City to gain PWD's

approval of the proposed water service. The easement would give PWD rights to enter on City property to access and operate one or two water line valves (one valve at the beginning of the water service and possibly another valve nearby on the existing water pipe). Golf Course management staff members have agreed in principle to grant PWD such an easement. PWD staff and City staff are working together to develop the easement document.

#### Written Requests for Waivers From Individual Site Plan or Technical Standards, where Applicable

Section 14-526(a)4.b.(i)(b) of the City Code indicates that 2 bike parking spaces are required for every 10 vehicle parking spaces. For a parking area with 67 vehicle spaces, as proposed, the number of required bike parking spaces would be 13 or 14. We are proposing to provide a bike rack that would accommodate up to 6 bikes (based on manufacture's recommendation). We are seeking a waiver to reduce the number of required bike parking spaces to 6. City staff believes such a waiver is justified because we are not sure there is much demand for bike parking at the golf course. It is thought that most golf course users will arrive by car or light truck, both of which seem better suited than a bike for transporting a golfer and a set of golf clubs to the course.

Whereas the proposed new Pro Shop building would replace an existing Pro Shop building, it is thought that this project would not generate a significant increase in motor vehicle traffic. For this reason, the applicant requests a waiver of any requirements to perform a detailed traffic plan and study of existing and future traffic movements to and from the Riverside South Golf Course.

As indicated on the Site Plan application form, the project would result in a net decrease of impervious area of about 2,300 square feet. Given this decrease, it is believed that the project is exempt from stormwater regulation under Maine DEP Chapter 500 and the City's Technical Manual. For this reason, the applicant requests a waiver of any requirements to submit a formal stormwater management plan for the project. Aside from this request, there is a brief discussion about stormwater management and erosion control in a subsequent parts of this project narrative.

#### Traffic Analysis and Parking Analysis

The proposed Pro Shop would be built in the existing parking area at the Riverside South Golf Course. This parking area has 2 existing, two-way driveways connecting to Riverside Street. No changes are proposed to the existing driveways and their curb cuts.

The posted speed limit in the vicinity of the project site on Riverside Street is 35 MPH. The vehicle site distances for both driveways along Riverside Street are in excess of 305 feet.

Golf Course management personnel indicate that the existing parking lot has enough parking to satisfy normal customer demand. The peak demand period for parking typically occurs when the South Course hosts league play, which generally occurs from 3:00 to 5:00 p.m. on Thursdays during the summer. It is not uncommon for the parking lot to fill at these times. Although the existing parking area has no pavement markings to define individual parking spaces, the number

of existing parking spaces is estimated to be 68. This is based on an assumed width of 10 feet per space.

It was stated previously that the proposed project would be built in the existing parking area. The new Pro Shop and the surrounding grassed area would occupy space that is currently available for parking. The Department of Public Services believes that the remaining parking area can be used more efficiently by marking and delineating each parking space. The Department believes that such pavement markings would minimize the loss of available parking. Thus, a proposed *Parking Area Pavement Marking Plan* was prepared as part of the Site Plan Application. This plan indicates that the paved parking area can be marked to provide 67 parking spaces. This would represent a net loss of only one parking space compared to the estimated capacity of 68 spaces under current conditions.

Section 14-526(a)4.b.(i)(b) of the City Code indicates that 2 bike parking spaces are required for every 10 vehicle parking spaces. For a parking area with 67 vehicle spaces, as proposed, the number of required bike parking spaces would be 13 or 14. We are proposing to provide a bike rack that would accommodate up to 6 bikes (based on manufacture's recommendation). We are seeking a waiver to reduce the number of required bike parking spaces to 6. Public Services staff believes such a waiver is justified because we are not sure there is much demand for bike parking at the golf course. It is thought that most golf course users will arrive by car or light truck, both of which seem better suited than a bike for transporting a golfer and a set of golf clubs to the course.

Whereas the proposed new Pro Shop building would replace an existing Pro Shop building, it is thought that this project would not generate a significant increase in motor vehicle traffic. For this reason, the applicant requests a waiver of any requirements to perform a detailed traffic study of existing traffic movements to and from the Riverside South Golf Course.

#### Written Analysis of Significant Natural Features Located on the Site

The City's Riverside Golf Course property has about 10,000 feet of frontage along the Presumscot River. The river and its associated wetlands are unique natural features in the greater Portland area. The riparian land along the River that is now part of the golf course has obviously been altered, and it is not in a "wild" or undeveloped state. Nonetheless, this area still provides benefits including flood plain water storage, open space, and wildlife habitat.

Dole Brook crosses the Riverside North Golf Course and drains into the Presumscot River. Dole Brook is classified as an urban impaired stream.

The proposed South Course Pro Shop building will not adversely impact the natural resources described above. It is also noted that there are no wetlands on the proposed Pro Shop Site Plan and no alterations to any wetlands are proposed as part of this project.

#### Written Summary of Project's Consistency with Related City Master Plans



Riverside Golf Course is briefly mentioned in *Portland's Comprehensive Plan* (2002) and *The Portland Shoreway Access Plan* (1987). Both reports support the concept of developing a trail along the Presumscot River. The trail would presumably have a winter route along the edge of the river for cross country skiing and, in the interest of protecting hikers, a "summer" route that would take travelers away from the areas along the river where they could be hit by flying golf balls.

The proposed project is consistent with development of a trail along the Presumscot River. Thus, the proposed project is consistent with *Portland's Comprehensive Plan* (2002) and *The Portland Shoreway Access Plan* (1987).

#### Stormwater Management and Erosion Control

The proposed Pro Shop would be built in part of the existing paved parking area at the Riverside South Golf Course. This parking area drains away from Riverside Street and into a natural gully that channels stormwater runoff across the golf course and into the Presumscot River. The proposed project will not alter this existing drainage pattern.

As indicated on the Site Plan application form, the project would result in a net decrease of impervious area of about 2,300 square feet. Given this decrease, it is believed that the project is exempt from stormwater regulation under Maine DEP Chapter 500 and the City's Technical Manual.

Implementation and maintenance of effective erosion control would be an ongoing responsibility for the construction contractor. The most prominent erosion control device would be a sediment barrier (silt fence or Erosion Control Mix berm) that would be installed along the edge of the parking area down-gradient from the construction site. The erosion control requirements for the project are shown on plan sheets C004 and C002, prepared by Woodard & Curran consulting engineers.

Under the heading *Copies of Required State and Federal Permits*, above, there is a brief discussion about an existing DEP Stormwater Permit that covers an area of the golf course near the proposed Pro Shop.

#### Evidence of Financial and Technical Capacity

The Portland City Council approved \$150,000 for this project as part of its 2010 Capital Improvement Program. The funds are available for the project in Account C10P01. Public Services staff believes these funds will be sufficient to cover the cost of the project.

The Department of Public Services has hired licensed design professionals from the private sector and utilized licensed professionals on City staff to participate in preparing the design and the Site Plan application for this project. The following design professionals, all licensed by the appropriate boards under The Maine Office of Professional and Occupational Regulation, have participated in this project.

