City of Portland

Development Review Application

Planning Division Transmittal Form

Application Number: 2014-051 **Application Date:** 04/11/2014

CBL: 013 I025001 **Application Type:** Level III Site Plan Under 50,000 sq f

Applicant: DUGAS PETER C & ANASTASIA ANTONACOS JTS /Peter Dugas

Project Name: New 5 unit multi-family building

Address: 97 CUMBERLAND AVE

Project Description: New 5 unit multi-family building.

Zoning: R6

Other Required Reviews:

- ☐ Traffic Movement
- ☐ Storm Water
- ☑ Subdivision
  # Lots 5
- ☐ Site Location
  # Unit _____
- ☐ 14-403 Streets
  # Units _____
- ☐ Flood Plain
- ☐ Shoreland
- ☐ Design Review
- ☐ Housing Replacement
- ☐ Historic Preservation
- ☐ Other:

Distribution List:

	Planner	Jean Fraser		**Parking**	John Peverada
	Zoning	Marge Schmuckal		**Design Review**	Alex Jaegerman
	Traffic Engineer	Tom Errico		**Corporation Counsel**	Nennifer Thompson
	Civil Engineer	David Senus		**Sanitary Sewer**	John Emerson
	Fire Department	Chris Pirone		**Inspections**	Tammy Munson
	City Arborist	Jeff Tarling		**Historic Preservation**	Deb Andrews
	Engineering	David Margolis-Pineo		**DRC Coordinator**	Phil DiPierro
				Outside Agency	

Comments needed by 4/23/2014

Memorandum
Planning and Urban Development Department
Planning Division

To: Stuart O'Brien, Chair and Members of the Portland Planning Board

From: Jean Fraser, Planner

Date: May 23rd, 2014

Re: **May 27th, 2014 Planning Board Workshop**
Level III Site Plan and Subdivision Review
5-unit multi-family building
97 Cumberland Avenue
Peter Dugas, Applicant

I. INTRODUCTION

Timothy Lock of GOLogic, on behalf Peter Dugas, has submitted a Level III Site Plan and Subdivision application for the construction of a 3 story building with 5 residential units and basement parking on a 5550 sq ft "urban infill" site at 97 Cumberland Avenue. The site is currently vacant; a vacant single unit residential building (located towards the rear of the site) was recently demolished.

The site is located immediately uphill from the *Seven- Eleven* at the corner of Washington Avenue and Cumberland Avenue. The *Seven Eleven* is in the B2b zone and the subject site is within the R6 residential zone.

The parcel is part of a 3 lot subdivision (plat can be found in Attachment B) and accessed via a shared ROW over a gravel drive owned by the abutter at 93 (front) Cumberland Avenue.

The applicant held a Neighborhood Meeting on April 14, 2014 but it was not noticed in accordance with the ordinance requirements and another Neighborhood Meeting is required.

Aerial as submitted by the applicant

This Workshop was noticed to 220 neighbors and interested parties, and the public notice appeared in the *Portland Press-Herald* on May 19th and 20th, 2014.

Required reviews:

Applicant's Proposal	Applicable Standards
New structure of 5 dwelling units	Subdivision Review
Multifamily building of 6990 square feet	Level III Site Plan Review and R-6 Design Review

Waivers: None requested, but Tom Errico, Traffic Reviewer, has identified the need for a waiver request in respect of the parking aisle.

II. PROJECT DATA

SUBJECT	*DATA*
Existing Zoning	R-6
Existing Use	Vacant and unused
Proposed Use	5-unit new building
Parcel Size	5550 sq ft
Impervious Surface Area **--Existing** **--Proposed** **--Net Change**	 0 sq ft 2914 sq ft 2914 sq ft
Total Disturbed Area	Approx 2914 sq ft
Building Footprint **--Existing** **--Proposed** **--Net Change**	 0 sq ft 1790 sq ft 1790 sq ft
Building Floor Area **--Existing** **--Proposed**	 0 sq ft 6990 sq ft
Residential Units **-Existing** **-Proposed**	 Previously 1, demolished 5
Bedroom Mix (proposed) - **Efficiency Units** - **One bedroom units** - **Two bedroom units** - **Three bedom units**	 0 4 0 1
Parking Spaces	5, 3 located at basement level
Bicycle parking Spaces	Not confirmed
Estimated cost of the project	$900,000

III. EXISTING CONDITIONS

The proposal site is located on the north side of Cumberland Avenue, one lot away from Washington Avenue.

To the north and west are large scale, more industrial/commercial, buildings along Washington Avenue. To the east is a row of 2-3 story older residential buildings as shown in the photograph to the right.

Across the street is a mix of residential buildings, some with flat roofs but traditional in design.

Photograph submitted by applicant - see Att. C; looking up Cumberland with site to L

The site is currently mostly grassed with one tree on the site near the front.

IV. PROPOSED DEVELOPMENT

The proposals, including floor plans and elevations, are shown in the Plan set. The proposed building has 3 levels in the front part and 4 levels in the rear section, with parking on the lowest level. The overall building height is approximately 40 feet as shown in the elevations (Plans P10).

The entrance for 4 of the 5 units is a central entrance on the uphill side of the building, which is accessed from a path under a cantilevered awning that connects with the public sidewalk. The entrance to the ground floor front one bedroom unit is via a separate recessed front door on the left side of the front elevation. Above the front one bedroom unit is a 2-story three bedroom unit with a balcony facing Cumberland Avenue and access via the side central entrance. A roof top deck is located over the rear section of the building.

The design is explained in detail in Attachment C and the applicant seeks to achieve high thermal efficiency through thick insulation, limited fenestration and solar panels on the top of the front section of the building facing south. These require a somewhat flat roof which is angled in two places to achieve the necessary orientation. The external cladding comprises a metal panel that intentionally rusts to achieve a reddish color- details of this and the "green wall" (see rendering right) are in Attachments I and J.

The proposed vehicle access is over the right-of-way granted in the deed over the abutting lot. It is within the ownership of the house immediately next door, but shared between three lots as shown on the plat (last page of Attachment B). The subject lot is identified as Lot #3.

Renderings are in Attachment C and Plan P12.

The engineering proposals (Plan P7) indicate modifications to the drive access that include a retaining wall, regrading and paving plus some minor modifications to the neighboring house at 93 Cumberland Avenue.

V. STAFF REVIEW

A. RIGHT, TITLE AND INTEREST

The applicant has submitted evidence of Right, Title and Interest in Attachment B, which has been reviewed by the City's Associate Corporation Counsel because the proposal relies on the shared access drive and proposed alterations to the driveway. The drive is shared with 2 other lots and up to 5 other units.

Jennifer Thompson, Associate Corporation Counsel, has commented and the full text is in Att. 3. She finds:

> *"...no language in the these deeds that purports to limit the scope of the right-of-way or condition it on the presence of only a single family home. Rather, the plain language of the deed from Edwards to Dugas is that the Lot 3 is benefited by "a right of way over, along and upon said lot numbered one (1) . . . easterly of and adjacent to the premises."*

The possibility of "overburdening" the easement is acknowledged as a possibility and therefore she has also advised:

> *"....including as a condition of approval a letter from an attorney or some other form of title opinion that opines that the right of way will not be overburdened."*

The owner of the abutting property at 93 Cumberland Avenue (Carol Pike) has submitted (PC2) a detailed comment that she and her attorney do not consider that the applicant has rights to undertake the proposals as presented.

The question of whether the proposal constitutes any "overburden" on the right of way is not a Planning Board issue. The Associate Corporation Counsel will advise, at the time of any hearing, as to whether the Board should include conditions related to the question of Right, Title and Interest on any potential approval.

B. ZONING ASSESSMENT

The proposed subdivision is within the R-6 Residential Zone. The applicant has provided a Zoning Assessment in Attachment A.

Marge Schmuckal, Zoning Administrator, has provided the following comments (Attachment 2):

> *I have reviewed this project for a new 5 unit residential 3-story structure. My major concern after this review is the required 10' side setback for the building. Both sides are not meeting the required minimum 10' setback. I am uncertain why the applicant is showing that there is less than the required 10' side yard setback when the document acknowledges the 10' required. All other R-6 dimensional requirements are being met.*

It is understood that the discrepancy is not great, but the applicant will need to revise the proposals to fully meet the zoning requirements.

B. SUBDIVISION STANDARDS

14-496. Subdivision Plat Requirements

A final subdivision plat will need to be stamped by a professional surveyor and address the Ordinance requirements as part of the final submissions.

14-497. General Requirements (a) Review Criteria - Key Review issues

Water, Air Pollution and Soil Erosion

Erosion Control Plans have been submitted (Plan P7 and P8) and are generally acceptable to Dave Senus, the consultant reviewing engineer, with some minor revisions (Attachment 1).

Traffic

The proposed access utilizes the existing driveway that serves the three lots. Its effective width is proposed to be narrowed to 12 feet (see Plan P2) which is considered acceptable in terms of a driveway but may preclude parking in the driveway by users who have rights to that area.

Tom Errico, the traffic reviewer, has identified several other details where further information is needed and a waiver request would need to be made (with supporting documentation) for the parking aisle width (Attachment 2)

Storm water

The applicant has provided a stormwater report in Attachment G. The proposals manage stormwater impacts by including an infiltration basin at the rear of the site. While the principle is acceptable, Dave Senus, engineering reviewer, has raised concerns regarding the likely overflow being directed onto neighboring property (Attachment 1). The applicant was advised of this concern and provided an additional memo (Attachment H) which argues the proposal continues an historical pattern. Mr Senus does not agree with this assessment and suggests that the applicant would need to get an agreement from the abutter in order to move forward with this approach to stormwater management (Attachment 9).

Street Trees
The subdivision requirement would be one tree per unit, or 5 street trees, in or near the ROW. The proposals include one new tree on site near the ROW, and there is an existing street tree, so the standard is not yet addressed in full. If three additional street trees are not feasible at this location, the City Arborist may recommend the applicant make an equivalent contribution to the Citys Street Tree fund. The City Arborist comments were not received in time to include in this Memorandum.

C. SITE PLAN STANDARDS

14-526 Requirements for approval

Traffic - as discussed above under Subdivision Review

Bicycle Parking
The submission indicates that bicycle parking spaces will be provided in accordance with the City standards. The final submission should show the number and location of the bicycle parking.

Snow Storage
The Site Plan shows snow storage within the abutters lot (rear part of 93 Cumberland Avenue) and as noted by Tom Errico (Attachment 2) this may also interfere with other users of the Right of Way drive access. The applicant is requested to confirm that he has rights to place snow at this location.

Site Landscaping and Screening
The applicant has submitted a Landscape Plan (Plan P3). This has not been reviewed in detail and the comments of the City Arborist were not available to include in this Memorandum.

Water quality, Stormwater Management and Erosion Control
As discussed above under *Subdivision Review.*

Public Utilities
The proposal is a subdivision and this would require that all utilities be located underground.

Dave Senus, the engineering reviewer, has noted (Attachment 1):

> *The existing site includes a utility pole that provides overhead service (presumably both electrical and telecommunications) to buildings on three adjacent properties. The plan calls for eliminating this pole and the associated existing overhead services; however, it does not address how new services will be provided to all adjacent properties, specifically the 7-Eleven store.*

Capacity letters have not been submitted and would need to be included in the final submissions.

Site Design Standards
Massing, Ventilation and Wind Impact

The applicable site plan standard is (14-526 (d) (1) b:

> *The bulk, location or height of proposed buildings and structure shall minimize, to the extent feasible, any substantial diminution in the value or utility to neighboring structures under different ownership and not subject to a legal servitude in favor of the site being developed.*

The neighbor Carol Pike at 93 Cumberland (front) has submitted comments (PC2) that suggest possible diminution in the value and utility of her property immediately next door, which includes ownership of the shared access drive.

D. DESIGN STANDARDS IN THE SITE PLAN ORDINANCE

R-6 Infill Development Design Principles and Standards
The applicant has submitted a narrative outlining how the proposed design addresses the R-6 design standard (Attachment C). The applicant has requested an alternative review.

Staff reviewed the submitted narrative and the project and the detailed staff design review comments are included in Attachment 4. The comments conclude that generally the design is appropriate for this location and meets the design standards.

Multi-family and Other Housing Types Design Standard
This design standard also applies to this proposal is outlined in sections below with associated staff review comments:

*(i) **TWO-FAMILY, SPECIAL NEEDS INDEPENDENT LIVING UNITS, MULTIPLE-FAMILY, LODGING HOUSES, BED AND BREAKFASTS, AND EMERGENCY SHELTERS:***

*(1) **STANDARDS.** Two-family, special needs independent living units, multiple-family, lodging houses, bed and breakfasts, and emergency shelters shall meet the following standards:*

a. Proposed structures and related site improvements shall meet the following standards:

1. The exterior design of the proposed structures, including architectural style, facade materials, roof pitch, building form and height, window pattern and spacing, porches and entryways, cornerboard and trim details, and facade variation in projecting or recessed building elements, shall be designed to complement and enhance the nearest residential neighborhood. The design of exterior facades shall provide positive visual interest by incorporating appropriate architectural elements;

Staff comment: The neighborhood is characterized by a variety of architectural styles and the proposed modern style is acceptable in principle.

2. The proposed development shall respect the existing relationship of buildings to public streets. New development shall be integrated with the existing city fabric and streetscape including building placement, landscaping, lawn areas, porch and entrance areas, fencing, and other streetscape elements;

Staff comment: The proposal generally is similar in form, massing and relationship to the street and associated elements.

3. Open space on the site for all two-family, special needs independent living unit, bed and breakfast and multiple-family development shall be integrated into the development site. Such open space in a special needs independent living unit or a multiple-family development shall be designed to complement and enhance the building form and development proposed on the site. Open space functions may include but are not limited to buffers and screening from streets and neighboring properties, yard space for residents, play areas, and planting strips along the perimeter of proposed buildings;

Staff comment: The plans suggest that the rear roof deck is accessible to all units and the upper unit at the front has a balcony.

4. The design of proposed dwellings shall provide ample windows to enhance opportunities for sunlight and air in each dwelling in principal living areas and shall also provide sufficient storage areas;

Staff comment: This standard appears to be met.

5. The scale and surface area of parking, driveways and paved areas are arranged and landscaped to properly screen vehicles from adjacent properties and streets;

Staff comment: The parking is located underneath the units and at the rear. Details of screening and associated landscaping have not been closely reviewed.

VI NEXT STEPS

The applicant needs to hold another Neighborhood Meeting, to be noticed in accordance with the ordinance requirements. The final submission will need to include:

- Draft Subdivision Plat
- Attorney or title opinion regarding the use and modifications to the shared access drive
- Revisions to address all review comments, including zoning and the design review
- Revisions to address Planning Board comments

ATTACHMENTS:

Attachments to Memorandum

1. Engineering Review comments 5.5.2014
2. Traffic Engineering Review comments 5.9.2014
3. Associate Corporation Counsel comments 5.20.2014
4. Alternative Design Review (R6 Infill) comments 5.22.2014
5. Zoning Administrator comments 5.23.2014
6. DPS (David Margolis-Pineo) comments (not received at time memo was completed)
7. Fire Department comments (not received at time memo was completed)
8. City Arborist comments (not received at time memo was completed)
9. Additional Engineering Review comment Dave Senus 5.23.14

Public comments

PC1 Carol Pike 93 Cumberland Avenue 4.14.14
PC2 Carol Pike 93 Cumberland Avenue 5.21.2014

Applicant's Submittal

A. Preliminary Site Plan Application April 2014
B. Right, title and Interest
C. Description and Narrative re Design Principals and Standards
D. Additional Information re Design (email 5.14.2014)
E. Wastewater Capacity application
F. Traffic Study
G. Stormwater Management Report March 2014
H. Further information re Stormwater
I. Technical Information re cladding
J. Technical information re green wall

Plans

P1. Boundary Survey
P2. Preliminary Site Plan
P3. Landscape Plan
P4. Fire Department Site Plan
P5. Engineer Cover Sheet
P6. Engineer Site Plan
P7. Erosion Control Plan
P8. Erosion Control Details
P9. Site Details
P10. Elevations (3 plans)
P11. Floor Plans (3 plans)
P12. Front Elevation Rendering

COMMITMENT & INTEGRITY
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MEMORANDUM

TO: Jean Fraser, Planner
FROM: David Senus, P.E.
DATE: May 5, 2014
RE: 97 Cumberland Ave Multi-family, Level III Site Plan Application

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Woodard & Curran has reviewed the Preliminary Level III Site Plan Application for the proposed multi-family building located at 97 Cumberland Ave in Portland, Maine. The project consists of creating a "high-performance" 5 unit multi-family building on an infill redevelopment lot along Cumberland Ave in Portland.

Documents Reviewed by W&C

- Level III Preliminary Site Plan Application and attachments submitted to the City Planning Office in April 2014, prepared by GO Logic Architecture and Construction on behalf of Peter Dugas.
- Engineering Plans, Sheets 1-5, dated March 28th and April 1st, 2014, prepared by Sebago Technics on behalf of Peter Dugas.

Comments

1) The application is preliminary. As such, we anticipate that additional documents will be submitted with the final application, including confirmation of capacity to serve the development from utilities and a Construction Management Plan. Woodard & Curran will perform a review of the Final Application upon receipt of those documents.
2) The Applicant should clarify whether the project will result in an increase of approximately 2,900 square feet of impervious area, as stated in the application form and the text of the stormwater management plan, or approximately 2,300 square feet as noted in the treatment calculations.
3) In accordance with Section 5 of the City of Portland Technical Manual, a Level III Site Plan project is required to submit a stormwater management plan pursuant to the regulations of MaineDEP Chapter 500 Stormwater Management Rules, including conformance with the Basic, General, and Flooding Standards. We offer the following comments:
   a) Basic Standards: The Applicant has provided a plan, notes, and details to address erosion and sediment control requirements, inspection and maintenance requirements, and good housekeeping practices in general accordance with Appendix A, B, & C of MaineDEP Chapter 500. In addition to the notes and details provided in the application, the plan should include a location for the stabilized construction entrance and a note stating that the street Right-of-Way shall be kept clean from dust, tracked soil/mud, and construction debris and swept as necessary or as requested by the City of Portland to minimize dust and sediment originating from the site.
   b) General Standards: The project will result in an increase in impervious area of approximately 2,300 square feet (Applicant to confirm). As such, the project is required to include stormwater management features for stormwater quality control. The Applicant has proposed to treat stormwater runoff via an infiltration basin at the rear of the property. The proposed approach provides an acceptable means of meeting the General Standards, pending response to the remaining comments contained herein.
   c) Flooding Standards: The project will result in an increase in impervious area of approximately 2,300 square feet (Applicant to confirm). As such, the project is required to include stormwater management features to control the rate of stormwater runoff from the site. The Applicant has proposed to manage the rate of stormwater runoff via an infiltration basin at the rear of the property. The proposed approach provides an acceptable means of meeting the Flooding Standard, pending response to the remaining comments contained herein.
4) The stormwater inspection and maintenance plan for the proposed stormwater management system should reference the annual inspection and reporting requirements contained in Chapter 32 of the City

of Portland Code of Ordinances, and should include an inspection checklist developed for the stormwater system(s) including a maintenance schedule and inspection criteria.

5) The proposed infiltration basin is located partially within the footprint of the former house structure. Has the building foundation been fully demolished and removed. What are the drainage characteristics of the fill materials that have or will be utilized in this area? Has the Applicant performed a test pit or boring to evaluate the soil characteristics or infiltration capacity? How deep is bedrock at this location?
6) The Applicant proposes a rip-rap spillway to manage overflow from the proposed infiltration basin. Overflow from this spillway will drain west, below a stockade fence, across a fenced dumpster area on the 7-Eleven property, and across the 7-Eleven parking lot to the Washington Avenue drainage collection system. The applicant notes that this route is similar to the pre-development drainage pattern (existing condition); however, a review of the HydroCAD model indicates that more area will be directed to this location in the post-development condition, and although the infiltration basin will provide minor detention, the model predicts an increase in runoff rate at this location (from the spillway) in the post-development 10- and 25-year storm events. The drainage design should be revisited to eliminate directing overflow onto the neighboring property, unless the Applicant obtains drainage easements from N/F Ginn Portland LLC and modifies the adjacent fence and dumpster/parking area to accommodate drainage from the site. The Applicant should propose an alternative means of managing overflows from the infiltration basin.
7) How will roof drainage be managed from the proposed building?
8) The existing site includes a utility pole that provides overhead service (presumably both electrical and telecommunications) to buildings on three adjacent properties. The plan calls for eliminating this pole and the associated existing overhead services; however, it does not address how new services will be provided to all adjacent properties, specifically the 7-Eleven store.
9) The Grading and Utility Plan (Sheet 3 of 5) proposes grading well onto the lot that is N/F Kristine McCarthy (93-95 Cumberland); however, no finish surface is specified and it is unclear if the Applicant has rights to perform this work.

From: Tom Errico <thomas.errico@tylin.com>
To: Jean Fraser <JF@portlandmaine.gov>
CC: David Margolis-Pineo <DMP@portlandmaine.gov>, Katherine Earley <KAS@port...
Date: 5/9/2014 3:59 PM
Subject: 97 Cumberland Avenue

Jean - The following represents my preliminary traffic comments for the project.

* A traffic assessment was conducted for the project and I concur that the project is not expected to have a significant impact on traffic safety and operations.

* The proposed driveway is 12-feet wide and meets City standards for a development that has less than 10 parking spaces. Because this determination is based on all traffic using the driveway, and that the driveway appears to have a shared use function, all shared use parking spaces should be included in these determination of width adequacy. Based upon my review, the total number of parking spaces using the driveway is less than 10 and therefore the project is compliant from a width perspective. The applicant should confirm this.

* The aisle width for the garage parking spaces do not meet City standards. The applicant should formally request a waiver from the City's technical standards and provide documentation in support of the waiver request.

* The driveway apron is proposed to be brick. This does not meet City standards for non-historic districts on the peninsula. DPS will be reviewing this issue.

* The applicant should confirm that the proposed snow storage area will not interfere with vehicle circulation movements.

* Sight distance measurements from the site drive should be provided.

If you have any questions, please contact me.

Best regards,

Thomas A. Errico, PE
Senior Associate
Traffic Engineering Director
[T.Y. Lin International]T.Y. Lin International
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Twitter | Facebook | LinkedIn | YouTube

"One Vision, One Company"

From: Jennifer Thompson
To: Jean Fraser
Date: 5/20/2014 9:50 AM
Subject: Re: 97 Cumberland Ave - RTI/Access Easments

In thinking further about this - I think I'd advise including as a condition of approval a letter from an attorney or some other form of title opinion that opines that the right of way will not be overburdened. I'd hate to have this pursued privately in a civil case and have a judge determine that it was not reasonably foreseeable at the time that a multifamily unit would be built and benefit from the right of way. A legal opinion on which the Board could rely would make me more comfortable in that regard.

>>> Jennifer Thompson 5/18/2014 5:26 PM >>>
Hi Jean - I find no language in the these deeds that purports to limit the scope of the right-of-way or condition it on the presence of only a single family home. Rather, the plain language of the deed from Edwards to Dugas is that the Lot 3 is benefited by "a right of way over, along and upon said lot numbered one (1) . . . easterly of and adjacent to the premises."

Although the law recognizes that a right of way or easement can be overburdened ("Overburdening may occur when the present use of the easement changes from past practices and the change manifests itself in some greater independent burden on the servient estate that unreasonably or unforeseeably interferes with the landowner's enjoyment"), that would be an issue for these property owners to resolve privately.

As for the question about shared access, the right of way granted here benefits lot 3 and burdens lot 1. It looks to me like it would stop at Lot 2. If the house at the rear is on lot 3, then yes. The occupants of that house would presumably be entitled to use the right of way.

Alternative Design Review
97 Cumberland Avenue
Design Review by Caitlin Cameron, Jean Fraser, and Alex Jaegerman
5/22/14

The applicant requested an Alternative Design Review under the R-6 Infill Development Design Principles & Standards for the 5-unit residential project at 97 Cumberland Avenue. Under the Alternative Design Review the following must be met:

1) *The proposed design is consistent with all of the Principle Statements.*
    a. Overall Context: The building contributes to and is compatible with the industrial and commercial character of Washington Avenue and the residential character of Cumberland Avenue by employing a scale and form that mediates. See #3 below.
    b. Massing: The massing on Cumberland Avenue reflects and reinforces the width and height of the surrounding residential buildings found in a two-block radius.
    c. Orientation to the Street: A sense of the public realm of the sidewalk is maintained through unimpeded visual connection between the building and the street and an emphasized front and side entry. Privacy for the building's residents is maintained through a front yard setback and a raised ground floor creating a transition space.
    d. Proportion and Scale: The project maintains the proportions and scale found in the surrounding buildings with a three-story façade. Front and side entries are covered and provide human-scale elements. The front façade is further broken up into two forms, the projecting form nearest the street is one-story tall.
    e. Balance: The façade composition is balanced employing local symmetries with an appropriate and pleasing proportion of window openings to solid façade.
    f. Articulation: The building design is successful in creating a visually interesting and well-composed façade on Cumberland Avenue as well as towards Washington Avenue with the use of covered porches, window types, emphasized entries, and detailing such as green screen and window reveals.
    g. Materials: Although the project uses a material unique to the context, the design reviewers found the material to be harmonious in color, texture, and authenticity with the neighborhood material palette which tends towards red brick industrial/commercial buildings and brick-based and clapboard-sided residential. The red finish of the metal compliments the depth, texture, and color of brick while the use of planks provides a rhythm on the façade similar to clapboards.

2) *The majority of the Standards within each Principle are met.*
    - The majority of Standards within each Principle are met.
    - On the topic of massing, the roof form of the proposal is unique to the neighborhood and deviates from two standards to do with roof forms and roof pitch. However, four of the six standards within that principle were met and therefore the deviation in roof

forms is allowed by the Alternative Design Review. In this case, the roof forms proposed are integral to the function of the solar array.

- On the topic of articulation, this project does not use the same type of detailing found in the context (pronounced cornices, railings, eaves and rakes), however, the design does meet the intent of the standards according to its own aesthetic language incorporating articulation with window reveals, cohesive window types, porches/decks, and an emphasized main entry; the result maintains a visual cohesion.
- On the topic of materials, the proposed exterior material is a metal panel cladding in a rust-red finish. While the material is unique to this neighborhood, the reviewers felt the color, texture, and use of the proposed material is harmonious with the surrounding material palette. The standards call for the materials to be harmonious, not identical, and to be used in an authentic way.

3) *The guiding principle for new construction under the alternative design review is to be compatible with the surrounding buildings in a two-block radius in terms of size, scale, materials, and siting, as well as the general character of the established neighborhood, thus Standards A-1 through A-3 shall be met.*
    a. Scale and Form: The project must mediate between the scale and form of the residential buildings (mostly two and three-story single family with gable roofs and triple-decker with flat roofs) as well as the industrial and commercial scale and forms of Washington Avenue. The Cumberland Avenue façade maintains the width and height of the surrounding residential buildings. The façade visible from Washington Avenue is broader and in keeping with the larger scale of that corridor.
    b. Composition of Principal Facades: The principle façade on Cumberland Avenue keeps the local symmetry of the main entry similar to the houses surrounding it with a covered porch. Where this project differs from its neighbors is the further setback of the full height of the building.
    c. Relationship to the Street: The rhythm, spacing, and orientation of the Cumberland Avenue façade is derived from its context and meets the standard. The building sits facing the street with a small front yard setback and a building width consistent with the neighboring residential buildings. On the North side of Cumberland Avenue the neighboring houses sit square to the street while the houses across the street are parallel to the street. The project reflects both of these relationships to the street by creating a ground floor façade parallel to the street while the rest of the building mass set back and is square with the neighboring houses.

4) *The design plan is prepared by an architect registered in the State of Maine.*
    - This requirement has been met.

MEMORANDUM

To: FILE

From: Jean Fraser

Subject: Application ID: 2014-051

Date: 5/23/2014

Comments Submitted by: Marge Schmuckal/Zoning on 5/23/2014

I have reviewed this project for a new 5 unit residential 3-story structure. My major concern after this review is the required 10' side setback for the building. Both sides are not meeting the required minimum 10' setback. I am uncertain why the applicant is showing that there is less than the required 10' side yard setback when the document acknowledge the 10' required. All other R-6 dimensional requirements are being met.

Marge Schmuckal
Zoning Administrator

From: David Senus <dsenus@woodardcurran.com>
To: Jean Fraser <JF@portlandmaine.gov>
CC: "Barbara Barhydt (bab@portlandmaine.gov)" <bab@portlandmaine.gov>, "DMP@...
Date: 5/23/2014 9:50 AM
Subject: RE: 97 Cumberland Ave. - Stormwater/Traffic Memo

RE: Proposed Multi---family building located at 97 Cumberland Ave
Hi Jean:

Based on the May 19, 2014 Response to Comments letter prepared by Sebago Technics, the majority of the comments contained in our memo dated May 5, 2014 will be addressed by the Applicant as part of future submittals; however, a significant comment that remains to be resolved is Comment #6:
6) The Applicant proposes a rip-rap spillway to manage overflow from the proposed infiltration basin. Overflow from this spillway will drain west, below a stockade fence, across a fenced dumpster area on the 7-Eleven property, and across the 7-Eleven parking lot to the Washington Avenue drainage collection system. The applicant notes that this route is similar to the pre-development drainage pattern (existing condition); however, a review of the HydroCAD model indicates that more area will be directed to this location in the post-development condition, and although the infiltration basin will provide minor detention, the model predicts an increase in runoff rate at this location (from the spillway) in the postdevelopment 10- and 25-year storm events. The drainage design should be revisited to eliminate directing overflow onto the neighboring property, unless the Applicant obtains drainage easements from N/F Ginn Portland LLC and modifies the adjacent fence and dumpster/parking area to accommodate drainage from the site. The Applicant should propose an alternative means of managing overflows from the infiltration basin. The Applicant has responded by stating that the increase in flow is not substantial (0.01 CFS), that there are no viable storm drain connection options in the area, and that it is "(their) belief that the developer of 7-Eleven took into account the offsite drainage at that time" (when the 7-Eleven site was developed). Although we would agree that the increase in the modeled flow rate is insignificant, the plan indicates that all of the flow will be directed to a specific, and different location (from the existing condition) on the neighboring property. This requires approval and accommodations from the neighboring property per 14-526 (b) 3. Water Quality, Stormwater Management and Erosion Control, and per the Flooding Standard contained in Section 5 of the Technical Standards. The Applicant needs to demonstrate that appropriate measures are in place on the neighboring property to accommodate stormwater flow across this property, and that they have approval in the form of an easement from the 7-Eleven property owner to convey drainage onto and across their property at this specific location.
Thanks
Dave
David Senus, PE (Maine), Project Manager
Woodard & Curran, Inc.
41 Hutchins Drive
Portland, ME 04102
Phone: (800) 426-4262 x3241
Cell: (207) 210-7035
Fax: (207) 774-6635

Woodard & Curran
www.woodardcurran.com<http://www.woodardcurran.com>
Commitment & Integrity Drive Results

From: Jean Fraser [mailto:JF@portlandmaine.gov]
Sent: Tuesday, May 20, 2014 10:50 AM
To: David Senus
Subject: Fwd: 97 Cumberland Ave. - Stormwater/Traffic Memo

Dave

If you have time to consider this and add to/revise your comments (in next couple of days), that would be appreciated.

Thank you

Jean

>>> Timothy Lock <tim@gologic.us<mailto:tim@gologic.us>> 5/19/2014 2:48 PM >>>
Jean,

Please see attached comments from our civil engineer to the comments from your storm water and traffic review.

Thanks!

From: <Pikefambily@aol.com>
To: <bab@portlandmaine.gov>
Date: Monday, April 14, 2014 1:39 PM
Subject: 97 Cumberland Avenue

April 14, 2014

City of Portland, Maine
Planning and Urban Development Department
Planning Division, 4th Floor
389 Congress St
Portland, ME. 04101

RE: 97 Cumberland Avenue

Dear Sir / Madam,

I am writing to you today to inform you of a violation of the time frame guidelines outlined in the 4 page City of Portland handbook "A Guide to Holding Neighborhood Meetings". The 10 day rule of mailing of notices has not been has not been honored by the owners of 97 Cumberland Avenue, Portland, ME.

My husband, James Pike, and I are owners of two properties within 500 feet of 97 Cumberland Avenue. We have owned 93 Cumberland Avenue and 4 Romasco Lane for nearly 18 years. The limited notice time given by the owners of 97 Cumberland Avenue have significantly hampered our ability to seek legal counsel in regard to this proposed change in the site use which greatly affects us and our properties.

Page 2 of the handbook clearly states that the "Invitations must be sent no less than 10 days (to include weekends) prior to the neighborhood meeting." I am in receipt of a letter postmarked April 7, 2014 containing an invitation to a meeting scheduled today, April 14, 2014.

It is my understanding that the postmark of April 7, 2014, shall void the applicants signed certification sheet stating that the invitations were mailed "at least 10 days prior to the neighborhood meeting".

I shall deliver this afternoon in person to the City of Portland Planning Division a copy of the invitation stamped April 7, 2014.

Feel free to contact me if I can be of service.

Thank you.

Sincerely,

Carol S. Pike
mailing address: 39 Alba St.
Portland, ME. 04103
home phone (207) 775-0214
cell (207) 233-0238

From: <Pikefambily@aol.com>
To: <jf@portlandmaine.gov>
Date: 5/22/2014 4:34 AM
Subject: Proposed building at 97 Cumberland Ave, Portland

May 21, 2014

Ms. Jean Fraser, Planner
Planning Division
City Hall
Portland, ME.

Dear Ms. Fraser,

Thank you very much for allowing me to look over plans and sketches today for the proposed construction at 97 Cumberland Ave. I have several serious concerns that I would like to bring up in regard to the proposal.

1. The proposed plan involves an extensive expansion of a right of way granted by deed to the subject property over my land at 93 Cumberland Ave. The subject property was granted rights in 1946 to "pass over, along, and upon" the side of my lot to provide easy access a small single family residential home located at the rear of what was then all part of 93 Cumberland Ave. The subdivision plan is recorded in the CCRD in Plan Book 32, Page 28, and includes detailed measurements of both the footprints of the existing buildings as well as the conveyed area of land over which the right to pass is granted. This is the same plan which is referenced in the subject property current deed, as well as my own deed.

In the state of Maine, very specific laws govern the creation and the use of right of ways. The property receiving the right of way over another's land does not own the land, and in fact may not use the land for any purpose other than it's originally deeded intent. The deeded right of way is a mere privilege to cross the land in a very particular manner. The Maine Supreme Court has repeatedly upheld this definition. The original intent of this right of way was to provide an easy pathway to the little single family house at the back of the lot without the necessity of doing any elevation work to the front of the lot on the Cumberland Ave side. The current proposal is to change this deeded privilege to cross my land into a commercial development application of providing sole access for 2 separate buildings (per submitted diagrams) with a total of 5 apartments, with foot traffic from the sidewalk over my land, vehicle traffic for more than 5 cars, an accessory parking garage under the north structure, and additional parking behind the building. The plan as it is drawn does not even allow enough space left on my own land for me to park my vehicle alongside my building or near my basement door, and negates the ability of my tenants to park on my land. Mr. Dugas and Mrs. Antonacos were made aware of this legal problem with their current proposal during our brief meeting together on April 14, 2014. To date, they have made no effort to address this issue with us and they have not responded to a letter from our attorney which underscored the same concern.

2. In addition to this proposed illegal change of use in the right of way, the submitted plans to create elevation changes to the right of way across my land are of very great concern. My building at 93 Cumberland Avenue

was built into the side of the hill over 100 years ago. The right of way runs along the downhill foundation side of my building. The currently proposed changes include the creation of a new retaining wall in the 14' wide right of way approximately 2 feet away from the foundation of my building and running the entire length of my building. The proposed plan is to raise the site elevation so much that it even requires the architect to call on the plan for alterations to be done to my building, including the "adjustment for downspout (on my building) to drain through new wall to pavement", as well as to "reset (the) existing concrete steps (to my basement) to grade". This proposal appears to leave me with a 2 foot wide ditch along the foundation of my building, which the plan offers to "loam and seed". The proposed paved width is 12', taking up the entire remainder of the right of way. Snow plowed along this newly paved way would quickly fill the ditch along my foundation and pile snow up against my basement windows, most likely flooding my basement. Rain water runoff from the newly created elevated pavement could easily do the same. My building has basement windows which would now be put partially underground in a gully in this proposal. My basement steps have always run in the upward direction, not the downward direction.

3. On a different note, while my husband James and I applaud the energy efficiency and modern technology choices of the proposed structure at 97 Cumberland Ave., we do not applaud the industrial theme of the structural design. It is disappointing to us to see new construction in one of the oldest neighborhoods in Portland being modeled after renovated factory buildings. Additionally, the renderings of the proposed building show a very solid wall with few windows on the north side which faces our building at 93 Cumberland Ave. The lack of windows combined with the untraditional choice of siding leaves an impression that, in our opinion, is unfriendly, at best. Munjoy Hill has many beautiful old homes that recall the proud historical past of Portland. We own three buildings near 97 Cumberland Ave that we intend to keep as historically correct as possible, paying homage to the history of Portland, Maine. We are sorry to see that this proposal does not honor the history of Munjoy Hill as one of the first residential areas of our beautiful city.

In closing, I would like to thank you again, Ms. Fraser, for your time and consideration. My husband and I look forward to seeing you at the workshop on May 27, 2014.

Sincerely,

Carol S. Pike

Hopkinson & Abbondanza
ATTORNEYS

Please respond to our Bath office

- James A. Hopkinson
- Richard J. Abbondanza
- Caitlin Fullerton DiMillo
- Gerald B. Schofield, Jr.

A TRUE COPY

May 14, 2014

VIA MAIL

Peter C. Dugas
Anastasia Antonacos
243 State Street
Portland, Maine 04101

Re: 97 Cumberland Avenue, Portland, Maine ("Lot 3")

Dear Mr. Dugas and Mrs. Antonacos:

Our office represents James and Carol Pike with respect to their property located at 93 Cumberland Avenue, Portland, Maine. The Pike's own their property by virtue of a deed dated July 31, 2009 and recorded in the Cumberland County Registry of Deeds ("CCRD") in Book 27152, Page 57[1]. Their property consists of a three-unit home, and is subject to a right-of-way ("ROW") over the westerly portion of their property.

You own your property located at 97 Cumberland Avenue, Portland, Maine by virtue of a deed dated March 12, 2013 and recorded in the CCRD in Book 30478, Page 113. Your property used to consist of land plus a one-unit home, but, according to my knowledge, is now just land. Additionally, your property was conveyed to you with certain rights over the ROW existing on the Pikes' property. More particularly, your property was conveyed to you (and to your predecessors in title) "[t]ogether with a right of way over, along and upon said lot numbered one (1) as shown on said plot plan[2], easterly of and adjacent to the premises herein described." The ROW was originally crafted to provide the owners of Lots 2 and 3 access to their properties. At the time of creation, these lots were residential, consisting of one-unit homes. This is clear on the Plan. Your property has its own road frontage on Cumberland Avenue.

It is our understanding that you wish to create a five-unit building ("Building") on your property, and, additionally, plan to provide access to the occupants, guests, and invitees of that Building by virtue of the ROW existing over my client's property. It is unclear to me what other acts or actions you may plan to take with respect to your property, the Building, and the ROW. To the

[1] This property was formerly held only in Carol Pike's name by virtue of a deed dated July 10, 1996 and recorded in the CCRD in Book 12557, Page 204.

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extent you plan to provide access to the Building by virtue of your own privately-created driveway off of Cumberland Avenue, kindly advise me of the same.