- Denise Cameron, Professional Engineer, Woodard & Curran (civil engineering design)
- Scott R. Simons, Licensed Architect, Scott Simons Associates
- Kurt Magnusson, Professional Engineer, Mechanical Systems Engineers (mechanical engineering and plumbing design)
- Timothy Matthews, Professional Engineer, Woodard & Curran (electrical engineering design)
- William Scott, Professional Land Surveyor, City of Portland
- Michael Farmer, Professional Engineer, City of Portland (Site Plan application, pavement marking layout and Riverside St. sidewalk layout)

The City intends to hire a contractor to construct this project through a competitive bid process. Two features of this selection process help to assure that the contractor is qualified to successfully complete the project. The City requires the contractor to provide a performance bond and a labor and materials payment bond for the full value of the contract. Since bond underwriters are risk averse, such bonding requirements go a long way toward assuring that a contractor hired by the City has a record of successfully completing similar projects. The bid specifications also state that the City may reject a bid from a contractor if the City finds that the contractor is not properly qualified.

City staff will be responsible for overseeing this project to assure it is successfully built. Construction contract administration and construction inspection work would be performed by City staff or consulting professionals from the private sector. In either case, this work would be performed by individuals with experience in similar projects.

#### Evidence of Utilities Capacity to Serve the Development

A letter was sent to Portland Water District requesting that they review the project and respond whether or not PWD has the capacity to provide water service for the project. A letter was also sent to the City of Portland Engineering Division requesting that they review the project and determine if the sewer system has the capacity to handle the sanitary wastewater from the project. Copies of these letters of request are included with this application in Section 4. The responses will be provided when they become available.

#### Written Summary of Fire Safety

Refer to Section 5.

#### Written Summary of Solid Waste Generation and Proposed Management of Solid Waste

Golf Course staff plan to handle solid waste from the proposed Pro Shop in the same manner they have handled the solid waste generated at the existing Pro Shop for the past several years. Under current practice, a janitor visits the South Course Pro Shop regularly (typically 3 or more times per week) to clean and collect solid waste from the trash receptacles in the building. The solid waste generation rate has typically been on the order of five 30-gallon bags per week, or

less. Solid waste from the South Course is transported by the janitor to the North Course club house area and deposited in the trash containers at that location. Solid waste is collected from the North Course weekly by the City solid waste collection crew assigned to this area of Portland.

No exterior trash receptacles or dumpsters are proposed as part of this project.

#### Written Assessment of Conformity with Applicable Design Standards

The Department of Public Services intends the new Pro Shop to be built in conformance with the applicable building and plumbing codes.

The proposed parking area pavement markings would conform to the City Technical Standards regarding sizes of individual parking spaces and the number of allowed compact spaces. The parking area layout would include 3 parking spaces reserved for handicapped individuals. The number of accessible parking spaces and their configuration would conform to ADA design guidelines. As indicated above, the project would not meet the requirement in the City Code for the number of bike parking spaces. A waiver is being requested with respect to the number of required bike parking spaces. In any case, the proposed bike rack installation would be consistent with the bike rack standards in the City Technical Standards.

The proposed sidewalk construction along Riverside Street would conform to the City Sidewalk Materials Policy and the construction details in the Technical Standards for a bituminous sidewalk.

#### Manufacturer's Verification that HVAC and Manufacturing Equipment Meets Applicable State and Federal Emissions Requirements

The proposed Pro Shop is designed to use an electric powered heat pump system for heating and cooling and an electric powered hot water heater. The heat pump and the water heater would not use any liquid or gaseous fuel at the site, and they will produce no air emissions at the site.

#### Snow Storage Areas

It is generally not necessary to be overly concerned with snow plowing and snow storage in conjunction with golf course operations in Portland because golf is not played when snow accumulates on the ground. Nonetheless, Riverside Golf Course serves the community during the winter as a place for cross country skiing, snow shoeing, walking, dog exercising, snow sliding, and ice skating. The Riverside South Course parking area is routinely plowed during the winter to facilitate winter use of the golf course property. There is ample room for snow storage around the edges of this parking area. Storage of snow on part of the paved parking area is also a viable option because parking demand at the South Course is relatively light during the winter, compared to "golf season." For the reasons cited above, it is thought that snow storage is not a problem at the Riverside South Course and a formal snow storage plan, with designated snow storage areas, is not needed.



## Exterior Lighting

The existing street lighting in Riverside Street in the vicinity of the project site consists of one cobra head fixture about 195 feet southwest of the proposed building (at the intersection of Evergreen Drive) and one cobra head fixture about 325 feet northeast of the proposed building. Both fixtures are mounted on existing overhead utility poles in the Riverside Street right of way. No new street lights are proposed as part of this project.

The Site Plan shows an existing utility pole directly in front of the proposed building and very close to the existing street right of way line. An existing flood light is mounted about 20 feet above ground on this pole. This light is directed away from Riverside Street and toward the existing Pro Shop building. Upon completion of the new Pro Shop, this flood light should be adjusted to shine directly toward the new Pro Shop. Doing so would help illuminate the area around the building and its entrance, in a manner consistent with section 3.1.1 of the City Technical Standards.

Aside from the flood light mentioned above, the Proposed Pro Shop design includes four exterior porch lights and one exterior light mounted on the rear wall of the building. The porch lights would be recessed into the porch ceiling and direct their light downward onto the porch floor. The rear wall light would be a full cutoff and fully shielded luminaire that directs its light downward. The proposed exterior lighting on the new Pro Shop should generate minimal light spillover onto abutting properties.

## Signage

There is an existing roadside sign marking the location of the club house and parking area at the Riverside North Golf Course. However, there is no existing roadside signage to mark the parking area and Pro Shop for the Riverside South Golf Course. No new signage is proposed as part of this project.

## Soils Information

Two soils types are mapped near the proposed building site. They are Windsor loamy sand (WmB) and Scantic silt loam (Sn). For reference, a partial copy of a medium intensity soil survey map showing the project site and the relevant soils descriptions are included in Section 6. The map and soils descriptions were taken from the 1974 *Soil Survey of Cumberland County, Maine*, published by the U. S. Department of Agriculture.

No soils borings have been drilled and no test pits have been excavated to date for this project.

**SECTION 3**

**DEED SHOWING RIGHT, TITLE and INTEREST**

**Know All Men by These Presents,**

**That** Hamlin Sand & Gravel Co., Inc., a corporation organized and existing under the laws of the State of Maine and having a place of business in Portland in the County of Cumberland and State of Maine

in consideration of One Dollar (\$1.00) and other good and valuable considerations

paid by the City of Portland, a body politic and corporate, located in the County of Cumberland and State of Maine

the receipt whereof it do<sup>es</sup> hereby acknowledge, do<sup>es</sup> hereby give, grant, bargain, sell and convey unto the said City of Portland, its successors

herein and assigns forever, a certain lot or parcel of land situated on the northwesterly side of Riverside Street in said Portland, bounded and described as follows:

Beginning at a spike in a maple tree in the northwesterly side line of Riverside Street, said spike being distant 400.00 feet along the said northwesterly side line of Riverside Street from the westerly side line of a twenty (20) foot right-of-way of the Central Maine Power Company, said spike being also distant 521.81 feet along the said northwesterly side line of Riverside Street from the fourth angle in Riverside Street northeasterly from Forest Avenue; thence northwesterly and making an included angle of 83°21'-1/2' through the north with the northeasterly direction of the northwesterly side line of Riverside Street a distance of 1000.00 feet to an iron pipe; thence southwesterly and making an included angle of 105°55' through the south with the southeasterly direction of the last described line a distance of 904.75 feet to an iron pipe; thence southwesterly and making an included angle of 138°58' through the southeast with the northeasterly direction of the last described course a distance of 1077.50 feet to an elm tree standing on the bank of the Presumpscot River; thence northwesterly, northerly and northeasterly along the Presumpscot River to an intersection with the westerly side line of the twenty (20) foot right-of-way of the Central Maine Power Company; thence southeasterly and southerly along the said westerly side line of said right-of-way to an intersection with the northwesterly side line of Riverside Street; thence southwesterly along said side line of Riverside Street four hundred feet (400) to the point of beginning.

Meaning and intending to convey and hereby conveying a portion of the premises conveyed by Carl R. Varney to Philip E. Hamlin by warranty deed, dated March 15, 1957 and recorded in the Cumberland County Registry of Deeds in Book 2363, Page 484, which premises were conveyed by the said Philip E. Hamlin to Hamlin Sand & Gravel Co., Inc. by warranty deed, dated March 1, 1962, recorded in said Registry of Deeds in Book 2661, Page 23.

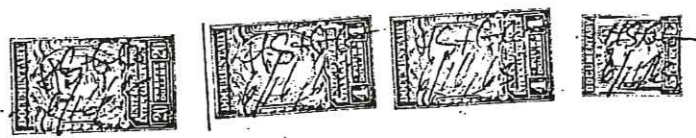
Grantor also agrees for itself, its successors and assigns that it and they will conduct any and all excavations on its remaining land located on the northwesterly side of Riverside Street and abutting the above-described premises in such manner as to provide on said remaining land a ten-foot level strip and a 1-1/2 to 1 slope between such excavation operations and said above-described premises.

Hamlin  
Sand &  
Gravel  
Co Inc

to

Portland  
City of

War





528

On this day to have the aforegranted and bargained premises with all the privileges and appurtenances thereof, to the said City of Portland, its

successors and assigns, to its and their use and behoof forever.

Grantor And / do covenant with the said Grantee, its successors and assigns, that it is lawfully seized in fee of the premises, that they are free of all incumbrances;

that it does have good right to sell and convey the same to the said Grantee to hold as aforesaid; and that it and its successors shall and will Warrant and Defend the same to the said Grantee, its successors and assigns forever, against the lawful claims and demands of all persons.

In Witness Whereof, the said Hamlin Sand & Gravel Co., Inc. has caused this instrument to be signed and sealed in its corporate name by Philip E. Hamlin, its President, thereunto duly authorized,

and

wife

Joining in this deed as Grantor

rights to the above described premises

rights to the above described premises

this 16th day of June

in the year of our Lord one thousand nine hundred and sixty-five

Signed, Sealed and Delivered in presence of

*Oliver W. Landon*

Hamlin Sand & Gravel Co., Inc.

By *Philip E. Hamlin* President



State of Maine, Cumberland ss. June 16 1965.

Personally appeared the above named Philip E. Hamlin, President, Hamlin Sand & Gravel Co., Inc.

and acknowledged the foregoing instrument to be his free act and deed, and the free act and deed of said Hamlin Sand & Gravel Co., Inc. Before me, *Oliver W. Landon*

JUN 16 1965  
REGISTRY OF DEEDS, CUMBERLAND COUNTY, MAINE  
Received at 9H 33M PM, and recorded in  
BOOK 2901 PAGE 527 *Oliver W. Landon* Register

**SECTION 4**

**EVIDENCE of UTILITIES' CAPACITY to SERVE the DEVELOPMENT**



*Michael Farmer*  
*Feb. 3, 2012*



# PORTLAND MAINE

*Strengthening a Remarkable City, Building a Community for Life*    [www.portlandmaine.gov](http://www.portlandmaine.gov)

Public Services Department  
Michael J. Bobinsky, Director

January 31, 2012

Mr. Frank J. Brancely, Senior Engineering Technician  
Department of Public Services  
55 Portland Street  
Portland, ME 04101

SUBJECT: Wastewater Capacity Application – 1010 Riverside Street, Riverside South  
Golf Course Pro Shop

Dear Mr. Brancely:

I am submitting, herewith, an application for a “wastewater capacity letter” for a proposed new Pro Shop for the Riverside South Golf Course. The new building would replace the existing (log cabin style) Pro Shop building, which would be taken out of service. The existing building is not connected to the City sewer system. My understanding is that the rest rooms in the existing Pro Shop were originally served by an on-site wastewater system, the on-site wastewater system failed, and the restrooms were closed.

The new Pro Shop would have an interior floor area of about 547 square feet. The building would have 2 restrooms, a sales area with a sink and a small “kitchenette,” a utility room with a mop sink and a lounge area. The Pro Shop is typically open seven days per week for 6 months each year. It is closed over the winter season.

The projected average daily wastewater flow for the Pro Shop is 250 gallons per day (GPD) and the projected peak daily flow is 450 GPD gallons per day. These estimates are based, in part, on water consumption records for the South Portland Municipal Golf Course. The South Portland Municipal Course is thought to be similar to the Riverside South Course in that both are 9-hole courses, both have similar restroom facilities, and the Pro Shops at both courses would have very limited retail sales and food sales. The average daily wastewater flow during the 6-month golf season in 2011 at South Portland Municipal was 123 GPD. With the thought that the Riverside South Course may be busier than the South Portland Course, the sanitary wastewater flow for the new Pro Shop is projected to be 200 GPD for the restrooms plus 50 GPD for the kitchen area and utility room, for a total



of 250 GPD. The peak day flow is (somewhat arbitrarily) estimated to be 400 GPD for the restrooms plus 50 GPD for the kitchen area and utility room, for a total of 450 GPD. For reference, the water consumption records for the South Portland Municipal Golf Course for 2011 are attached to this letter.

Sincerely,  
**CITY OF PORTLAND**

*Michael Farmer*

Michael Farmer  
Project Engineer

# CITY OF PORTLAND WASTEWATER CAPACITY APPLICATION

Department of Public Services,  
55 Portland Street,  
Portland, Maine 04101-2991



Mr. Frank J. Brancely,  
Senior Engineering Technician,  
Phone #: (207) 874-8832,  
Fax #: (207) 874-8852,  
E-mail: fjb@portlandmaine.gov

Date: Jan. 30, 2012

## 1. Please, Submit Utility, Site, and Locus Plans.

Site Address: 1010 Riverside Street  
 (Regarding addressing, please contact Leslie Kaynor, either at 756-8346, or at LMK@portlandmaine.gov) Chart Block Lot Number: 360-A-1  
 Proposed Use: Pro Shop - Riverside South Golf Course  
 Previous Use: Same as above  
 Existing Sanitary Flows: Zero GPD  
 Existing Process Flows: Zero GPD  
 Description and location of City sewer, at proposed building sewer lateral connection:

Site Category	Commercial	—
	Industrial (complete part 4 below)	—
	Governmental	X
	Residential	—
	Other (specify)	—

Existing Sewer Manhole in Riverside St. at Evergreen Drive  
 Clearly, indicate the proposed connection, on the submitted plans.