Your ROW over the Pikes' property is not an ownership interest in their land, but, rather, a mere privilege to use their land in a very particular manner. The ROW, by its very nature, involves limited rights to enjoy someone else's property. Your rights in and to the Pikes' property are limited to those rights incidental or necessary to the proper enjoyment of the ROW. The extent and nature of your deeded ROW is determined by the construction of the deeds, and the past use and acts with respect to the ROW. At the time that this ROW was created, Lots 2 and 3 had one-unit homes on them. Your creation of a five-unit Building on your property, to the extent you plan for the inhabitants of the Building to access the Building by virtue of the ROW, will change the very nature of your use of the ROW from residential to commercial. This is use that was not contemplated, nor intended, at the time the ROW was created and deeded.

This letter shall serve as formal notice that the Pikes will consider use of the ROW by the inhabitants, guests, and invitees of the Building to be an overburdening of the ROW, and, as such, a trespass upon their property. If you would like to create a five-unit Building upon your property, that is your prerogative. However, you should arrange for your own driveway access to your property that is not over the ROW. Additionally, you have also told the Pikes' that you are going to pave the ROW. This act will also be considered an overburdening of the ROW, and an unlawful expansion of your rights. To the extent you use the ROW in such an increased capacity, the Pikes' will consider any and all legal and equitable remedies that may be available to them, including, but not limited to, a civil action for trespass and any ensuing damages therefrom. Please refrain from taking any additional action with respect to the ROW until we have had an opportunity to discuss these matters with you and/or your legal counsel.

Finally, the Pike's never received proper notice of the April 14, 2014 neighborhood meeting. The City of Portland Planning and Urban Development Department has been made aware of such failure. It is our hope to resolve this matter amicably now, before any potential issue with respect to the ROW arises after the construction of the proposed Building. Please feel free to contact me at your leisure to let me know your intent with respect to use over and upon the ROW. To the extent that you are represented by counsel, please let me know such that I may contact him or her directly.

Thank you for your anticipated attention and cooperation.

Very truly,

Gerald B. Schofield, Jr., Esq.

Cc: James and Carol Pike

G:\CLIENTS\P\Pike, Carol and James\Ltr to 97 Cumb owners 5-2014.docx

97 Cumberland Ave – workshop May 27.

- Jean's presentation
- RTI – Jen Thompson clarify re "overburdening" + Boards options re this
- JSqn – street trees / utilities

- Applicant: explaining passive solar house.
Matt + Tim Lock insulation + ventilation.
reduces heat demand 90%
Solar panels could make up the 10%
– compact as possible.
- explained proposals + thermal benefits
- highly efficient.

– Tim – photo of removed home.
view to 7-11
slides of plans + elevs.
· context plan – showing bldgs
Explained design approach incl siding
metal siding at 52 Federal St
lightweight + cost effective
Color sim. brick do not need toxic paints
A606 steel siding 22 gauge pre-painted

+ 3D mesh "green screen"

Tim Lock - greenscreen also acts as
cont guardrail + wind buffer

- renderings.

Civil + Stormwater - ? 7-11 Property water

John Sherman

Mum - Murray - ? overburdening? RTI.
suggests res use & is
still res use so his view is
that its not over burdening.
- RTI - Bds have allowed (via
Courts) says ok as Board has
enough. Puts this out there.

TD - ? changing grades? Yes at moment
but could reconsider this.

end applicants pres.

Clarifying questions:

JS ? Cor-tens - thin gauge
has drainage behind
has oxidation both sides steel
promoted rust to protect

J Dean - been used on res project?
Currently being installed.

Public Comment

Carol Pike — 157 Congress, 4 Rumaska Lane, 93 Cumberland Ave
agreed Dugas has deeded right to pass over.
— concerns —
all paved
off-st. pkg for 3 tenants
side door 2nd means of egress
now couple steps up
future couple steps down. —>

- foundation fieldstone
- above is brick + mortar +

inc taxes —

proposal wd have water/snow
- paving makes it 90% impervious.

not legible re regrade stormwater here. —

- changes roof drainage of 93 - changes downspout
- rental value reduced & no pkg.
- has 3 "legal deeded pkg spaces" appear to be lost
- bldg wd be worthless
- looked at Gologics website + materials from onsite mgmt

James Pike — co-owner 93 Cumb.
- State Supreme Court governs ROW - major issue changes in ROW.
- 97 Cumb. has legal frontage
- demo. ex. property so have they lost rights of access.
- owned prop. 18 years.

Robert Hains – seems dispute re RTI
before spend time + the applicants
resolve

Public comment closed.

Regrading low – impact stairs ?
Yes – Tim confirmed looking at
options that don't alter property

Storm flow on 93 Cumb –

Altering parking in 93 Cumberland –
ROW gives right ~~to~~ to pass + repass
Appl.'s attorney feels they don't
have rights to park, so
the applicant has rights to
entire 14' wide (not sure
whats physically poss).

Beth – does? re this disagreement prevent
Board to reconsider.
Sen. Thompson – gen. easement showing
ROW is OK – + JT had req. applicant's
attorney to also opine (since neighbors
attorney has stated this).

JS – does applicant have any rights (whether
over burdening or not). JT says can

JS - asked Alex - ? comfortable to continue review?

Alex - use vs imps.
(for courts not PB.

Close public comment

BP - address RTI first - has applicant met burden to show Row as neighbor has questionet.

SD - proceed ? middle ground
JS - proceed
BH - can proceed
TD - can proceed. how low?, whats imps have rights
BP - appl. needs to address

Discussion

JS - Board often chave
- wd encourage reducing imps explore w/ neighbor. may reduce acrimony

- excited to see Cortens steel used; cutting edge material (natl/international) complements brick
- great passivesolar house in Portland

JS – public utilities – better
stormwater – issues to be resolved
+ hear more about. clarity.
? payment in lieu – clarity?
encouraging re all re energy + aesthetics

BP – interesting infill
struggling w/ ind look esp looking
at pattern of houses up hill.
in ct. historic
like Cortens; not sure if more could do
to make less ind.
agree Jack re env. impact is good direction
greenscape – encouraging but skeptical
re winters + survival of plants.

SD – Market rate
condo docs / subdiv.
resolve stormwater – keep on site if poss.

Bill Hall – infill; challenging lot; likes energy efficiency;
looks at nearby block / cluster which is more trad so
this is abrupt / radical / + not sure re cladding
problem with design; not sure agrees with staff review
long building; little fenestration facing neighbor.
not sure meets design criteria

Tim Dean – agrees Bill – likes urban infill / energy efficiency
likes grading but doesn't meet design stds esp. Cortens.
can't support Uphill side so neighbor looking at 15-20' feet

Tim Dean - doesn't like street frontage C. land & leveling off - but puts elev. high above side walk (retaining walls all 4 sides) - doesn't see advantage of filling uphill

Alex - • std re facing street privacy ht. of windows
• alt design rev. was applied explained - does allow for departures. Trying to be objective.
• Abutting is road; across street are flat-roofed 3 deckers; then 7/11 unusually challenging.

Tim Dean - understands, but material over such a large area is "too far" - 'Corten' - has seen streaks/stains from bridge abutments. very industrial product not a res. product.

JS - requested samples of res. corten materials

Jen Thompson - quoted law that paving is overbearing so applicant is on notice to address this.

Hopkinson & Abbondanza
ATTORNEYS

Please respond to our Bath office

- James A. Hopkinson
- Richard J. Abbondanza
- Caitlin Fullerton DiMillo
- Gerald B. Schofield, Jr.

A TRUE COPY

May 14, 2014

VIA MAIL

Peter C. Dugas
Anastasia Antonacos
243 State Street
Portland, Maine 04101

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Gerald B. Schofield, Jr., Esq.

Cc: James and Carol Pike

G:\CLIENTS\P\Pike, Carol and James\Ltr to 97 Cumb owners 5-2014.docx

Jean Fraser - Re: 97 Cumberland Avenue

From: Barbara Barhydt
To: Pikefambily@aol.com
Date: 4/16/2014 8:35 AM
Subject: Re: 97 Cumberland Avenue
CC: Fraser, Jean

Hello Carol:

Thank you for your comments. I have assigned this project to Jean Fraser, who is added to this e-mail and I gave her the material you dropped off on Monday. I am distributing this project for review today. I have not scheduled for any Planning Board meetings at this time, but notice will be sent prior to any meeting.

Thank you.

Barbara

Barbara Barhydt
Development Review Services Manager
Planning Division
389 Congress Street 4th Floor
Portland, ME 04101
(207) 874-8699
Fax: (207) 756-8256
bab@portlandmaine.gov
>>> <Pikefambily@aol.com> Monday, April 14, 2014 1:38 PM >>>
April 14, 2014

City of Portland, Maine
Planning and Urban Development Department
Planning Division, 4th Floor
389 Congress St
Portland, ME. 04101

RE: 97 Cumberland Avenue

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I shall deliver this afternoon in person to the City of Portland Planning Division a copy of the invitation stamped April 7, 2014.

Feel free to contact me if I can be of service.

Thank you.

Sincerely,

Carol S. Pike
mailing address: 39 Alba St.
Portland, ME. 04103
home phone (207) 775-0214
cell (207) 233-0238

Subj: **97 Cumberland Avenue**
Date: 4/14/2014 1:38:47 P.M. Eastern Daylight Time
From: Pikefambily@aol.com
To: bab@portlandmaine.gov

April 14, 2014

City of Portland, Maine
Planning and Urban Development Department
Planning Division, 4th Floor
389 Congress St
Portland, ME. 04101

RE: 97 Cumberland Avenue

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Feel free to contact me if I can be of service.

Thank you.

Sincerely,

Carol S. Pike
mailing address: 39 Alba St.
Portland, ME. 04103
home phone (207) 775-0214
cell (207) 233-0238

March 29, 2014

Dear Neighbor:

Please join us for a neighborhood meeting to discuss our plans for a 5-unit apartment building located at 97 Cumberland Avenue.

Meeting Location: East End Community School Cafeteria MONDAY
Meeting Date: April 14, 2014
Meeting Time: 7:00 p.m.

(The City Code requires that property owners within 500 feet of the proposed development and residents on an "interested parties list" be invited to participate in a neighborhood meeting. A sign-in sheet will be circulated and minutes of the meeting will be taken. Both the sign-in sheet and minutes will be submitted to the Planning Board.)

If you have any questions, please call 899-2409.

Sincerely,
Peter Dugas
Anastasia Antonacos

DUGAS
243 STATE ST
PORTLAND, ME
04101

SO. MAINE P&DC 041
07 APR 2014 PM 3 L

JAMES & CAROL PIKE
39 ALBA ST
PORTLAND ME
04103

RECEIVED 4/9/2014

04103250339

EXAMPLE: Neighborhood Meeting Invitation Format

Applicant/Consultant
Letterhead

(Date)

Dear Neighbor:

Please join us for a neighborhood meeting to discuss our plans for a (development proposal) located at (location/number and street address).

Meeting Location: _____
Meeting Date: _____
Meeting Time: _____

(The City code requires that property owners within 500 feet (1000 feet for proposed industrial subdivisions and industrial zone changes) of the proposed development and residents on an "interested parties list", be invited to participate in a neighborhood meeting. A sign-in sheet will be circulated and minutes of the meeting will be taken. Both the sign-in sheet and minutes will be submitted to the Planning Board.)

If you have any questions, please call (telephone number of applicant or consultant).

Sincerely,

(Applicant)

Note:
Under Section 14-32(C) and 14-524(a)d of the City Code of Ordinances, an applicant for a Level III development, subdivision of over five lots/units, or zone change is required to hold a neighborhood meeting within 30 days of submitting a preliminary application or 21 days of submitting a final site plan application, if a preliminary plans was not submitted. The neighborhood meeting must be held at least seven days prior to the Planning Board public hearing on the proposal. Should you wish to offer additional comments on this proposed development, you may contact the Planning Division at 874-8721 or send written correspondence to the Planning and Urban Development Department, Planning Division 4th Floor, 389 Congress Street Portland, ME 04101 or by email: to bab@portlandmaine.gov

Invitation List

- Property owners within 500 feet of the proposed development (1000 feet for proposed industrial subdivisions and industrial zone changes)
- Interested citizens and neighborhood groups.

The Planning Division provides the mailing labels. We require at least 48 hours notice to generate the mailing labels and a charge of $1.00 per sheet will be payable upon receipt of the labels. An electronic version (excel or word format) of the labels can also be e-mailed upon request.

A digital copy of the notice must be provided to the Planning Office (jmy@portlandmaine.gov and ldobson@portlandmaine.gov) and the assigned planner, which will then be forwarded to those on the interested citizen list who receive e-mail notices.

When to Send Invitations

- Invitations must be sent **no less than 10 days (to include weekends)** prior to the neighborhood meeting.
- Notices may be sent by regular mail and do not need to be sent by certified mail.

Notice Description

A recommended invitation format is included in this packet of material.

NOT DONE

Attendance Sheet and Meeting Minutes

- Sign-in sheet must be circulated for those in attendance.
- Applicant shall take accurate minutes of the meeting.
- The sign-in sheet and minutes shall be submitted to the Planning Division.

A public hearing will not be scheduled until the meeting minutes and sign-up sheet are submitted to the Planning Division.

A Certification form is included with this packet to be completed and signed by the applicant.

Please call the Planning Division at 874-8721 or 874-8719 if you have any questions.

Attachments

1. Neighborhood Meeting Invitation Format
2. Neighborhood Meeting Certification

EXAMPLE: Neighborhood Meeting Certification

No

I, (applicant/consultant) hereby certify that a neighborhood meeting was held on (date) at (location) at (time).

I also certify that on (date at least ten (10) days prior to the neighborhood meeting), invitations were mailed to the following:

1. All addresses on the mailing list provided by the Planning Division which includes property owners within 500 feet of the proposed development or within 1000 feet of a proposed industrial subdivision or industrial zone change.

2. Residents on the "interested parties" list.

3. A digital copy of the notice was also provided to the Planning Division (jmy@portlandmaine.gov and ldobson@portlandmaine.gov) and the assigned planner to be forwarded to those on the interested citizen list who receive e-mail notices.

Signed,

_____ _____ (date)

Attached to this certification are:

1. Copy of the invitation sent
2. Sign-in sheet
3. Meeting minutes

LETTER TO NEIGHBORS POSTMARKED 7 DAYS PRIOR TO MEETING — please see attached

A Guide to Holding Neighborhood Meetings
Portland, Maine

Planning and Urban Development Department
Planning Division and Planning Board

In order to improve communication between applicants and neighbors, the City of Portland requires applicants who are proposing certain types of development review projects, to hold a neighborhood meeting.

Developments requiring a neighborhood meeting

- Proposed map amendments, contract zones and zoning text amendments that would result in major development;
- Subdivisions of five or more units or lots;
- Master Development Plans; and
- Level III site plan proposals as defined in Section 14-523.

(The Land Use Code, including Article II (Planning Board) and Article V (Site Plan – which contains the neighborhood meeting requirements), are available on the City's web site at www.portlandmaine.gov/citycode/chapter014.pdf)

Timing of meeting

- **Subdivisions of 5 or more units or lots, zone changes, contract zones, zoning text amendments and Level III site plans:**
  - Preliminary Site Plan - The meeting should be held within 30 calendar days of filing the application.
  - Final Site Plan – If only a final plan is submitted, the meeting should be held within 21 calendar days of filing the application and no less than 7 calendar days before the public hearing.
- **Master Plan Development:**
  - The meeting should be held within 30 calendar days of filing the application.
  - The meeting should be held on a date no less than 7 calendar days before a public workshop or public hearing.
  - The meeting shall not be combined with any required neighborhood meeting for the Level III applications.

Location of meeting

- The meeting should be held in the evening, during the week, at a convenient location within the Portland neighborhood surrounding the proposed site. Community meeting spaces at libraries, schools or other places of assembly are recommended. Neighborhood schools are usually available for evening meetings.
- Meetings should not be held on the same day as scheduled Planning Board or City Council meetings. The City Council generally meets on the 1st and 3rd Monday of each month and the Planning Board generally meets on the 2nd and 4th Tuesday of each month; however additional meetings may be scheduled. An updated schedule may be found on the City's website: www.portlandmaine.gov

Jean Fraser - 97 Cumberland- confirmation mtg 6.4.14 11am with applicant (2014-051)

From: Jean Fraser
To: DSenus@woodardcurran.com; Errico, Thomas; Margolis-Pineo, David; Schm...
Date: 5/29/2014 3:14 PM
Subject: 97 Cumberland- confirmation mtg 6.4.14 11am with applicant (2014-051)
CC: Barhydt, Barbara; Cameron, Caitlin; Jaegerman, Alex; Machado, Ann; P...

Hello all:

changed to June 18 at applicant's request

CONFIRMED: **right after DEV REV (ie 11am) on Wednesday, June 4th in room 209** - 2-part meeting with applicants "team" to discuss options for addressing review issues:

a. (.5 hr) **Stormwater Management:** (Need Dave Senus and David Margolis-Pineo) - to clarify City requirements and explore options for addressing this issue on this site; please be prepared to advise them as to whether they could stub for a future storm drain etc (they say no city infrastructure available hence putting overspill onto 7/11)

b. (.5 hr) **Alternative building/access/parking layout** (to avoid use of shared drive): (Need Marge or Ann and Tom Errico- maybe Caitlin; maybe Chris) They believe they have options (involving fewer units) to develop so that building would have separate access (another curb cut?) and parking in front - not sure how this impacts building design but we need to clarify zoning, technical standards incl emer. access, and design constraints as apply here.

(Note: I have asked Jennifer Thompson to be on "standby" in case we need to add in any legal issues at the end)

They (Tim Lock, Project Architect and others) are coming down from Belfast and have rearranged other meetings to get here for this time, as they need some "steer" from us in order to proceed.

Many thanks
Jean

1. Floor plans for all buildings and floors;

We will send plans, yes. Floor plans were not indicated as a requirement for Preliminary submittal on the checklist. We are trying to understand the proposals and don't even know where the 3 bed unit is located etc - so for the alternative review it is helpful to have the floor plans to see the entrances and understand how the building functions.

2. An aerial plan showing the 2 block radius of the proposal site and the buildings within the 2 blocks that provide some precedent for design features of your proposal;

An aerial photo indicating all referenced properties was included in our submission - we can resend if necessary. The submitted aerial does not identify the flat roofed buildings across the street and a number of others that would support the "case" here by highlighting local precedents for particular features including the roof and cladding.

3. More detailed plans/elevation of front yard area and how a person gets from the sidewalk into the property- its not clear whether the door in the front elevation is an entrance or a deck, for example- so it needs to tie into the site plan to show walkways/paths etc; also the elevations show some side steps near the front door that are not shown in the rendering;

We can provide this

4. Please clarify re the roof- it appears to be angled in two directions- is that the case and can you clarify the design. Also please explain how the array of solar panels might look.

The roof is pitched in two directions to face solar south. We typically use a prefabricated engineered truss to achieve compound pitches; we can draw the solar panels on the roof plan and resubmit OK- a sketch re the panels would be fine.

5. How far are the upper stories set back on front elevation- could that be indicated on a plan that also shows the location of the abutting house?

We can provide this

6. Some renderings show the fence and others don't. We do not consider the fence meets the standards in that it appears an interruption rather than a transition. We would like to see the details of the area between the building and the sidewalk in order to see how it relates to the street and how the entrances are handled (this could be on same plan as 3 above).

We can provide this, but am i correct in assuming you would rather not have a fence at all? if so, we would also prefer to not have a fence - it was my understanding that fences were encouraged. We would rather have no fence - also see Principal C of the Design Standards.

7. Are there any balconies or covered porches?

The second floor unit on the FF has a balcony over the first floor unit on the FF, the first floor unit has a covered entry porch in the same location.

8. Could you please provide a calculation of the area of the fenestration on the front facade (ie to confirm it is at least 12% of the total facade area);

703SF of facade versus 171SF of window = 24% glazed.

9. Could we see a spec/detail for the side awning?

We can provide this, yes.

10. What is the height of the FF elevation above the sidewalk grade? What is the height of the sill of the front ground floor window above the sidewalk grade?

The FF elevation is 3' above the highest point of the sidewalk (95' versus 93') - the sidewalk pitches down towards washington, though

11. We have some questions re the proposed material:

- What is the final color over a longer period of time? The material will not change beyond the bottom sample in the before and after image i forwarded
- Does the rust "run" (In the rain/snow) and so discolor other features? This is possible during initial oxidation, but it is very stable once oxidized
- Could we see details of the edging/trim at corners and at the roofline and does the metal fascia go around all the roof edges (ie is there any edging to the front single story projection)? We can provide details, yes. The fascia would run consistently around the upper roofs - on the lower balcony it extends up to become the railing - overflow from this roof would be through a scupper.

Thank you
Jean

Jean Fraser, Planner
City of Portland
874 8728

Jean Fraser - Re: 97 Cumberland Avenue - level III Site Plan and Subdivision Review

From: Timothy Lock <tim@gologic.us>
To: Jean Fraser <JF@portlandmaine.gov>
Date: 5/15/2014 9:08 AM
Subject: Re: 97 Cumberland Avenue - level III Site Plan and Subdivision Review

Jean,

We will work on the additional information today and try to get all the information over to you before mid day tomorrow. Would it be ok to send all the information digitally or are hard copies also required? If so, we can FedEx hard copies to you tomorrow.

Thanks!

Also, i'm not sure we will be able to make the storm water and traffic edits before then as i cannot fit this work into my Civil Engineer's schedule before Monday. I will try to get the written answers from him, though.

Thanks!

Timothy Lock, RA
Project Architect · GO Logic LLC
Belfast, Maine · 207.338.1566 x250
gologic.us

On May 14, 2014, at 4:10 PM, Jean Fraser <JF@portlandmaine.gov> wrote:

> Tim
>
> I was hoping that you might have some info that you could send today or tomorrow that addresses most of the items I listed. I would have then circulated whatever you sent to my colleagues and we would have reconvened an internal meeting early next week to complete the review and draft a Memo to give to the Planning Board.
>
> We would prefer to have as much info as possible before preparing the PB Memo next week- there is no requirement to meet, its just a question of efficiency in communications.
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> I suggest you get the information to us asap but Monday at the latest and we will complete the review based on that. At the PB meeting you would have a chance to explain details to the Board

and respond to the Design Review memo (which will be included in the PB Memo that I will send to you on Friday and also goes onto the City's website Friday).

Below I have responded to your comments where appropriate in blue.

thank you
Jean

Jean Fraser, Planner
City of Portland
874 8728
>>> Timothy Lock <tim@gologic.us> 5/14/2014 2:59 PM >>>
Jean,

Thanks for the email. I would like to follow up with a call, but please see my initial response to your questions below (in red).

As far as coming down to meet with you, i would be happy to, but my schedule is kind of crazy next week as i will be out of town at another project for the second half of the week. We will work to get you what you need as soon as possible.

Thanks!

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On May 14, 2014, at 2:21 PM, Jean Fraser <JF@portlandmaine.gov> wrote:

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> Together with my colleagues (Urban Designer Caitlin Cameron and Director of Planning Alex Jaegerman) I coordinated a formal design review based on the R6 infil alternative review standards.
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> Although you have provided a helpful narrative and photos/renderings, there were aspects that we didn't understand and therefore could not complete the review. I am hoping that you will be able to send additional information fairly quickly so we can determine whether we need to meet with you (in time to complete the review memo to the PB next week).
>
> In the interest of time I have not linked these requests to the Principal/standard that led to the discussion/question but I would be happy to clarify further by 'phone.
>
> We would appreciate seeing the following so we can finalize the design review:

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: 97 Cumberland Avenue - level III Site Plan and Subdivision Review

From: Jean Fraser
To: Lock, Timothy
Date: 5/14/2014 2:21 PM
Subject: Re: 97 Cumberland Avenue - level III Site Plan and Subdivision Review

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4. Please clarify re the roof- it appears to be angled in two directions- is that the case and can you clarify the design. Also please explain how the array of solar panels might look.
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Jean Fraser - Re: 97 Cumberland Avenue - level III Site Plan and Subdivision Review

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From: Timothy Lock <tim@gologic.us>
To: Jean Fraser <JF@portlandmaine.gov>
Date: 5/12/2014 11:22 AM
Subject: Re: 97 Cumberland Avenue - level III Site Plan and Subdivision Review
Attachments: 14-0512_A606 CorTen_Raw and Oxidized.JPG; 14-0512_Rustwall Panel.JPG

Jean,

Distressing/oxidizing takes approximately 1-2 months in a costal climate. It would certainly be distressed before the project is complete.

The decision to use this finish/material was two-fold. As you know, we use super-insulated walls in all of our projects, so, the challenge is to have a finish light enough to be supported over 12" of rigid insulation on the building exterior. A metal panel works great for this since it is very light and cost effective (we also considered stucco as an option but there are other metal paneled buildings in the neighborhood and zero stucco buildings). Then, we chose the CorTen metal panel because it helped match the color and color variation of the brick buildings along Washington Ave. where this site is prominently visible due to the elevation above the 7-eleven.

This is the product we are proposing: http://www.cortenroofing.com/rustwall-trade-panel_8_1160_30805.html (the pictures at the bottom have several images of the panels installed).

Also, I've attached a couple of images - the first is two A606-4 "Cor-Ten" Steel samples, one raw, the other fully oxidized. The second image is of a sample the Rust-Wall panel about two weeks into the oxidation process (same material, just pre-formed to the panel profile). After two months it will be fairly consistently the same color as the bottom sample in the first image.

A606-4 "Cor-Ten" steel is very simply a different steel alloy to standard structural carbon steel which promotes the natural development of consistent oxidation (rust) forming a protective, weatherproof film on the metal's surface which resists the corrosive effects of rain, snow, etc. negating the need for highly toxic paints and long term maintenance of said paints.

Thanks - and let me know if you need more info.

5/12/14

Alex
Caitlin
Jean

Design Review 97 Cumberland

Principle A

A-1 Scale + form 3 flat roofed triple deckers —
ind. arch wash
+ pitched res.
+ 2 modern compositions w/in 2 blocks.

* ask for 2 block radius aerial
marking buildings that create
some precedent.

similar scale, mass + footprint to neighbor
so not incompatible

A2 - Comp. of principal facades
- entrance to ground floor reads
as entrance; distinct materials

ck setback rle.

* - ask for floorplans + connections sidewalk, walkways etc.
+ clear roof design

- upper stories set back 12-15' ??

* - fence not helpful re orientation
to street - too solid

needs different way to sep. public/private space.

dwgs inconsistent

- entry needs to be expressed all the
way to sidewalk

Caitlin to circulate draft review once renders proposals

Action; Jean spk to him - get info
+ we look at it to see if understand / co enough
may need mtg.

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To: Lock, Timothy
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Thank you
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Jean Fraser, Planner
City of Portland
874 8728

Annotated w/ Caitlin & Alex 5-12-14 re 97 Cumberland. annotated 5-20-14

Enacted 04-13-04
Revisions Approved 02-23-7

Design Certification Program
R-6 Infill Development
Design Principles & Standards

I. PURPOSE

All developers, no matter how small their project, have a responsibility beyond simply meeting the needs of their end users. They have a public responsibility to add to and enhance the neighborhoods in which their projects are built.

New residential construction within Portland's compact R-6 zones should relate to the predominant character defining features of the neighborhood. The design of new development is critical, particularly elements such as the orientation and placement of a building on a site; relationship to the street; and mass, form and materials.

The *Design Certification Program* aims to insure that infill housing development makes a positive contribution to the City's neighborhoods. The intent is to ensure that infill housing is compatible with the neighborhood and meets a high standard of building design, while allowing for diversity of design.

Projects will be reviewed for consistency with *R-6 Infill Development Design Principles and Standards*. These principles and standards are interdependent and should be considered holistically. The applicant must demonstrate that a proposal is consistent with the Design Principles. The standards are time-honored ways of achieving the Principles. The City's Design Manual contains examples of buildings that are consistent with the aims of the Design Certification Program.

Unless otherwise indicated, the R-6 Design Principles and Standards shall apply to the front façade and those portions of the building that are readily visible from the public way.

Unless otherwise indicated, the R-6 Design Principles and Standards shall define "Neighborhood" as the buildings within a two block radius of the site. Special attention shall be given to the existing buildings on both sides of the street within the block of the proposed site. If the building is proposed on a corner lot, then buildings on the adjoining block shall also be considered. The Planning Authority may determine other considerations that shall be made of the proposed building in relation to the neighborhood, due to unique characteristics of a given site.

II. SUBMITTAL REQUIREMENTS

The applicant shall submit a site plan and building elevations in accordance with final application requirements of the Site Plan Ordinance (Sec. 14-525). In order to illustrate neighborhood context for a proposal, the applicant shall submit photographs or other visual tools to depict the buildings within a two block radius of the site in order to determine the building elements that contribute to and are compatible with the predominant character defining architectural features of the neighborhood.

Special attention shall be given to the existing buildings on both sides of the street within the block of the proposed site. If the building is proposed on a corner lot, then depictions of buildings on the adjoining block shall also be required.

The Planning Authority may request that consideration be made of buildings in the neighborhood that are comparable in size, scale and use to that which is being proposed, or that consideration be made of the characteristics of buildings which were originally designed for a similar use to that which is proposed. The Planning Authority may determine other considerations that shall be made of the proposed building in relation to the neighborhood, due to unique characteristics of a given site. The Planning Authority may determine the neighborhood to be greater than a two block radius, due to unique characteristics of a given site. In such case, the Planning Authority shall determine the scope of the neighborhood.

Samples of the proposed exterior materials may be requested by the Planning Authority.

II. DESIGN PRINCIPLES AND STANDARDS

PRINCIPLE A ***Overall Context***

A building design shall contribute to and be compatible with the predominant character-defining architectural features of the neighborhood.

Explanatory Note: The central idea behind good design in an established neighborhood is to reinforce positive features of the surrounding area, which provide its unique identity. To a large degree, the scale, mass, orientation, and articulation of an infill building should be compatible with that of the buildings that surround it.

Compatibility refers to the recognition of patterns and characteristics which exist in a given setting and the responsiveness of a new design with respect to these established patterns and characteristics. While there is no one specific solution for a given setting, there are a number of building characteristics which can be used to gauge visual compatibility of new residential construction in an existing neighborhood. These characteristics include design elements such as:

1. Scale and Form: height, massing, proportion of principal facades, roof shapes and scale of the architectural features of the structure.

2. Composition of Principal Facades: proportion of facades; orientation of openings; ratio of solids to openings; rhythm of fenestration; entrance porches and other projections; and relations of materials, texture and color.

3. Relationship to the Street: walls of continuity; rhythm of spacing and structures on streets; and orientation of principal elevations and entrances to the street.

Each infill project will have a unique context of surrounding structures and sites with some strong, unifying characteristics, and some that are subtle and less obvious. The more definite and easily discernable traits within an established neighborhood should serve as a basis for a design solution, which can reinforce the positive characteristics of the surrounding development patterns. On corner properties, where the architecture has a greater visual impact upon adjacent public spaces, both public facades will be evaluated with equal care.

STANDARD A-1 **Scale and Form** Relate the scale and form of the new building to those found in residential buildings within a two-block radius of the site, that contribute to and are compatible with the predominant character-defining architectural features of the neighborhood. Special attention shall be given to the existing building forms on both sides of the street within the block of the proposed site.

OK

STANDARD A-2 **Composition of Principal Facades** Relate the composition of the new building façade, including rhythm, size, orientation and proportion of window and door openings, to the facades of residential buildings within a two-block radius of the site that contribute to and are compatible with the predominant character-defining architectural features of the neighborhood. Special attention shall be given to the existing facades on both side of the street within the block of the proposed site.

OK

fence case front door case

STANDARD A-3 **Relationship to the Street** Respect the rhythm, spacing, and orientation of residential structures along a street within a two-block radius of the site that contribute to and are compatible with the predominant character-defining architectural features of the neighborhood. Special attention shall be given to the existing streetscape on both side of the street within the block of the proposed site.

*PRINCIPLE B **Massing***

The massing of the building reflects and reinforces the traditional building character of the neighborhood through a well composed form, shape and volume.

Explanatory Note: Massing is a significant factor that contributes to the character of a building. The building's massing (as defined by its bulk, size, physical volume, scale, shape and form) should be harmonious with the massing of existing buildings in a two block radius. The massing of a building can be defined as the overall geometry (length, width, and height) of its perceived form. The overall height of the form (actual and perceived) as well as the geometry of its roof is of particular importance in defining the massing of a building.

STANDARD B-1 **Massing** The building's massing (as defined by its bulk, size, physical volume, scale, shape and form) should be harmonious with the massing of existing buildings in a two block radius.

STANDARD B -2 **Roof Forms** Roof forms shall refer to the architectural forms found within a two-block radius of the site that contribute to and are compatible with the predominant character-defining architectural features of the neighborhood. Special attention shall be given to the existing roof forms on both side of the street within the block of the proposed site.

STANDARD B -3 **Main Roofs and Subsidiary Roofs** The building shall have a clear main roof form. Subsidiary roof forms and dormers shall be clearly subordinate to the main form in size, space and number. Where a building has multiple rooflines (e.g., main roof, dormer roof, porch roof, etc.) there shall not be more that two roof pitches or outlines overall.

STANDARD B-4 **Roof Pitch** Gable roofs shall be symmetrical with a pitch of between 7:12 and 12:12. Hip roofs with a shallow pitch and flat roofs shall have a cornice of at least 12 inches in width. The slope of the roof may be either parallel or perpendicular to the street. Monopitch (shed) roofs are allowed only if they are attached to the wall of the main building. No mono pitch roofs shall be less than 7:12, except for porch roofs. There is no minimum pitch for porch roofs.

STANDARD B-5 **Facade Articulation** Provide variety in the massing by incorporating at least two or more of the following architectural elements. Such features shall be applied to the front façade and those portions of the building that are readily visible from the public way.

1. Gables or dormers.
2. Balconies.
3. Recessed entries.
4. Covered porches, covered entries or stoops.
5. Bay windows. In the case of horizontally attached dwelling units, at least one-half of the ground floor units shall have a bay window to receive credit as a design feature.

STANDARD B-6 **Garages** Attached and detached garages are allowed provided that the street-facing façade of the garage is recessed behind the façade of the main structure by a minimum of four feet. However, if the garage is integrated into the building form, the garage door may be included into the front façade of the dwelling providing that there are at least one story of living space over the garage. In this instance, the garage door width may be no more than 40% of the width of the building's overall façade width, except that no garage door need be reduced to less than 9 feet in width. Standard C-2 is not required if there is no living space on the ground level.

PRINCIPLE C ***Orientation to the Street***

The building's façade shall reinforce a sense of the public realm of the sidewalk while providing a sense of transition into the private realm of the home.

Explanatory Note: An important component of the neighborhood's character is the relation of dwellings to the sidewalk and the street. Design of dwellings can enhance the pedestrian friendliness and sociability of the streetscape while protecting the privacy of the residents' internal home life.

STANDARD C-1 **Entrances** Emphasize and orient the main entrance to the street. The main entrance of the structure shall either face the street and be clearly articulated through the use of architectural detailing and massing features such as a porch, stoop, portico, arcade, recessed entry, covered entry, trim or be located on the side and be accessed by a covered porch that extends to the front of the building, at the primary street frontage.

STANDARD C-2 **Visual Privacy** Ensure the visual privacy of occupants of dwellings through such means as placing the window sill height at least 48" above the adjoining sidewalk grade; providing the finished floor elevation of a residence a minimum of 24" above sidewalk elevation; incorporating porches along the front side of the building façade design; or other measures.

STANDARD C-3 **Transition Spaces** Create a transition space between the street and the front door with the use of such features as porches, stoops, porticos, arcades, recessed entries, covered entries, trim, sidewalk gardens or similar elements.

PRINCIPLE D ***Proportion and Scale***

Building proportions must be harmonious and individual building elements shall be human scaled.

Explanatory Note: Throughout the history of architecture certain proportions have become known as classical proportions which have endured as aesthetically pleasing regardless of the style of architecture or the culture of origin. Scale has to do with the size of the architectural components in relation to the overall building size, and also in relation to the predominant character defining architectural features of the neighborhood.

STANDARD D-1 **Windows** The majority of windows shall be rectangular and vertically proportioned. The use of classical proportions is encouraged. Special accent windows may be circular, square or regular polygons. Doorways, windows and other openings in the façade (fenestrations) shall have a proportional relationship to the overall massing of the building.

STANDARD D-2 **Fenestration** Doorways, windows and other openings (fenestration) shall be scaled appropriately to the overall massing of the building. The area of fenestration of the front façade (and for corner lots, both street-facing facades) shall be at least 12% of the total

facade area. Appropriately scaled windows or other building openings shall be included on all sides of a building.

STANDARD D-3 **Porches** When porches are attached to the front facade, [or for porches that are required as an open space amenity under Section 14-139(f)] the porches shall extend along a horizontal line at least 20% of the front façade. Porches and balconies must have a minimum depth of 6 feet and a minimum square footage of 48 square feet. The depth may be reduced to 5 feet provided that the square footage is increased to 60 square feet.

1. For porches and balconies that are required as open space amenities under Section 14-139(f), a porch or deck may have entries to two or more units provided that the required dimensions and square footage allocations are met.

PRINCIPLE E Balance

The building's façade elements must create a sense of balance by employing local or overall symmetry and by appropriate alignment of building forms, features and elements.

Explanatory Note: Balance refers to the composition of façade elements. Symmetry refers to the balanced distribution of equivalent forms and spaces about a common line (axis) or point (center). Overall symmetry refers to arrangements around an axis line that bisects the building façade equally. Local symmetry refers to arrangements around an axis line that focuses on a particular building element (e.g., a porch or bay window). A balanced façade composition generally employs overall or local symmetry.

Alignment refers to the position of building elements with each other and with the building form as determined by scale, mass, roofline, slopes, etc.

STANDARD E-1 **Window and Door Height** The majority of window's and door's head heights shall align along a common horizontal datum line.

STANDARD E-2: **Window and Door Alignment** The majority of windows shall stack so that centerlines of windows are in vertical alignment.

STANDARD E-3: **Symmetricality** Primary window compositions (the relationship of two or more windows) shall be arranged symmetrically around the building façade's centerline (overall symmetry) or around another discernable vertical axis line.

PRINCIPLE F ***Articulation***

The design of the building is articulated to create a visually interesting and well composed residential façade.

Explanatory Note: Articulation refers to the manner in which the shapes, volumes, architectural elements and materials of a building's surface are differentiated yet work together. A well-composed building articulation adds visual interest and individual identity to a home while maintaining an overall composition.

STANDARD F-1 **Articulation** Buildings shall provide surface articulation by employing such features such as dimensional trim, window reveals, or similar elements appropriate to the style of the building. Trim and details shall be designed and detailed consistently on the facades visible from the public right of way.

STANDARD F-2 **Window Types** Window patterns shall be composed of no more than two window types and sizes except where there is a design justification for alternate window forms..

STANDARD F-3 **Visual Cohesion** Excessive variations in siding material shall not be allowed if such changes disrupt the visual cohesion of the façade. Materials shall be arranged so that the visually heavier material, such as masonry or material resembling masonry, is installed below lighter material, such as wood cladding.

STANDARD F-4 **Delineation between Floors** Buildings shall delineate the boundary between each floor of the structure through such features as belt courses, cornice lines, porch roofs, window head trim or similar architectural features.

STANDARD F-5: **Porches, etc.** Porches, decks, balconies, stoops and entryways shall be architecturally integrated into the overall design of the building in a manner that compliments its massing, material, and details. Multilevel porches and balconies on front facades shall not obscure the architectural features of the façade. Use of rail/baluster systems with appropriate openings between rails, stepping back balconies from the front plane of the building face, or other appropriate design features shall be employed to achieve this standard.