## 2. Please, Submit Domestic Wastewater Design Flow Calculations.

Estimated Domestic Wastewater Flow Generated: Average 250 GPD GPD  
 Peaking Factor/ Peak Times: PEAK DAY : 450 GPD  
 Specify the source of design guidelines: (i.e. "Handbook of Subsurface Wastewater Disposal in Maine," "Plumbers and Pipe Fitters Calculation Manual," Portland Water District Records,  Other (specify))

**Note: Please submit calculations showing the derivation of your design flows, either on the following page, in the space provided, or attached, as a separate sheet.**

## 3. Please, Submit Contact Information.

Owner/Developer Name: Portland Dept. of Public Services  
 Owner/Developer Address: 55 Portland St. Portland, Maine  
 Phone: 874-8845 Fax: 874-8852 E-mail: mfarmer@portlandmaine.gov  
 Engineering Consultant Name: Contact: Michael Farmer  
 Engineering Consultant Address: 55 Portland Street Portland ME 04106  
 Phone: \_\_\_\_\_ Fax: \_\_\_\_\_ E-mail: \_\_\_\_\_  
 City Planner's Name: \_\_\_\_\_ Phone: \_\_\_\_\_

**Note: Consultants and Developers should allow +/- 15 days, for capacity status, prior to Planning Board Review.**

## 4. Please, Submit Industrial Process Wastewater Flow Calculations

Estimated Industrial Process Wastewater Flows Generated: Zero GPD  
 Do you currently hold Federal or State discharge permits? Yes  No   
 Is the process wastewater termed categorical under CFR 40? Yes  No   
 OSHA Standard Industrial Code (SIC): \_\_\_\_\_  
 Peaking Factor/Peak Process Times: \_\_\_\_\_  
 (<http://www.osha.gov/oshstats/sicser.html>)

**CITY OF PORTLAND, MAINE**

*Strengthening A Remarkable City - Building A Community For Life*

Department of Public Services  
Engineering Division  
55 Portland Street, Portland, Maine 04101  
(207) 874-8846 Fax (207) 874-8852

Project: \_\_\_\_\_  
Sheet No.: \_\_\_\_\_ Of \_\_\_\_\_  
Calculated By: MF Date 1-30-2012  
Checked By: \_\_\_\_\_ Date \_\_\_\_\_  
Scale: \_\_\_\_\_

*Water Use records from Portland Water District  
for South Portland Municipal Golf Course*

<u>Meter Read Date</u>	<u>Metered Consumption (100 cubic feet)</u>
Jan. 2011	0
Feb. 2011	1
May 2011	1
Apr 2011	1
May 2011	4
June 2011	5
July 2011	6
Aug. 2011	6
Sep. 2011	5
Oct. 2011	4
Nov. 2011	2
Dec. 2011	1

*Actual Water Use for peak 6-month period (April through October read dates) =*

$$\frac{30 \times 100 \text{ cf}}{182 \text{ days}} \times \frac{7.48 \text{ gal}}{\text{cf}} = 123 \text{ gallons per day}$$





## Portland Water District

FROM SEBAGO LAKE TO CASCO BAY

December 12, 2011

City of Portland  
55 Portland Street  
Portland, ME 04101

Attn: Gene Pierotti  
Re: Riverside Golf Course, Portland  
Ability to Serve with PWD Water

Dear Mr. Pierotti:

The Portland Water District has received your request for an Ability to Serve determination for the noted site submitted on November 2, 2011. Based on the information provided, we can confirm that the District will be able to serve the proposed project as further described in this letter.

**Please note that this letter does not constitute approval of this project from the District.** Please review this letter for any special conditions specified by the District and to determine the appropriate next steps to take to move your project through the submittal and approval process.

### Existing Site Service

According to District records, the project site does currently have existing water service. A 6-inch diameter ductile iron seasonal water service line, located as shown on the attached water service card, provides water service to this site. Please refer to the "Conditions of Service" section of this letter for requirements related to the use of this service.

### Water System Characteristics

According to District records, there is a 12-inch diameter ductile iron water main on the southeast side of Riverside Street and a public fire hydrant located 200 feet from the site.

The current data from the nearest hydrant with flow test information is as follows:

Hydrant Location: Riverside Street 780' northeast of Evergreen Drive  
Hydrant Number: POD-HYD01269  
Last Tested: 04/11/2003  
Static Pressure: 82 PSI  
Residual Pressure: 78 PSI  
Flow: 1,500 GPM

### Public Fire Protection

You have indicated that this project will not include the installation of new public hydrants to be accepted into the District water system. The decision to require new hydrants and to determine



their locations is solely that of the local fire department. It is your responsibility to contact the Portland Fire Department to ensure that this project is adequately served by existing and/or proposed hydrants.

#### Domestic Water Needs

The data noted above indicates there should be adequate pressure and volume of water to serve the domestic water needs of the proposed Riverside South Golf Course Pavilion. Based on the high water pressure in this area, we recommend that you consider the installation of pressure reducing devices that comply with state plumbing codes.

#### Private Fire Protection Water Needs

You have not indicated whether this project will require water service to provide private fire protection to the site. Please note that the District does not guarantee any quantity of water or pressure through a fire protection service. Should fire protection service be required, please share these results with your sprinkler system designer so that they can design the fire protection systems to best fit the noted conditions. If the data is out of date or insufficient for their needs, please contact us to request a hydrant flow test and we will work with you to get more complete data.

#### Conditions of Service

Per our discussion on November 2, 2011; the existing irrigation line may be tapped within the right-of-way with a branch to feed a new service line. The new service will need a curb stop valve within the right of way as indicated on the attached sketch. We will also need a new gate valve on the irrigation service within the right of way - or - an easement allowing the District to access and operate the valve on private property. Once a contractor has been selected and the project is ready to go to construction, please contact PWD's MEANS Division to arrange for an appointment to fill out a service application.

If the District can be of further assistance in this matter, please let us know.

Sincerely,  
Portland Water District



Rico Spugnardi, P.E.  
Business Development Engineer

**SECTION 5**

**SITE REVIEW SUBMITTAL for PORTLAND FIRE DEPARTMENT**



*Michael Farmer*  
*Feb. 3, 2012*



SITE REVIEW SUBMITTAL  
For  
PORTLAND FIRE DEPARTMENT

Project: Riverside South Golf Course Pro Shop, 1010 Riverside Street

Applicant: Portland Department of Public Services  
55 Portland Street  
Portland, ME 04103  
Contact: Michael Farmer, Engineering Division, 874-8845

Architect: Scott Simons Architects  
75 York Street  
Portland, ME 04021  
(If contact is necessary, please contact Michael Farmer, listed above)

Proposed Uses of Proposed Building:

The building will be used for collection of golf course fees; selling basic golf accessories, drinks, and hot dogs; customer and employee bathrooms; and a customer lounge. These uses are thought to fall under the *Business Group B* use category in the IBC 2009 and the *Business* occupancy classification in NFPA 1, 2009.

Square Footage of Proposed Structure:

Building footprint and floor area, including porch, is 777 square feet, all of which is at ground level.

Elevation of Proposed Structure:

Proposed finish floor elevation is 68.5 feet above City datum, which is approximately equal to NGVD 1929.

Proposed Fire Protection for Proposed Structure:

Interior walls will be sheathed with 5/8" gypsum wall board. The building would not be equipped with a sprinkler system.

Hydrant Locations:

The closest hydrant is about 360 feet from the proposed structure. This hydrant is on Riverside Street southwest of the building site, on the opposite side of the street from the proposed building.

Water Main Size and Location

Records indicate there is a 12-inch water main in Riverside Street, which was installed in 1998.

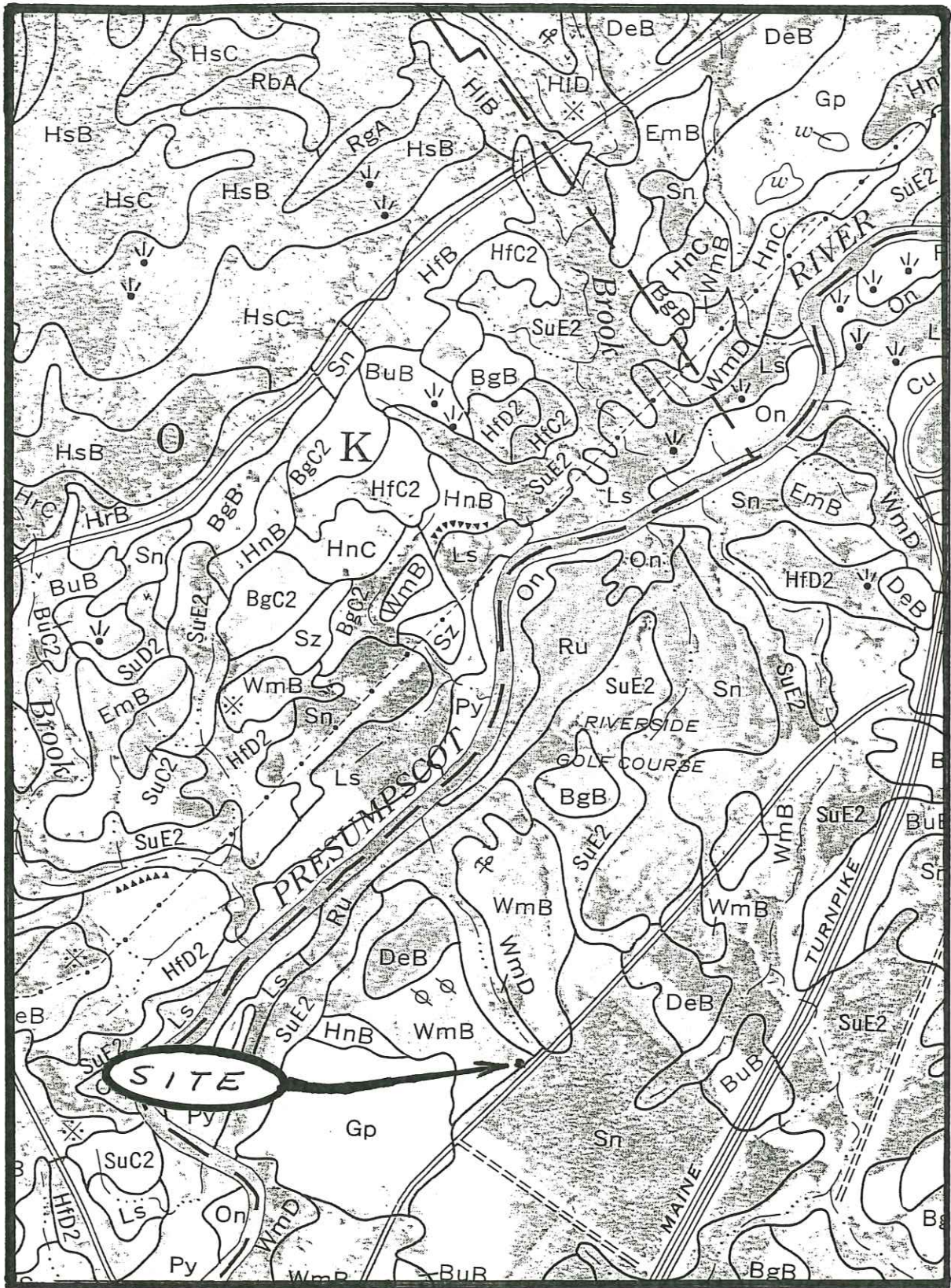
**SECTION 6**

**SOILS MAP and SOILS DESCRIPTIONS**



*Michael Farmer*  
*Feb. 3, 2012*





**MEDIUM INTENSITY SOILS MAP**  
Scale: 1" = 1,000'



C1g—12 to 24 inches, dark-gray (10YR 4/1) silt loam; common, medium, faint, yellowish-brown (10YR 5/6) mottles; weak, fine, granular structure; friable when moist; many roots; very strongly acid; abrupt, smooth boundary.

C2g—24 to 60 inches, gray (5Y 6/1) silt loam; weak, moderate, granular structure; friable when moist; a few roots; medium acid.

The A1 horizon ranges from silt loam to very fine sandy loam. In the Cg horizons hue ranges from 10YR to 5Y, value ranges from 3 to 6, and chroma is 0 or 1. The Og horizon ranges from silt loam to very fine sandy loam, but lenses of loamy fine sand, loamy very fine sand, or sandy loam as much as 2 inches thick occur in places. The content of gravel in the Cg horizons generally ranges from 0 to 3 percent. In places the gravel occurs in strata 1 to 2 inches thick.

Associated with Saco soils in the landscape are Limerick, Ondawa, Podunk, and Rumney soils. Saco soils are similar to these soils, but Ondawa soils are well drained, Podunk soils are moderately well drained, and Rumney and Limerick soils are poorly drained.

## Saugatuck Series

The Saugatuck series consists of deep, somewhat poorly drained to poorly drained, nearly level, coarse-textured soils. These soils formed in glacial outwash deposits on old delta areas in the southern and eastern parts of the county.

A representative profile of a Saugatuck soil in a wooded area has a black organic mat, 1 inch thick, over a surface layer of gray loamy sand 6 inches thick. The upper 7 inches of the subsoil is very dusky-red, strongly cemented sand that has dark reddish-brown mottles. The lower 17 inches of the subsoil is dark reddish-brown, weakly cemented, massive sand that has yellowish-red mottles. The substratum, at a depth of 30 inches, is brown, loose sand.

A water table is at a depth of 1 foot in spring and during periods of heavy precipitation. Depth to bedrock is 5 feet or more.

Most areas of Saugatuck soils are wooded. Vegetation is dominantly white spruce, balsam fir, gray birch, speckled alder, and white pine trees, and fern and blueberry bushes.

Representative profile of Saugatuck loamy sand, along Payne Road at the entrance of Scarborough Downs Race-track in Scarborough Township:

O2—1 inch to 0, black (10YR 2/1) organic mat of decomposed leaves and twigs.

A2—0 to 6 inches, gray (10YR 5/1) loamy sand; single grain; loose when moist; many roots; very strongly acid; abrupt, smooth boundary.

B21hirm—6 to 13 inches, very dusky-red (2.5YR 2/2) sand; common, medium, distinct, dark reddish-brown (5YR 3/2) mottles; strongly cemented; massive, parting to moderate, thick, platy structure; a few roots between plates; very strongly acid; abrupt, wavy boundary.

B22lrm—13 to 30 inches, dark reddish-brown (5YR 3/3) sand; many, medium, faint, yellowish-red (5YR 5/6) mottles; weakly cemented; massive, parting to moderate, thick, platy structure; a few roots between plates; strongly acid; abrupt, wavy boundary.

C—30 to 60 inches, brown (7.5YR 5/4) sand; single grain; loose; 10 percent gravel; strongly acid.

The solum ranges from 20 to 40 inches in thickness. The A2 horizon ranges from loamy sand to sand or to loamy fine sand. In the B2 horizons hue is 2.5YR or 5YR, value ranges from 2 to 6, and chroma ranges from 2 to 4. The B2 and C horizons range from medium sand to loamy sand. Cementation in the B2 horizons ranges from weak to strong. In the C horizon hue

is 7.5YR or 10YR, value ranges from 4 to 7, and chroma is 3 or 4.

Associated with Saugatuck soils in the landscape are Au Gres, Deerfield, Scarboro, Sebago, Swanton, Whately, and Windsor soils. Saugatuck soils are similar to these soils, but Windsor soils are excessively drained, Deerfield soils are moderately well drained, and Scarboro soils are very poorly drained. Saugatuck soils have an ortstein layer that is lacking in Au Gres, Swanton, and Whately soils. Sebago soils formed in organic deposits, and the poorly drained Swanton and the very poorly drained Whately soils formed in glaciofluvial deposits over a substratum of marine or lacustrine silt and clay.