STANDARD F-6: **Main Entries** Main entries shall be emphasized and shall be integrated architecturally into the design of the building, using such features as porch or stoop forms, porticos, recessed entries, trim or a combination of such features, so that the entry is oriented to the street.

STANDARD F-8: **Articulation** Provide articulation to the building by incorporating the following architectural elements. Such features shall be on all façades facing and adjacent to the street.

1. Eaves and rakes shall have a minimum projection of 6 inches.

2. All exterior façade trim such as that used for windows, doors, corner boards and other trim, shall have a minimum width of 4 inches except for buildings with masonry exteriors.

3. If there are off sets in building faces or roof forms, the off sets shall be a minimum of 12 inches.

4. Pronounced and decorative cornices.

PRINCIPLE G Materials

Building facades shall utilize appropriate building materials that are harmonious with the character defining materials and architectural features of the neighborhood.

STANDARD G-1 **Materials** Use materials and treatments for the exterior walls (including foundation walls) and roofing that are harmonious with those in buildings within a two-block radius of the site that contribute to and are compatible with the predominant character-defining architectural features of the neighborhood. Special attention shall be given to the existing building forms on both sides of the street within the block of the proposed site.

STANDARD G-2 **Material and Façade Design** The selection of façade materials shall be consistent with the façade design and appropriate to their nature. For example, brick facing should not appear to be thin layers on the façade, or to overhang without apparent support.

STANDARD G-3 **Chimneys** Chimneys shall be of brick, finished metal, stone or boxed-in and clad with materials to match the building.

STANDARD G-4 **Window Types** A variety of window treatments and skylights are acceptable. However, within a single building the types of windows shall be limited to two types, and window detailing shall be consistent throughout.

STANDARD G-5 **Patios and Plazas** Patios and plazas shall be constructed of permanent materials such as concrete, brick or stone.

IV. ALTERNATIVE DESIGN REVIEW

The Standards listed above are time-honored ways of achieving the Design Principles. With exceptional care, though, it is possible to apply a design approach that meets the Principles through alternatives that vary from the Standards, while maintaining and relating to the predominant character-defining architectural elements of the neighborhood, such as the building location on the site, its relationship to the street, and its mass, form, and materials. The guiding principle for new construction under the alternative design review is to be compatible with the surrounding buildings in a two block radius, in size, scale, materials and siting, as well as the general character of the established neighborhood.

Special attention shall be given to the existing building forms on both sides of the street within the block of the proposed site. If the building is proposed on a corner lot, then depictions of buildings on the adjoining block shall also be required. The Planning Authority may request that consideration be made of buildings in the neighborhood that are comparable in size, scale and use to that which is being proposed, or that consideration be made of the characteristics of buildings which were originally designed for a similar use to that which is proposed. The Planning Authority may determine other considerations that shall be made of the proposed building in relation to the neighborhood, due to unique characteristics of a given site.

The Planning Authority may determine the neighborhood to be greater than a two block radius, due to unique characteristics of a given site. In such case, the Planning Authority shall determine the scope of the neighborhood.

An applicant may propose an alternative design approach and request an Alternative Design Review. The Planning Authority under an Alternative Design Review may approve a design not meeting one or more of the individual standards provided that all of the conditions listed below are met. The Planning Authority or applicant may seek an advisory opinion from the Historic Preservation Board, prior to the Planning Authority issuing a Design Certificate.

A. The proposed design is consistent with all of the Principle Statements.

B. The majority of the Standards within each Principle are met.

C. The guiding principle for new construction under the alternative design review is to be compatible with the surrounding buildings in a two block radius in terms of size, scale, materials and siting, as well as the general character of the established neighborhood, thus Standards A-1 through A-3 shall be met.

D. The design plan is prepared by an architect registered in the State of Maine.

Jean Fraser - 97 Cumberland- #2014-051

From: Jean Fraser
To: Cameron, Caitlin
Date: 4/18/2014 6:07 PM
Subject: 97 Cumberland- #2014-051
CC: Barhydt, Barbara

Caitlin

This is a 5 unit new building in the R6 zone on an infill lot and therefore the a design review is required.

They have requested an"Alternative" Design Review as the building is not conventional and they are aiming for thermal efficiency. I am unable to attach plans and elevations because I am unable to view the application in e-plan- maybe you will have better luck.

I do have the paper set of docs and plans on my desk- to left of computer.

They have provided a design narrative.

If you have a tiny lull maybe you could at least look at it and get a sense of the issues- you might want to visit the site.

I will convene a design review meeting the week when I get back.

thanks
Jean

Jean Fraser - 97 Cumberland Avenue - level III Site Plan and Subdivision Review

From: Jean Fraser
To: dugas3@gmail.com; tim@gologic.us
Date: 4/18/2014 6:20 PM
Subject: 97 Cumberland Avenue - level III Site Plan and Subdivision Review
CC: Barhydt, Barbara
Attachments: Neighborhood Mtg. Guidelines 8-2013.pdf

Peter and Timothy

I am writing to confirm that your application has been assigned to me and is now under active review. However, I will be out of the office next week, so Barbara Barhydt (Development Review Services Manager) will be looking after it next week and please contact her if you have any questions.

In any case I will contact you the week of April 28th to update you on the review.

Could you please review your process and timetable for the neighborhood meeting which I understand was held on April 14th. It has been brought to our attention by a neighbor that your invitation was postmarked on April 7th (ie 7 days prior to the meeting) and the City's requirement for noticing a neighborhood meeting is 10 days notice (see attached). If this is the case then I believe you will have to hold another neighborhood meeting and give the 10 days notice for that.

Thank you
Jean

Jean Fraser, Planner
City of Portland
874 8728

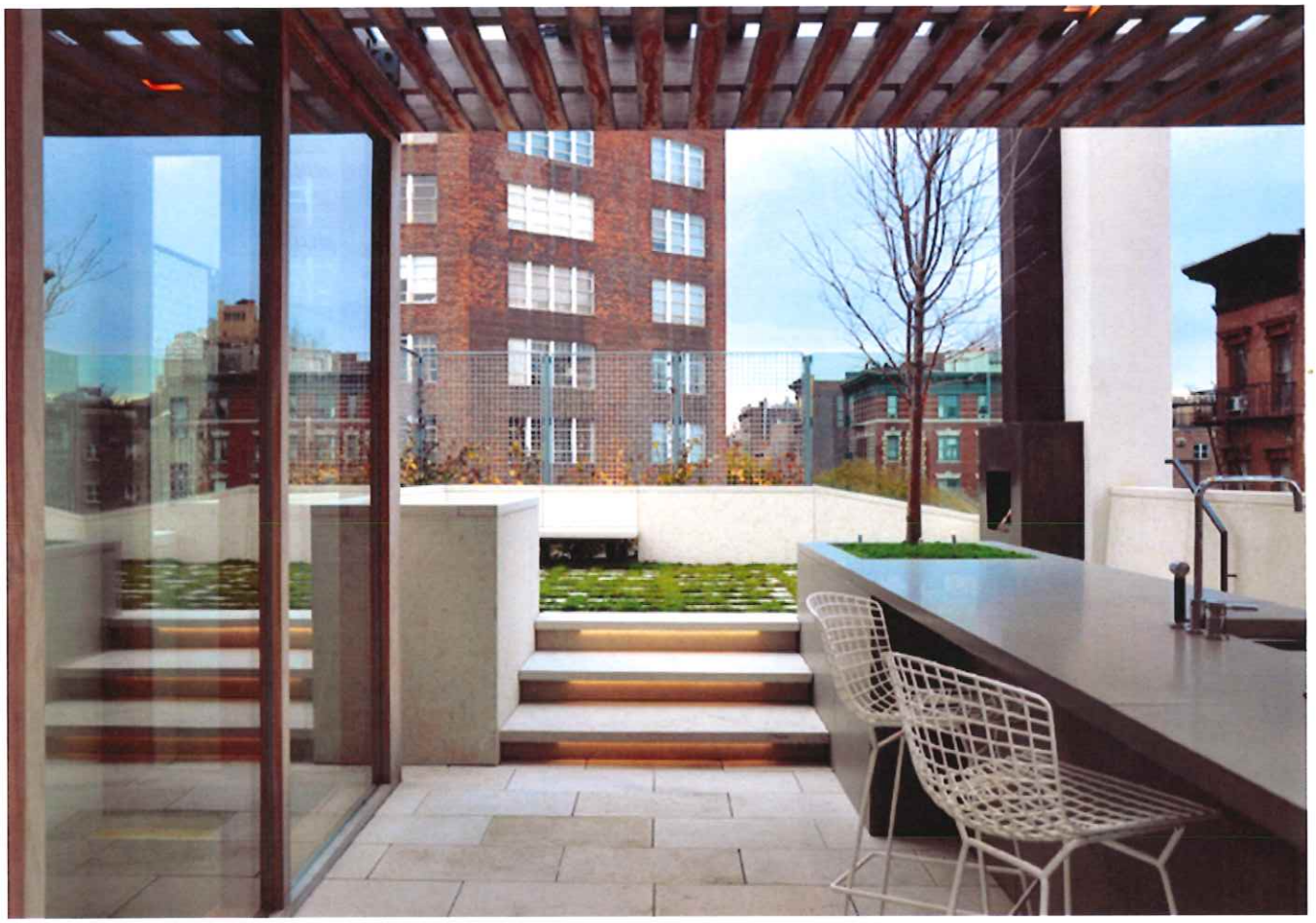
Jean Fraser - Re: 97 Cumberland Ave. - Stormwater/Traffic Memo

From: Timothy Lock <tim@gologic.us>
To: Jean Fraser <JF@portlandmaine.gov>
Date: 5/21/2014 1:13 PM
Subject: Re: 97 Cumberland Ave. - Stormwater/Traffic Memo
CC: Gunther Kragler <gunther@gologic.us>

Jean,

This is the screening product: http://www.greenscreen.com/home.html It is panelized and would have intermittent steel posts. Please see the attached images of an install i did several years ago on a townhouse in New York City. The first image is from the street, you can see the screen rising above the roof cornice - at this point, the climbing vines had just been planted and were beginning to grow up the screen (about one month after planting at this point). the second image (from the roof) was taken the following autumn, about two months later, and show the vines having climbed higher up the screen.

Thanks!



Timothy Lock, RA
Project Architect □ GO Logic LLC
Belfast, Maine □ 207.338.1566 x250
gologic.us

On May 20, 2014, at 9:54 AM, Jean Fraser <JF@portlandmaine.gov> wrote:

> Tim
>
> Thank you for this additional information.
>
> Our urban designer has 2 more questions regarding the design:
>
> 1) What is the material being used for the screen/rail?
> 2) It appears that a pedestrian enters the site through the drive way, is this the case?
>
> Sorry that in lieu of a meeting there may be a few more questions.
>
> Thank you
> Jean
>
> *Jean Fraser, Planner*
> *City of Portland*
> *874 8728*
> >>> Timothy Lock <tim@gologic.us> 5/19/2014 2:48 PM >>>

Jean,

Please see attached comments from our civil engineer to the comments from your storm water and traffic review.

Thanks!

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. ◆◆

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.

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97 Cumberland

Memorandum

14073

To: **Timothy Lock, RA**

From: **Steve Groves**

Date: **May 19, 2014**

Subject: **Cumberland Ave Peer Review**

In response to Woodard & Curran stormwater review comment dated 5-5-14 of the Preliminary Level III Site Plan Application for the proposed multi-family building located at 97 Cumberland Ave, we offer the following responses in the order in which they were received.

Comments;

1) The application is preliminary. As such, we anticipate that additional documents will be submitted with the final application, including confirmation of capacity to serve the development from utilities and a Construction Management Plan. Woodard & Curran will perform a review of the Final Application upon receipt of those documents.

   We have submitted a service letter from Portland Water District and waiting on the City for the sewer capacity *letter.*

2) The Applicant should clarify whether the project will result in an increase of approximately 2,900 square feet of impervious area, as stated in the application form and the text of the stormwater management plan, or approximately 2,300 square feet as noted in the treatment calculations.

   The increase in new impervious surface is 2,300 square feet as noted in the treatment calculations.

3) In accordance with Section 5 of the City of Portland Technical Manual, a Level III Site Plan project is required to submit a stormwater management plan pursuant to the regulations of MaineDEP Chapter 500 Stormwater Management Rules, including conformance with the Basic, General, and Flooding Standards. We offer the following comments:

a) Basic Standards: The Applicant has provided a plan, notes, and details to address erosion and sediment control requirements, inspection and maintenance requirements, and good housekeeping practices in general accordance with Appendix A, B, & C of MaineDEP Chapter 500. In addition to the notes and details provided in the application, the plan should include a location for the stabilized construction entrance and a note stating that the street Right-of-Way shall be kept clean from dust, tracked soil/mud, and construction debris and swept as necessary or as requested by the City of Portland to minimize dust and sediment originating from the site.

b) General Standards: The project will result in an increase in impervious area of approximately 2,300 square feet (Applicant to confirm). As such, the project is required to include stormwater management features for stormwater quality control. The Applicant has proposed to treat stormwater runoff via an infiltration basin at the rear of the property. The proposed approach provides an acceptable means of meeting the General Standards, pending response to the remaining comments contained herein.

c) Flooding Standards: The project will result in an increase in impervious area of approximately 2,300 square feet (Applicant to confirm). As such, the project is required to include stormwater management features to control the rate of stormwater runoff from the site. The Applicant has proposed to manage the rate of stormwater runoff via an infiltration basin at the rear of the property. The proposed approach provides an acceptable means of meeting the Flooding Standard, pending response to the remaining comments contained herein.

We will indicate the location for the stabilized construction entrance and a note stating that the street Right-of-Way shall be kept clean from dust, tracked soil/mud, and construction debris and swept as necessary or as requested by the City of Portland

4) The stormwater inspection and maintenance plan for the proposed stormwater management system should reference the annual inspection and reporting requirements contained in Chapter 32 of the City of Portland Code of Ordinances, and should include an inspection checklist developed for the stormwater system(s) including a maintenance schedule and inspection criteria.

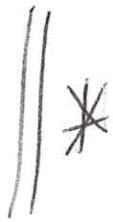
We provide a stormwater inspection and maintenance plan with annual inspection and reporting requirements.

5) The proposed infiltration basin is located partially within the footprint of the former house structure. Has the building foundation been fully demolished and removed. What are the drainage characteristics of the fill materials that have or will be utilized in this area? Has the Applicant performed a test pit or boring to evaluate the soil characteristics or infiltration capacity? How deep is bedrock at this location?

The Cumberland County Soil Map indicates Hinckley gravelly sandy loam having Hydrologic Group A. At the time of this report the infiltration basin was cover with ice. We now can dig a test pit to confirm the underlying soils.

6) The Applicant proposes a rip-rap spillway to manage overflow from the proposed infiltration basin. Overflow from this spillway will drain west, below a stockade fence, across a fenced dumpster area on the 7-Eleven property, and across the 7-Eleven parking lot to the Washington Avenue drainage collection system. The applicant notes that this route is similar to the pre-development drainage pattern (existing condition); however, a review of the HydroCAD model indicates that more area will be directed to this location in the post-development condition, and although the infiltration basin will provide minor detention, the model predicts an increase in runoff rate at this location (from the spillway) in the post- development 10- and 25-year storm events. The drainage design should be revisited to eliminate directing overflow onto the neighboring property, unless the Applicant obtains drainage easements from N/F Ginn Portland LLC and modifies the adjacent fence and dumpster/parking area to accommodate drainage from the site. The Applicant should propose an alternative means of managing overflows from the infiltration basin.

The increase in flow is 0.01cfs which is insignificant and within the accuracy limitations of the model. There is no public storm drain system available adjacent to this site that we can connect into. There are no viable options except overland flow. And furthermore historically this property was developed prior to 7-Eleven, and it is our belief that the developer of 7-Eleven took into account the offsite drainage at that time. It would appear that the old house roof drained directly onto the neighboring property.



7) How will roof drainage be managed from the proposed building?

There are no gutters proposed for the main roof. Roof runoff will fall to a stone drip edge around the building. The rear roof scupper will be directed to the infiltration pond.

8) The existing site includes a utility pole that provides overhead service (presumably both electrical and telecommunications) to buildings on three adjacent properties. The plan calls for eliminating this pole and the associated existing overhead services; however, it does not address how new services will be provided to all adjacent properties, specifically the 7-Eleven store.

The owner is working with CMP and 7-Eleven for a new service connection

9) The Grading and Utility Plan (Sheet 3 of 5) proposes grading well onto the lot that is N/F Kristine McCarthy (93-95 Cumberland); however, no finish surface is specified and it is unclear if the Applicant has rights to perform this work.

We are working with the abutters on temporary grading easements. The adjacent land at 93-95 Cumberland is used for parking and most likely be a crush gravel surface.

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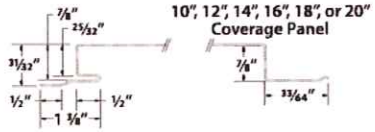

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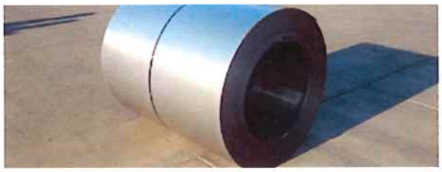

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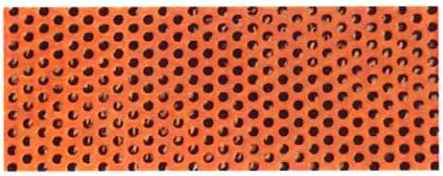

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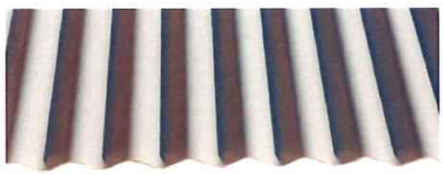

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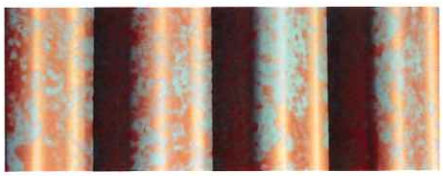
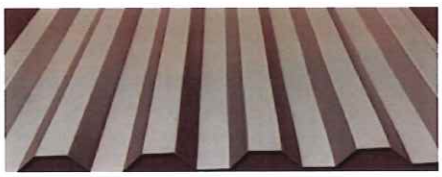


PAINTED COPPER ROOFING Details

Painted Panels That Look Like Patina'd Copper. HUGE Cost Savings When Compared To Copper. Available In Metal Roofing, Flats, and Coil.



VINTAGE™ METAL ROOFING Details

Painted To Look Like An Aged Galvanized Steel. Aged Metallic Finish. Paint Warranty. Available In Metal Roofing, Flats, and Coil.

BONDERIZED & REZIBOND Details

Unrusted Alternative For An Aged Looking Roof. Available In Metal Roofing, Flats, and Coil.

GALV-TEN ROBUST™ Details

Painted Panels That Look Like Old Galvanized Roofing With White Rust Streaks. Aged Metallic Finish. Paint Warranty. Available In Metal Roofing, Flats, and Coil.

VARI-COOL™ Details

VARI-Cool Color Changing Paint System. This Exotic Paint System Is Unlike Anything You Have Ever Seen. 17 Different Colors - Request A Color Chip

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04/02/14
General Description and Introduction
City of Portland
Zone: R-6
Chart#: 13
Block#: C
Lot#: 25
Address: 97 Cumberland Ave, Portland, ME 04101

Introduction
The proposed new multi-family building at 97 Cumberland Ave. requires planning board approval given the subdivision of more than two units. The property owner is electing to proceed with a Preliminary Level III Site plan review as suggested by the Planning Department. In addition to the standard requirements of a Level III Site Plan the owner requests that the proposed design be assessed under the Alternate Design Review provision of the R-6 zoning district Design Manual. GO Logic LLC, an Architecture and Construction firm (ME Licensed Architect, Lic #3810), has been hired by the property owner to provide design services to develop the planning for the house and the garage, and has prepared this application on their behalf.

A schematic design and siting of the building have been determined. The bulk and height of the proposed building are in compliance with the R-6 zoning district limitations. In addition, all setbacks have been met along with total lot coverage limitations

Project Description
The property is a 5050 square foot parcel (.12 acre) located at 97 Cumberland Ave. The nearest major intersection is with Washington Ave. The existing use of the property is single-family residential; a vacant single-family house has been demolished by the property owner.

The property shares an access easement with the neighboring properties of 93 Cumberland Ave. and 93 Rear Cumberland Ave. The easement is disclosed in the deed to the property and survey included with this submittal. The property owner intends to maintain and improve this access.

No accessory structures are currently planned on the property.

Project Team

Property Owner – Peter & Annie Dugas
Architect – GOL Logic, LLC; Timothy Lock, Project Architect
Surveyor – Owen Haskell
Civil Engineer – Sebago Technics
Structural Engineer – Albert Putnam, PE
Mechanical Engineer – Andrew McPartland, PE

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Level III - Preliminary Site Plan Development Review Application

97 Cumberland Avenue

Portland, Maine

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4. Project Description

5. Design Principals + Standards

6. Evidence of Right, Title and Interest

7. Existing and Proposed Easement, Covenants and Rights-of-way

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9. Waste Water Capacity Application

10. Storm Water Management Plan

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    - ☐ A1.1 Boundary Survey
    - ☐ A1.2 Preliminary Site Plan
    - ☐ A1.3 Landscape Plan
    - ☐ A1.4 Fire Department Site Plan
    - ☐ A3.1 Exterior Elevations
    - ☐ A3.2 Exterior Elevations
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    - ☐ C1.5 Site Details

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Preliminary Site Plan Application

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Level III – 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.

Level III: Site Plan Development includes:

- New structures with a total floor area of 10,000 sq. ft. or more except in Industrial Zones.
- New structures with a total floor area of 20,000 sq. ft. or more in Industrial Zones.
- New temporary or permanent parking area(s) or paving of existing unpaved parking areas for more than 75 vehicles.
- Building addition(s) with a total floor area of 10,000 sq. ft. or more (cumulatively within a 3 year period) except in Industrial Zones.
- Building addition(s) with a total floor area of 20,000 sq. ft. or more in Industrial Zones.
- A change in the use of a total floor area of 20,000 sq. ft. or more in any existing building (cumulatively within a 3 year period).
- Multiple family development (3 or more dwelling units) or the addition of any additional dwelling unit if subject to subdivision review.
- Any new major or minor auto business in the B-2 or B-5 Zone, or the construction of any new major or minor auto business greater than 10,000 sq. ft. of building area in any other permitted zone.
- Correctional prerelease facilities.
- Park improvements: New structures greater than 10,000 sq. ft. and/or facilities encompassing 20,000 sq. ft. or more (excludes rehabilitation or replacement of existing facilities); new nighttime outdoor lighting of sports, athletic or recreation facilities not previously illuminated.
- Land disturbance of 3 acres or more (includes stripping, grading, grubbing, filling or excavation).

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

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.

Updated: August 15, 2013

PROJECT NAME: 97 Cumberland

PROPOSED DEVELOPMENT ADDRESS:

97 Cumberland Ave, Portland, ME 04101

PROJECT DESCRIPTION:

See attached description

CHART/BLOCK/LOT: 13/C/25

PRELIMINARY PLAN _____ (date)
FINAL PLAN _____ (date)

CONTACT INFORMATION:

Applicant – must be owner, Lessee or Buyer Name: Peter Dugas Business Name, if applicable: Address: 243 State St. City/State : Portland, ME Zip Code: 04101	**Applicant Contact Information** Work # Home# 207-899-2409 Cell # Fax# e-mail: dugas3@gmail.com
Owner – (if different from Applicant) Name: Same as Applicant Address: City/State : Zip Code:	**Owner Contact Information** Work # Home# Cell # Fax# e-mail:
Agent/ Representative Name: Timothy Lock (GO Logic) Address: P.O. Box 567 City/State : Belfast, ME Zip Code: 04915	**Agent/Representative Contact information** Work # 338-1566 x250 Cell # e-mail: tim@gologic.us
Billing Information Name: Timothy Lock (GO Logic) Address: P.O. Box 567 City/State :Belfast, ME Zip Code: 04915	**Billing Information** Work # 338-1566 x250 Cell # Fax# e-mail: tim@gologic.us

Engineer Albert Putnam Structural Engineer Name: Albert Putnam Address: 183 Park Row City/State : Brunswick, ME Zip Code: 04011	**Engineer Contact Information** Work # 729-6230 Cell # Fax# e-mail: albert.putnam@gmail.com
Surveyor Owen Haskell Inc. Name: John Swan Address: 3900 Route One City/State : Falmouth, ME Zip Code: 04015	**Surveyor Contact Information** Work # 774-0424 Cell # Fax# e-mail: jswan@owenhaskell.com
Architect GO Logic Name: Timothy Lock Address: P.O. Box 567 City/State : Belfast, ME Zip Code: 04915	**Architect Contact Information** Work # 338-1566 x250 Cell # Fax# e-mail: tim@gologic.us
Attorney Name: Address: City/State : Zip Code:	**Attorney Contact Information** 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.)

Level III Development (check applicable reviews)

X Less than 50,000 sq. ft. ($500.00)
___ 50,000 - 100,000 sq. ft. ($1,000)
___ 100,000 – 200,000 sq. ft. ($2,000)
___ 200,000 – 300,000 sq. ft. ($3,000)
___ over $300,00 sq. ft. ($5,000)
___ Parking lots over 11 spaces ($1,000)
___ After-the-fact Review ($1,000.00 plus applicable application fee)

Plan Amendments (check applicable reviews)

___ Planning Staff Review ($250)
___ Planning Board Review ($500)

The City invoices separately for the following:

- Notices ($.75 each)
- Legal Ad (% of total Ad)
- Planning Review ($40.00 hour)
- Legal Review ($75.00 hour)

Third party review fees are assessed separately. Any outside reviews or analysis requested from the Applicant as part of the development review, are the responsibility of the Applicant and are separate from any application or invoice fees.

Other Reviews (check applicable reviews)

___ Traffic Movement ($1,000)
___ Stormwater Quality ($250)
X Subdivisions ($500 + $25/lot)
# of Lots 5 x $25/lot = 125
___ Site Location ($3,000, except for residential projects which shall be $200/lot)
# of Lots ___ x $200/lot = _____
___ Other _____
___ Change of Use
___ Flood Plain
___ Shoreland
___ Design Review
___ Housing Replacement
___ Historic Preservation

APPLICATION SUBMISSION:

1. **All site plans and written application materials must be submitted electronically on a CD or DVD with each plan submitted as separate files, with individual file names (see submittal requirements document attached).**
2. **In addition, one (1) paper set of the plans (full size), one (1) paper set of plans (11 x 17), paper copy of written materials, and the application fee must be submitted to the Planning Division Office to start the review process.**

The application must be complete, including but not limited to the contact information, project data, application checklists, wastewater capacity, plan for fire department review, and applicant signature. The submissions shall include one (1) paper packet with folded plans containing the following materials:

1. **One (1) full size site plans** that must be **folded.**
2. One (1) copy 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.
3. A stamped standard boundary survey prepared by a registered land surveyor at a scale not less than one inch to 50 feet.
4. Plans and maps based upon the boundary survey and containing the information found in the attached sample plan checklist.
5. One (1) set of plans reduced to 11 x 17.

Refer to the application checklist for a detailed list of submission 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 http://www.portlandmaine.gov/citycode/chapter014.pdf

APPLICANT SIGNATURE:

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.

Signature of Applicant:	**Date:**
	4/3/14

PROJECT DATA

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

Total Area of Site	5550	sq. ft.
Proposed Total Disturbed Area of the Site	2914	sq. ft.
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		
Impervious Surface Area		
Impervious Area (Total Existing)	N/A	sq. ft.
Impervious Area (Total Proposed)	2914	sq. ft.
Building Ground Floor Area and Total Floor Area		
Building Footprint (Total Existing)	N/A	sq. ft.
Building Footprint (Total Proposed)	1790	sq. ft.
Building Floor Area (Total Existing)	N/A	sq. ft.
Building Floor Area (Total Proposed)	6990	sq. ft.
Zoning		
Existing		
Proposed, if applicable		
Land Use		
Existing	Residential	
Proposed	Residential	
Residential, If applicable		
# of Residential Units (Total Existing)	N/A	
# of Residential Units (Total Proposed)	5	
# of Lots (Total Proposed)	1	
# of Affordable Housing Units (Total Proposed)		
Proposed Bedroom Mix		
# of Efficiency Units (Total Proposed)	N/A	
# of One-Bedroom Units (Total Proposed)	4	
# of Two-Bedroom Units (Total Proposed)	1	
# of Three-Bedroom Units (Total Proposed)	N/A	
Parking Spaces		
# of Parking Spaces (Total Existing)	N/A	
# of Parking Spaces (Total Proposed)	5	
# of Handicapped Spaces (Total Proposed)	N/A	
Bicycle Parking Spaces		
# of Bicycle Spaces (Total Existing)	N/A	
# of Bicycle Spaces (Total Proposed)	Per technical manual requirements	
Estimated Cost of Project	$900,000	

PRELIMINARY PLAN (Optional) - Level III Site Plan			
Applicant Checklist	Planner Checklist	# of Copies	**GENERAL WRITTEN SUBMISSIONS CHECKLIST**
X		1	Completed Application form
X		1	Application fees
X		1	Written description of project
X		1	Evidence of right, title and interest
		1	Evidence of state and/or federal approvals, if applicable
X		1	Written assessment of proposed project's compliance with applicable zoning requirements
X		1	Summary of existing and/or proposed easement, covenants, public or private rights-of-way, or other burdens on the site
		1	Written requests for waivers from site plan or technical standards, if applicable.
		1	Evidence of financial and technical capacity
X		1	Traffic Analysis (may be preliminary, in nature, during the preliminary plan phase)
Applicant Checklist	Planner Checklist	# of Copies	**SITE PLAN SUBMISSIONS CHECKLIST**
X		1	Boundary Survey meeting the requirements of Section 13 of the City of Portland's Technical Manual
X		1	**Preliminary Site Plan including the following: (information provided may be preliminary in nature during preliminary plan phase)**
X		Proposed grading and contours;	
X		Existing structures with distances from property line;	
X		Proposed site layout and dimensions for all proposed structures (including piers, docks or wharves in Shoreland Zone), paved areas, and pedestrian and vehicle access ways;	
X		Preliminary design of proposed stormwater management system in accordance with Section 5 of the Technical Manual (note that Portland has a separate applicability section);	
X		Preliminary infrastructure improvements;	
X		Preliminary Landscape Plan in accordance with Section 4 of the Technical Manual;	
		Location of significant natural features (including wetlands, ponds, watercourses, floodplains, significant wildlife habitats and fisheries or other important natural features) located on the site as defined in Section 14-526 (b) (1);	
		Proposed buffers and preservation measures for significant natural features, as defined in Section 14-526 (b) (1);	
X		Location , dimensions and ownership of easements, public or private rights of way, both existing and proposed;	
X		Exterior building elevations.	

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Introduction + Project Team

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Introduction
The proposed new multi-family building at 97 Cumberland Ave. requires planning board approval given the subdivision of more than two units. The property owner is electing to proceed with a Preliminary Level III Site plan review as suggested by the Planning Department. In addition to the standard requirements of a Level III Site Plan the owner requests that the proposed design be assessed under the Alternate Design Review provision of the R-6 zoning district Design Manual. GO Logic LLC, an Architecture and Construction firm (ME Licensed Architect, Lic #3810), has been hired by the property owner to provide design services to develop the planning for the house and the garage, and has prepared this application on their behalf.

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Project Description
The property is a 5050 square foot parcel (.12 acre) located at 97 Cumberland Ave. The nearest major intersection is with Washington Ave. The existing use of the property is single-family residential; a vacant single-family house has been demolished by the property owner.

The property shares an access easement with the neighboring properties of 93 Cumberland Ave. and 93 Rear Cumberland Ave. The easement is disclosed in the deed to the property and survey included with this submittal. The property owner intends to maintain and improve this access.

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Code + Zoning Assesment

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Lot Information

Address: 97 Cumberland St.
Block: 013

Summary Of Zoning and Code Regulations

Zoning Restrictions – Based On Portland Zoning Ordinance

Zoning District – R6

Minimum Setback Requirements

Principal Structure

Front:	10 feet (or even with neighboring buildings)
Side:	3 stories – 10 feet
Rear:	20 feet

Lot Restrictions

Gross Area	4500 SF
Minimum Street Frontage:	40 feet
Lot Coverage:	50% maximum up to 20 dwelling units – 2945 SF
Open Space Requirement:	20% of lot area – 1180 SF

Lot Compliance

Gross Area:	5050 SF
Street Frontage:	43 feet
Lot Coverage (Building):	1790 SF
Total Impervious Surface:	2914 SF

Building Bulk

Principle Structure

Floor Area Ratio (FAR):	N/A
Building Height Limit:	45 ft. (above average finished grade at fronting street)
Number of Stories:	3 plus Basement
Overall Building Size:	6990 SF
Total Number of Dwelling Units:	5

Use Restrictions and Requirements

Principle Structure

Proposed use: Multi-family housing
Permitted uses:

- Multi-family housing
- Single-family house
- Temporary lodging (hotel, etc.)

- Conditional uses:
  - Professional offices and similar business use types

Parking
Required Off-street Parking: 1 space per dwelling unit – 5 spaces provided

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Project Description

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97 Cumberland Ave.

Occupying a thin, infill property on the edge of the R-6 district in Munjoy Hill near the intersection of Cumberland Ave. and Washington Avenue, 97 Cumberland Avenue is a proposed small, five-unit multi-family development setting. The property owner is a Portland resident looking to construct a high-performance multi-family building. GO Logic is a Belfast based architecture and construction firm specializing in thermally efficient buildings based on the German Passive House standard. With all of our projects we believe there is an inherent synergy between designing for human comfort and long-term sustainability. If the building's design is based on specific and local climactic conditions well integrated with the building's function, the comfort of occupant and interaction with the site and surrounding buildings will be optimized. When the building envelope is designed and executed well the building will require almost no supplemental heating energy and will provide a stable and comfortable interior environment. The relationship between thermal performance and human comfort results in an inherently compelling architectural response, as climate, form and function work in unison.

Technically, we set a goal for all of our projects to have the energy demand for space heating and cooling reduced to almost zero, allowing for the installation of renewable energy systems to create more energy than is consumed. Our design approach starts with a highly-insulated building shell that makes use of passive solar gain to lower space heating demands, allowing the cost and complexity of the mechanical systems to be minimized. Our target level of energy performance for the building as a whole is the German Passive House standard for space heating and air infiltration, which represents a 90% improvement on the buildings' space heating loads from typical code-complaint construction. These improvements over conventional construction, in conjunction with heat recovery ventilation, result in a building with an extremely small energy demand. Furthermore, due to the minimized heat load, a solar electric system can cover the building's space and domestic water heating demands in most climate regions, resulting in a cost-effective, grid-tied, Energy-Plus building as measured on an annual basis. While all of our projects are designed and built to these standards, we have had officially certified three single-family residences in Maine, Connecticut, and Michigan and one dormitory for Unity College in Unity, Maine. In addition, we have certification pending on the first certified Passive House laboratory in North America for the University of Chicago and a fourth single family residence in Western Massachusetts. We are bringing this design approach to a multi-family building, for the first time, at 97 Cumberland Avenue. It is on track to be the first certified multi-family Passive House in the state of Maine.

The constrained site and solar orientation of 97 Cumberland poses thermal performance challenges. While we would typically take advantage of the sunny Maine winter to provide additional passive solar heating, we have taken different approach here, resulting a more compact building, in keeping with the mass of the surrounding buildings and scale of typical fenestration in the neighborhood. In order to increase the thermal performance for the larger building, the building is divided into two parts by an enclosed common stair allowing each structure to minimize the ratio of exterior wall to enclosed volume. Four one-bedroom apartments and one two-story three-bedroom are spread between the two structures effectively reducing the perceived scale of building as a whole. The site slopes down to the rear of the property allowing covered parking under the back building and reducing the building height along the street front. The roof of the front building is pitched on an angle towards solar south to accommodate a photovoltaic array while the rear building offers a common roof deck surrounded by a screen wall supporting climbing vines continuing down the common stair. We are proposing and exterior finish in keeping with the neighboring industrial buildings along Washington Avenue. We are applying for an Alternative Design Review on this project.

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Design Principals + Standards

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Overall Context

The neighborhood surrounding 97 Cumberland Avenue is unique in that it is a hinge-point between the large-scale, masonry industrial aesthetic of the buildings lining the north side of Washington Avenue and the two and three story clapboard-sided residential buildings of Cumberland Avenue.

While the property is accessed only from Cumberland Avenue, the surrounding topography and grade of Cumberland Avenue allows the West side façade to be fully visible from Washington Street above a gas station and convenient store at 21 Washington Ave.

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The proposed design attempts to negotiate this divide by establishing an industrial-scale west façade facing Washington Avenue. The South façade, facing Cumberland Avenue, takes advantage of the rise in grade toward Cumberland Ave. effectively reducing the height of the building along this more residential street to three stories keeping it consistent with other multi-family buildings to the east.

Additionally, the proposed fenestration coordinates the scale of masonry openings along Washington Avenue with smaller, residential scale openings while maintaining a proportion of un-fenestrated wall consistent with surrounding buildings. We have included several examples of buildings with similar features to those describing our proposal below in the surrounding neighborhood.