**Saugatuck loamy sand ((Sc).**—This is the only Saugatuck soil mapped in the survey area. It is on old delta areas. Included in mapping are small areas of Scarboro soils. Also included are a few areas that have a clay layer, at a depth of 24 to 40 inches, below the cemented subsoil.

Permeability is moderately rapid to slow in this soil, and runoff is slow. Available water capacity is low, but, because of a high water table, internal drainage is poor, and this soil generally is wet during most of the growing season.

If Saugatuck loamy sand is artificially drained, it can be used for hay and pasture. Locating suitable drainage outlets is a concern of management. If undrained, this soil is suited to limited pasture. This soil can also be used as woodland. White pine is suitable for planting, but seedling mortality is severe, and equipment limitations are severe because of wetness. Also, the windthrow hazard is severe because the roots of most plants are restricted to the zone above a high water table. Limitations are severe or very severe on this soil for all community and recreational uses, principally because of a high water table. Capability unit Vw-5; woodland group 4w1; wildlife group 3.

## Scantic Series

The Scantic series consists of deep, nearly level, poorly drained, medium-textured soils that are underlain by fine-textured material. These soils formed in marine and lacustrine sediment. They are in old marine estuaries in the eastern and central parts of the county and in depressions around a few inland lakes.

A representative profile of a Scantic soil in a cultivated area has a surface layer of dark grayish-brown silt loam 8 inches thick that is underlain by 5 inches of olive-gray, friable heavy silt loam that has light olive-brown mottles. The upper 7 inches of the subsoil is olive-gray, firm heavy silt loam that has light olive-brown mottles, and the next 8 inches is olive-gray, firm heavy silty clay loam that has yellowish-brown mottles. The lower 4 inches of the subsoil is olive-gray, firm silty clay that has a few olive mottles. The substratum, at a depth of 32 inches, is olive-gray, firm clay that has a few dark-gray mottles.

A water table is at a depth of 1 foot during most of the year, and depth to bedrock is 5 feet or more.

A few areas of Scantic soils are farmed, but many areas are wooded. Common species are speckled alder, white pine, and black willow.

Representative profile of Scantic silt loam, on a big flat on the east side of Beech Ridge Road, 0.5 mile south of intersection with Holmes Road in Scarborough Township:



- Ap—0 to 8 inches, dark grayish-brown (10YR 4/2) silt loam; moderate, fine, granular structure; friable when moist; many roots; strongly acid; abrupt, wavy boundary.
- A2g—8 to 13 inches, olive-gray (5Y 5/2) heavy silt loam; a few, fine, distinct, light olive-brown (2.5Y 5/6) mottles; moderate, fine and medium, granular structure; friable when moist; common roots; strongly acid; clear, irregular boundary.
- B21g—13 to 20 inches, olive-gray (5Y 5/2) heavy silt loam; common, fine, distinct, light olive-brown (2.5Y 5/4) mottles; moderate, medium, blocky structure; firm when moist; a few roots; patchy pressure faces on peds; medium acid; abrupt, smooth boundary.
- B22g—20 to 28 inches, olive-gray (5Y 4/2) heavy silty clay loam; common, fine, distinct, yellowish-brown (10YR 5/6) mottles; moderate, coarse, prismatic structure, parting to moderate, medium, blocky structure; firm when moist; medium acid; gradual, wavy boundary.
- IIB3g—28 to 32 inches, olive-gray (5Y 4/2) silty clay; a few, fine, distinct, olive (5Y 5/6) mottles; moderate, medium, platy structure; firm when moist; patchy pressure faces on peds; prominent black stains on ped faces; slightly acid; gradual, wavy boundary.
- IIC—32 to 60 inches, olive-gray (5Y 4/2) clay; a few, coarse, faint, dark-gray (5Y 4/1) mottles on faces of platy peds; weak, thick, platy structure; firm when moist; slightly acid.

The solum ranges from 25 to 40 inches in thickness. Reaction in the Ap, A1, A2g, and B21g horizons ranges from strongly acid to medium acid. In the Ap horizon hue ranges from 10YR to 5Y, value is 4 or 5, and chroma is 1 or 2. In uncultivated areas an A1 horizon ranges from 2 to 5 inches in thickness. This horizon is very dark gray (10YR 3/1) or very dark grayish brown (10YR 3/2), and its texture is similar to that of the Ap horizon. The A2g horizon ranges from loam to silt loam. The C horizon ranges from silty clay loam to clay. Mottling is less evident or is lacking in this horizon.

Associated with Scantic soils in the landscape are Biddeford, Buxton, Elmwood, Melrose, and Suffield soils. Scantic soils are similar to these soils, but Suffield soils are well drained, Buxton soils are moderately well drained to somewhat poorly drained, and Biddeford soils are very poorly drained. Also, the well-drained Melrose soils and the moderately well drained Elmwood soils are fine sandy loam over silty clay.

**Scantic silt loam (Sn).**—This is the only Scantic soil mapped in the county. It is in old marine estuaries and in depressions around a few inland lakes. Included in mapping are small areas of Buxton, Biddeford, and Swanton soils. Also included are small areas of soils that have a few stratified sandy layers in the subsoil and the substratum and small areas of soils around inland lakes that have stones on the surface.

This soil is wet throughout the year. Permeability is moderate in the upper part of the horizon and slow to very slow in the lower part. Runoff is slow. Available water capacity is high.

If this Scantic soil is artificially drained, it can be used for hay and pasture. Locating suitable drainage outlets is a concern of management. If undrained, this soil is suited to limited pasture. For woodland use, white spruce, white cedar, and white pine are suited, but seedling mortality is severe, and equipment limitations are severe because of wetness. Also, the windthrow hazard is severe because the roots of most plants are restricted to the zone above a high water table. Limitations are severe or very severe for most community and recreational uses, principally because of a high water table. This soil is well suited to use as habitat for wetland wildlife. Capability unit IVw-7; woodland group 5w1; wildlife group 3.

## Scarboro Series

The Scarboro series consists of deep, nearly level, very poorly drained, moderately coarse textured to coarse textured soils. These soils formed in glacial outwash. They are in old delta areas in the central and eastern parts of the county.

A representative profile of a Scarboro soil has a black organic mat, 2 inches thick, over a surface layer of black sandy loam 2 inches thick. This is underlain by 3 inches of gray, very friable sandy loam. The upper 15 inches of the substratum is light olive-gray, loose sand that has light olive-brown and gray mottles. The lower 40 inches of the substratum is light brownish-gray, loose sand that has strong-brown and olive-gray mottles.

The water table is at a depth of 1 foot during most of the year. The depth to bedrock is 5 feet or more.

Most areas of Scarboro soils are in woods and grasses. Common species are white spruce, spruce, balsam fir, and speckled alder, as well as marshgrass and other wetland vegetation.