Site viewed from Washington Ave - Existing

Site viewed from Washington Ave - Proposed

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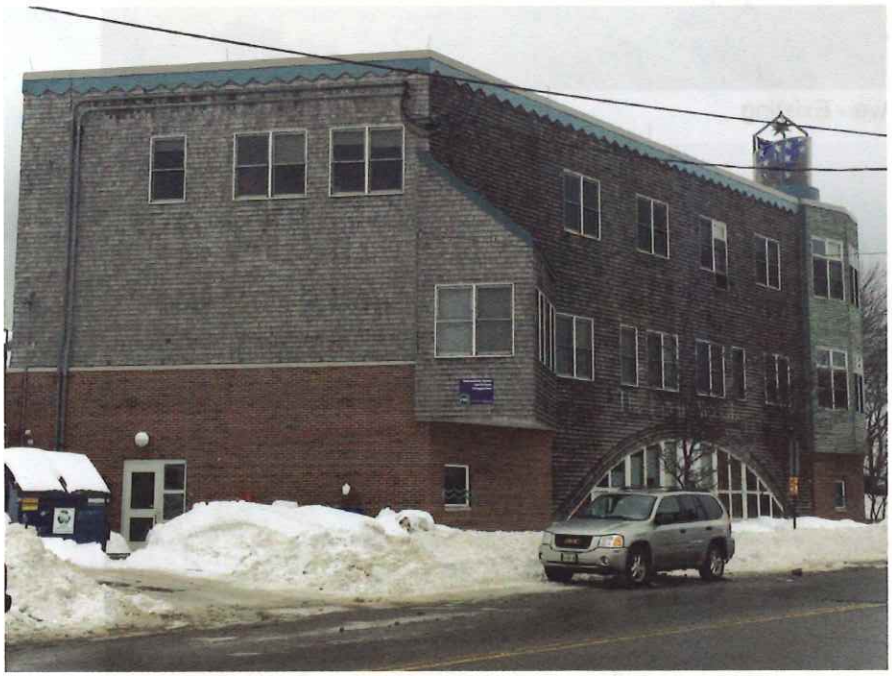
129 Washington Ave



5 Washington Ave

129 Washington Ave

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97 Cumberland Ave: Rendering

96 Sheridan St

59 Cumberland Ave

97 Cumberland Ave

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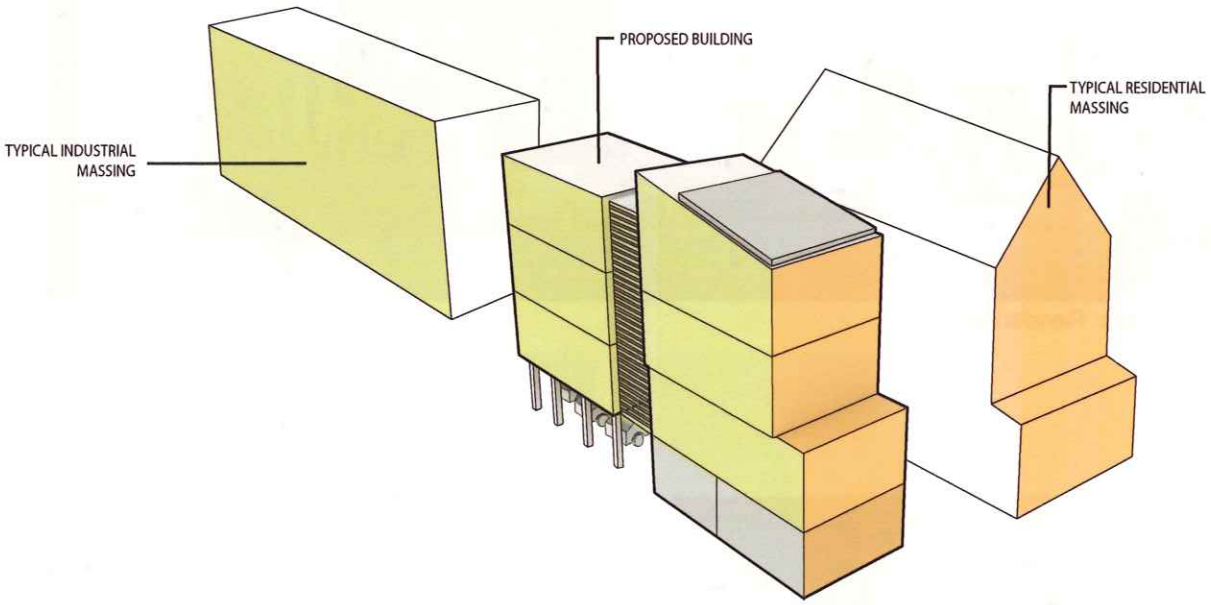
Massing

The intent of the proposed massing of the new building at 97 Cumberland Ave. is, as noted above, to maintain the size and scale of the residential buildings along Cumberland Ave. when viewed from the Northeast while responding to the form and of industrial masonry buildings when viewed from the West along Washington Avenue.



By dividing the building into two structures with a common stair the impression of the overall mass is reduced. The separation between the structures is mitigated by a planted wall of climbing vines, providing shade to the enclosed common stair and a further break in the overall building mass. Further breaking down the mass of the building as viewed along Cumberland Ave., the ground floor dwelling unit extends to the front yard set back providing a recessed and covered ground floor entry and a balcony for the 2nd floor dwelling unit. This serves to further breakdown the mass at the street and reduce the impact of the three-story height by reflecting the mass of traditional porch structures and extended bay windows in the surrounding neighborhood.

(front rendering with everything but entry porch desaturated)

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While the north structure utilizes a flat roof similar to the surrounding masonry buildings, the south building at Cumberland Avenue has a single pitched shed roof oriented specifically to solar south generating a roof form designed to maximize electricity production. The resulting roof area is sufficient to power the heating and cooling systems for both structures. Several instances of single pitched shed roofs are present in the surrounding neighborhood.

97 Cumberland Ave. - Proposed

96 Sheridan St.

3 Greenleaf St.

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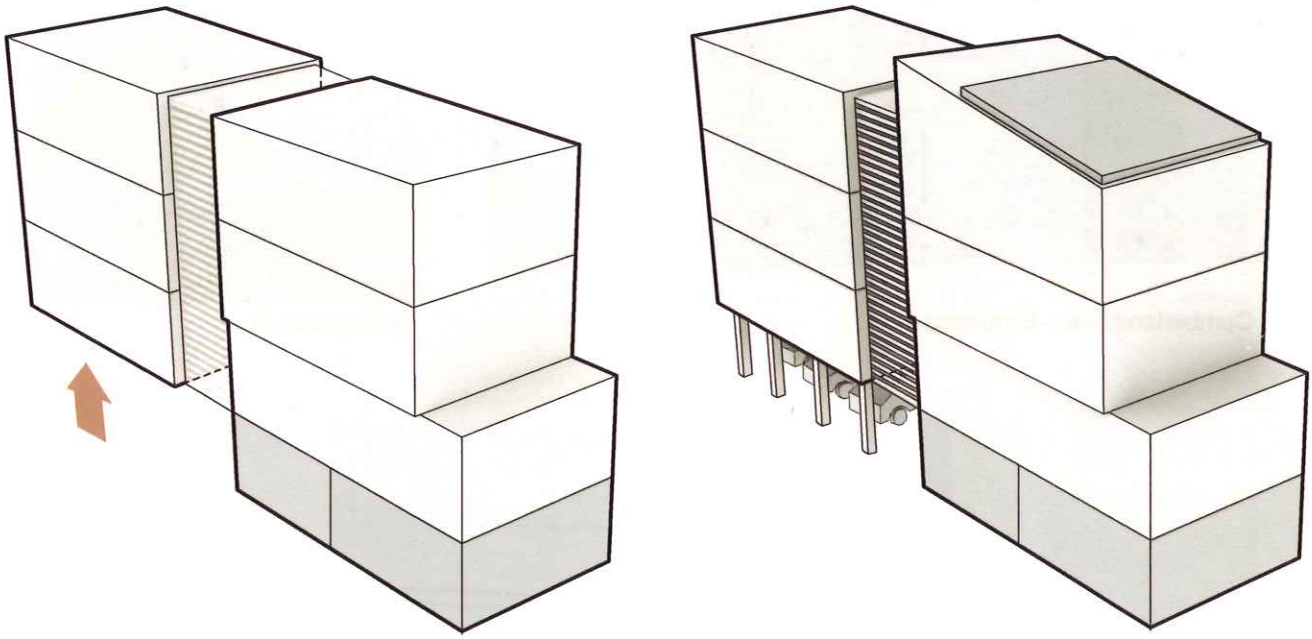
Again, utilizing the natural grade of the site, we have situated an accessory garage under the north structure providing discrete parking concealed from view from the street.



Parking Diagram

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Orientation To Street

We have situated the building to provide clear entry from the street frontage along Cumberland Avenue. The first floor dwelling has direct access to the front yard through a covered and recessed entry deck providing privacy from the street. The finished floor elevation of the street level unit is two feet above the highest portion of public sidewalk, further shielding it from the street. The main access to the common enclosed stair follows an elevated walkway deck effectively separating the common entry from the street level dwelling unit at the street. The walkway is clearly delineated from the site access point along the east edge of the property.

97 Cumberland Ave. - Propsoed Front Entry

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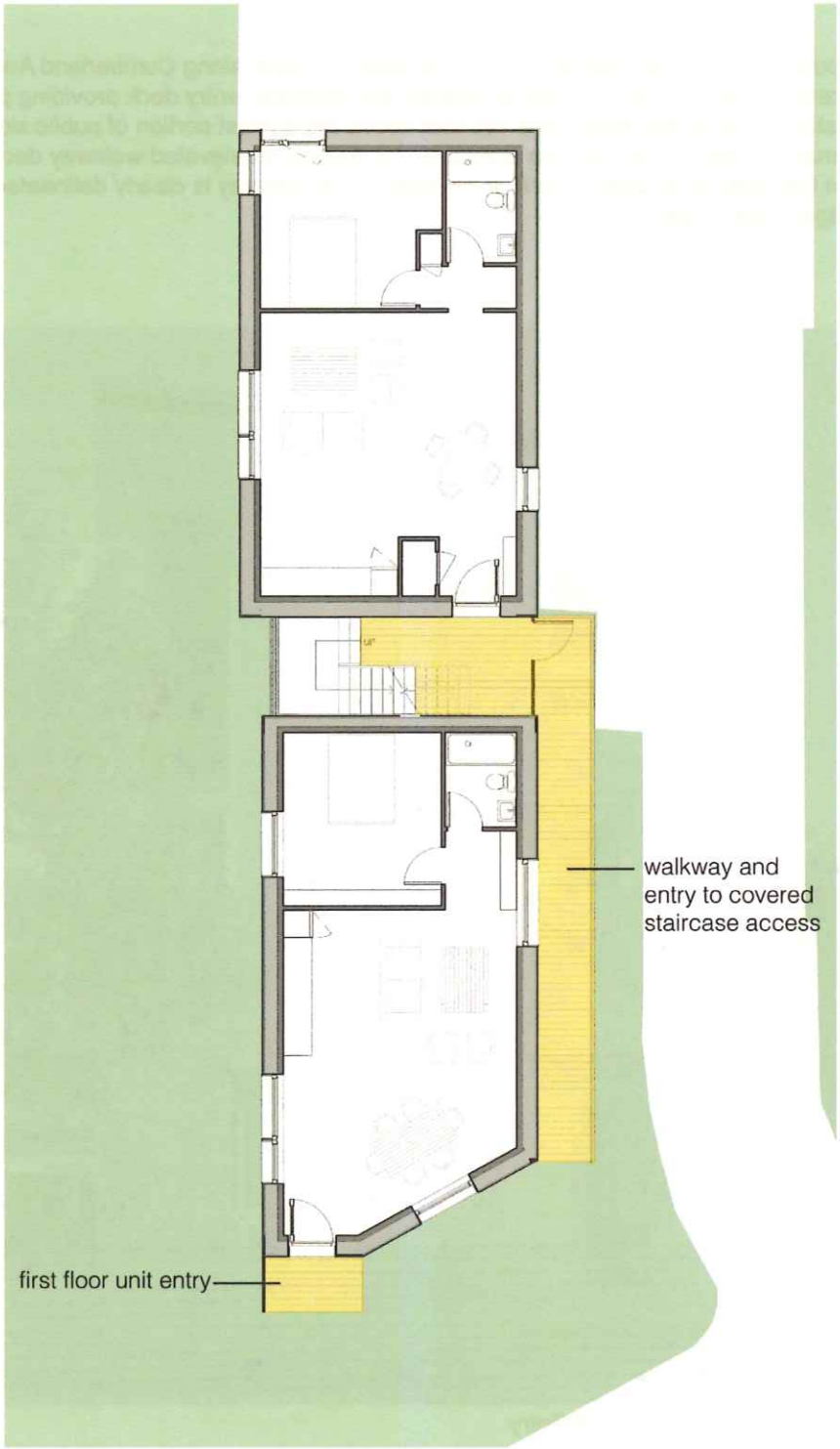

97 Cumberland Ave. - Plan Diagram at Entry

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Proportions and Scale

The proposed building attempts to replicate the proportions and scale of the surrounding residential buildings in height and width. We have paired this compact building scale with fenestration along the façade reflecting the proportions and scale of the glazed openings of the industrial buildings along Washington Avenue.

The surrounding residential buildings lining Cumberland Avenue are, in general, three stories in height and approximately twenty to twenty five feet wide. We have maintained these proportions on the façade facing Cumberland Avenue.

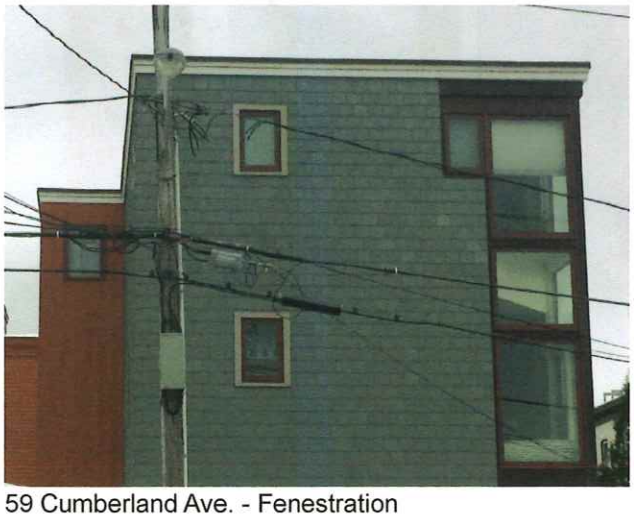
Balance and Articulation

The proposed design strives to maintain a consistency of fenestration throughout within a contemporary architectural language. The openings consist of a repetition of two window sizes. The window heights are consistent on each façade. Further, all window openings are aligned along horizontal datum lines delineating floors.

One tall, vertical window outlines an interior stair of a two-story dwelling unit on the Cumberland Avenue façade. To reduce total building heat loss, the windows on the North and East facades are smaller, but consistent in size.

63 Washington Ave. - Fenestration

97 Cumberland Ave. - Proposed Fenestration



59 Cumberland Ave. - Fenestration

97 Cumberland Ave. - Proposed Fenestration

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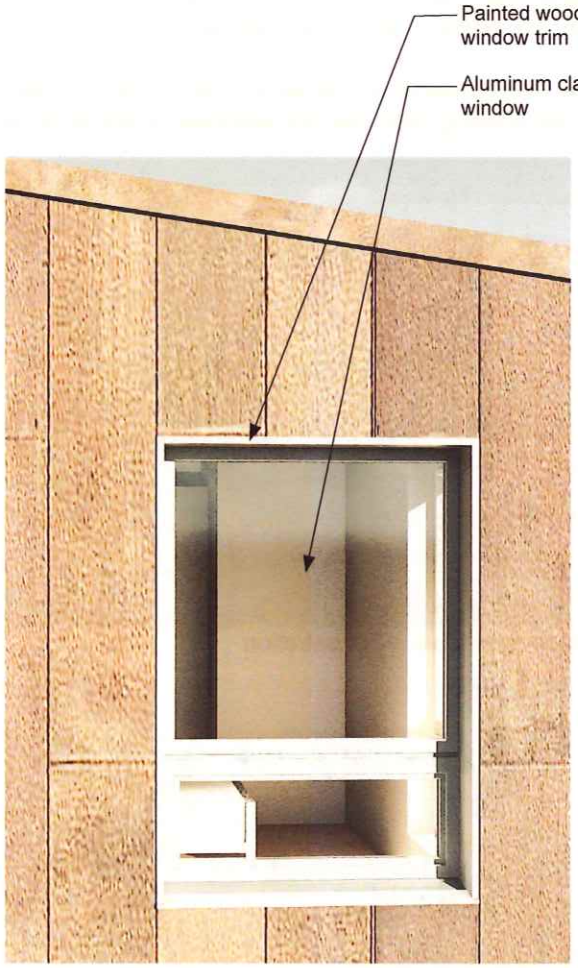
While the building is contemporary in architectural language, we have included modern versions of classic building articulations. All windows are trimmed to the exterior finish in a contrasting finish to the building cladding. The roof fascia provides delineation to the roof line, yet is matched in material to the façade. We have been careful to limit the material palette to the cladding and contrasting trim throughout. Porches (both the entry porch to the first floor dwelling unit along Cumberland Avenue and the main entry porch to the common stair are carefully fit within the overall building volume.
Materials



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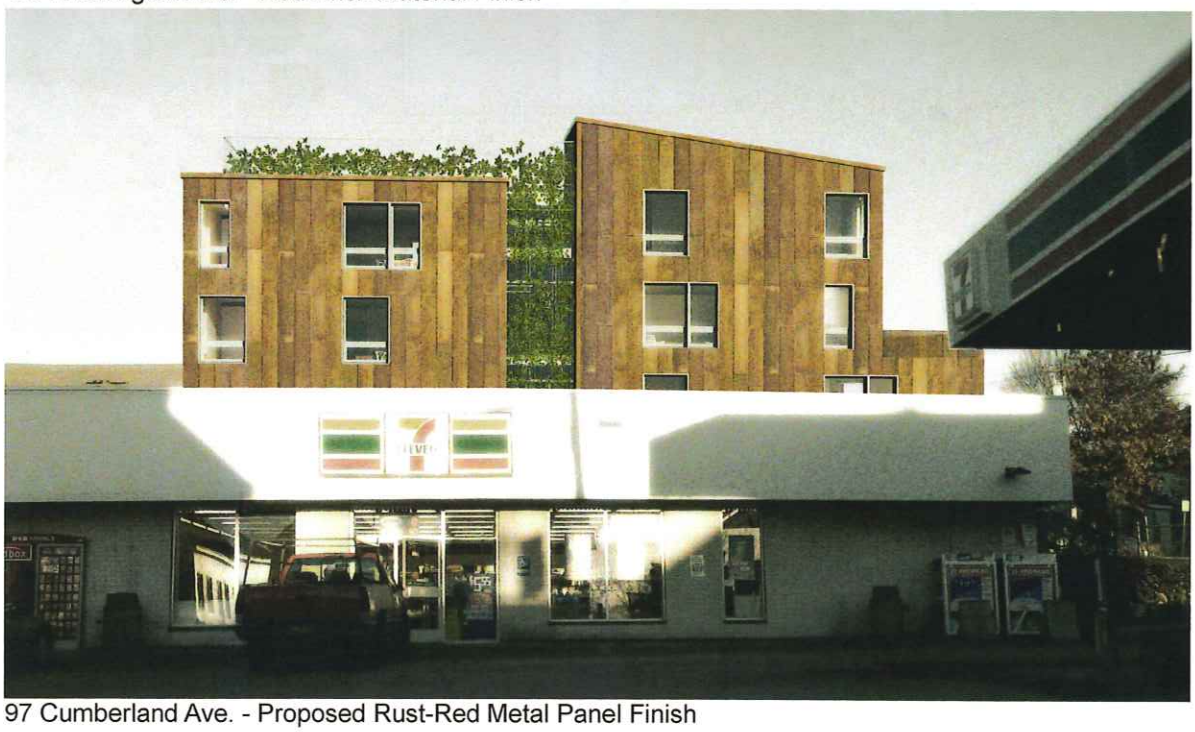
Given the position of the property within the existing local urban context, we feel it is important to establish a visual and material relationship with the industrial buildings along Washington Avenue. We have chosen a metal panel exterior cladding in a rust-red finish to reflect the color and texture of the surrounding masonry buildings.

63 Washington Ave. - Red Brick Material Finish



97 Cumberland Ave. - Proposed Rust-Red Metal Panel Finish

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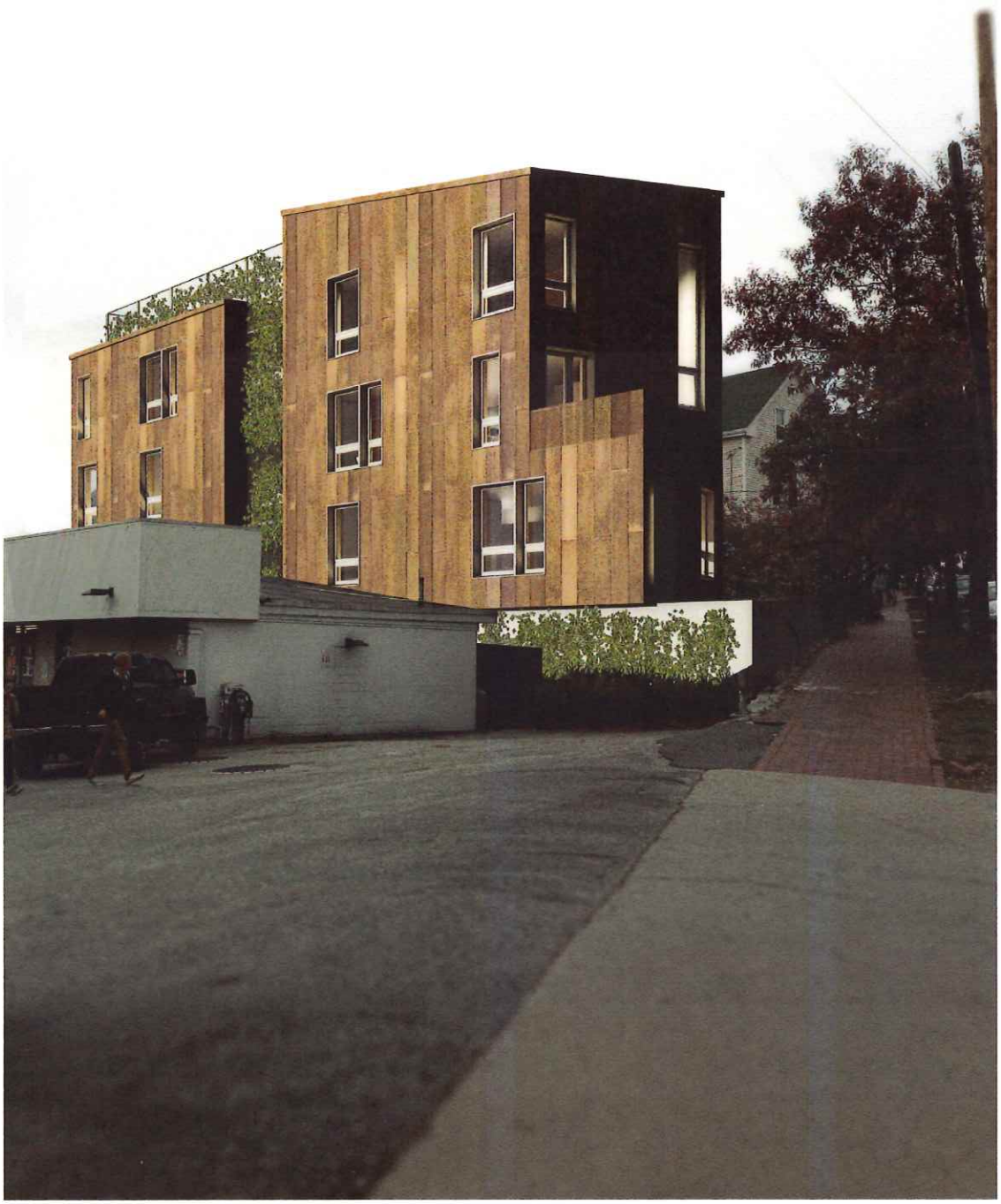

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Evidence of Right, Title and Interest

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Return to:

Peter C. Dugas and Anastasia Antonacos
97 Cumberland Avenue
Portland, ME 04101

WARRANTY DEED

KNOW ALL MEN BY THESE PRESENTS: That I, **John A. Edwards**, of 97 Cumberland Avenue, Portland, Maine for consideration paid, grant to **Peter C. Dugas and Anastasia Antonacos**, of 243 State Street, Portland, ME 04101, as joint tenants with rights of survivorship with WARRANTY COVENANTS:

SEE ATTACHED EXHIBIT A.

MEANING and INTENDING to describe and convey all and the same of the premises conveyed to the grantor herein by deed of Robert A. Arnold and Thuong Arnold dated 5/5/2006 recorded at Book 23929, Page 301 in the Cumberland County Registry of Deeds.

Executed this 12 day of MARCH, 2013

John A. Edwards

State of Oregon
County of Clackamas

03/12/2013

Then personally appeared before me the said John A. Edwards and acknowledged the foregoing to be his voluntary act and deed.

Notary Public/Attorney at Law
Commission expiration: May 22, 2016

OFFICIAL SEAL
JAMI S MEHRER
NOTARY PUBLIC-OREGON
COMMISSION NO. 468672
MY COMMISSION EXPIRES MAY 22, 2016

AA

EXHIBIT A

A certain lot or parcel of land, with the buildings thereon, situated on the northwesterly side of Cumberland Avenue in the City of Portland, County of Cumberland and State of Maine, bounded and described as follows:

Beginning at an iron pin set in the ground at the southwesterly corner of lot numbered three (3) as shown on a certain plot plan of property of Walter A. Gerry at 93 and 97 Cumberland Avenue, Portland, Maine as drawn by Varney Engineering Company, North Windham, Maine, October 8, 1946, a copy of which plot plan is recorded in the Cumberland County Registry of Deeds in Plan Book 32, Page 28, and reference to which plot plan is hereby made; thence northeasterly by Cumberland Avenue forty- three (43) feet to another iron pin set in the ground at the point where lot numbered three (3) and lot numbered one (1) meet; thence northwesterly by the line of lot numbered one (1) one hundred twenty-five and six tenths (125.6) feet to land formerly of Homan; thence westerly by said Homan land forty-two and seventy-five hundreds (42.75) feet to a stake; thence southeasterly one hundred forty-two and five tenths (142.5) feet to Cumberland Avenue at the point of beginning;

Being lot numbered three (3) as shown on said plan.

Together with a right of way over, along and upon said lot numbered one (1) as shown on said plot plan, easterly of and adjacent to the premises herein described.

AA

HEADINVEST

April 9, 2014

To Whom It May Concern:

Re: Peter Dugas and Anastasia Antonacos

HeadInvest, a registered investment advisor, has been asked to provide you with a letter in support of the Dugas' project on Cumberland Avenue in Portland. I am able to report that the Dugas family has been longtime clients of our firm and their funds under our management are sufficient to undertake and complete this project.

If I may be of further assistance, please contact me.

Sincerely,

Stephen D. Poulos

7 Custom House Street, 4TH Floor, Portland, ME 04101
PHONE 207.773.5333 | TOLL-FREE 800.315.5360 | FAX 207.773.1735
www.headinvest.com

March 29, 2014

Dear Neighbor:

Please join us for a neighborhood meeting to discuss our plans for a 5-unit apartment building located at 97 Cumberland Avenue.

Meeting Location: East End Community School Cafeteria
Meeting Date: April 14, 2014
Meeting Time: 7:00 p.m.

(The City Code requires that property owners within 500 feet of the proposed development and residents on an "interested parties list" be invited to participate in a neighborhood meeting. A sign-in sheet will be circulated and minutes of the meeting will be taken. Both the sign-in sheet and minutes will be submitted to the Planning Board.)

If you have any questions, please call 899-2409.

Sincerely,
Peter Dugas
Anastasia Antonacos

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Existing and Proposed Easements, Covenants and Rights-of-way

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Doc#: 47183 Bk:27152 Pg: 57

WARRANTY DEED

KNOW ALL MEN BY THESE PRESENTS, THAT I, **CAROL S. PIKE,** of Portland, County of Cumberland and State of Maine, FOR CONSIDERATION PAID, grant to **CAROL S. PIKE AND JAMES F. PIKE,** both of Portland, County of Cumberland and State of Maine, as joint tenants with WARRANTY COVENANTS, the following described real property located in the City of Portland, County of Cumberland and State of Maine:

A certain lot of parcel of land together with the buildings thereon, situated in Portland, County of Cumberland and State of Maine, and being Lot #1 as delineated on the plan recorded in the Cumberland County Registry of Deeds in Plan Book 32, Page 28, being a Portland of the premises conveyed by deed recorded in said Registry of Deeds in Book 1831, Page 423, and more particularly bounded and described as follows:

Beginning on the Northwesterly sideline of Cumberland Avenue in said Portland at the Southeasterly corner of the premises conveyed by Walter A. Gerry et al to Robert E. McInnis by deed dated October 16, 1946 and recorded in said Registry of Deeds in Book 1848, Page 165; thence Northeasterly by Cumberland Avenue forty seven (47) feet to a point; thence Northerly forty eight and eight tenths (48.8) feet to a point thence Westerly forty one and seven tenths (41.7) feet to a point; thence Southerly seventy one and five tenths (71.5) feet to the point of beginning.

This conveyance is made subject to a right of way over the Westerly portion of the above described premises.

Being the same premises as described in a deed from Citicorp Mortgage, inc. to Carol S. Pike dated June 10, 1996 and recorded in the Cumberland County Registry of Deeds in Book 12557, Page 204.

The premises are conveyed together with and subject to any and all easements or appurtenances of record, insofar as the same are in force and applicable.

Received
Recorded Register of Deeds
Aug 04,2009 11:02:36A
Cumberland County
Pamela E. Lovley

WITNESS my hand(s) and seal(s) this 31st day of July, 2009.

Witness

Carol S. Pike

STATE OF MAINE
COUNTY OF Cumberland, ss. July 31st, 2009

Personally appeared the above-named Carol S. Pike, and acknowledged the foregoing instrument to be her free act and deed.

Before me,

Notary Public/Attorney-at-Law

JENNIFER J. JIPSON
NOTARY PUBLIC, STATE OF MAINE
MY COMMISSION EXPIRES
JULY 13, 2014

EXHIBIT A
97 Cumberland Avenue, Portland, Maine

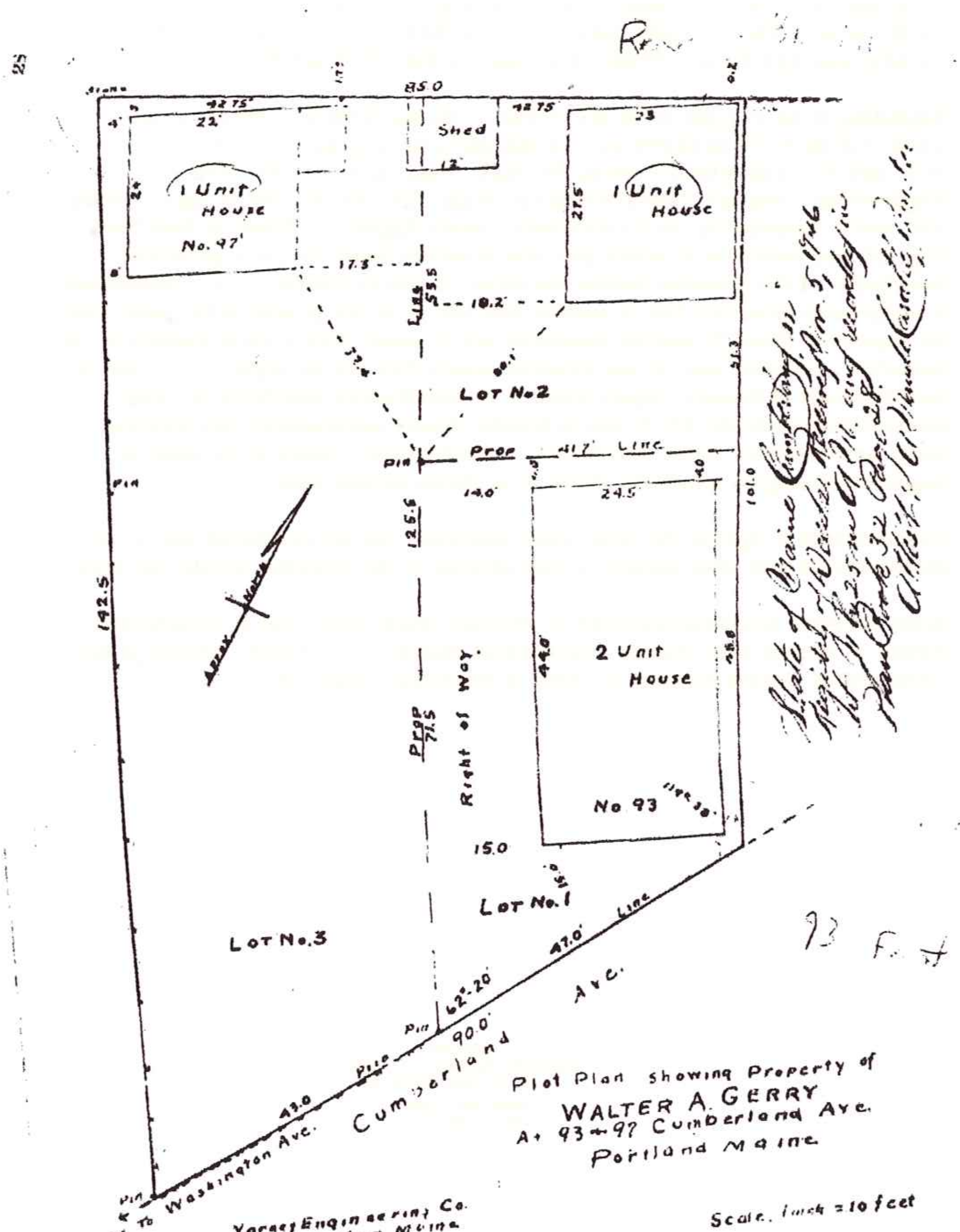
A certain lot or parcel of land, with the buildings thereon, situated on the northwesterly side of Cumberland Avenue in the City of Portland, County of Cumberland and State of Maine, bounded and described as follows:

Beginning at an iron pin set in the ground at the southwesterly corner of lot numbered three (3) as shown on a certain plot plan of property of Walter A. Gerry at 93 and 97 Cumberland Avenue, Portland, Maine as drawn by Varney Engineering Company, North Windham, Maine, October 8, 1946, a copy of which plot plan is recorded in the Cumberland County Registry of Deeds in Plan Book 32, Page 28, and reference to which plot plan is hereby made for more particular description of the premises hereby conveyed: thence northeasterly by Cumberland Avenue forty-three (43) feet to another iron pin set in the ground at the point where lot numbered three (3) and lot numbered one (1) meet; thence northwesterly by the line of lot numbered one (1) one hundred twenty-five and six tenths (125.6) feet to land formerly of Homan; thence westerly by said Homan land forty-two and seventy-five hundreds (42.75) feet to a stake; thence southeasterly one hundred forty-seven and five tenths (147.5) feet to Cumberland Avenue at the point of beginning; being lot numbered three (3) as shown on said plan.

Together with a right of way over, along and upon said lot numbered one (1) as shown on said plot plan, easterly of and adjacent to the premises herein conveyed.

Being the same premises conveyed by warranty deed from Edna L. Granholm to Robert A. Arnold and Thuong Arnold dated March 31, 1976 and recorded in the Cumberland County Registry of Deeds in Book 3827, Page 149.

Received
Recorded Register of Deeds
May 05,2006 02:38:13P
Cumberland County
John B OBrien


85.0
Shed
1 Unit
House
No. 97
1 Unit
House
Lot No.2
Prop 41.7' Line
Pin
24.5
2 Unit
House
No 93
Right of Way
Prop
192.5
Lot No.3
Lot No.1
47.0'
Line
90.0'
43.0
Cumberland Ave.
Washington Ave.
115.0 To Washington Ave.
Plot Plan showing Property of
WALTER A. GERRY
At 93 & 97 Cumberland Ave.
Portland Maine
Varney Engineering Co.
North Windham Maine
Oct. 8 1946
Scale, 1 inch = 10 feet

95

BK16651 PG280

Exhibit A - Property Description

A certain lot or parcel of land with the buildings thereon situated on the northwesterly side of Cumberland Avenue in the City of Portland, County of Cumberland and State of Maine, bounded and described as follows:

Beginning at an iron pin set in the ground where Lots No. 1, No. 2 and No. 3 are joined, as shown on a certain Plot Plan of Property of Walter A. Gerry at 93 and 97 Cumberland Avenue, Portland, Maine as drawn by Varney Engineering Company, North Windham, Maine, October 6, 1946, copy of which Plot Plan is recorded in the Cumberland County Registry of Deeds in Plan Book 32, Page 28 and reference to which Plot Plan is hereby made for a more complete description; thence easterly from said iron pin forty-one and two tenths (41.2) feet; thence northerly fifty-one and two tenths (51.2) feet; thence westerly forty-two and twenty-five hundredths (42.25) feet; thence southerly fifty-three and five (53.5) feet to the point of beginning. Said point of beginning is seventy-one and five tenths (71.5) feet from the front property line of said Walter A. Gerry as shown on said Plot Plan. / Together with the right of way for all purposes from Cumberland Avenue to the property hereby conveyed which is Lot No. 2 on said Plot Plan, over, along and upon Lot No. 1 as shown on said Plot Plan.

For title reference see Deed from Namsnit, Inc., to Robert E. Tinsman, dated May 5, 2000 and recorded in the Cumberland County Registry of Deeds in Book 15462, Page 325.

Being the same premises conveyed to the Grantor herein by virtue of a warranty deed from Robert E. Tinsman dated November 6, 2000 and recorded in the Cumberland County Registry of Deeds in Book 15839, Page 130.

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Traffic Analysis

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SEBAGO TECHNICS

CIVIL ENGINEERING • SURVEYING • LANDSCAPE ARCHITECTURE

Memorandum

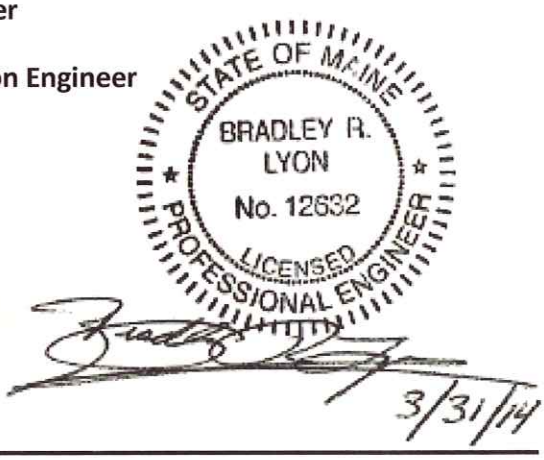
To: **Steven A. Groves, CPSWQ, Sr. Design Engineer**

From: **Bradley R. Lyon, P.E., PTOE, Sr. Transportation Engineer**

Date: **March 31st, 2014**

Project #: **14073**

Subject: **97 Cumberland Avenue, Portland, Maine**



The proposed development of 97 Cumberland Avenue in Portland, Maine is located between Washington Avenue and Romasco Lane. It is our understanding that this development is proposed to be a 3 story, 5 unit apartment building. Per your request, we have reviewed the proposed trip generation as well as existing crash data provided to us by MaineDOT near the vicinity of the site.

Trip Generation

Proposed trip generation has been calculated utilizing the 7th Edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual for Land Use Code (LUC) 223, Mid-Rise Apartment. Table 1, below, summarizes the calculations.

Table 1
Proposed Trip Generation
Land Use Code 223, Mid-Rise Apartment

By Units	Units	Rate (Trips / Dwelling Unit)	Total Trips
Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 AM	5	0.30	2
Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 PM	5	0.39	2
Weekday AM Peak Hour of Generator	5	0.35	2
Weekday PM Peak Hour of Generator	5	0.44	2

Overall, the proposed development will produce a very low volume of trips and therefore will not meet the minimum threshold of 100 peak hour trips and thus will not require a Traffic Movement Permit from the MaineDOT.

Crash Data

Crash data between 2010-2012 from the MaineDOT was reviewed in the project vicinity with no High Crash Locations (HCL's) being identified. HCL's are defined by MaineDOT as locations having a minimum of eight accidents in a three-year period and a critical rate factor greater than one. The crash summary reports as provided by MaineDOT have been attached at the end of this memorandum.

Conclusions

Based on our traffic assessment, we offer the following conclusions:

- The proposed development of 97 Cumberland Avenue in Portland, Maine will generate a very low volume of traffic, with 2 trips in the AM and PM peak hours and therefore will not require a Traffic Movement Permit from the MaineDOT.

- The immediate project vicinity was reviewed and found to not be a High Crash Location using the latest three year period as provided by the MaineDOT (2010-2012).

Enclosures

1. MaineDOT Crash Summary Reports

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☑ Crash Summary I - Single Node ☐ Section Detail ☑ Crash Summary II ☐ 1320 Public ☐ 1320 Private ☐ 1320 Summary

REPORT DESCRIPTION

Romasco Ln. @ Cumberland Ave.