Representative profile of Scarboro sandy loam, 2 miles east of State Route 113 on the north side of Richville Road in Standish Township:

- O2—2 inches to 0, black organic material.
- A1—0 to 2 inches, black (5YR 2/1) sandy loam; weak, fine, granular structure; friable when moist; many roots; strongly acid; abrupt, smooth boundary.
- A2g—2 to 5 inches, gray (5Y 6/1) sandy loam; weak, fine, granular structure; very friable when moist; many roots; strongly acid; abrupt, smooth boundary.
- C1g—5 to 20 inches, light olive-gray (5Y 6/2) sand; many, coarse, distinct, light olive-brown (2.5Y 5/6) and gray (10YR 6/1) mottles; single grain; loose when moist; many roots; very strongly acid; gradual, smooth boundary.
- C2g—20 to 60 inches, light brownish-gray (2.5Y 6/2) sand; many, coarse, distinct, strong-brown (7.5YR 5/6) and olive-gray (5Y 5/2) mottles; single grain; loose when moist; 10 percent gravel; strongly acid.

Reaction ranges from strongly acid to very strongly acid throughout the profile. The A1 horizon ranges from sandy loam to fine sandy loam, and the A2 horizon ranges from sandy loam to sand. In the C horizons hue ranges from 10YR to 5Y, value ranges from 4 to 6, and chroma is 2 or less. The C horizon ranges from loamy sand to sand.

Associated with Scarboro soils in the landscape are Au Gres, Deerfield, Saugatuck, and Windsor soils. Scarboro soils are similar to these soils, but Windsor soils are excessively drained, Deerfield soils are moderately well drained, and Au Gres soils are somewhat poorly drained. Scarboro soils lack the cemented ortstein layer that is present in Saugatuck soils.

**Scarboro sandy loam (So).**—This is the only Scarboro soil mapped in the county. It is in depressions in old delta areas. Included in mapping are small areas of soil that have a clay substratum. Also included are small areas of Walpole, Deerfield, and Au Gres soils.

This Scarboro soil is wet throughout the year. Permeability is rapid to very rapid, but internal drainage is affected by a high water table. Runoff is slow.

If drainage is provided, Scarboro sandy loam can be used for hay and pasture. Locating suitable drainage outlets is a concern of management. Trees that commonly grow in the areas are not suitable for planting, because seedling mortality is severe. In addition, equipment limitations are severe because of wetness, and the windthrow hazard is severe because the roots of most plants are restricted to the zone above a water table. This soil is well



group, not suited to growing trees for commercial purposes; wildlife group 4.

### Whitman Series

The Whitman series consists of deep, nearly level, very poorly drained, moderately coarse textured and medium textured soils. These soils formed in firm stony glacial till. They are in depressional areas on uplands in the northern and western parts of the county.

A representative profile of a Whitman soil in an uncultivated area has a black organic mat, 4 inches thick, over a surface layer of very dark brown fine sandy loam 6 inches thick. The upper 12 inches of the substratum consists of grayish-brown to light olive-gray, friable sandy loam that has brown, grayish-brown, and light reddish-brown mottles. Below is 42 inches of olive-gray and gray, very firm fine sandy loam to sandy loam that has dark-brown mottles. This very firm substratum is a fragipan.

A water table is at a depth of 1 foot most of the year. Depth to bedrock is 5 feet or more. Common species are eastern hemlock, balsam fir, speckled alder, American elm, and white spruce.

Representative profile of Whitman fine sandy loam, 100 feet south of State Route 117, 1 mile west of Crooked River in Harrison Township:

- O2—4 inches to 0, black (5YR 2/1) decomposed organic material; many roots; abrupt, wavy boundary.
- A1—0 to 6 inches, very dark brown (10YR 2/2) fine sandy loam; weak, fine, granular structure; friable when moist; many roots; medium acid; abrupt, wavy boundary.
- C1g—6 to 10 inches, grayish-brown (10YR 5/2) sandy loam; many, coarse, distinct, brown (7.5YR 5/2) and grayish-brown (2.5Y 5/2) mottles; weak, fine, granular structure; friable when moist; many roots; 5 percent coarse fragments; medium acid; clear, wavy boundary.
- C2g—10 to 18 inches, light olive-gray (5Y 6/2) sandy loam; many coarse, prominent, light reddish-brown (2.5YR 6/4) mottles; medium, fine, granular structure; friable when moist; many roots; 10 percent coarse fragments; medium acid; abrupt, smooth boundary.
- C3x—18 to 30 inches, olive-gray (5Y 5/2) gravelly fine sandy loam; many, fine, prominent, dark-brown (7.5YR 3/2) mottles; moderate, thick, platy structure; very firm when moist; 20 percent coarse fragments; medium acid; gradual, smooth boundary.
- C4x—30 to 60 inches, gray (5Y 6/1) gravelly sandy loam; a few, fine, prominent, dark-brown (7.5YR 4/4) mottles; weak, thick, platy structure; very firm when moist; 20 percent coarse fragments; medium acid.

Fragipan is at a depth of 10 to 25 inches. The content of coarse fragments ranges from 5 to 35 percent throughout the profile. Reaction ranges from medium acid to neutral in the solum and in the substratum.

The A1 horizon, as well as its gravelly analogs, ranges from fine sandy loam to silt loam. In the Cx horizons hue is 2.5Y or 5Y, value ranges from 4 to 6, and chroma is 0, 1, or 2. The Cg and Cx horizons, as well as their gravelly analogs, range from sandy loam to loam.

Associated with Whitman soils in the landscape are the Canaan, Hollis, Paxton, Peru, Ridgebury, Sebago, and Woodbridge soils. Whitman soils are similar to these soils, but Hollis and Canaan soils are shallow. In addition, Peru and Woodbridge soils are moderately well drained, Ridgebury soils are poorly drained, and Paxton soils are well drained. Sebago soils formed in organic deposits.

**Whitman fine sandy loam (Wh).**—This is the only Whitman soil mapped in the county. It is in upland

depressional areas. Included in mapping are small areas of Ridgebury and Sebago soils. Also included are small areas of soils that have many stones, 1 foot in diameter, on the surface.

This Whitman soil is wet throughout the year. Runoff is very slow. Permeability is moderate to moderately rapid above the fragipan and moderately slow to slow in the fragipan. Available water capacity is high.

This soil can be used for limited hay and pasture if artificial drainage is provided. It is too wet for row crops, even if drained. It generally is not suited to woodland, and if it is used for this purpose, seedling mortality is severe, and wetness severely limits the use of woodland equipment. The hazard of windthrow is severe because of a shallow root zone caused by a high water table. This soil has very severe limitations for most community uses, principally because of a high water table and excessive wetness. Excess surface water very severely limits all recreational uses. Capability unit Vw-4; woodland group 5w1; wildlife group 4.

### Windsor Series

The Windsor series consists of deep, excessively drained, nearly level to strongly sloping, coarse-textured soils. These soils formed in glacial outwash deposits. They are on terraces adjacent to many streams and rivers throughout the county.

A representative profile of a Windsor soil in a cultivated area has a surface layer of dark-brown loamy sand 6 inches thick. The upper 9 inches of the subsoil is brown, very friable loamy sand, and the lower 11 inches of the subsoil is light olive-brown, loose loamy sand. The substratum, at a depth of 26 inches, is pale-yellow, loose medium sand.

Permeability is rapid or very rapid in these soils, and available water capacity is low. Depth to bedrock is 5 feet or more.

Many areas of Windsor soils were formerly cultivated, but they are now wooded. Common species are northern hardwoods, white pine, red pine, and eastern hemlock.

Representative profile of Windsor loamy sand, 0 to 8 percent slopes, 0.25 mile south of the Gorham-Scarboro town line on the south side of Burnham Road in Scarborough Township:

- Ap—0 to 6 inches, dark-brown (10YR 3/3) loamy sand; weak, medium, granular structure; very friable when moist; many roots; strongly acid; abrupt, smooth boundary.
- B21—6 to 15 inches, brown (10YR 5/3) loamy sand; weak, fine, granular structure; very friable when moist; a few roots; strongly acid; gradual, wavy boundary.
- B22—15 to 26 inches, light olive-brown (2.5Y 5/6) loamy sand; single grain; loose when moist; a few roots in upper 4 inches; strongly acid; gradual, wavy boundary.
- C—26 to 60 inches, pale-yellow (2.5Y 7/4) medium sand; single grain; loose when moist; strongly acid.

The solum ranges from 24 to 30 inches in thickness. Reaction ranges from strongly acid to very strongly acid throughout the profile. The content of gravel in the solum ranges from 0 to 5 percent and from 0 to 10 percent in the C horizon.

The Ap horizon ranges from loamy sand to loamy fine sand. In the B21 horizon hue ranges from 7.5YR to 2.5Y, value is 4 or 5, and chroma ranges from 3 to 8. The B21 horizon ranges from loamy sand to loamy fine sand. In the B21 horizon hue is 10YR or 2.5Y, value ranges from 5 to 7, and chroma ranges



from 2 to 6. The B22 horizon ranges from loamy sand to fine sand. In the C horizon hue is 5Y, 10YR, or 2.5Y; value ranges from 5 to 7; and chroma ranges from 1 to 4. The C horizon ranges from medium sand to fine sand.

Associated with Windsor soils in the landscape are Au Gres, Deerfield, Saugatuck, Scarborough, and Sebago soils. Windsor soils are similar to these soils, but Deerfield soils are moderately well drained, Au Gres soils are somewhat poorly drained, and Scarborough soils are very poorly drained. Windsor soils lack the ortstein layer of Saugatuck soils. Sebago soils formed in deep organic deposits.

**Windsor loamy sand, 0 to 8 percent slopes (WmB).—** This soil has the profile described as representative of the series. It is on the top of terraces adjacent to streams and rivers. Runoff is slow. Included in mapping are small areas of Hinckley, Deerfield, and Au Gres soils. Also included are small areas of soils that have thin lenses of clay.

This Windsor soil can be used for row crops, pasture, and hay, and as woodland. For row crops, irrigation is needed because of low available water capacity. Low available water capacity also limits the use of this soil for hay and pasture. This soil does respond well to fertilizer.

For woodland use, white pine and red pine are suitable for planting, but seedling mortality is severe. This soil has slight limitations for use as homesites that have public sewage disposal. Because of possible ground-water contamination from septic effluent, this soil has moderate limitations for use as homesites where septic tank systems must be installed. This soil has slight limitations for use as wilderness tent sites. Capability unit IIIs-5; woodland group 5s1; wildlife group 5.

**Windsor loamy sand, 8 to 15 percent slopes (WmC).—** This soil is on the side of terraces adjacent to streams and rivers. Runoff is medium. Included in mapping are small areas of moderately steep and gently sloping Windsor soils and small areas of Hinckley soils.

This Windsor soil can be used for hay, pasture, row crops, and woodland. If this soil is used for row crops, irrigation is needed because of low available water capacity. Low available water capacity limits the use of this soil for hay and pasture and measures to conserve soil moisture should be used. This soil does not hold fertilizer well. For woodland, white pine and red pine are suitable for planting, but seedling mortality is severe. This soil has slight limitations for use as homesites that have public sewage disposal. Because ground water is likely to become contaminated from septic effluent, this soil has moderate limitations for use as homesites where septic tank systems must be installed for the disposal of sewage. This soil has slight limitations for use as wilderness tent sites. Capability unit IVs-5; woodland group 5s1; wildlife group 5.

**Windsor loamy sand, 15 to 30 percent slopes (WmD).—** This soil is on the lower part of irregular slopes of terraces adjacent to streams and rivers. It has a profile similar to the one described as representative of the series, except that its surface layer and the upper part of its subsoil are thinner. Runoff is rapid. Included in mapping are small areas of gently sloping, steep, and very steep Windsor soils and small areas of Hinckley soils.

This Windsor soil can be used for pasture and as woodland, but if it is used for pasture, droughtiness is a problem during dry periods. For woodland, white pine and red pine are suitable for planting, but seedling mortality

is severe, and equipment limitations are moderate because of strong slopes. Strong slopes severely limit use of this soil for homesites where septic tank systems must be installed for the disposal of sewage, and they severely or very severely limit it for most recreational uses. Capability unit VIIs-5; woodland group 5s2; wildlife group 8.

## Woodbridge Series

The Woodbridge series consists of deep, moderately well drained, nearly level to moderately sloping, moderately coarse textured and medium textured soils. These soils formed in very firm stony glacial till. They are on hills and ridges throughout the county.

A representative profile of a Woodbridge soil in a wooded area has a surface layer of very dark grayish-brown fine sandy loam, 2 inches thick, that is underlain by a layer of grayish-brown, very friable fine sandy loam 1 inch thick. The upper 13 inches of subsoil is dark-brown or brown, very friable fine sandy loam. The lower 4 inches of the subsoil is light olive-brown, friable fine sandy loam that has dark-brown and brownish-yellow mottles. The substratum, at a depth of 20 inches, is olive-gray, very firm fine sandy loam that has strong-brown and yellowish-brown mottles. The substratum is a fragipan.

Permeability is moderately rapid above the fragipan and moderately slow within it. Available water capacity is high. A water table is at a depth of 1 to 2½ feet in spring and during periods of heavy precipitation. Depth to bedrock is 5 feet or more. Many areas of these soils are farmed, but most areas are wooded. Common species are white spruce, white pine, eastern hemlock, and balsam fir.

Representative profile of Woodbridge very stony fine sandy loam, 0 to 8 percent slopes, 0.3 mile west of Dry Mills on the East Raymond Road from the junction with North Raymond Road and on the south side of the road 100 feet into the woods in Gray Township:

- A1—0 to 2 inches, very dark grayish-brown (10YR 3/2) fine sandy loam; moderate, fine, granular structure; very friable when moist; many roots; 5 percent coarse fragments; strongly acid; clear, broken boundary.
- A2—2 to 3 inches, grayish-brown (10YR 5/2) fine sandy loam; weak, fine, granular structure; very friable when moist; many roots; 5 percent coarse fragments; strongly acid; clear, broken boundary.
- B21—3 to 6 inches, dark-brown (7.5YR 4/4) fine sandy loam; weak, fine, granular structure; very friable when moist; many roots; 5 percent coarse fragments; strongly acid; clear, irregular boundary.
- B22—6 to 16 inches, brown (10YR 5/3) fine sandy loam; weak, fine, granular structure; friable when moist; many roots; 5 to 10 percent coarse fragments; strongly acid; clear, smooth boundary.
- B23—16 to 20 inches, light olive-brown (2.5Y 5/4) fine sandy loam; many, coarse, distinct, dark-brown (7.5YR 3/2) and brownish-yellow (10YR 6/6) mottles; moderate, fine, granular structure; friable when moist; many roots; 5 to 10 percent coarse fragments; medium acid; clear, smooth boundary.
- Cx—20 to 60 inches, olive-gray (5Y 5/2) fine sandy loam; many, coarse, distinct, strong-brown (7.5YR 5/8) and yellowish-brown (10YR 5/6) mottles; moderate, thick, platy structure; very firm when moist; thin, very fine, sandy coating between plates; 15 percent coarse fragments; medium acid.

Depth to fragipan ranges from 16 to 36 inches. The solum ranges from 16 to 36 inches in thickness. Reaction ranges from strongly acid to medium acid throughout the profile. The