REPORT PARAMETERS

Year 2010, Start Month 1 through Year 2012 End Month: 12

Route: 0560428	Start Node: 18873	Start Offset: 0	☐ Exclude First Node
	End Node: 18873	End Offset: 0	☐ Exclude Last Node

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
18873	0560428 - 0	Int of CUMBERLAND AV ROMASCO ST	2	0	0	0	0	0	0	0.0	1.392	0.00	0.49	0.00
												Statewide Crash Rate:	0.14	
Study Years:	3.00	NODE TOTALS:		0	0	0	0	0	0	0.0	1.392	0.00	0.49	0.00

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM												Hour of Day													
													PM													
Day Of Week	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	Un	Tot
SUNDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MONDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TUESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WEDNESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
THURSDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FRIDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SATURDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Vehicle Counts by Type

Unit Type	Total
1-Passenger Car	0
2-(Sport) Utility Vehicle	0
3-Passenger Van	0
4-Cargo Van (10K lbs or Less)	0
5-Pickup	0
6-Motor Home	0
7-School Bus	0
8-Transit Bus	0
9-Motor Coach	0
10-Other Bus	0
11-Motorcycle	0
12-Moped	0
13-Low Speed Vehicle	0
14-Autocycle	0
15-Experimental	0
16-Other Light Trucks (10,000 lbs or Less)	0
17-Medium/Heavy Trucks (More than 10,000 lbs)	0
18-ATV - (4 wheel)	0
20-ATV - (2 wheel)	0
21-Snowmobile	0
22-Pedestrian	0

Unit Type	Total
23-Bicyclist	0
24-Witness	0
25-Other	0
Total	0

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	0	0	0	0	0	0	0
Ran Off Roadway	0	0	0	0	0	0	0
Failed to Yield Right-of-Way	0	0	0	0	0	0	0
Ran Red Light	0	0	0	0	0	0	0
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	0	0	0	0	0	0	0
Improper Turn	0	0	0	0	0	0	0
Improper Backing	0	0	0	0	0	0	0
Improper Passing	0	0	0	0	0	0	0
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	0	0	0	0	0	0	0
Failed to Keep in Proper Lane	0	0	0	0	0	0	0
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	0	0	0	0	0	0	0
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	0	0	0	0	0	0
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	0	0	0	0	0	0	0
Physically Impaired or Handicapped	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	0	0	0	0	0	0
20-24	0	0	0	0	0	0
25-29	0	0	0	0	0	0
30-39	0	0	0	0	0	0
40-49	0	0	0	0	0	0
50-59	0	0	0	0	0	0
60-69	0	0	0	0	0	0
70-79	0	0	0	0	0	0
80-Over	0	0	0	0	0	0
Unknown	0	0	0	0	0	0
Total	0	0	0	0	0	0

Crash Summary II - Characteristics

Most Harmful Event

Most Harmful Event	Total
1-Overturn / Rollover	0
2-Fire / Explosion	0
3-Immersion	0
4-Jackknife	0
5-Cargo / Equipment Loss Or Shift	0
6-Fell / Jumped from Motor Vehicle	0
7-Thrown or Falling Object	0
8-Other Non-Collision	0
9-Pedestrian	0
10-Pedalcycle	0
11-Railway Vehicle - Train, Engine	0
12-Animal	0
13-Motor Vehicle in Transport	0
14-Parked Motor Vehicle	0
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0
16-Work Zone / Maintenance Equipment	0
17-Other Non-Fixed Object	0
18-Impact Attenuator / Crash Cushion	0
19-Bridge Overhead Structure	0
20-Bridge Pier or Support	0
21-Bridge Rail	0
22-Cable Barrier	0
23-Culvert	0
24-Curb	0
25-Ditch	0
26-Embankment	0
27-Guardrail Face	0
28-Guardrail End	0
29-Concrete Traffic Barrier	0
30-Other Traffic Barrier	0
31-Tree (Standing)	0
32-Utility Pole / Light Support	0
33-Traffic Sign Support	0
34-Traffic Signal Support	0
35-Fence	0
36-Mailbox	0
37-Other Post Pole or Support	0
38-Other Fixed Object (wall, building, tunnel, etc.)	0
39-Unknown	0
40-Gate or Cable	0
41-Pressure Ridge	0
Total	0

Traffic Control Devices

Traffic Control Device	Total
1-Traffic Signals (Stop & Go)	0
2-Traffic Signals (Flashing)	0
3-Advisory/Warning Sign	0
4-Stop Signs - All Approaches	0
5-Stop Signs - Other	0
6-Yield Sign	0
7-Curve Warning Sign	0
8-Officer, Flagman, School Patrol	0
9-School Bus Stop Arm	0
10-School Zone Sign	0
11-R.R. Crossing Device	0
12-No Passing Zone	0
13-None	0
14-Other	0
Total	0

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	
A	0	
B	0	
C	0	
PD	0	0
Total	0	0

Road Character

Road Grade	Total
1-Level	0
2-On Grade	0
3-Top of Hill	0
4-Bottom of Hill	0
5-Other	0
Total	0

Light

Light Condition	Total
1-Daylight	0
2-Dawn	0
3-Dusk	0
4-Dark - Lighted	0
5-Dark - Not Lighted	0
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	0

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2010	2011	2012	Total
JANUARY	0	0	0	0
FEBRUARY	0	0	0	0
MARCH	0	0	0	0
APRIL	0	0	0	0
MAY	0	0	0	0
JUNE	0	0	0	0
JULY	0	0	0	0
AUGUST	0	0	0	0
SEPTEMBER	0	0	0	0
OCTOBER	0	0	0	0
NOVEMBER	0	0	0	0
DECEMBER	0	0	0	0
Total	0	0	0	0

Report is limited to the last 10 years of data.

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End / Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Head-on / Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☑ Crash Summary I - Single Node ☐ Section Detail ☑ Crash Summary II ☐ 1320 Public ☐ 1320 Private ☐ 1320 Summary

REPORT DESCRIPTION

Cumberland Ave. @ Washington Ave

REPORT PARAMETERS

Year 2010, Start Month 1 through Year 2012 End Month: 12

Route: 0026X	Start Node: 19042	Start Offset: 0	☐ Exclude First Node
	End Node: 19042	End Offset: 0	☐ Exclude Last Node

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
19042	0026X - 0	Int of CUMBERLAND AV WASHINGTON AV	9	12	0	0	1	3	8	33.3	4.890	0.82	1.14	0.00
												Statewide Crash Rate:	0.64	
Study Years:	3.00	NODE TOTALS:		12	0	0	1	3	8	33.3	4.890	0.82	1.14	0.71

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM												PM												
	Hour of Day																								
Day Of Week	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	Un	Tot
SUNDAY	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	3
MONDAY	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
TUESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
WEDNESDAY	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
THURSDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	3
FRIDAY	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SATURDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Totals	0	1	0	0	0	0	0	1	1	1	0	0	0	2	1	0	0	1	2	0	0	0	1	1	0	12

Vehicle Counts by Type

Unit Type	Total
1-Passenger Car	15
2-(Sport) Utility Vehicle	3
3-Passenger Van	2
4-Cargo Van (10K lbs or Less)	0
5-Pickup	1
6-Motor Home	0
7-School Bus	0
8-Transit Bus	0
9-Motor Coach	0
10-Other Bus	0
11-Motorcycle	0
12-Moped	0
13-Low Speed Vehicle	0
14-Autocycle	0
15-Experimental	0
16-Other Light Trucks (10,000 lbs or Less)	0
17-Medium/Heavy Trucks (More than 10,000 lbs)	1
18-ATV - (4 wheel)	0
20-ATV - (2 wheel)	0
21-Snowmobile	0
22-Pedestrian	0

Unit Type	Total
23-Bicyclist	1
24-Witness	5
25-Other	0
Total	28

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	2	4	0	0	0	0	6
Ran Off Roadway	0	0	0	0	0	0	0
Failed to Yield Right-of-Way	0	2	0	0	0	0	2
Ran Red Light	0	0	0	0	0	0	0
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	1	0	0	0	0	0	1
Drove Too Fast For Conditions	2	0	0	0	0	0	2
Improper Turn	0	0	0	0	0	0	0
Improper Backing	0	0	0	0	0	0	0
Improper Passing	1	0	0	0	0	0	1
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	0	1	0	0	0	0	1
Failed to Keep in Proper Lane	0	0	0	0	0	0	0
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	0	0	0	0	0	0	0
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	0	0	0	0	0	0
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0
Total	6	7	0	0	0	0	13

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	11	10	0	0	0	1	22
Physically Impaired or Handicapped	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
Total	11	10	0	0	0	1	22

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	1	0	0	0	0	1
20-24	2	0	0	0	0	2
25-29	5	0	0	0	0	5
30-39	6	0	0	0	0	6
40-49	3	0	0	0	0	3
50-59	3	0	0	0	0	3
60-69	0	0	0	0	0	0
70-79	1	0	0	0	0	1
80-Over	0	0	0	0	0	0
Unknown	1	1	0	0	0	2
Total	22	1	0	0	0	23

Crash Summary II - Characteristics

Most Harmful Event

Most Harmful Event	Total
1-Overturn / Rollover	0
2-Fire / Explosion	0
3-Immersion	0
4-Jackknife	0
5-Cargo / Equipment Loss Or Shift	0
6-Fell / Jumped from Motor Vehicle	0
7-Thrown or Falling Object	0
8-Other Non-Collision	0
9-Pedestrian	0
10-Pedalcycle	1
11-Railway Vehicle - Train, Engine	0
12-Animal	0
13-Motor Vehicle in Transport	9
14-Parked Motor Vehicle	0
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0
16-Work Zone / Maintenance Equipment	0
17-Other Non-Fixed Object	0
18-Impact Attenuator / Crash Cushion	0
19-Bridge Overhead Structure	0
20-Bridge Pier or Support	0
21-Bridge Rail	0
22-Cable Barrier	0
23-Culvert	0
24-Curb	0
25-Ditch	0
26-Embankment	0
27-Guardrail Face	0
28-Guardrail End	0
29-Concrete Traffic Barrier	0
30-Other Traffic Barrier	0
31-Tree (Standing)	0
32-Utility Pole / Light Support	0
33-Traffic Sign Support	0
34-Traffic Signal Support	0
35-Fence	0
36-Mailbox	0
37-Other Post Pole or Support	0
38-Other Fixed Object (wall, building, tunnel, etc.)	0
39-Unknown	0
40-Gate or Cable	0
41-Pressure Ridge	0
Total	10

Traffic Control Devices

Traffic Control Device	Total
1-Traffic Signals (Stop & Go)	10
2-Traffic Signals (Flashing)	2
3-Advisory/Warning Sign	0
4-Stop Signs - All Approaches	0
5-Stop Signs - Other	0
6-Yield Sign	0
7-Curve Warning Sign	0
8-Officer, Flagman, School Patrol	0
9-School Bus Stop Arm	0
10-School Zone Sign	0
11-R.R. Crossing Device	0
12-No Passing Zone	0
13-None	0
14-Other	0
Total	12

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	1	1
C	3	3
PD	8	0
Total	12	4

Road Character

Road Grade	Total
1-Level	9
2-On Grade	2
3-Top of Hill	0
4-Bottom of Hill	1
5-Other	0
Total	12

Light

Light Condition	Total
1-Daylight	6
2-Dawn	0
3-Dusk	0
4-Dark - Lighted	6
5-Dark - Not Lighted	0
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	12

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2010	2011	2012	Total
JANUARY	0	1	0	1
FEBRUARY	2	0	1	3
MARCH	0	0	0	0
APRIL	0	0	0	0
MAY	0	0	0	0
JUNE	0	0	2	2
JULY	1	0	0	1
AUGUST	0	0	1	1
SEPTEMBER	0	0	0	0
OCTOBER	1	1	0	2
NOVEMBER	0	0	0	0
DECEMBER	1	0	1	2
Total	5	2	5	12

Report is limited to the last 10 years of data.

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End / Sideswipe	0	0	0	5	0	0	0	0	0	0	0	0	0	5
Head-on / Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	0	5	0	0	0	0	0	0	0	0	0	5
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	0	0	0	1	0	0	0	0	0	0	0	0	0	1
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	12	0	0	0	0	0	0	0	0	0	12

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	2	0	0	0	0	0	0	0	0	0	0	2
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	5	0	0	0	0	0	0	0	0	0	0	5
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	1	0	0	0	0	0	0	0	0	0	0	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	2	2
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	1	1
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	1	0	0	0	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	8	0	0	0	0	0	0	1	0	0	0	12

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☑ Crash Summary I - Single Element	☐ Section Detail	☑ Crash Summary II	☐ 1320 Public	☐ 1320 Private	☐ 1320 Summary

REPORT DESCRIPTION

link

REPORT PARAMETERS

Year 2010, Start Month 1 through Year 2012 End Month: 12

Route: 0561238	Start Node: 19042	Start Offset: 0	☑ Exclude First Node
	End Node: 18873	End Offset: 0	☑ Exclude Last Node

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
18873	19042	194519	0 - 0.07	0561238 - 1.04	0.07	2	1	0	0	0	0	1	0.0	0.00096	347.53	1043.65	0.00
Int of CUMBERLAND AV ROMASCO ST				RD INV 05 61238											Statewide Crash Rate: 336.50		
Study Years: 3.00				Section Totals:	0.07		1	0	0	0	0	1	0.0	0.00096	347.53	1043.64	0.33

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
18873	19042	194519	0 - 0.07	0561238 - 1.04	1	0	0	0	0	1	2012-45905	12/02/2012	1.05	PD
				Totals:	1	0	0	0	0	1				

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM												Hour of Day													
													PM													
Day Of Week	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	Un	Tot
SUNDAY	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
MONDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TUESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WEDNESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
THURSDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FRIDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SATURDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Vehicle Counts by Type

Unit Type	Total
1-Passenger Car	1
2-(Sport) Utility Vehicle	0
3-Passenger Van	0
4-Cargo Van (10K lbs or Less)	0
5-Pickup	0
6-Motor Home	0
7-School Bus	0
8-Transit Bus	0
9-Motor Coach	0
10-Other Bus	0
11-Motorcycle	0
12-Moped	0
13-Low Speed Vehicle	0
14-Autocycle	0
15-Experimental	0
16-Other Light Trucks (10,000 lbs or Less)	0
17-Medium/Heavy Trucks (More than 10,000 lbs)	0
18-ATV - (4 wheel)	0
20-ATV - (2 wheel)	0
21-Snowmobile	0
22-Pedestrian	0
23-Bicyclist	0
24-Witness	0
25-Other	0
Total	1

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	1	0	0	0	0	0	1
Ran Off Roadway	0	0	0	0	0	0	0
Failed to Yield Right-of-Way	0	0	0	0	0	0	0
Ran Red Light	0	0	0	0	0	0	0
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	0	0	0	0	0	0	0
Improper Turn	0	0	0	0	0	0	0
Improper Backing	0	0	0	0	0	0	0
Improper Passing	0	0	0	0	0	0	0
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	0	0	0	0	0	0	0
Failed to Keep in Proper Lane	0	0	0	0	0	0	0
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	0	0	0	0	0	0	0
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	0	0	0	0	0	0
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	1

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	1	0	0	0	0	0	1
Physically Impaired or Handicapped	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	1

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	0	0	0	0	0	0
20-24	0	0	0	0	0	0
25-29	0	0	0	0	0	0
30-39	0	0	0	0	0	0
40-49	1	0	0	0	0	1
50-59	0	0	0	0	0	0
60-69	0	0	0	0	0	0
70-79	0	0	0	0	0	0
80-Over	0	0	0	0	0	0
Unknown	0	0	0	0	0	0
Total	1	0	0	0	0	1

Crash Summary II - Characteristics

Most Harmful Event

Most Harmful Event	Total
1-Overturn / Rollover	0
2-Fire / Explosion	0
3-Immersion	0
4-Jackknife	0
5-Cargo / Equipment Loss Or Shift	0
6-Fell / Jumped from Motor Vehicle	0
7-Thrown or Falling Object	0
8-Other Non-Collision	0
9-Pedestrian	0
10-Pedalcycle	0
11-Railway Vehicle - Train, Engine	0
12-Animal	0
13-Motor Vehicle in Transport	0
14-Parked Motor Vehicle	1
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0
16-Work Zone / Maintenance Equipment	0
17-Other Non-Fixed Object	0
18-Impact Attenuator / Crash Cushion	0
19-Bridge Overhead Structure	0
20-Bridge Pier or Support	0
21-Bridge Rail	0
22-Cable Barrier	0
23-Culvert	0
24-Curb	0
25-Ditch	0
26-Embankment	0
27-Guardrail Face	0
28-Guardrail End	0
29-Concrete Traffic Barrier	0
30-Other Traffic Barrier	0
31-Tree (Standing)	0
32-Utility Pole / Light Support	0
33-Traffic Sign Support	0
34-Traffic Signal Support	0
35-Fence	0
36-Mailbox	0
37-Other Post Pole or Support	0

Most Harmful Event	Total
38-Other Fixed Object (wall, building, tunnel, etc.)	0
39-Unknown	0
40-Gate or Cable	0
41-Pressure Ridge	0
Total	1

Traffic Control Devices

Traffic Control Device	Total
1-Traffic Signals (Stop & Go)	0
2-Traffic Signals (Flashing)	0
3-Advisory/Warning Sign	0
4-Stop Signs - All Approaches	0
5-Stop Signs - Other	0
6-Yield Sign	0
7-Curve Warning Sign	0
8-Officer, Flagman, School Patrol	0
9-School Bus Stop Arm	0
10-School Zone Sign	0
11-R.R. Crossing Device	0
12-No Passing Zone	0
13-None	1
14-Other	0
Total	1

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	0	0
C	0	0
PD	1	0
Total	1	0

Road Character

Road Grade	Total
1-Level	1
2-On Grade	0
3-Top of Hill	0
4-Bottom of Hill	0
5-Other	0
Total	1

Light

Light Condition	Total
1-Daylight	0
2-Dawn	0
3-Dusk	0
4-Dark - Lighted	0
5-Dark - Not Lighted	0
6-Dark - Unknown Lighting	1
7-Unknown	0
Total	1

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2010	2011	2012	Total
JANUARY	0	0	0	0
FEBRUARY	0	0	0	0
MARCH	0	0	0	0
APRIL	0	0	0	0
MAY	0	0	0	0
JUNE	0	0	0	0
JULY	0	0	0	0
AUGUST	0	0	0	0
SEPTEMBER	0	0	0	0
OCTOBER	0	0	0	0
NOVEMBER	0	0	0	0
DECEMBER	0	0	1	1
Total	0	0	1	1

Report is limited to the last 10 years of data.

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End / Sideswipe	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Head-on / Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	0	0	0	0	0	0	1

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	1	0	0	0	0	0	0	0	0	0	1
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	1	0	0	0	0	0	0	0	0	0	1

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CITY OF PORTLAND WASTEWATER CAPACITY APPLICATION

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

Date: 3/17/14

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

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

Site Address: 97 Cumberland Ave

(Regarding addressing, please contact Leslie Kaynor, either at 756-8346, or at LMK@portlandmaine.gov)

Chart Block Lot Number:

Proposed Use: 5-Unit Residential Building

Previous Use: Single Family -7 bedroom

Existing Sanitary Flows: 270 to 360 gpd

Existing Process Flows: None

Description and location of City sewer, at proposed building sewer lateral connection:
See previously attached plans

Site Category:

Commercial	
Industrial *(complete part 4 below)*	
Governmental	
Residential	X
Other *(specify)*	

Clearly, indicate the proposed connection, on the submitted plans.

2. Please, Submit Domestic Wastewater Design Flow Calculations.

Estimated Domestic Wastewater Flow Generated: 5-units with total 7 bedrooms 630 GPD

Peaking Factor/ Peak Times: Peaking Factor 7 assume 6-8:30am and 5-9:00pm

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: Mr. Peter Dugus

Owner/Developer Address: 243 State Street

Phone: 207-899-2409 Fax: E-mail:dugas3@gmail.com

Engineering Consultant Name: Sebago Technics, Inc.

Engineering Consultant Address: Suite 1A 75 John Roberts Rd. South Portland

Phone: 200-2064 Fax:856-2206 E-mail:

City Planner's Name: Barbara Barhydt Phone: 207 874 8699

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: N/A 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): *(http://www.osha.gov/oshstats/sicser.html)*

Peaking Factor/Peak Process Times: _____

Note: On the submitted plans, please show the locations, where the building's sanitary, and process water sewer laterals, exit the facility, where they enter the city's sewer, the location of any control manholes, wet wells, or other access points, and the locations of any filters, strainers, or grease traps.

Notes, Comments, or Calculations:

_____

Daily Flow Rate:
90gpd x 7 bedroom = 630gpd

Peak Flow Rate:
630/(24hrs x60m) = 0.44gpm x 7(peaking factor) = 3.1gpm

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Storm Water Management Plan

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SEBAGO
TECHNICS

CIVIL ENGINEERING • SURVEYING • LANDSCAPE ARCHITECTURE

STORMWATER MANAGEMENT PLAN

for

97 Cumberland Avenue
Portland, Maine

prepared for

Peter Dugas
243 State Street
Portland, ME 04101

March 2014

75 John Roberts Road – Suite 1A, South Portland, ME 04106-6963 • 207.856.0277 • 207.856.2206

TABLE OF CONTENTS

STORMWATER MANAGEMENT PLAN

97 Cumberland Avenue
Portland, Maine

I. Introduction

This Stormwater Management Plan has been prepared to address the potential impacts associated with this project due to the proposed modification in stormwater runoff characteristics. The stormwater management controls that are outlined in this plan have been designed based on commonly accepted engineering methods and to comply with applicable regulatory requirements.

II. Existing Conditions

The site is located at 97 Cumberland Avenue and behind the 7-Eleven Convenience Store on Washington Ave. The lot has been occupied as a residential house for many years until it was recently demolished due to the declining condition of the structure. The pre-existing home was located in the far northwest corner of the lot. The home was accessed from an existing gravel driveway which is also shared by 93-95 Cumberland Ave. The land cover is mostly lawn and driveway. The topography slopes steeply from east to west towards 7-Eleven. The only other vegetation is evasive plants growing along the fence & retaining wall separating parcel from the 7-Eleven.

A. Surface Water Features

There is no surface water features.

B. Site Topography

The topography slopes steeply at 20% to 30% from east to west at the southerly end and moderately at 3% to 6% central portion of the site. The existing driveway slopes 12% away from Cumberland Ave.

C. Soils

Soil characteristics were obtained from the Soil Conservation Service (SCS) Medium Intensity Soil Survey of Cumberland County. Soils identified on the site are identified below in Table 1. These soil boundaries have been identified on the attached Watershed Maps.

Table 1 – Proximity Soil Types and Characteristics		
Soil Type	Symbol	HSG
Hinckley gravelly Sandy Loam		A

The hydrologic soil group (HSG) designation is based on a rating of the relative permeability of a soil, with Group "A" being extremely permeable such as coarse sand, to Group "D" having low permeability such as clay.

D. Historic Flooding

There are no apparent flooding problems associated with this site. Additionally, the Federal Emergency Management Agency (FEMA) has not identified a flood hazard area on the project site.

III. Proposed Development

The applicant plans to construct a new 5-Unit residential building. Associated work will include a new paved access drive, concrete block retaining wall and an Infiltration Basin.

A. Alterations to Land Cover

The proposed development will include a new three story residential building with five living units. The proposed development includes an approximately 2,900 sf of new impervious area footprint including 1,790 for the building foot print and 1,110 sf of driveway.

V. Regulatory Requirements

A. City of Portland, Maine

This project is required to meet Chapter 500 standards to the regulations of Maine DEP Chapter 500 Stormwater Management Rules, including Basic, General and Flooding standards:

The Stormwater standards will require treatment for runoff from the new impervious area less the existing impervious (prior to November 2005). The net treatment area is approximately 2,280 sf.

VI. Stormwater Management Best Management Practices (BMPs)

Stormwater runoff from the project site will receive water quality treatment and attenuation of peak runoff management through the construction of stormwater BMPs consisting of an Infiltration Basin.

A. Infiltration Basin

The Infiltration Basin will receive stormwater runoff from the access driveway and off-site residential block area up to Romasco Lane (see enclosed watershed map). Stormwater runoff that is collected in Infiltration Basin will pond-up temporarily and filter through the soil media. In larger storms once the surface runoff exceeds basin capacity, runoff will discharge over a rip rap spillway. Overflow Stormwater runoff from the infiltration basin eventually will drain west across the adjacent to the parking lot to Washington Avenue storm drain system. This is similar to the pre-development drainage pattern.

VII. Water Quality Analysis

In accordance with City of Portland Technical Design Manual and Maine DEP Chapter 500 we have provided stormwater quality treatment. We have provided stormwater quality treatment for approximately 2,280 s.f. of impervious surfaces (See Attachment C for Calculations).

VIII. Peak Flow Analysis

In order to evaluate drainage characteristics as a result of the proposed development activities, a quantitative analysis was performed to determine peak rates of runoff for the 2, 10 and 25-year storms in the pre and post-development conditions. The evaluation was performed using the methodology outlined in the USDA Soil Conservation Service's "Urban Hydrology for Small Watersheds - Technical Release #55 (TR-55)". HydroCAD computer software was used to perform the calculations.

The results of the stormwater runoff calculations for the pre-development and post-development conditions are summarized in the tables below.

Pre-development vs. Post-development Peak Flow Summary at Sub-area 1 & Pond 1			
Reach 2	2-year Peak Flow (cfs)	10-year Peak Flow (cfs)	25-year Peak Flow (cfs)
Pre-development	0.45	1.03	1.33
Post-development	0.24	1.04	1.34
Change	-0.21	0.01	0.01

In order to mitigate peak flows and treat this expected increase, infiltration basin will be constructed. The infiltration basin will collect stormwater runoff and limit peak discharge rates to pre-development rates. There is a small decrease in the 2 year event where the majority of the storm events occur.

IX. Conclusions

This Stormwater Management Plan has been designed with erosion and sedimentation controls, inspection and maintenance procedures and general housekeeping requirements to prevent unreasonable impacts to the surrounding environment and to provide a long-term plan for management of stormwater runoff from the site. Stormwater runoff should be adequately managed for the project if carried out in accordance with the design plans.

Prepared by,

SEBAGO TECHNICS, INC.

Steven A. Groves, CPSWQ
Project Engineer

Robert A. McSorley, P.E.
Senior Project Manager

STATE OF MAINE
ROBERT A. McSORLEY
No. 8588
LICENSED
PROFESSIONAL ENGINEER

4/1/14

SAG:sag/jsf

March 26, 2014

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250 Goddard Rd. - Suite 8
Lewiston, ME 40240
Tel. 207-783-5656

WATERSHED MAP
OF 97 CUMBERLAND AVENUE

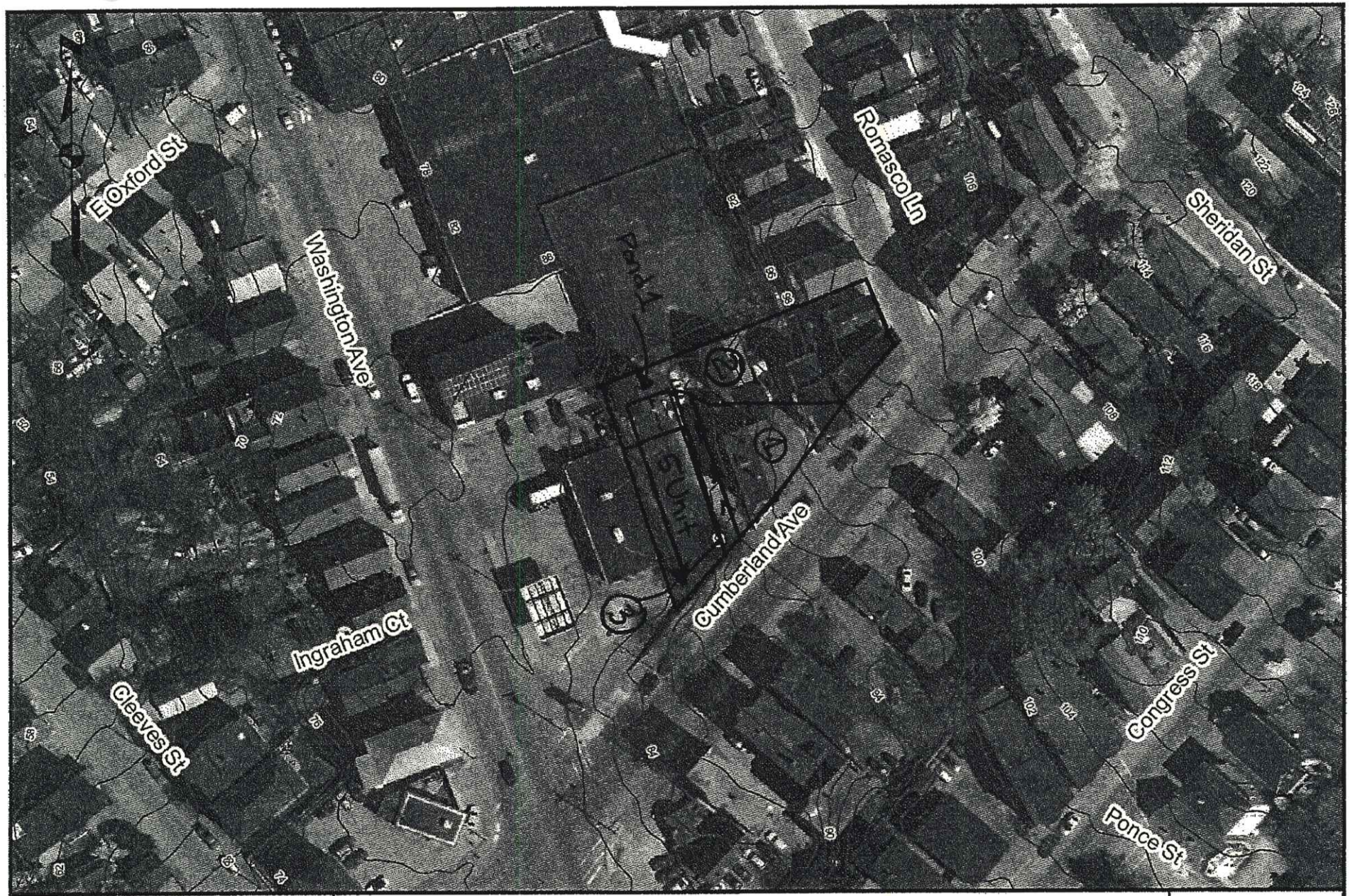
SCALE:	1" = 80'
DATE:	03/18/14

LOCATION:
97 CUMBERLAND AVENUE
PORTLAND, MAINE

FOR:
PETER DUGAS

INFORMATION:
IMAGERY ACQUIRED SPRING 2012
GIS DATA FROM THE CITY OF PORTLAND
AND MAINE GIS

14073GIS.m.



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Lewiston, ME 40240
Tel. 207-783-5656

WATERSHED MAP
OF 97 CUMBERLAND AVENUE

SCALE: 1" = 80'

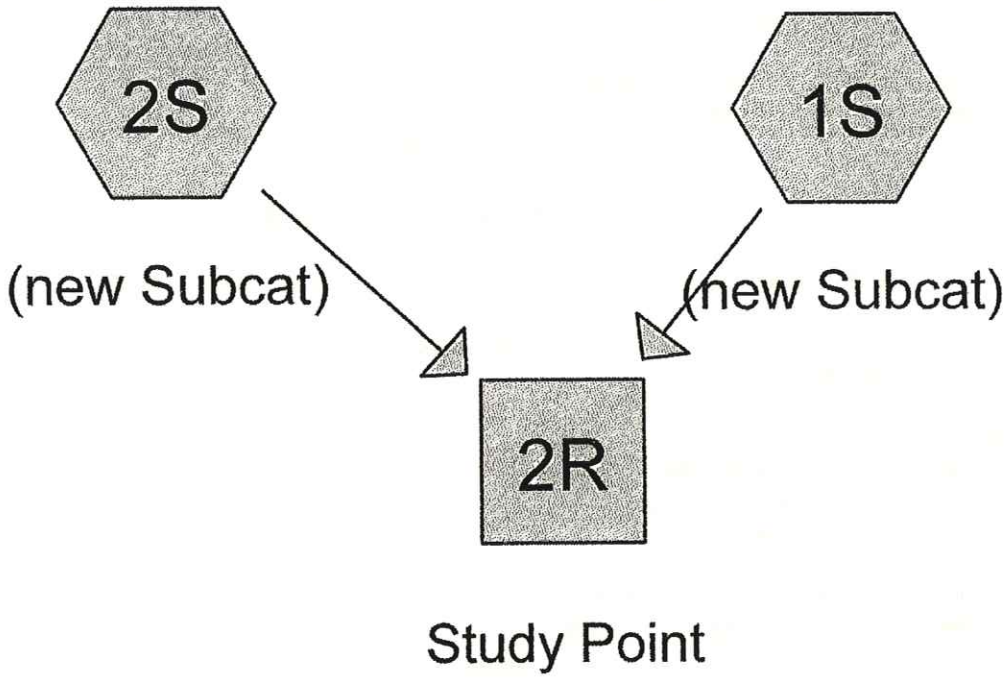
DATE: 03/18/14

LOCATION:	FOR:	INFORMATION:
97 CUMBERLAND AVENUE PORTLAND, MAINE	PETER DUGAS	IMAGERY ACQUIRED SPRING 2012 GIS DATA FROM THE CITY OF PORTLAND AND MAINE GIS

14073GIS.mxd

Attachment A

Hydrocad Output
Pre- and Post-Development Tr-20 Model



Subcat Reach Pond Link

Drainage Diagram for 14073-Pre-Development Watershed
Prepared by {enter your company name here} 3/28/2014

Subcatchment 1S: (new Subcat)

Runoff = 0.24 cfs @ 12.09 hrs, Volume= 0.016 af, Depth> 0.98"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 2yr Rainfall=3.00"

Area (sf)	CN	Description
8,580	77	1/8 acre lots, 65% imp, HSG A
3,003		Pervious Area
5,577		Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

Subcatchment 2S: (new Subcat)

Runoff = 0.21 cfs @ 12.09 hrs, Volume= 0.014 af, Depth> 0.98"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 2yr Rainfall=3.00"

Area (sf)	CN	Description
7,590	77	1/8 acre lots, 65% imp, HSG A
2,657		Pervious Area
4,934		Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

Reach 2R: Study Point

Inflow Area = 0.371 ac, Inflow Depth > 0.98" for 2yr event
Inflow = 0.45 cfs @ 12.09 hrs, Volume= 0.030 af
Outflow = 0.45 cfs @ 12.09 hrs, Volume= 0.030 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

Subcatchment 1S: (new Subcat)

Runoff = 0.55 cfs @ 12.08 hrs, Volume= 0.036 af, Depth> 2.21"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 10yr Rainfall=4.70"

Area (sf)	CN	Description
8,580	77	1/8 acre lots, 65% imp, HSG A
3,003		Pervious Area
5,577		Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

Subcatchment 2S: (new Subcat)

Runoff = 0.48 cfs @ 12.08 hrs, Volume= 0.032 af, Depth> 2.21"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 10yr Rainfall=4.70"

Area (sf)	CN	Description
7,590	77	1/8 acre lots, 65% imp, HSG A
2,657		Pervious Area
4,934		Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

Reach 2R: Study Point

Inflow Area = 0.371 ac, Inflow Depth > 2.21" for 10yr event
Inflow = 1.03 cfs @ 12.08 hrs, Volume= 0.068 af
Outflow = 1.03 cfs @ 12.08 hrs, Volume= 0.068 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

Subcatchment 1S: (new Subcat)

Runoff = 0.70 cfs @ 12.08 hrs, Volume= 0.047 af, Depth> 2.84"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 25yr Rainfall=5.50"

Area (sf)	CN	Description
8,580	77	1/8 acre lots, 65% imp, HSG A
3,003		Pervious Area
5,577		Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

Subcatchment 2S: (new Subcat)

Runoff = 0.62 cfs @ 12.08 hrs, Volume= 0.041 af, Depth> 2.84"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 25yr Rainfall=5.50"

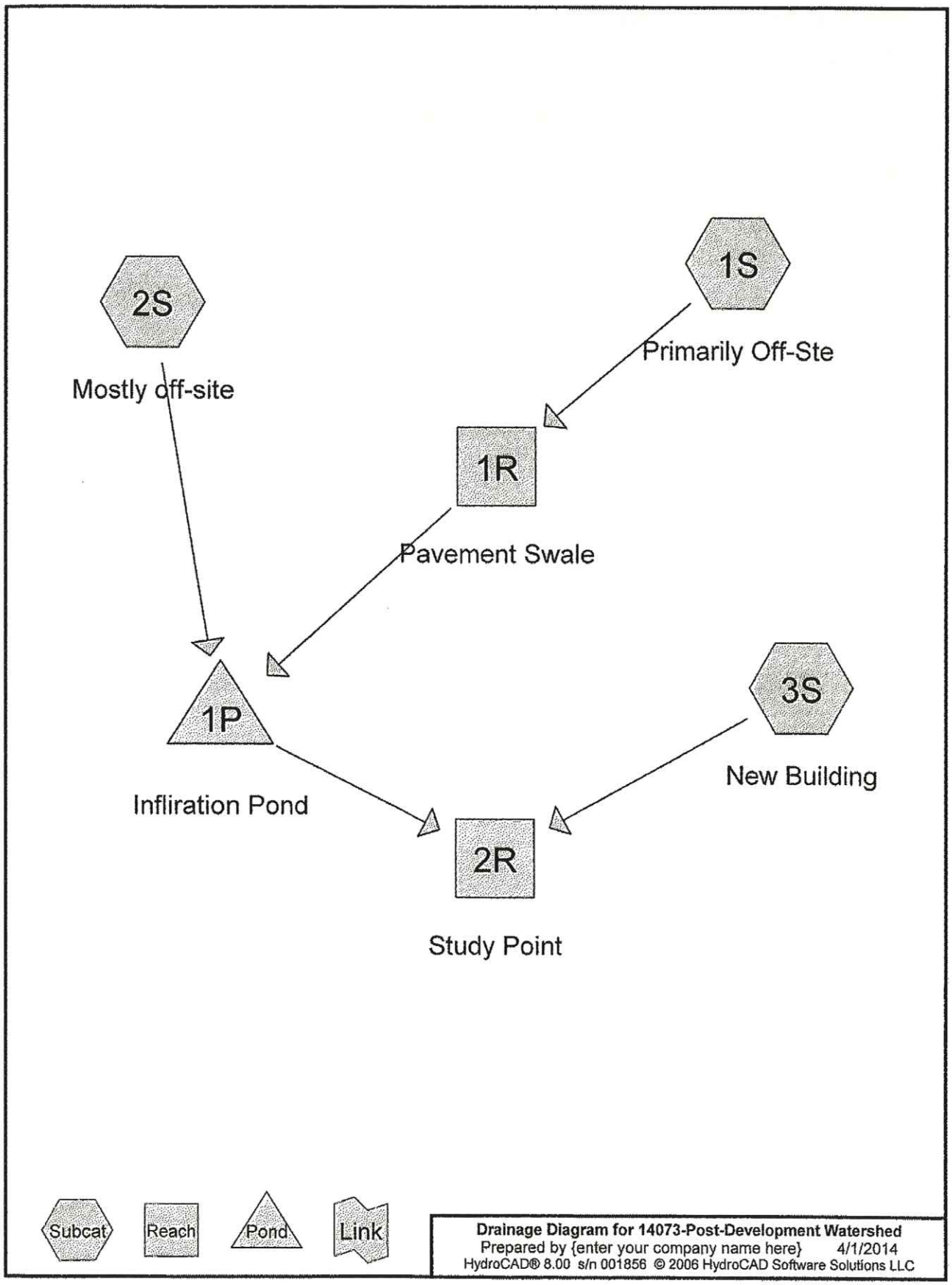
Area (sf)	CN	Description
7,590	77	1/8 acre lots, 65% imp, HSG A
2,657		Pervious Area
4,934		Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

Reach 2R: Study Point

Inflow Area = 0.371 ac, Inflow Depth > 2.84" for 25yr event
Inflow = 1.33 cfs @ 12.08 hrs, Volume= 0.088 af
Outflow = 1.33 cfs @ 12.08 hrs, Volume= 0.088 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs


2S
Mostly off-site
1S
Primarily Off-Ste
1R
Pavement Swale
1P
Infliration Pond
3S
New Building
2R
Study Point
Subcat
Reach
Pond
Link
Drainage Diagram for 14073-Post-Development Watershed
Prepared by {enter your company name here} 4/1/2014
HydroCAD® 8.00 s/n 001856 © 2006 HydroCAD Software Solutions LLC

Area Listing (all nodes)

Area (acres)	CN	Description (subcats)
0.022	39	>75% Grass cover, Good, HSG A (3S)
0.282	77	1/8 acre lots, 65% imp, HSG A (1S,2S)
0.067	98	Paved parking & roofs (3S)
0.371		

Subcatchment 1S: Primarily Off-Ste

Runoff = 0.19 cfs @ 12.08 hrs, Volume= 0.013 af, Depth> 0.98"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.03 hrs
Type III 24-hr 2yr Rainfall=3.00"

Area (sf)	CN	Description
6,704	77	1/8 acre lots, 65% imp, HSG A
2,346		Pervious Area
4,358		Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

Subcatchment 2S: Mostly off-site

Runoff = 0.16 cfs @ 12.08 hrs, Volume= 0.010 af, Depth> 0.98"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.03 hrs
Type III 24-hr 2yr Rainfall=3.00"

Area (sf)	CN	Description
5,590	77	1/8 acre lots, 65% imp, HSG A
1,957		Pervious Area
3,634		Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

Subcatchment 3S: New Building

Runoff = 0.15 cfs @ 12.08 hrs, Volume= 0.010 af, Depth> 1.34"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.03 hrs
Type III 24-hr 2yr Rainfall=3.00"

Area (sf)	CN	Description
2,900	98	Paved parking & roofs
945	39	>75% Grass cover, Good, HSG A
3,845	83	Weighted Average
945		Pervious Area
2,900		Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

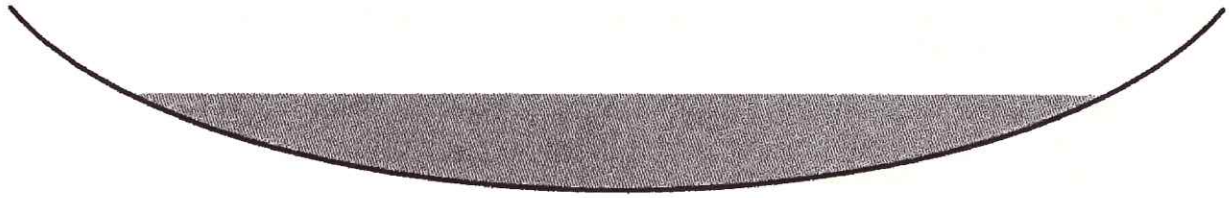
Reach 1R: Pavement Swale

Inflow Area = 0.154 ac, Inflow Depth > 0.98" for 2yr event
Inflow = 0.19 cfs @ 12.08 hrs, Volume= 0.013 af
Outflow = 0.19 cfs @ 12.11 hrs, Volume= 0.013 af, Atten= 3%, Lag= 1.6 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.03 hrs
Max. Velocity= 1.23 fps, Min. Travel Time= 0.9 min
Avg. Velocity = 0.50 fps, Avg. Travel Time= 2.2 min

Peak Storage= 10 cf @ 12.09 hrs, Average Depth at Peak Storage= 0.05'
Bank-Full Depth= 0.10', Capacity at Bank-Full= 0.75 cfs

6.00' x 0.10' deep Parabolic Channel, n= 0.013 Asphalt, smooth
Length= 65.0' Slope= 0.0100 '/'
Inlet Invert= 0.00', Outlet Invert= -0.65'



‡

Reach 2R: Study Point

Inflow Area = 0.371 ac, Inflow Depth > 0.55" for 2yr event
Inflow = 0.24 cfs @ 12.24 hrs, Volume= 0.017 af
Outflow = 0.24 cfs @ 12.24 hrs, Volume= 0.017 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.03 hrs

Pond 1P: Infliration Pond

Inflow Area = 0.282 ac, Inflow Depth > 0.98" for 2yr event
Inflow = 0.34 cfs @ 12.10 hrs, Volume= 0.023 af
Outflow = 0.19 cfs @ 12.25 hrs, Volume= 0.019 af, Atten= 46%, Lag= 9.4 min
Discarded = 0.02 cfs @ 12.25 hrs, Volume= 0.012 af
Primary = 0.17 cfs @ 12.25 hrs, Volume= 0.007 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.03 hrs / 4
Peak Elev= 84.57' @ 12.25 hrs Surf.Area= 325 sf Storage= 295 cf

Plug-Flow detention time= 114.1 min calculated for 0.019 af (81% of inflow)
Center-of-Mass det. time= 62.2 min (876.2 - 814.0)

Volume	Invert	Avail.Storage	Storage Description
#1	83.00'	453 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
83.00	60	0	0
84.00	220	140	140
85.00	405	313	453

Device	Routing	Invert	Outlet Devices
#1	Discarded	0.00'	**2.400 in/hr Exfiltration over Surface area**
#2	Primary	84.50'	**4.0' long x 4.0' breadth Broad-Crested Rectangular Weir** Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00 2.50 3.00 3.50 4.00 4.50 5.00 5.50 Coef. (English) 2.38 2.54 2.69 2.68 2.67 2.67 2.65 2.66 2.66 2.68 2.72 2.73 2.76 2.79 2.88 3.07 3.32

Discarded OutFlow Max=0.02 cfs @ 12.25 hrs HW=84.57' (Free Discharge)
↑—**1=Exfiltration** (Exfiltration Controls 0.02 cfs)

Primary OutFlow Max=0.17 cfs @ 12.25 hrs HW=84.57' (Free Discharge)
↑—**2=Broad-Crested Rectangular Weir** (Weir Controls 0.17 cfs @ 0.62 fps)

Subcatchment 1S: Primarily Off-Ste

Runoff = 0.44 cfs @ 12.08 hrs, Volume= 0.028 af, Depth> 2.21"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.03 hrs
Type III 24-hr 10yr Rainfall=4.70"

Area (sf)	CN	Description
6,704	77	1/8 acre lots, 65% imp, HSG A
2,346		Pervious Area
4,358		Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

Subcatchment 2S: Mostly off-site

Runoff = 0.37 cfs @ 12.08 hrs, Volume= 0.024 af, Depth> 2.21"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.03 hrs
Type III 24-hr 10yr Rainfall=4.70"

Area (sf)	CN	Description
5,590	77	1/8 acre lots, 65% imp, HSG A
1,957		Pervious Area
3,634		Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

Subcatchment 3S: New Building

Runoff = 0.31 cfs @ 12.08 hrs, Volume= 0.020 af, Depth> 2.72"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.03 hrs
Type III 24-hr 10yr Rainfall=4.70"

Area (sf)	CN	Description
2,900	98	Paved parking & roofs
945	39	>75% Grass cover, Good, HSG A
3,845	83	Weighted Average
945		Pervious Area
2,900		Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

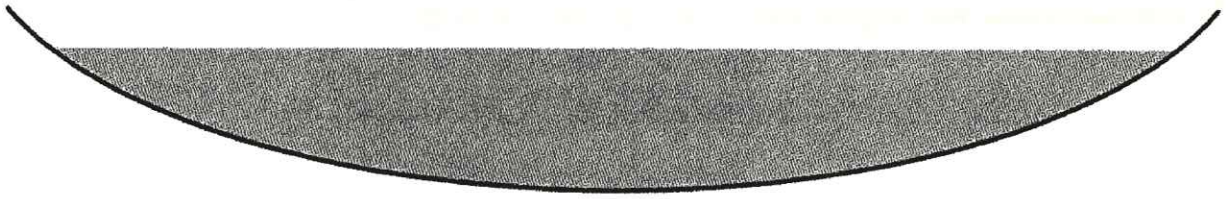
Reach 1R: Pavement Swale

Inflow Area = 0.154 ac, Inflow Depth > 2.21" for 10yr event
Inflow = 0.44 cfs @ 12.08 hrs, Volume= 0.028 af
Outflow = 0.43 cfs @ 12.10 hrs, Volume= 0.028 af, Atten= 3%, Lag= 1.2 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.03 hrs
Max. Velocity= 1.59 fps, Min. Travel Time= 0.7 min
Avg. Velocity = 0.59 fps, Avg. Travel Time= 1.8 min

Peak Storage= 18 cf @ 12.09 hrs, Average Depth at Peak Storage= 0.08'
Bank-Full Depth= 0.10', Capacity at Bank-Full= 0.75 cfs

6.00' x 0.10' deep Parabolic Channel, n= 0.013 Asphalt, smooth
Length= 65.0' Slope= 0.0100 '/'
Inlet Invert= 0.00', Outlet Invert= -0.65'



‡

Reach 2R: Study Point

Inflow Area = 0.371 ac, Inflow Depth > 1.70" for 10yr event
Inflow = 1.04 cfs @ 12.10 hrs, Volume= 0.052 af
Outflow = 1.04 cfs @ 12.10 hrs, Volume= 0.052 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.03 hrs

Pond 1P: Infliration Pond

Inflow Area = 0.282 ac, Inflow Depth > 2.20" for 10yr event
Inflow = 0.79 cfs @ 12.09 hrs, Volume= 0.052 af
Outflow = 0.77 cfs @ 12.11 hrs, Volume= 0.046 af, Atten= 3%, Lag= 1.0 min
Discarded = 0.02 cfs @ 12.11 hrs, Volume= 0.013 af
Primary = 0.75 cfs @ 12.11 hrs, Volume= 0.032 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.03 hrs / 4
Peak Elev= 84.68' @ 12.11 hrs Surf.Area= 346 sf Storage= 334 cf

Plug-Flow detention time= 55.0 min calculated for 0.046 af (88% of inflow)
Center-of-Mass det. time= 18.6 min (814.3 - 795.7)

Volume	Invert	Avail.Storage	Storage Description
#1	83.00'	453 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
83.00	60	0	0
84.00	220	140	140
85.00	405	313	453

Device	Routing	Invert	Outlet Devices
#1	Discarded	0.00'	**2.400 in/hr Exfiltration over Surface area**
#2	Primary	84.50'	**4.0' long x 4.0' breadth Broad-Crested Rectangular Weir** Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00 2.50 3.00 3.50 4.00 4.50 5.00 5.50 Coef. (English) 2.38 2.54 2.69 2.68 2.67 2.67 2.65 2.66 2.66 2.68 2.72 2.73 2.76 2.79 2.88 3.07 3.32

Discarded OutFlow Max=0.02 cfs @ 12.11 hrs HW=84.68' (Free Discharge)
↑—**1=Exfiltration** (Exfiltration Controls 0.02 cfs)

Primary OutFlow Max=0.74 cfs @ 12.11 hrs HW=84.68' (Free Discharge)
↑—**2=Broad-Crested Rectangular Weir** (Weir Controls 0.74 cfs @ 1.02 fps)

Subcatchment 1S: Primarily Off-Ste

Runoff = 0.57 cfs @ 12.08 hrs, Volume= 0.036 af, Depth> 2.84"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.03 hrs
Type III 24-hr 25yr Rainfall=5.50"

Area (sf)	CN	Description
6,704	77	1/8 acre lots, 65% imp, HSG A
2,346		Pervious Area
4,358		Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

Subcatchment 2S: Mostly off-site

Runoff = 0.47 cfs @ 12.08 hrs, Volume= 0.030 af, Depth> 2.84"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.03 hrs
Type III 24-hr 25yr Rainfall=5.50"

Area (sf)	CN	Description
5,590	77	1/8 acre lots, 65% imp, HSG A
1,957		Pervious Area
3,634		Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

Subcatchment 3S: New Building

Runoff = 0.38 cfs @ 12.07 hrs, Volume= 0.025 af, Depth> 3.41"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.03 hrs
Type III 24-hr 25yr Rainfall=5.50"

Area (sf)	CN	Description
2,900	98	Paved parking & roofs
945	39	>75% Grass cover, Good, HSG A
3,845	83	Weighted Average
945		Pervious Area
2,900		Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

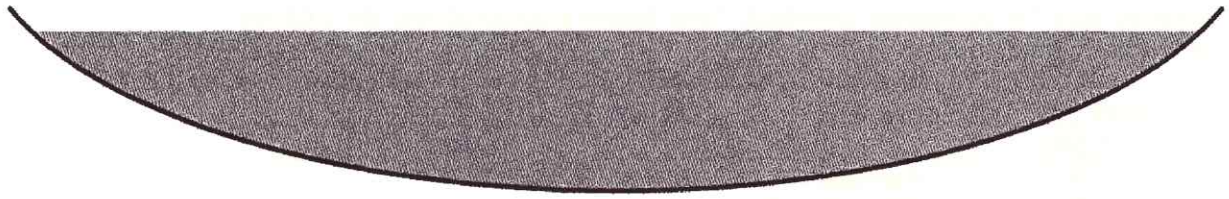
Reach 1R: Pavement Swale

Inflow Area = 0.154 ac, Inflow Depth > 2.84" for 25yr event
Inflow = 0.57 cfs @ 12.08 hrs, Volume= 0.036 af
Outflow = 0.55 cfs @ 12.09 hrs, Volume= 0.036 af, Atten= 2%, Lag= 1.1 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.03 hrs
Max. Velocity= 1.72 fps, Min. Travel Time= 0.6 min
Avg. Velocity = 0.62 fps, Avg. Travel Time= 1.7 min

Peak Storage= 21 cf @ 12.08 hrs, Average Depth at Peak Storage= 0.09'
Bank-Full Depth= 0.10', Capacity at Bank-Full= 0.75 cfs

6.00' x 0.10' deep Parabolic Channel, n= 0.013 Asphalt, smooth
Length= 65.0' Slope= 0.0100 '/'
Inlet Invert= 0.00', Outlet Invert= -0.65'



‡

Reach 2R: Study Point

Inflow Area = 0.371 ac, Inflow Depth > 2.32" for 25yr event
Inflow = 1.34 cfs @ 12.09 hrs, Volume= 0.072 af
Outflow = 1.34 cfs @ 12.09 hrs, Volume= 0.072 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.03 hrs

Pond 1P: Infliration Pond

Inflow Area = 0.282 ac, Inflow Depth > 2.84" for 25yr event
Inflow = 1.02 cfs @ 12.09 hrs, Volume= 0.067 af
Outflow = 0.99 cfs @ 12.10 hrs, Volume= 0.061 af, Atten= 3%, Lag= 0.9 min
Discarded = 0.02 cfs @ 12.10 hrs, Volume= 0.014 af
Primary = 0.97 cfs @ 12.10 hrs, Volume= 0.046 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.03 hrs / 4
Peak Elev= 84.72' @ 12.10 hrs Surf.Area= 353 sf Storage= 345 cf

Plug-Flow detention time= 45.2 min calculated for 0.060 af (90% of inflow)
Center-of-Mass det. time= 14.6 min (804.5 - 789.9)

Volume	Invert	Avail.Storage	Storage Description
#1	83.00'	453 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
83.00	60	0	0
84.00	220	140	140
85.00	405	313	453

Device	Routing	Invert	Outlet Devices
#1	Discarded	0.00'	**2.400 in/hr Exfiltration over Surface area**
#2	Primary	84.50'	**4.0' long x 4.0' breadth Broad-Crested Rectangular Weir**
			Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00 2.50 3.00 3.50 4.00 4.50 5.00 5.50
			Coef. (English) 2.38 2.54 2.69 2.68 2.67 2.67 2.65 2.66 2.66 2.68 2.72 2.73 2.76 2.79 2.88 3.07 3.32

Discarded OutFlow Max=0.02 cfs @ 12.10 hrs HW=84.72' (Free Discharge)
↑—**1=Exfiltration** (Exfiltration Controls 0.02 cfs)

Primary OutFlow Max=0.96 cfs @ 12.10 hrs HW=84.72' (Free Discharge)
↑—**2=Broad-Crested Rectangular Weir** (Weir Controls 0.96 cfs @ 1.11 fps)

Attachment B

Inspection and Maintenance

General Maintenance Criteria
Infiltration Basin

Preventive maintenance is vital for the long-term effectiveness of an infiltration system.

1. Fertilization: Fertilization of the area over the infiltration bed should be avoided unless absolutely necessary to establish vegetation.

2. Snow Storage Prohibited: Snow removed from any on-site or off-site areas may not be stored over an infiltration area

3. Mowing: A basin with a turf lining should have its side-slopes and floor mowed at least twice a year to prevent woody growth. Mowing operations may be difficult since the basin floor may remain wet for extended periods. If a low maintenance vegetation is used, basin mowing can be performed in the normally dry months. Clippings should be removed to minimize the amount of organic material accumulating in the basin.

4. Monitoring and Inspections: Inspect the infiltration system several times in the first year of operation and at least annually thereafter. Conduct the inspections after large storms to check for surface ponding at the inlet that may indicate clogging. Water levels in the observation well should be recorded over several days after the storm to ensure that the system drains within 72 hours after filling.

4. Sediment Removal and Maintenance of System Performance: Sediment must be removed from the system at least annually to prevent deterioration of system performance. The pre-treatment inlets should be checked periodically and cleaned out when accumulated sediment occupies more than 10% of available capacity. The system must be rehabilitated or replaced if its performance is degraded to the point that applicable stormwater standards are not met.

Attachment C

Treatment Calculations

Determination of Water Quality Volume Calculations

Calculation of Minimum Required Water Quality Volume for Treatment

Maine DEP Stormwater regulations require the treatment of 95% of impervious area, and 80% developed area.

so;

Proposed Impervious 4,110sf

Existing impervious incl. Demolish Home & gravel drives 1,830sf

95% treatment of Impervious = (4,110s.f. -1,830 sf)x 95% = 2,166 s.f.

80% treatment of developed area = = 0s.f. No change the site is 100% developed

Additional areas outside of pavement will revert back to natural conditions and are not considered landscape/developed area

Based on the calculations above, treatment would be required on 2,166 sf of impervious area. Since impervious loading areas and driveways are a more intense use, the treatment portion of the proposed developed will be collected from mainly the loading areas /drives. Therefore, calculations have been completed to determine the required water quality volume required for treatment.

Proposed Treatment Volume

Area to drain to proposed treatment **Infiltration Basin** = 2,166 s.f. impervious (drives/parking), and 0 landscaped area

2,166 s.f. x 1" = **180 c.f.** water quality volume required **297c.f.** provided Infiltration Basin,

Attachment D

Soil Map

Soil Map—Cumberland County and Part of Oxford County, Maine
(97 Cumberland Ave)

Map Scale: 1:259 if printed on A portrait (8.5" x 11") sheet.

N

Meters: 0 3 7 14 21

Feet: 0 10 20 40 60

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 19N WGS84

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils
- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features
- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL: http://websoilsurvey.nrcs.usda.gov
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Cumberland County and Part of Oxford County, Maine
Survey Area Data: Version 8, Nov 27, 2013

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jul 31, 2013—Aug 11, 2013

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Cumberland County and Part of Oxford County, Maine (ME005)			
Map Unit Symbol	**Map Unit Name**	**Acres in AOI**	**Percent of AOI**
HIB	Hinckley gravelly sandy loam, 3 to 8 percent slopes	0.1	100.0%
Totals for Area of Interest		**0.1**	**100.0%**

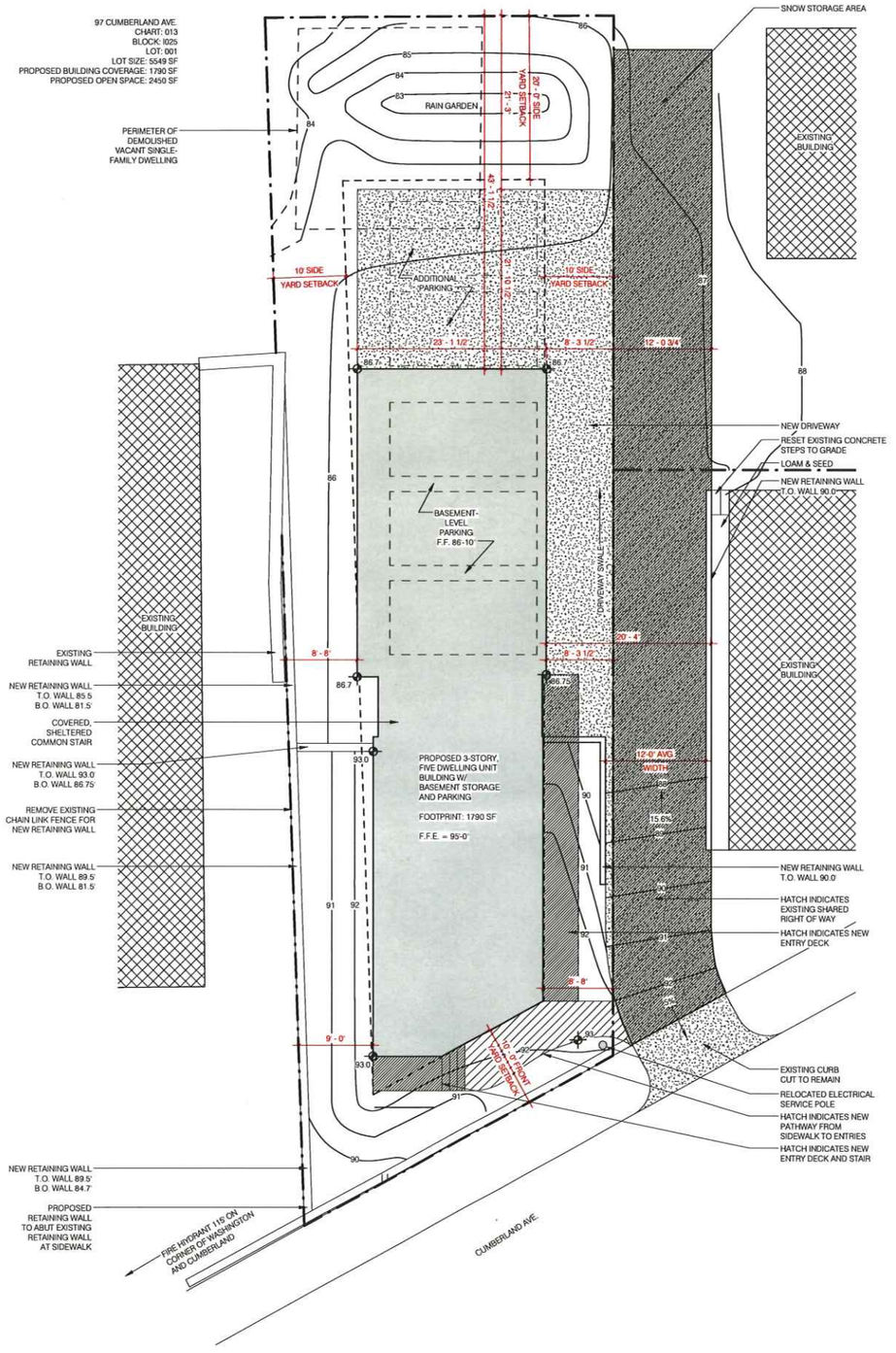
SITE PLAN LEGEND

- EXISTING BUILDING
- CONCRETE WALL
- GRAVEL
- PROPERTY LINE
- SETBACK
- EASEMENT
- SUBSURFACE DRAINAGE
- WATER SUPPLY
- ELECTRICAL SUPPLY
- TEL/DAT (COAXIAL CABLE)
- CABLE TV
- SANITARY SEWER
- FENCE
- NEW SITE CONTOUR
- EXISTING SITE CONTOUR

PROJECT DATA:

TOTAL AREA OF SITE	5,550 SQ. FT.
PROPOSED TOTAL DISTURBED AREA OF THE SITE	2,914 SQ. FT.
IMPERVIOUS SURFACE AREA	
IMPERVIOUS AREA (TOTAL EXISTING)	500 SQ. FT.
IMPERVIOUS AREA (TOTAL PROPOSED)	2,914 SQ. FT.
BUILDING GROUND FLOOR AREA AND TOTAL FLOOR AREA	
BUILDING FOOTPRINT (TOTAL EXISINTG)	N/A
BUILDING FOOTPRINT (TOTAL PROPOSED)	1,790 SQ. FT.
BUILDING FLOOR AREA (TOTAL EXISINTG)	N/A
BUILDING FLOOR AREA (TOTAL PROPOSED)	6,726 SQ. FT
ZONING	
EXISTING	R6
LAND USE	
EXISTING	RESIDENTIAL
PROPOSED	RESIDENTIAL
RESIDENTIAL	
# OF RESIDENTIAL UNITS (TOATL EXISTING)	N/A
# OF RESIDENTIAL UNITS (TOTAL PROPOSED)	5
# OF LOTS (TOTAL PROPOSED)	1
# OF AFFORDABLE HOUSING UNITS (TOTAL PROPOSED)	N/A
PROPOSED BEDROOM MIX	
# OF EFFICIENCY UNITS (TOTAL PROPOSED)	N/A
# OF ONE-BEDROOM UNITS (TOTAL PROPOSED)	4
# OF TWO-BEDROOM UNITS (TOTAL PROPOSED)	N/A
# OF THREE-BEDROOM UNITS (TOTAL PROPOSED)	1
PARKING SPACES	
# OF PARKING SPACES (TOTAL EXISITNG)	N/A
# OF PARKING SPACES (TOTAL PROPOSED)	5
# OF HANDICAPPED SPACES (TOTAL PROPOSED)	N/A
BICYCLE PARKING SPACES	
# OF BICYCLE SPACES (TOTAL EXISINTG)	N/A
# OF BICYCLE SPACES (TOTAL PROPOSED)	PER TECHNICAL MANUAL REQUIREMENTS
ESTIMATED COST OF PROJECT	$900,000

Plan 2



1 Site Plan
1/8" = 1'-0"

G·OLOGIC

97 Cumberland Ave.
Portland, ME 04101
Project Number

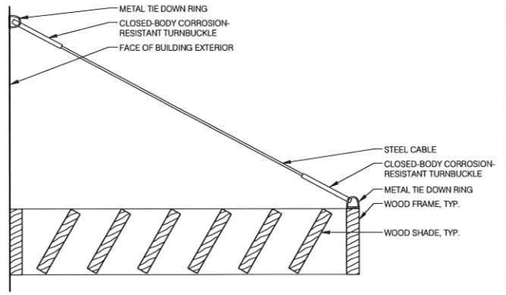
Preliminary Site Plan

REVISIONS:
DATE & DESCRIPTION

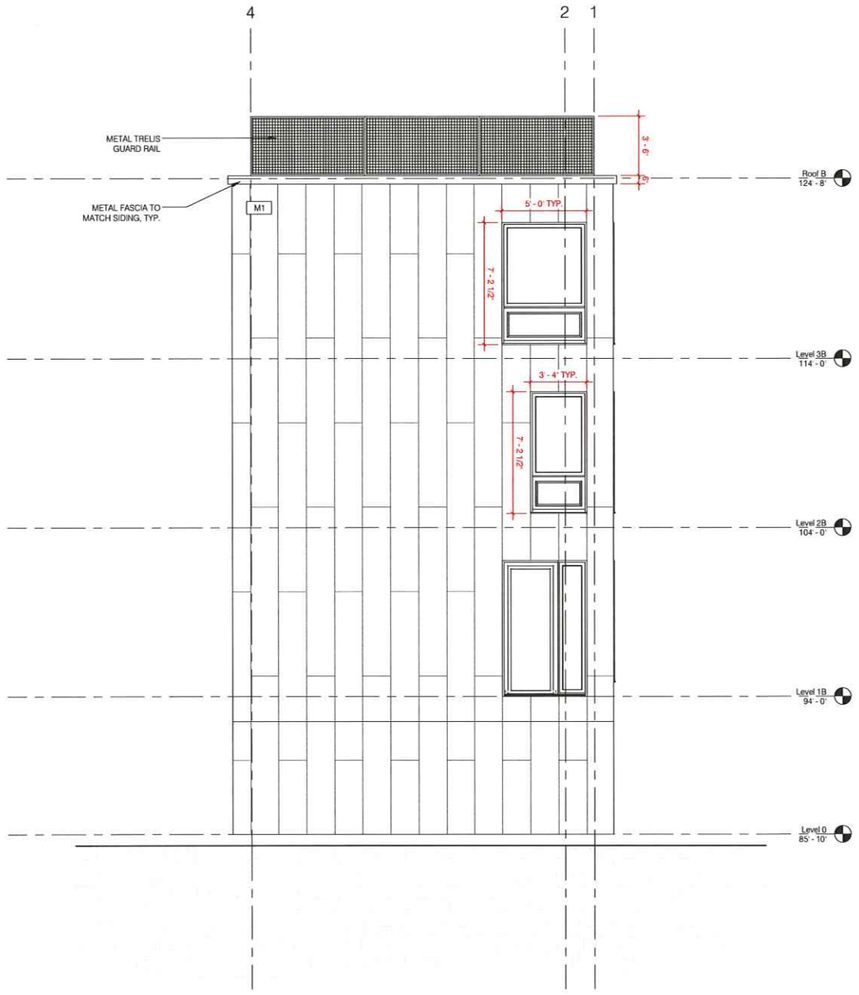
PAST ISSUES:
DATE & DESCRIPTION
14-0121 For Consultant Review
14-0128 Pre-Application Review

CURRENT ISSUE:
14-0401 Preliminary Site Plan Review

A1.2

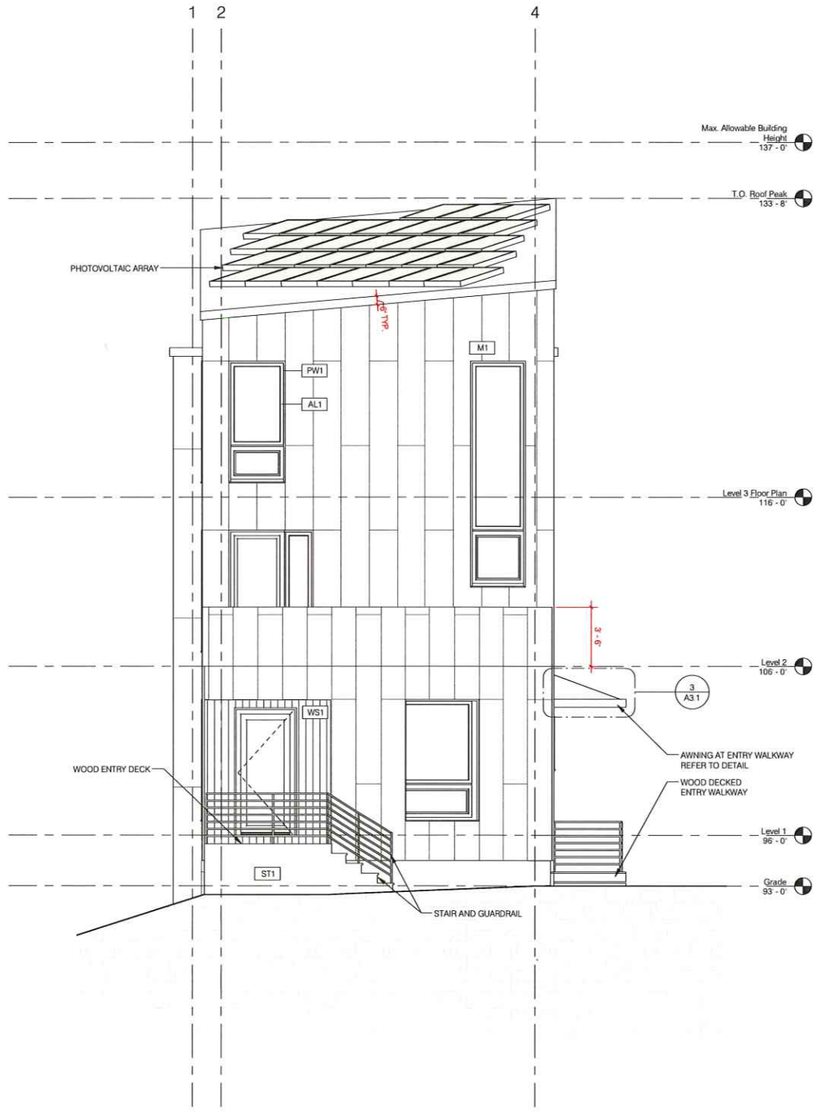


3 Section Detail - Awning
1 1/2" = 1'-0"



2 North
1/4" = 1'-0"

EXTERIOR FINISH SCHEDULE	
MATERIAL TYPE	MATERIAL DESCRIPTION
AL1	Aluminum Clad Window Frame
M1	Cold Formed A606 Steel Panel Siding - 20' x 10'
PW1	Painted Wood Trim
ST1	Acrylic Stucco Over Rigid Insulation
WS1	Vertical Shiplap Siding



1 South
1/4" = 1'-0"

G·OLOGIC

97 Cumberland Ave.
Portland, ME 04101
Project Number

Exterior Elevations

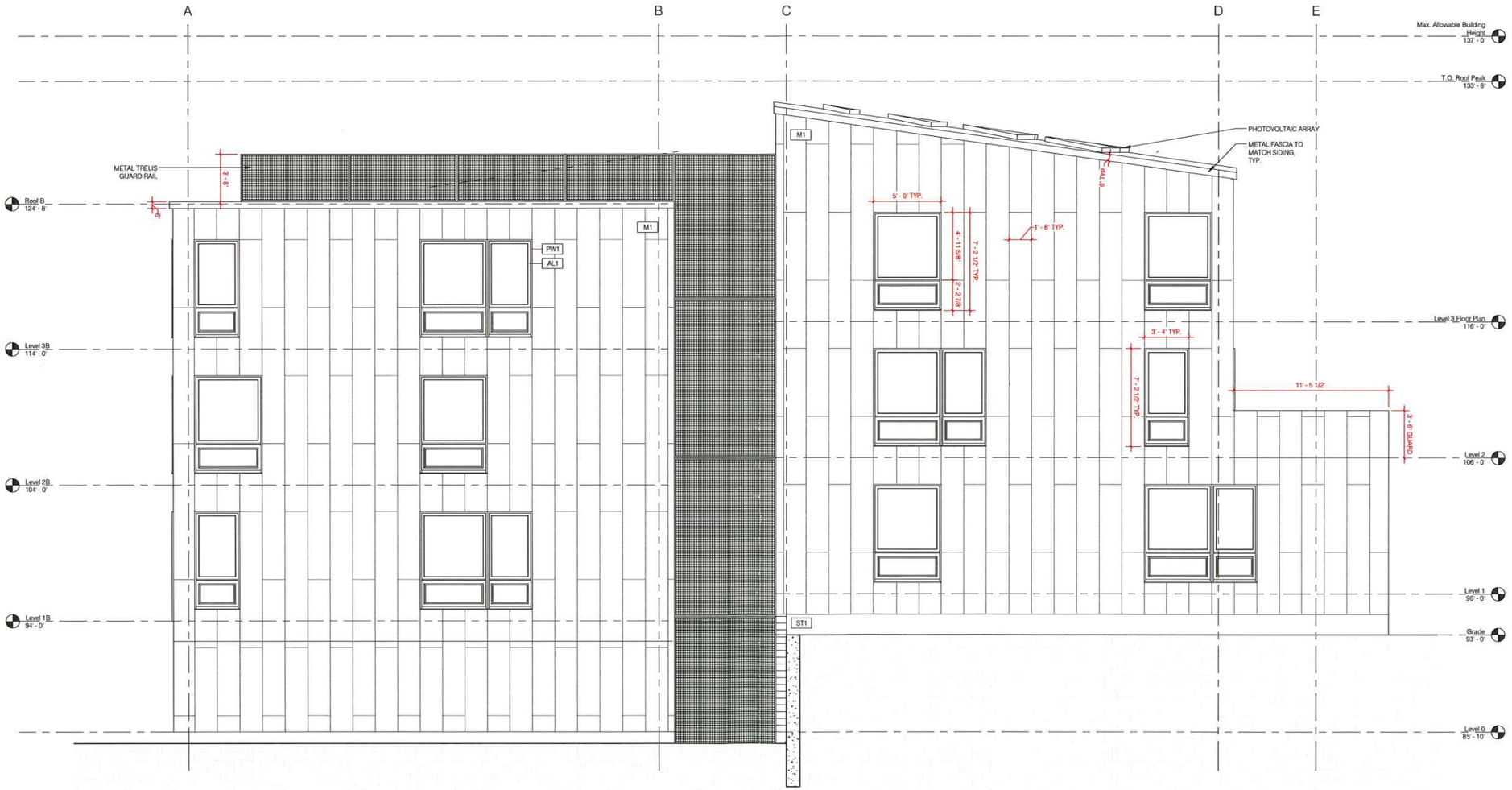
REVISIONS:
DATE & DESCRIPTION:

PAST ISSUES:
DATE & DESCRIPTION:
14.0331 For Comment Review
14.0129 Pre Application Review

CURRENT ISSUE:
14.0401 Preliminary Site Plan Review

A3.1

EXTERIOR FINISH SCHEDULE	
MATERIAL TYPE	MATERIAL DESCRIPTION
AL1	Aluminum Clad Window Frame
M1	Cold Formed A606 Steel Panel Siding - 20' x 10'
PW1	Painted Wood Trim
ST1	Acrylic Stucco Over Rigid Insulation
WS1	Vertical Shiplap Siding



1 West
1/4" = 1'-0"

G·OLOGIC

97 Cumberland Ave.
Portland, ME 04101
Project Number

Exterior Elevations

REVISIONS:
DATE & DESCRIPTION:

PAST ISSUES:
DATE & DESCRIPTION:
14 0121 For Consultant Review
14 0129 Pre-Application Review

CURRENT ISSUE:
14 0401 Preliminary Site Plan Review

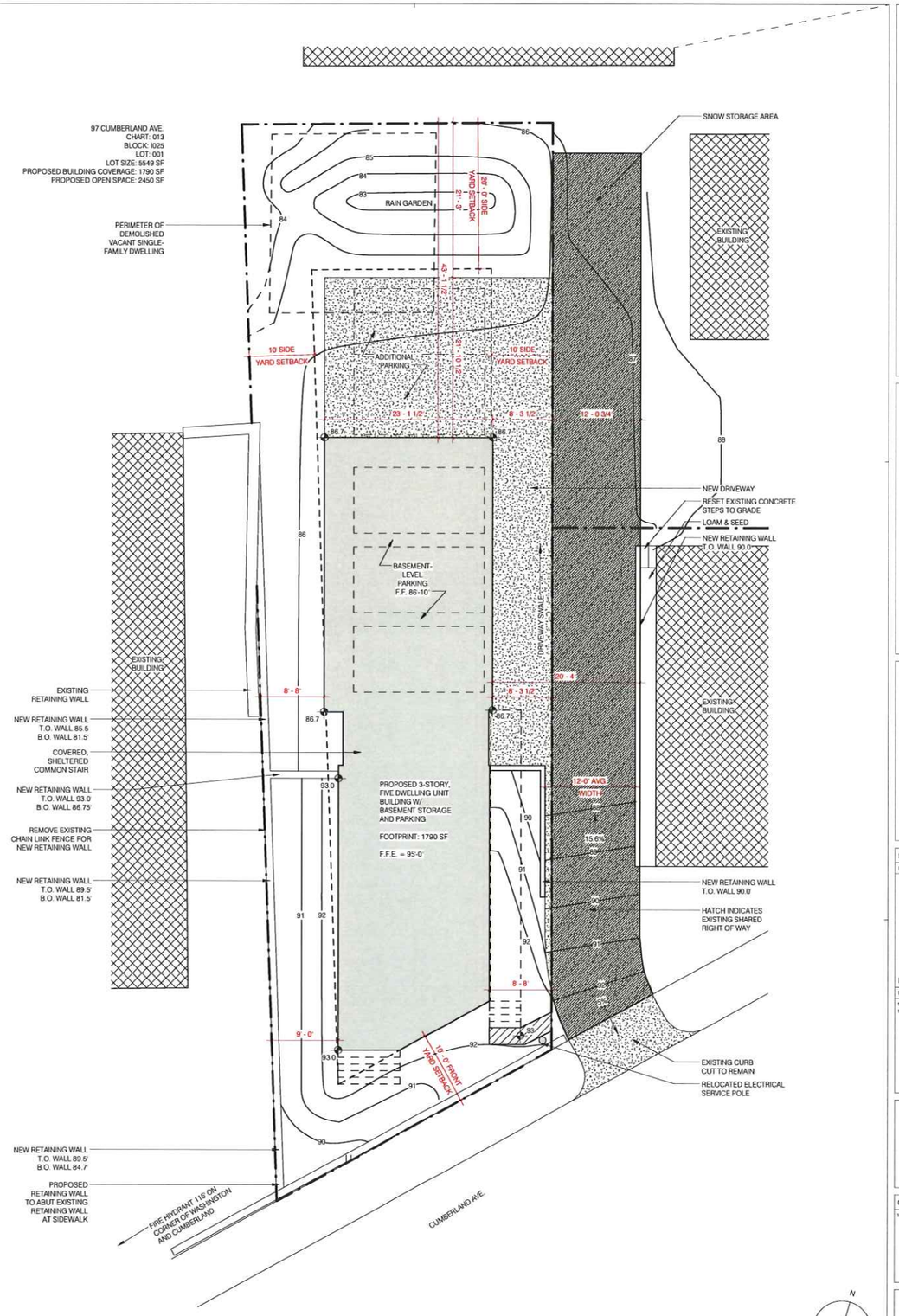
A3.3

SITE PLAN LEGEND

- EXISTING BUILDING
- CONCRETE WALL
- GRAVEL
- PROPERTY LINE
- SETBACK
- EASEMENT
- SUBSURFACE DRAINAGE
- WATER SUPPLY
- ELECTRICAL SUPPLY
- TEL/DAT (COAXIAL CABLE)
- CABLE TV
- SANITARY SEWER
- FENCE
- NEW SITE CONTOUR
- EXISTING SITE CONTOUR

PROJECT DATA:

TOTAL AREA OF SITE	5,550 SQ. FT.
PROPOSED TOTAL DISTURBED AREA OF THE SITE	2,914 SQ. FT.
IMPERVIOUS SURFACE AREA	
IMPERVIOUS AREA (TOTAL EXISTING)	500 SQ. FT.
IMPERVIOUS AREA (TOTAL PROPOSED)	2,914 SQ. FT.
BUILDING GROUND FLOOR AREA AND TOTAL FLOOR AREA	
BUILDING FOOTPRINT (TOTAL EXISINTG)	N/A
BUILDING FOOTPRINT (TOTAL PROPOSED)	1,790 SQ. FT.
BUILDING FLOOR AREA (TOTAL EXISINTG)	N/A
BUILDING FLOOR AREA (TOTAL PROPOSED)	6,726 SQ. FT
ZONING	
EXISTING	R6
LAND USE	
EXISTING	RESIDENTIAL
PROPOSED	RESIDENTIAL
RESIDENTIAL	
# OF RESIDENTIAL UNITS (TOATL EXISTING)	N/A
# OF RESIDENTIAL UNITS (TOTAL PROPOSED)	5
# OF LOTS (TOTAL PROPOSED)	1
# OF AFFORDABLE HOUSING UNITS (TOTAL PROPOSED)	N/A
PROPOSED BEDROOM MIX	
# OF EFFICIENCY UNITS (TOTAL PROPOSED)	N/A
# OF ONE-BEDROOM UNITS (TOTAL PROPOSED)	4
# OF TWO-BEDROOM UNITS (TOTAL PROPOSED)	N/A
# OF THREE-BEDROOM UNITS (TOTAL PROPOSED)	1
PARKING SPACES	
# OF PARKING SPACES (TOTAL EXISITNG)	N/A
# OF PARKING SPACES (TOTAL PROPOSED)	5
# OF HANDICAPPED SPACES (TOTAL PROPOSED)	N/A
BICYCLE PARKING SPACES	
# OF BICYCLE SPACES (TOTAL EXISINTG)	N/A
# OF BICYCLE SPACES (TOTAL PROPOSED)	PER TECHNICAL MANUAL REQUIREMENTS
ESTIMATED COST OF PROJECT	$900,000



1 Site Plan
1/8" = 1'-0"

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97 Cumberland Ave.
Portland, ME 04101
Project Number

Preliminary Site Plan

REVISIONS:

DATE & DESCRIPTION

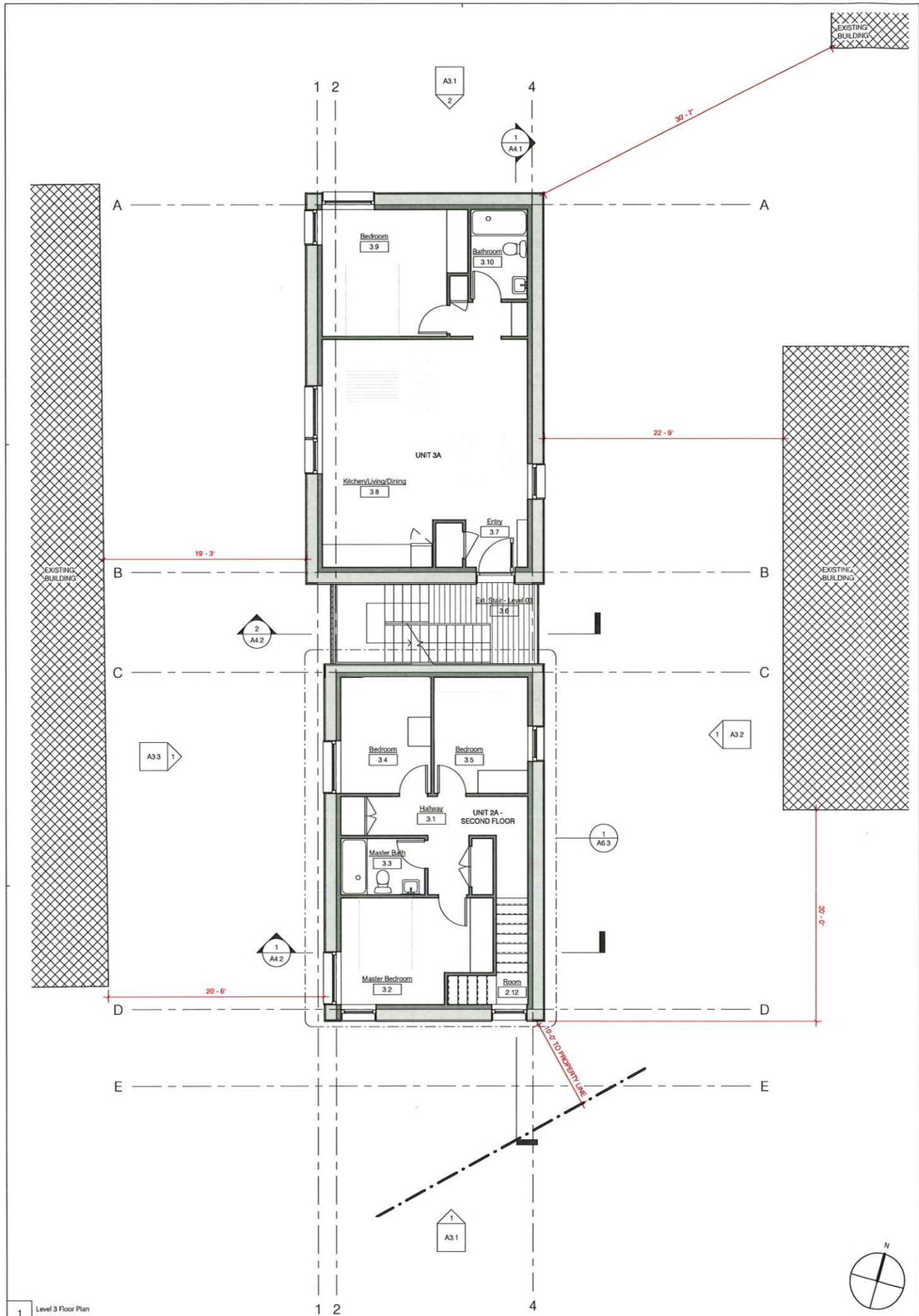
PAST ISSUES:

DATE & DESCRIPTION
14 0121 For Consultant Review
14 0129 Pre-Application Review

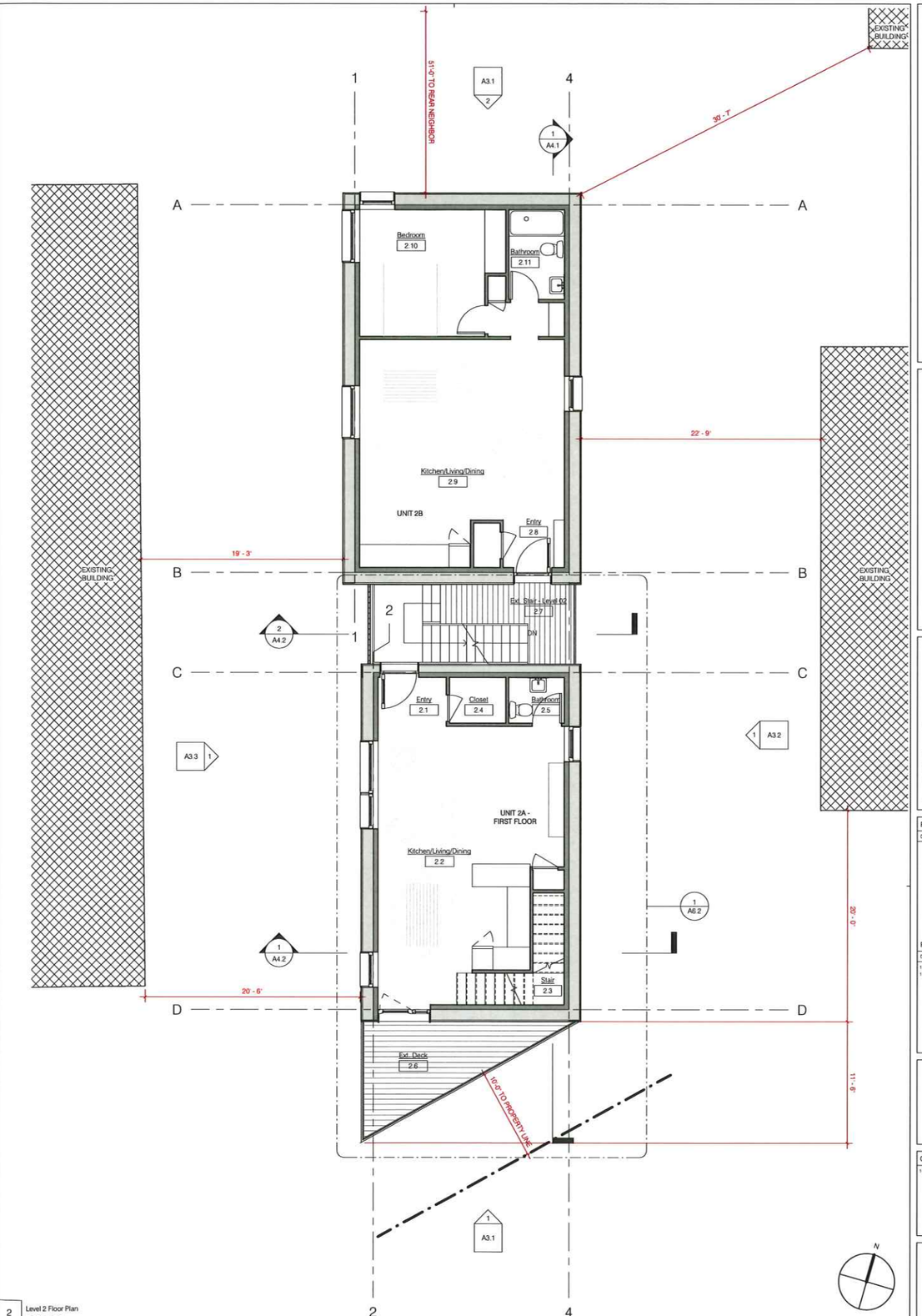
CURRENT ISSUE:

14 0401 Preliminary Site Plan Review

A1.2



1 Level 3 Floor Plan
3/16" = 1'-0"



2 Level 2 Floor Plan
3/16" = 1'-0"

G-OLOGIC

97 Cumberland Ave.
Portland, ME 04101

Project Number

Level 2 & 3 Floor Plans

REVISIONS:

DATE & DESCRIPTION

PAST ISSUES:

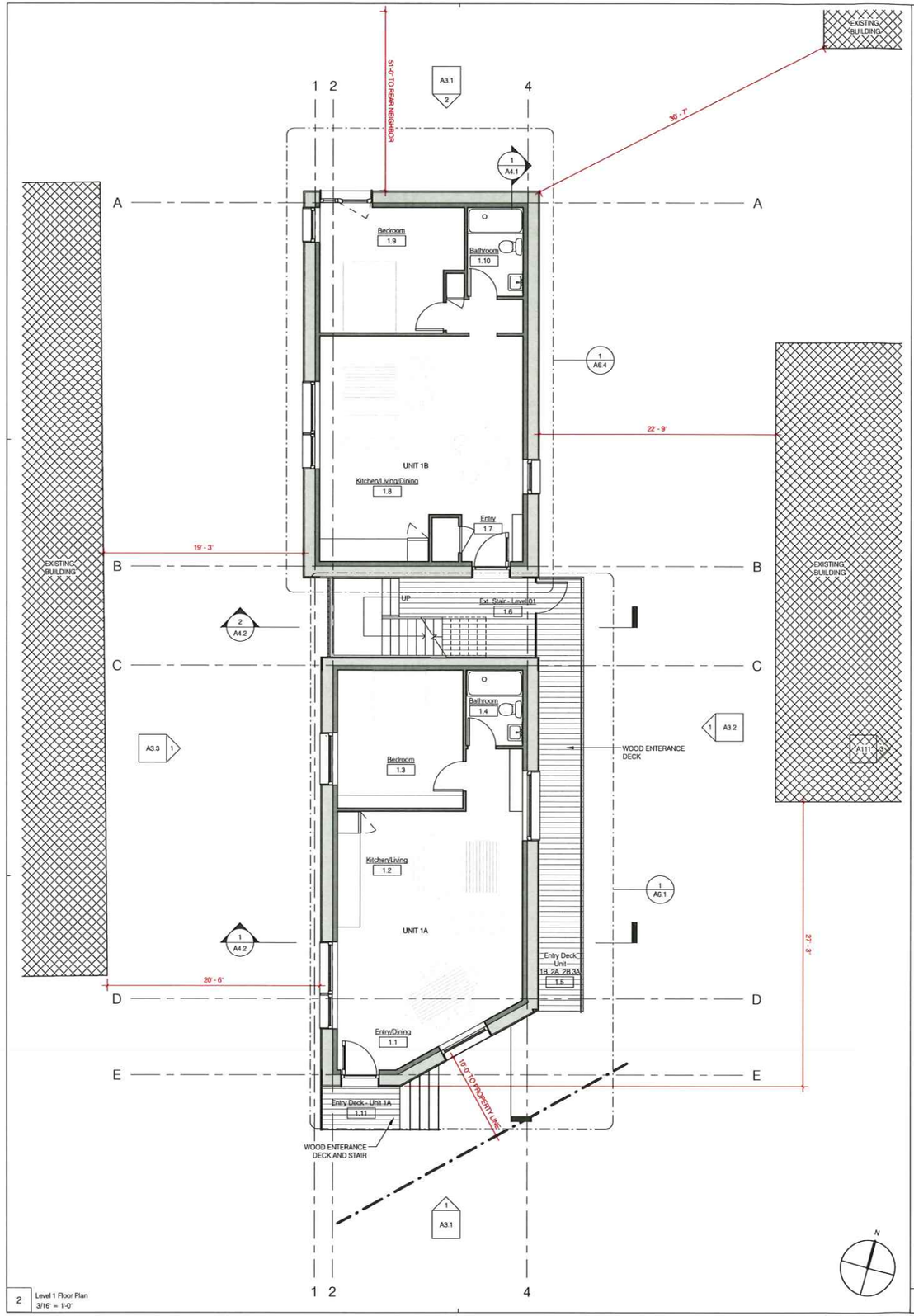
DATE & DESCRIPTION

14 01 21 Re Consultant Review
14 01 29 Pre Application Review

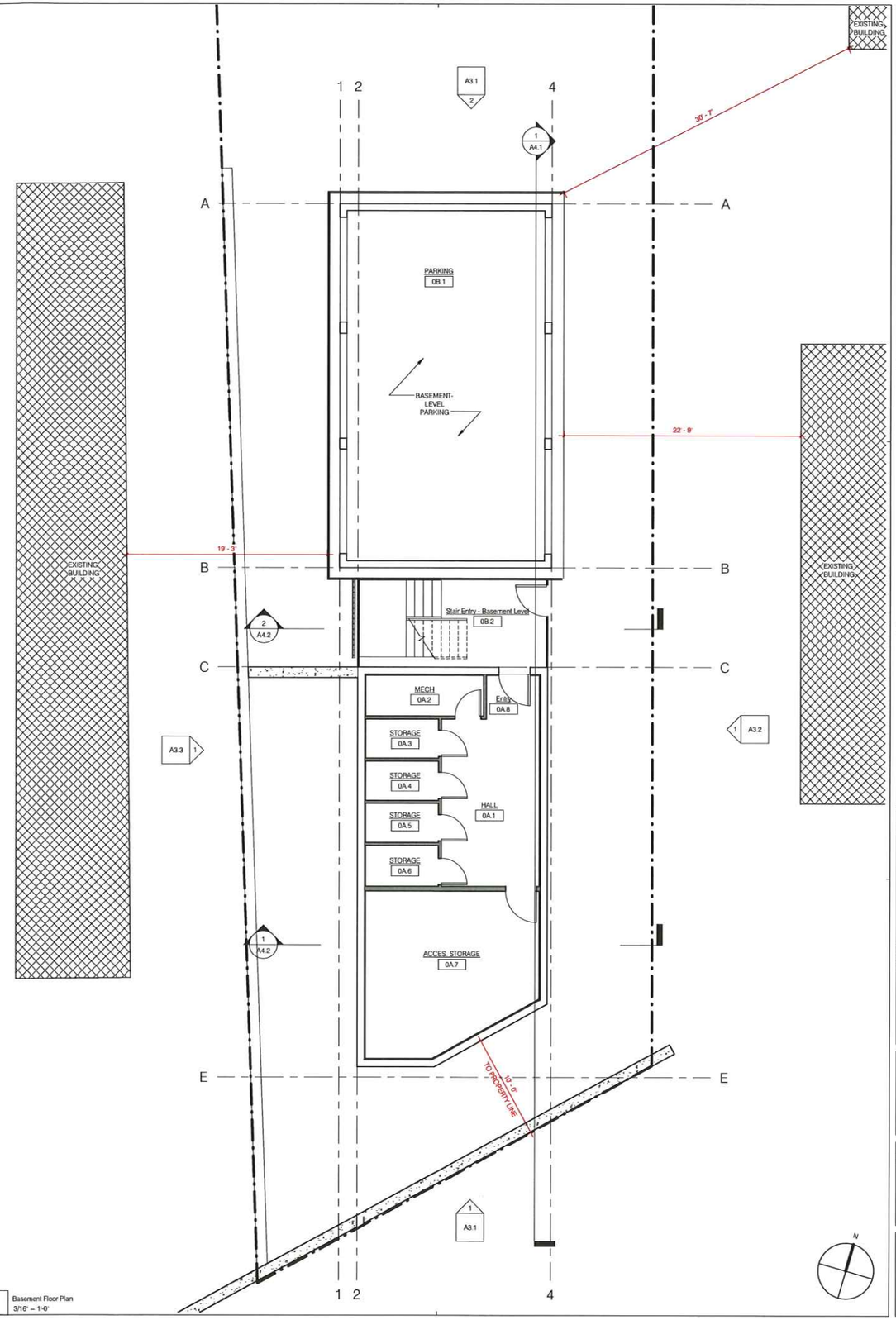
CURRENT ISSUE:

14 04 21 Preliminary Site Plan Review

A2.2



2 Level 1 Floor Plan
3/16" = 1'-0"



1 Basement Floor Plan
3/16" = 1'-0"

G·OLOGIC

97 Cumberland Ave.
Portland, ME 04101

Project Number

Basement & Level 1 Plans

REVISIONS:

DATE & DESCRIPTION

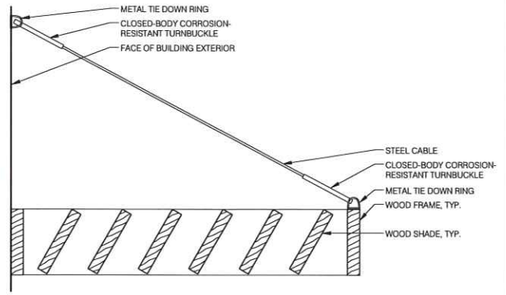
PAST ISSUES:

DATE & DESCRIPTION
14.0121 For Consultant Review
14.0129 Pre-Application Review

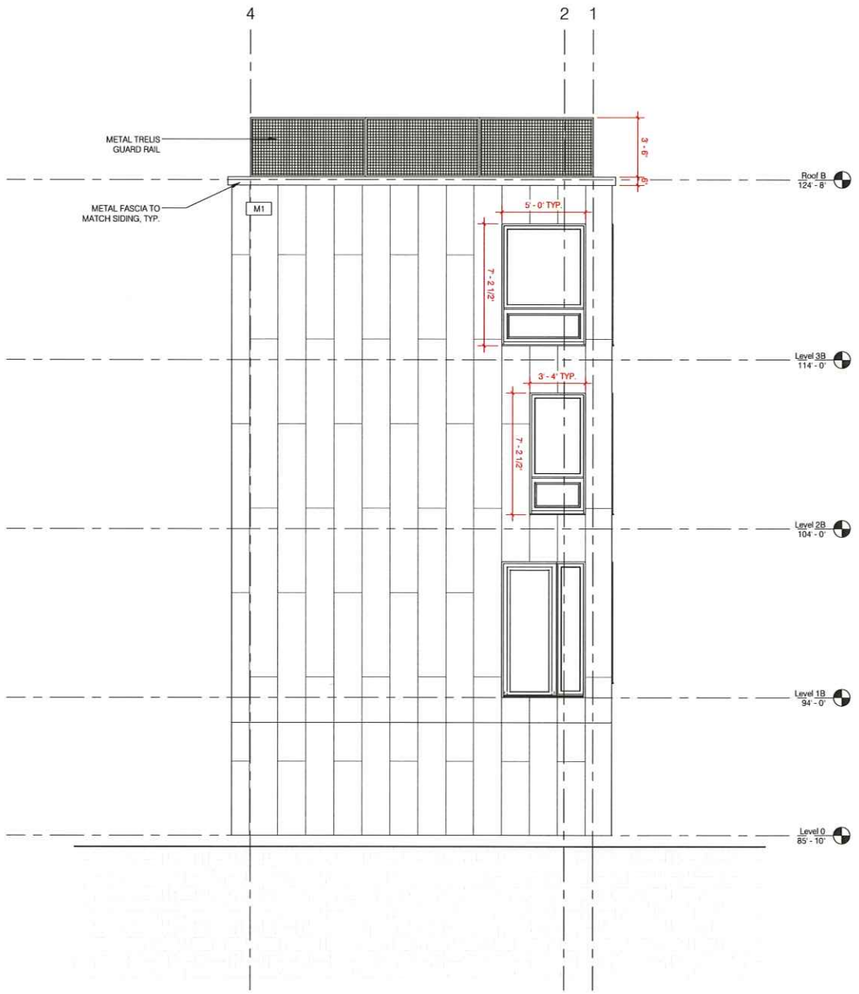
CURRENT ISSUE:

14.0401 Preliminary Site Plan Review

A2.1

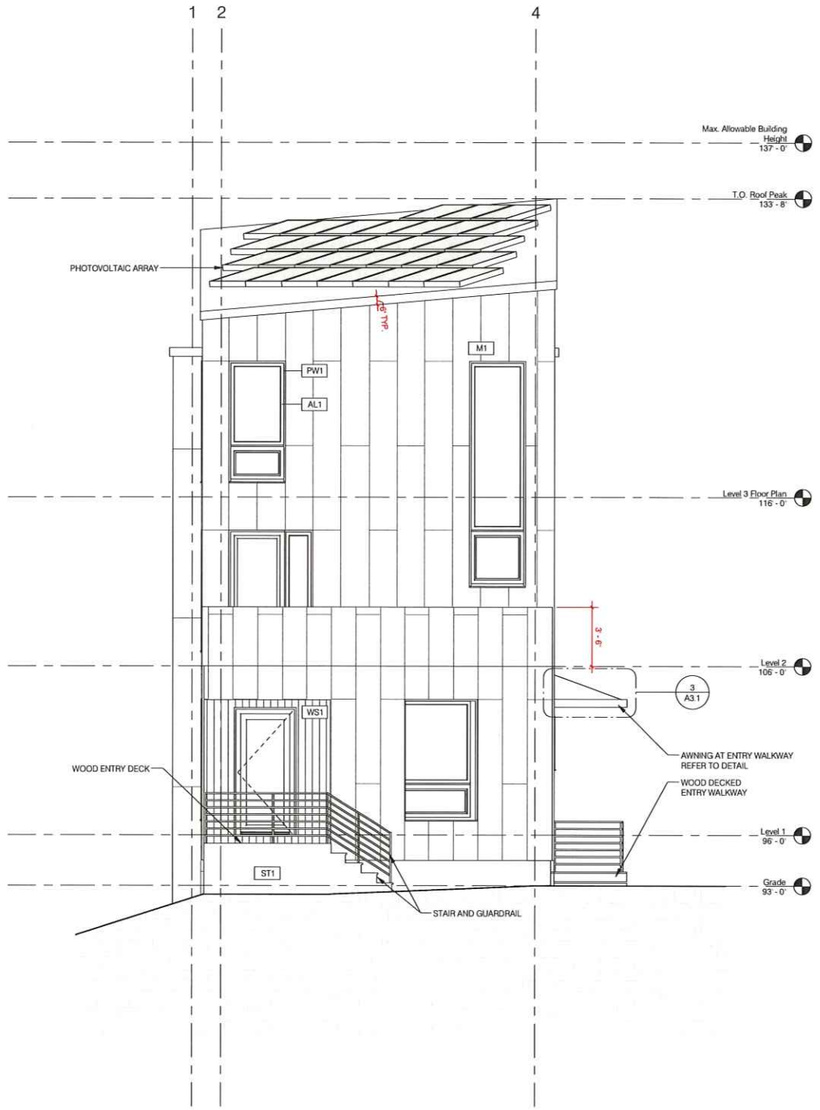


3 Section Detail - Awning
1 1/2" = 1'-0"



2 North
1/4" = 1'-0"

EXTERIOR FINISH SCHEDULE	
MATERIAL TYPE	MATERIAL DESCRIPTION
AL1	Aluminum Clad Window Frame
M1	Cold Formed A606 Steel Panel Siding - 20" x 10'
PW1	Painted Wood Trim
ST1	Acrylic Stucco Over Rigid Insulation
WS1	Vertical Shiplap Siding



1 South
1/4" = 1'-0"

GOLOGIC

97 Cumberland Ave.
Portland, ME 04101
Project Number

Exterior Elevations

REVISIONS:
DATE & DESCRIPTION

PAST ISSUES:
DATE & DESCRIPTION
14 6/21 For Consultant Review
14 6/28 Pre-Application Review

CURRENT ISSUE:
14 0401 Preliminary Site Plan Review

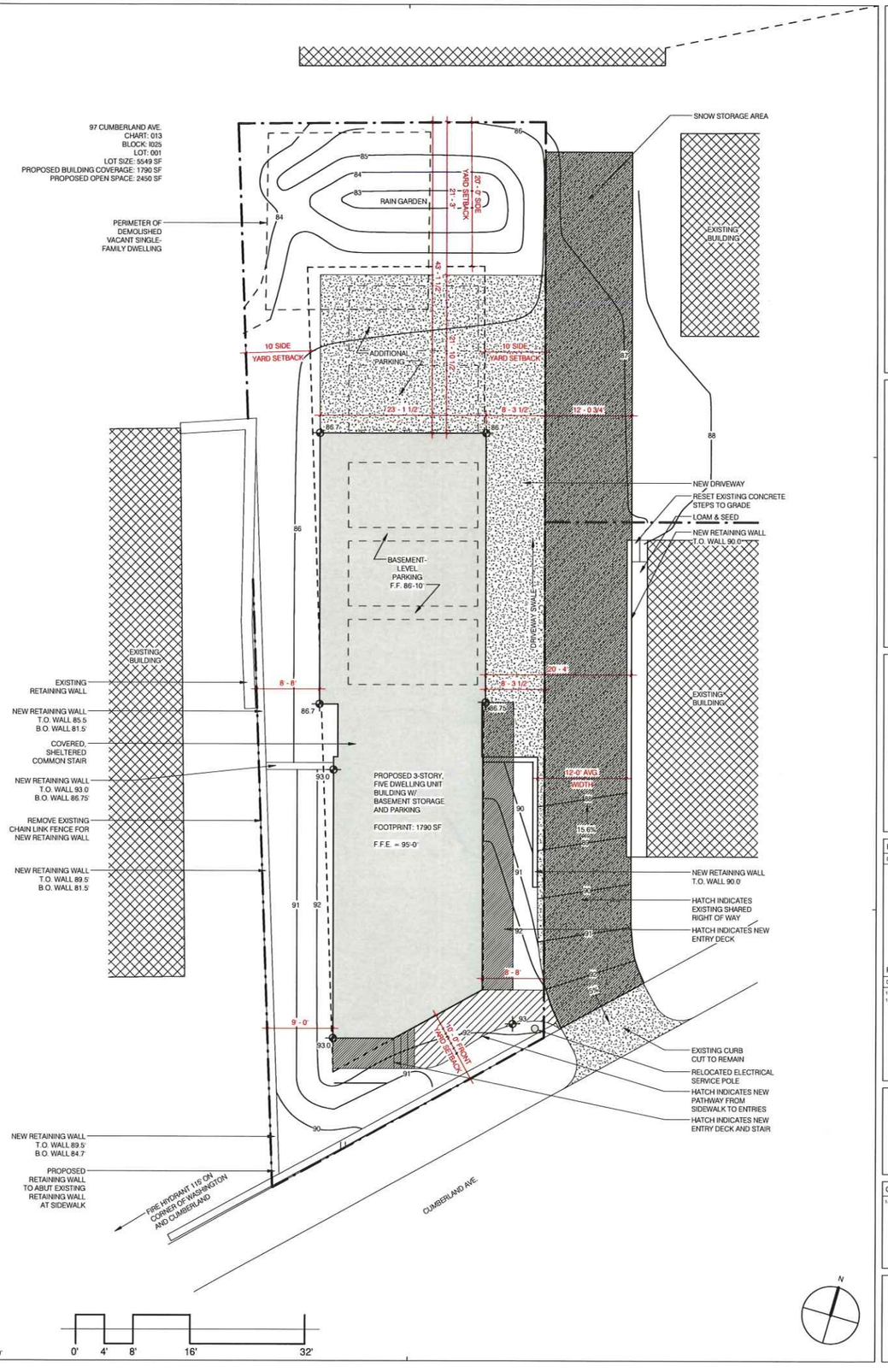
A3.1

SITE PLAN LEGEND

- EXISTING BUILDING
- CONCRETE WALL
- GRAVEL
- PROPERTY LINE
- SETBACK
- EASEMENT
- SUBSURFACE DRAINAGE
- WATER SUPPLY
- ELECTRICAL SUPPLY
- TEL/DAT (COAXIAL CABLE)
- CABLE TV
- SANITARY SEWER
- FENCE
- NEW SITE CONTOUR
- EXISTING SITE CONTOUR

PROJECT DATA:

TOTAL AREA OF SITE	5,550 SQ. FT.
PROPOSED TOTAL DISTURBED AREA OF THE SITE	2,914 SQ. FT.
IMPERVIOUS SURFACE AREA	
IMPERVIOUS AREA (TOTAL EXISTING)	500 SQ. FT.
IMPERVIOUS AREA (TOTAL PROPOSED)	2,914 SQ. FT.
BUILDING GROUND FLOOR AREA AND TOTAL FLOOR AREA	
BUILDING FOOTPRINT (TOTAL EXISINTG)	N/A
BUILDING FOOTPRINT (TOTAL PROPOSED)	1,790 SQ. FT.
BUILDING FLOOR AREA (TOTAL EXISINTG)	N/A
BUILDING FLOOR AREA (TOTAL PROPOSED)	6,726 SQ. FT
ZONING	
EXISTING	R6
LAND USE	
EXISTING	RESIDENTIAL
PROPOSED	RESIDENTIAL
RESIDENTIAL	
# OF RESIDENTIAL UNITS (TOATL EXISTING)	N/A
# OF RESIDENTIAL UNITS (TOTAL PROPOSED)	5
# OF LOTS (TOTAL PROPOSED)	1
# OF AFFORDABLE HOUSING UNITS (TOTAL PROPOSED)	N/A
PROPOSED BEDROOM MIX	
# OF EFFICIENCY UNITS (TOTAL PROPOSED)	N/A
# OF ONE-BEDROOM UNITS (TOTAL PROPOSED)	4
# OF TWO-BEDROOM UNITS (TOTAL PROPOSED)	N/A
# OF THREE-BEDROOM UNITS (TOTAL PROPOSED)	1
PARKING SPACES	
# OF PARKING SPACES (TOTAL EXISITNG)	N/A
# OF PARKING SPACES (TOTAL PROPOSED)	5
# OF HANDICAPPED SPACES (TOTAL PROPOSED)	N/A
BICYCLE PARKING SPACES	
# OF BICYCLE SPACES (TOTAL EXISINTG)	N/A
# OF BICYCLE SPACES (TOTAL PROPOSED)	PER TECHNICAL MANUAL REQUIREMENTS
ESTIMATED COST OF PROJECT	$900,000



1 Site Plan
1/8" = 1'-0"

G·OLOGIC

97 Cumberland Ave.
Portland, ME 04101
Project Number

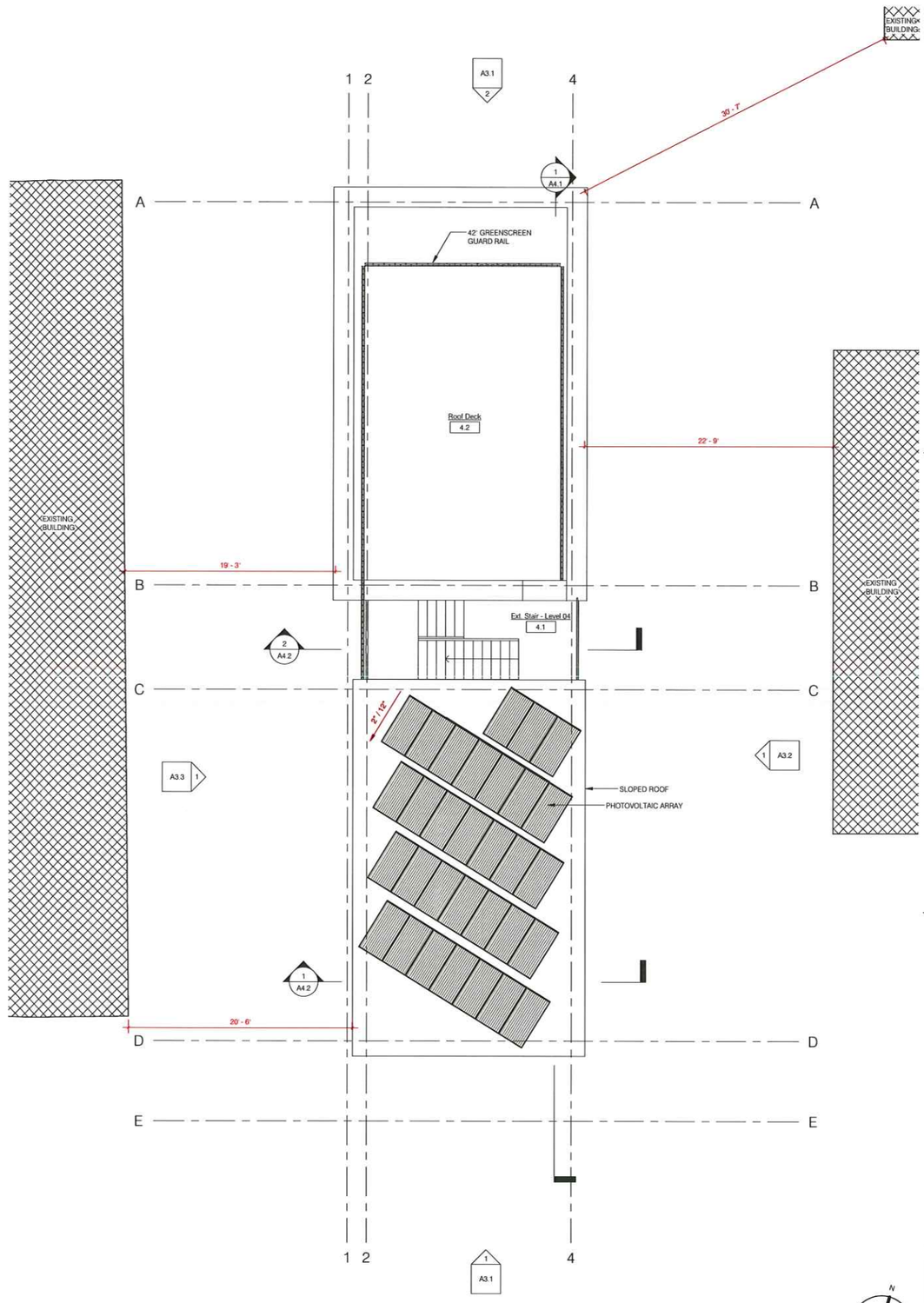
Preliminary Site Plan

REVISIONS:
DATE & DESCRIPTION

PAST ISSUES:
DATE & DESCRIPTION
14 0121 For Consultant Review
14 0129 Pre-Application Review

CURRENT ISSUE:
14 0401 Preliminary Site Plan Review

A1.2



1 Roof Plan
3/16" = 1'-0"

G·OLOGIC

97 Cumberland Ave,
Portland, ME 04101
Project Number

Roof Plan

REVISIONS:

DATE & DESCRIPTION

PAST ISSUES:

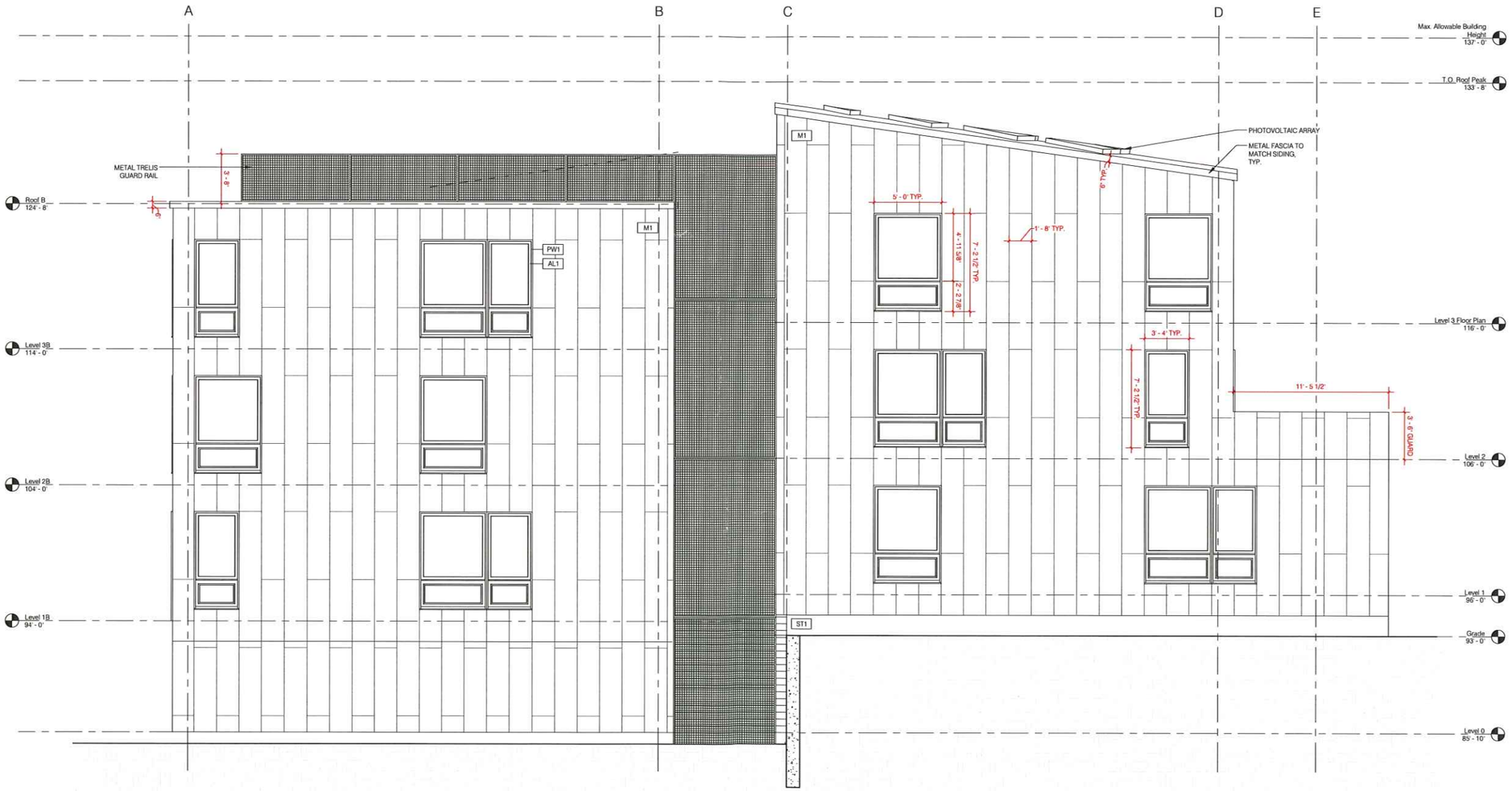
DATE & DESCRIPTION
14.0121 For Consultant Review
14.0129 Pre-Application Review

CURRENT ISSUE:

14.0401	Preliminary Site Plan Review

A2.3

EXTERIOR FINISH SCHEDULE	
MATERIAL TYPE	MATERIAL DESCRIPTION
AL1	Aluminum Clad Window Frame
M1	Cold Formed A606 Steel Panel Siding - 20" x 10'
PW1	Painted Wood Trim
ST1	Acrylic Stucco Over Rigid Insulation
WS1	Vertical Shiplap Siding



1 West
1/4" = 1'-0"

G:OLOGIC

97 Cumberland Ave.
Portland, ME 04101
Project Number

Exterior Elevations

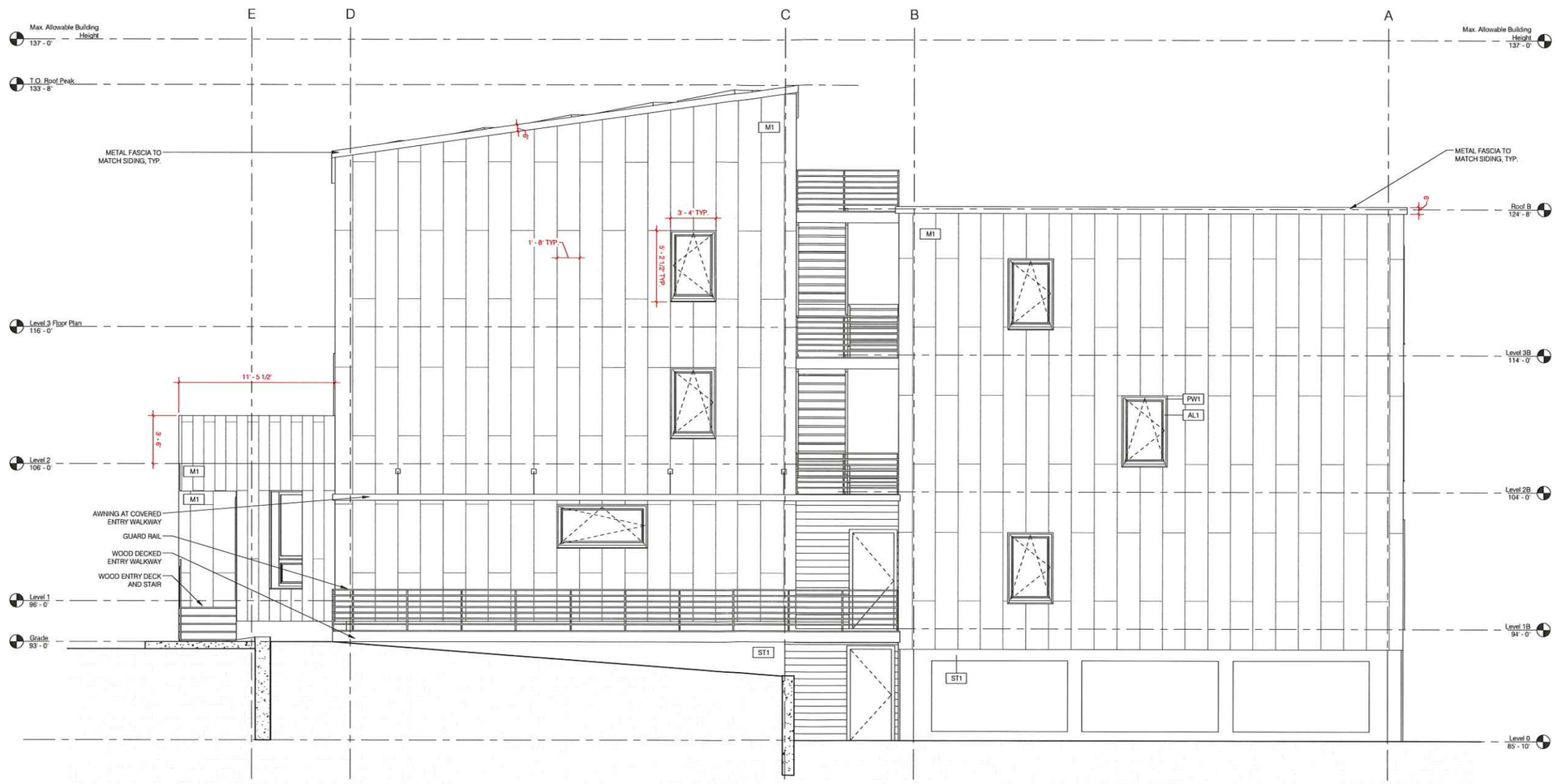
REVISIONS:
DATE & DESCRIPTION

PAST ISSUES:
DATE & DESCRIPTION
14 0121 For Consultant Review
14 0129 Pre-Application Review

CURRENT ISSUE:
14 0401 Preliminary Site Plan Review

A3.3

EXTERIOR FINISH SCHEDULE	
MATERIAL TYPE	MATERIAL DESCRIPTION
AL1	Aluminum Clad Window Frame
M1	Cold Formed A606 Steel Panel Siding - 20' x 10'
PW1	Painted Wood Trim
ST1	Acrylic Stucco Over Rigid Insulation
WS1	Vertical Shiplap Siding



1 East
1/4" = 1'-0"

G·OLOGIC

97 Cumberland Ave.
Portland, ME 04101
Project Number

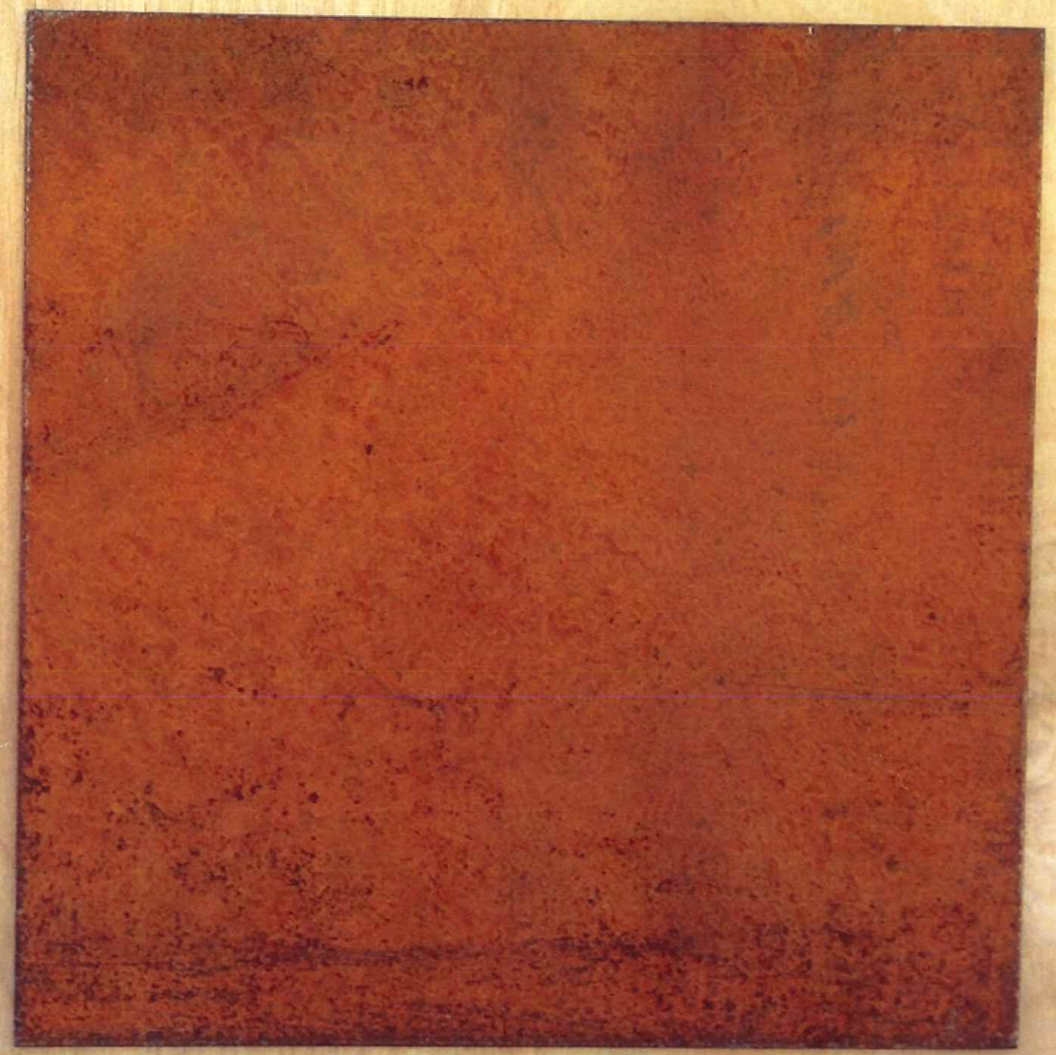
Exterior Elevations

REVISIONS:
DATE & DESCRIPTION:

PAST ISSUES:
DATE & DESCRIPTION:
14.0121 For Comment Review
14.0129 Pre Application Review

CURRENT ISSUE:
14.0401 Preliminary Site Plan Review

A3.2



PLAN REFERENCES

1. PLAN OF PROPERTY IN PORTLAND, MAINE MADE FOR SHELL OIL COMPANY DATED OCTOBER 2, 1978 BY H.I. & E.C. JORDAN SURVEYORS.

2. PLOT PLAN SHOWING PROPERTY OF WALTER A. GERRY AT 93 & 97 CUMBERLAND AVENUE, PORTLAND, MAINE DATED OCTOBER 8, 1946 BY VARNEY ENGINEERING CO. RECORDED IN C.C.R.D. PLAN BOOK 32 PAGE 28.

3. BOUNDARY AND TOPOGRAPHIC SURVEY ON 43 & 45 CUMBERLAND AVENUE, PORTLAND, MAINE MADE FOR OWNER OF RECORD STEPHANIE DUNN DATED JULY 7, 2009 BY OWEN HASKELL, INC.

4. PLAN AND PROFILE OF WASHINGTON AVE AND CUMBERLAND AVE, PORTLAND MAINE FOR THE CITY OF PORTLAND DATED JULY 2000 BY OWEN HASKELL, INC.

5. CITY OF PORTLAND – CUMBERLAND AVENUE, SHEET NO. 1

6. PLAN OF PROPERTY MADE FOR A & M PARTNERS, LLC REV. 5 06/29/11 TITCOMB ASSOCIATES RECORDED IN PLAN BOOK 211 PAGE 211.

7. CITY OF PORTLAND, MAINE DEPARTMENT OF PUBLIC WORKS, CUMBERLAND AVENUE SEWER WASHINGTON AVE. TO NORTH ST. DATED AUG. 21,1953 CITY FILE NO. 649/13

UTILITY NOTE:

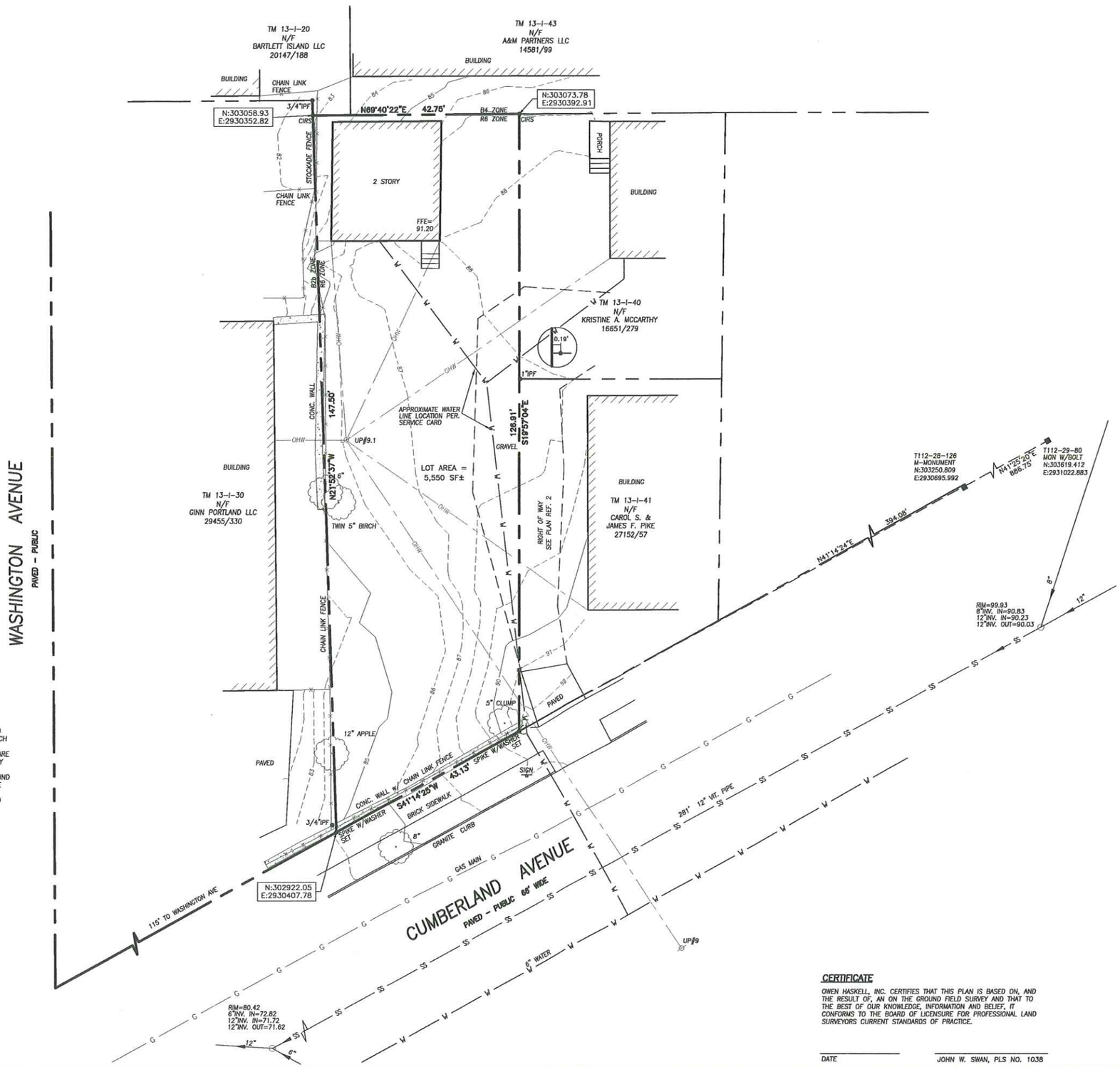
THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEY FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM THE INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. CALL 1-800-DIGSAFE AT LEAST THREE BUSINESS DAYS BEFORE PERFORMING ANY CONSTRUCTION. DUE TO OSHA CONFINED SPACE REQUIREMENTS, **ALL INVERTS AND PIPE SIZES MUST BE VERIFIED PRIOR TO ANY CONSTRUCTION.**

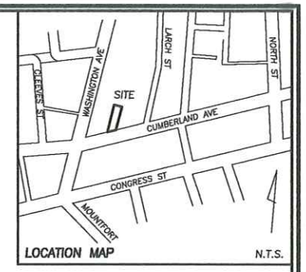
LEGEND

- CAPPED IRON ROD SET
- IRON PIPE OR ROD FOUND
- UTILITY POLE
- SIGN
- DECIDUOUS TREE
- FENCE
- CURB
- OHW — OVERHEAD WIRES
- W — WATER LINE
- G — GAS LINE

GRAPHIC SCALE

0 5' 10' 20' 40'





NOTES

1. OWNERS OF RECORD: PETER C. DUGAS AND ANASTASIA ANTONIADOS, 243 STATE STREET, PORTLAND, MAINE, C.C.R.D. BOOK 30478 PAGE 113.

2. PARCEL IS SHOWN AS LOT 25 BLOCK C ON CITY OF PORTLAND'S ASSESSORS MAP 13.

3. BEARINGS ARE BASED ON MAINE STATE PLANE COORDINATES NAD83. CITY CONTROL POINTS T112-29-30 & T112-28-126 USED.

4. ELEVATIONS BASED ON CITY DATUM. BENCHMARK: STREET SIDE BONNET BOLT ON HYDRANT AT THE SOUTHWEST CORNER OF CUMBERLAND AVE AND WASHINGTON AVE ELEVATION 81.26. (SEE PLAN REFERENCE 4)

5. THE MONUMENT AT THE CORNER OF WASHINGTON AND CUMBERLAND AVENUES, AS SHOWN ON PLAN REF. 1 IS GONE. IT'S LOCATION WAS REESTABLISHED BASED ON THE IRON PIPE FOUND AND THE MONUMENT AT OXFORD AND WASHINGTON AS SHOWN ON PLAN REF. 1. THE LINE ALONG THE EASTERLY SIDE OF GINN PORTLAND, LLC WAS HELD AS PER PLAN REF. 1 AS IT MATCHES THE DIMENSIONS IN DEED BOOK 1831 PAGE 423.

6. THE REAR LINE WAS HELD PERPENDICULAR TO WASHINGTON AVENUE, AS THE BACK DEEDS FOR THE LOTS TO THE NORTH CALL FOR THAT.

7. THE REAR LINE DISTANCE AND THE ANGLE OFF CUMBERLAND AVENUE ON THE EAST LINE WERE HELD AS IN THE LOCUS DEED BOOK 1831 PAGE 423.

8. THE 1946 PLAN WHICH DIVIDED THIS LOT AND THE TWO LOTS TO THE EAST IS RIDDLED WITH ERRORS AND APPEARS TO NOT HAVE BEEN BASED ON A FIELD SURVEY OR DEED RESEARCH. THE FRONT AND BACK DIMENSIONS WERE PRORATED.

9. PLAN REFERENCE 4 SHOWS NO MARKERS FOUND OR SET AND CAN NOT BE RE-CREATED.

10. NO STORM DRAIN FOUND IN CUMBERLAND AVE IN VICINITY OF SITE. NEAREST CB FOUND ON NE CORNER OF WASHINGTON AND CUMBERLAND AVE.

11. NO SERVICE CARDS AVAILABLE FOR GAS OR SEWER.

12. THE PROPERTY IS LOCATED IN CITY OF PORTLAND RESIDENTIAL ZONE R6.

MINIMUM LOT SIZE:	4,500 SF
LOT FRONTAGE:	40 FEET
FRONT SETBACK:	10 FEET
SIDE SETBACK:	10 FEET
REAR SETBACK:	20 FEET

CERTIFICATE

OWEN HASKELL, INC. CERTIFIES THAT THIS PLAN IS BASED ON, AND THE RESULT OF, AN ON THE GROUND FIELD SURVEY AND THAT TO THE BEST OF OUR KNOWLEDGE, INFORMATION AND BELIEF, IT CONFORMS TO THE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS CURRENT STANDARDS OF PRACTICE.

DATE

JOHN W. SWAN, PLS NO. 1038

REV.	DATE	DESCRIPTION
1	2/27/14	ADD UTILITY INFORMATION

BOUNDARY & TOPOGRAPHIC SURVEY

AT

97 CUMBERLAND AVENUE, PORTLAND, MAINE

MADE FOR

PETER DUGAS

97 CUMBERLAND AVENUE, PORTLAND, MAINE

OWEN HASKELL, INC.
390 U.S. ROUTE ONE, FALMOUTH, ME 04105 (207) 774-0424
PROFESSIONAL LAND SURVEYORS

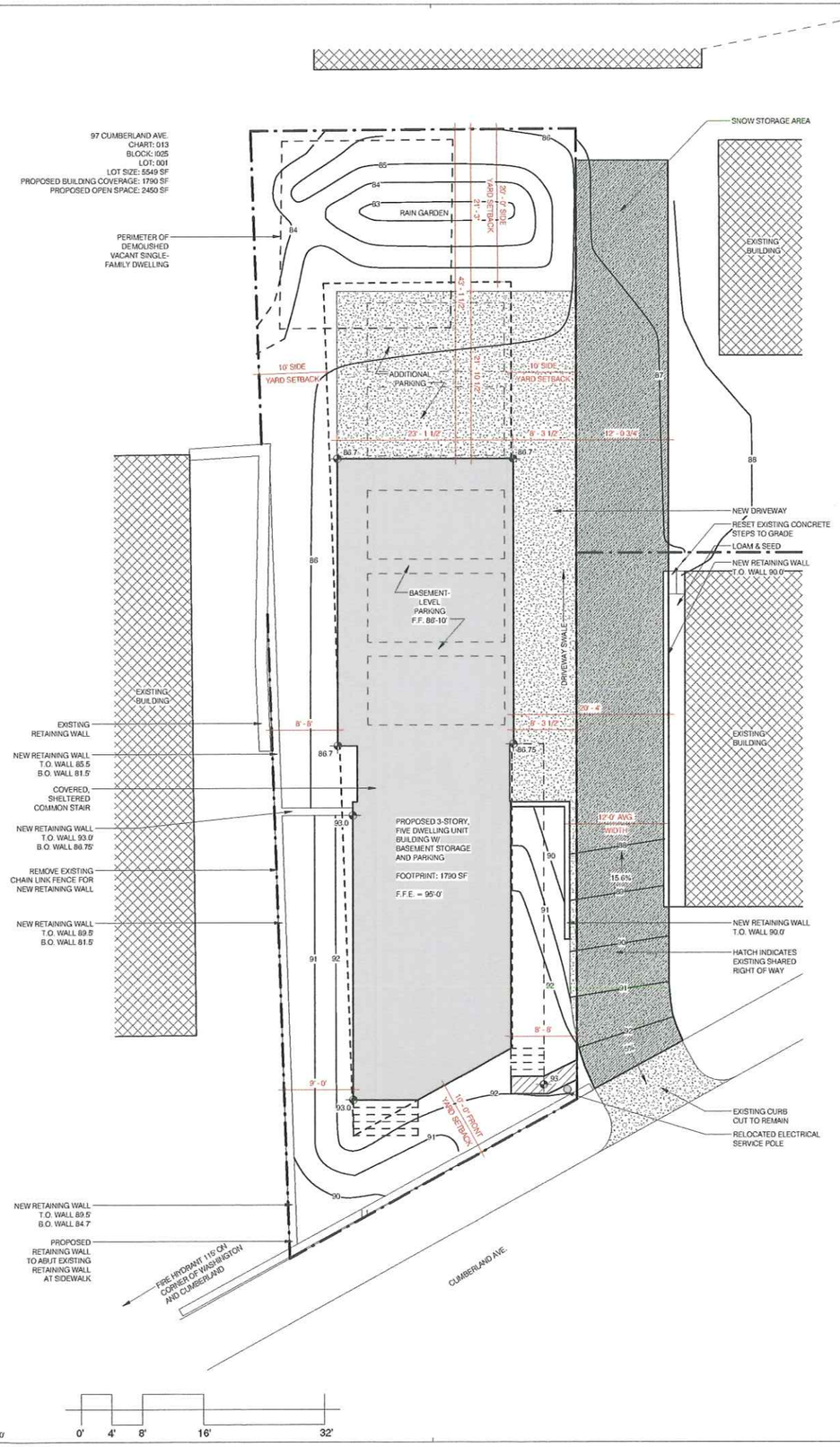
Drwn By	RS	Date	Job No.
Trace By	JLW	AUGUST 9, 2013	2013-108P
Check By	JWS	Scale	Drwg. No.
Book No.	FILE	1" = 10'	1

SITE PLAN LEGEND

- EXISTING BUILDING
- CONCRETE WALL
- GRAVEL
- PROPERTY LINE
- SETBACK
- EASEMENT
- SUBSURFACE DRAINAGE
- WATER SUPPLY
- ELECTRICAL SUPPLY
- TEL/DAT (COAXIAL CABLE)
- CABLE TV
- SANITARY SEWER
- FENCE
- NEW SITE CONTOUR
- EXISTING SITE CONTOUR

PROJECT DATA:

TOTAL AREA OF SITE	5,550 SQ. FT.
PROPOSED TOTAL DISTURBED AREA OF THE SITE	2,914 SQ. FT.
IMPERVIOUS SURFACE AREA	
IMPERVIOUS AREA (TOTAL EXISTING)	500 SQ. FT.
IMPERVIOUS AREA (TOTAL PROPOSED)	2,914 SQ. FT.
BUILDING GROUND FLOOR AREA AND TOTAL FLOOR AREA	
BUILDING FOOTPRINT (TOTAL EXISINTG)	N/A
BUILDING FOOTPRINT (TOTAL PROPOSED)	1,790 SQ. FT.
BUILDING FLOOR AREA (TOTAL EXISINTG)	N/A
BUILDING FLOOR AREA (TOTAL PROPOSED)	6,726 SQ. FT
ZONING	
EXISTING	R6
LAND USE	
EXISTING	RESIDENTIAL
PROPOSED	RESIDENTIAL
RESIDENTIAL	
# OF RESIDENTIAL UNITS (TOATL EXISTING)	N/A
# OF RESIDENTIAL UNITS (TOTAL PROPOSED)	5
# OF LOTS (TOTAL PROPOSED)	1
# OF AFFORDABLE HOUSING UNITS (TOTAL PROPOSED)	N/A
PROPOSED BEDROOM MIX	
# OF EFFICIENCY UNITS (TOTAL PROPOSED)	N/A
# OF ONE-BEDROOM UNITS (TOTAL PROPOSED)	4
# OF TWO-BEDROOM UNITS (TOTAL PROPOSED)	N/A
# OF THREE-BEDROOM UNITS (TOTAL PROPOSED)	1
PARKING SPACES	
# OF PARKING SPACES (TOTAL EXISITNG)	N/A
# OF PARKING SPACES (TOTAL PROPOSED)	5
# OF HANDICAPPED SPACES (TOTAL PROPOSED)	N/A
BICYCLE PARKING SPACES	
# OF BICYCLE SPACES (TOTAL EXISINTG)	N/A
# OF BICYCLE SPACES (TOTAL PROPOSED)	PER TECHNICAL MANUAL REQUIREMENTS
ESTIMATED COST OF PROJECT	$900,000



1 Site Plan
1/8" = 1'-0"

G·O LOGIC

97 Cumberland Ave.
Portland, ME 04101
Project Number

Preliminary Site Plan

REVISIONS:

DATE & DESCRIPTION

PAST ISSUES:

DATE & DESCRIPTION
140121 For Consultant Review
140123 Pre-Application Review

CURRENT ISSUE:

140401	Preliminary Site Plan Review

A1.2

LANDSCAPE PLAN LEGEND

- NEW RETAINING WALL
- EXISTING RETAING WALL
- TREE
- WALKWAY & ENTRANCE
- BIKE PARKING
- PLANTED VEGITATION
- EXISTING BUILDING
- RAIN GARDEN
- SEEDED AREA
- GRAVEL
- STONE WALKWAY
- PROPERTY LINE
- FENCE
- NEW SITE CONTOUR
- EXISTING SITE CONTOUR

PROJECT DATA:

TOTAL AREA OF SITE	5,550 SQ. FT.
PROPOSED TOTAL DISTURBED AREA OF THE SITE	2,914 SQ. FT.
IMPERVIOUS SURFACE AREA	
IMPERVIOUS AREA (TOTAL EXISTING)	500 SQ. FT.
IMPERVIOUS AREA (TOTAL PROPOSED)	2,914 SQ. FT.
BUILDING GROUND FLOOR AREA AND TOTAL FLOOR AREA	
BUILDING FOOTPRINT (TOTAL EXISINTG)	N/A
BUILDING FOOTPRINT (TOTAL PROPOSED)	1,799 SQ. FT.
BUILDING FLOOR AREA (TOTAL EXISINTG)	N/A
BUILDING FLOOR AREA (TOTAL PROPOSED)	6,728 SQ. FT
ZONING	
EXISTING	R6
LAND USE	
EXISTING	RESIDENTIAL
PROPOSED	RESIDENTIAL
RESIDENTIAL	
# OF RESIDENTIAL UNITS (TOATL EXISTING)	N/A
# OF RESIDENTIAL UNITS (TOTAL PROPOSED)	5
# OF LOTS (TOTAL PROPOSED)	1
# OF AFFORDABLE HOUSING UNITS (TOTAL PROPOSED)	N/A
PROPOSED BEDROOM MIX	
# OF EFFICIENCY UNITS (TOTAL PROPOSED)	N/A
# OF ONE-BEDROOM UNITS (TOTAL PROPOSED)	4
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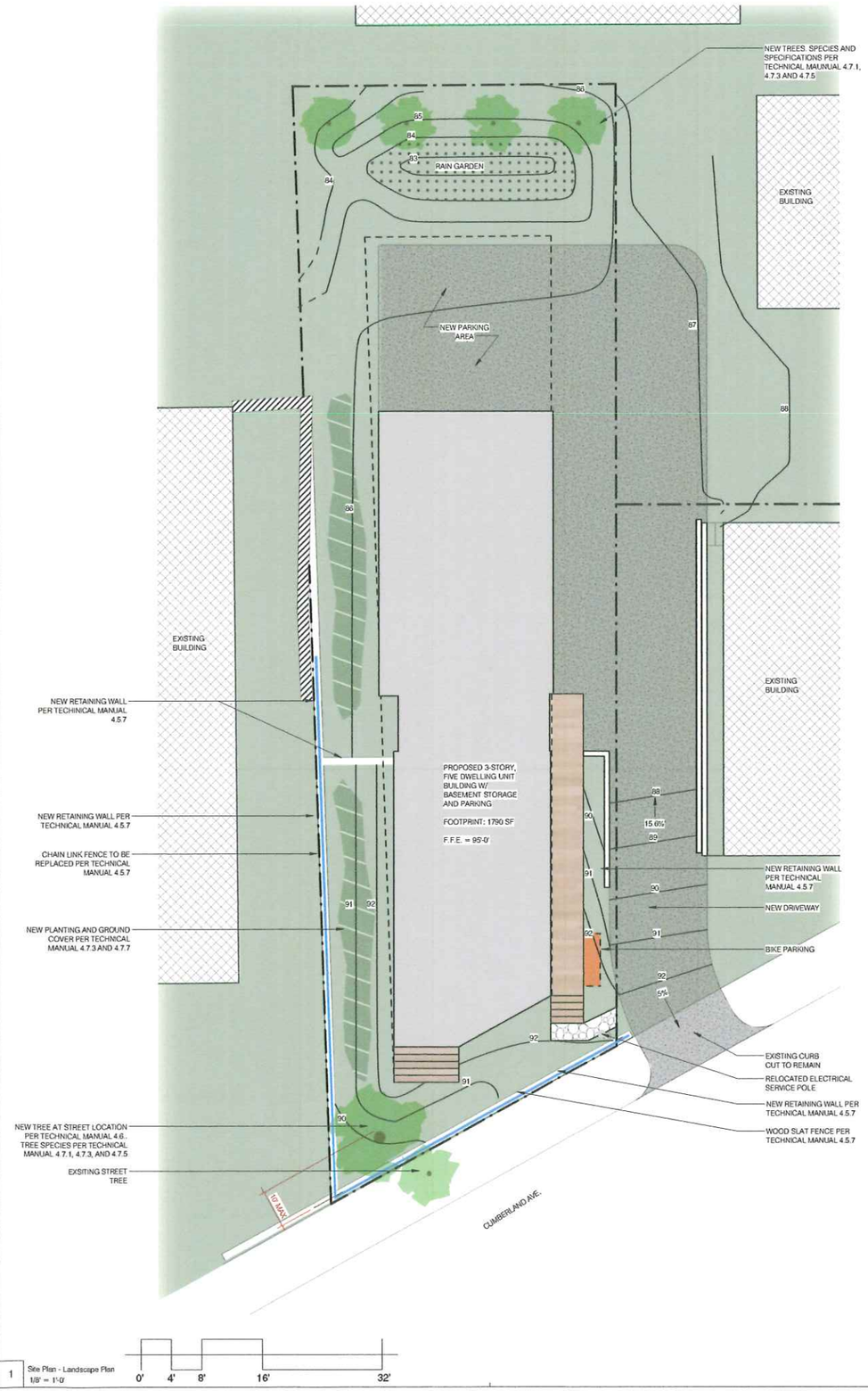
PARKING SPACES	
# OF PARKING SPACES (TOTAL EXISITNG)	N/A
# OF PARKING SPACES (TOTAL PROPOSED)	5
# OF HANDICAPPED SPACES (TOTAL PROPOSED)	N/A
BICYCLE PARKING SPACES	
# OF BICYCLE SPACES (TOTAL EXISINTG)	N/A
# OF BICYCLE SPACES (TOTAL PROPOSED)	PER TECHNICAL MANUAL REQUIREMENTS
ESTIMATED COST OF PROJECT	$900,000

LANDSCAPE PLAN NOTES:

1. ALL SLOPES BETWEEN 5%-50% STABILIZED PER TECHNICAL MANUAL 4.5.8
2. ALL BARE SOILS TO BE VEGETATED OR MULCHED PER TECHNICAL MANUAL 4.7.13
3. TREE PLANTING SCHEDULE PER TECHNICAL MANUAL 4.7.11



1 Site Plan - Landscape Plan
1/8" = 1'-0"

G-O LOGIC

97 Cumberland Ave
Portland, ME 04101
Project Number

Landscape Plan

REVISIONS:
DATE & DESCRIPTION

PAST ISSUES:
DATE & DESCRIPTION
14-0121 For Consultant Review
14-0129 Pre-Application Review

CURRENT ISSUE:
14-0401 Preliminary Site Plan Review

A1.3

SITE PLAN LEGEND

- EXISTING BUILDING
- CONCRETE WALL
- GRAVEL
- PROPERTY LINE
- SETBACK
- EASEMENT
- SUBSURFACE DRAINAGE
- WATER SUPPLY
- ELECTRICAL SUPPLY
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IMPERVIOUS SURFACE AREA	
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ZONING	
EXISTING	R6
LAND USE	
EXISTING	RESIDENTIAL
PROPOSED	RESIDENTIAL
RESIDENTIAL	
# OF RESIDENTIAL UNITS (TOATL EXISTING)	N/A
# OF RESIDENTIAL UNITS (TOTAL PROPOSED)	5
# OF LOTS (TOTAL PROPOSED)	1
# OF AFFORDABLE HOUSING UNITS (TOTAL PROPOSED)	N/A
PROPOSED BEDROOM MIX	
# OF EFFICIENCY UNITS (TOTAL PROPOSED)	N/A
# OF ONE-BEDROOM UNITS (TOTAL PROPOSED)	4
# OF TWO-BEDROOM UNITS (TOTAL PROPOSED)	N/A
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PARKING SPACES	
# OF PARKING SPACES (TOTAL EXISITNG)	N/A
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# OF HANDICAPPED SPACES (TOTAL PROPOSED)	N/A
BICYCLE PARKING SPACES	
# OF BICYCLE SPACES (TOTAL EXISINTG)	N/A
# OF BICYCLE SPACES (TOTAL PROPOSED)	PER TECHNICAL MANUAL REQUIREMENTS
ESTIMATED COST OF PROJECT	$900,000

APPLICANT:
PETER DUGAS
243 STATE ST.
PORTLAND, ME 04101
207-899-2409

ARCHITECT:
GO LOGIC
TIMOTHY LOCK
137 HIGH ST
BELFAST, ME 04915
207.338.1566

PROPOSED USE OF STRUCTURE: RESIDENTIAL MULTI-FAMILY (R6)

BUILDING AREA:

BASEMENT:	1553.6 SF
LEVEL 1:	1786.6 SF
LEVEL 2:	1693.0 SF
LEVEL 3:	1693.0 SF
TOTAL BUILDING AREA:	6726.2 SF

PROPOSED FIRE PROTECTION OF ALL BUILDINGS: FULLY SPRINKLERED BUILDING IN COMPLIANCE WITH NFPA 13 D.

CODE SUMMARY:

Lot information

Address: 97 Cumberland St.
Block: 013

Zoning Restrictions – Based On Portland Zoning Ordinance

Zoning District – R6

Minimum Setback Requirements

Principal Structure

Front:	10 feet (or even with neighboring buildings)
Side:	3 stories – 10 feet
Rear:	20 feet

Lot Restrictions

Gross Area	4500 SF
Minimum Street Frontage:	40 feet
Lot Coverage:	50% maximum up to 20 dwelling units – 2945 SF
Open Space Requirement:	20% of lot area – 1180 SF

Lot Compliance

Gross Area:	5550 SF
Street Frontage:	43 feet
Lot Coverage (Building):	1790 SF
Total Impervious Surface:	2914 SF

Building Bulk

Principle Structure

Floor Area Ratio (FAR):	N/A
Building Height Limit:	45 ft. (above average finished grade at fronting street)
Number of Stories:	3 plus Basement
Overall Building Size:	
Total Number of Dwelling Units:	5

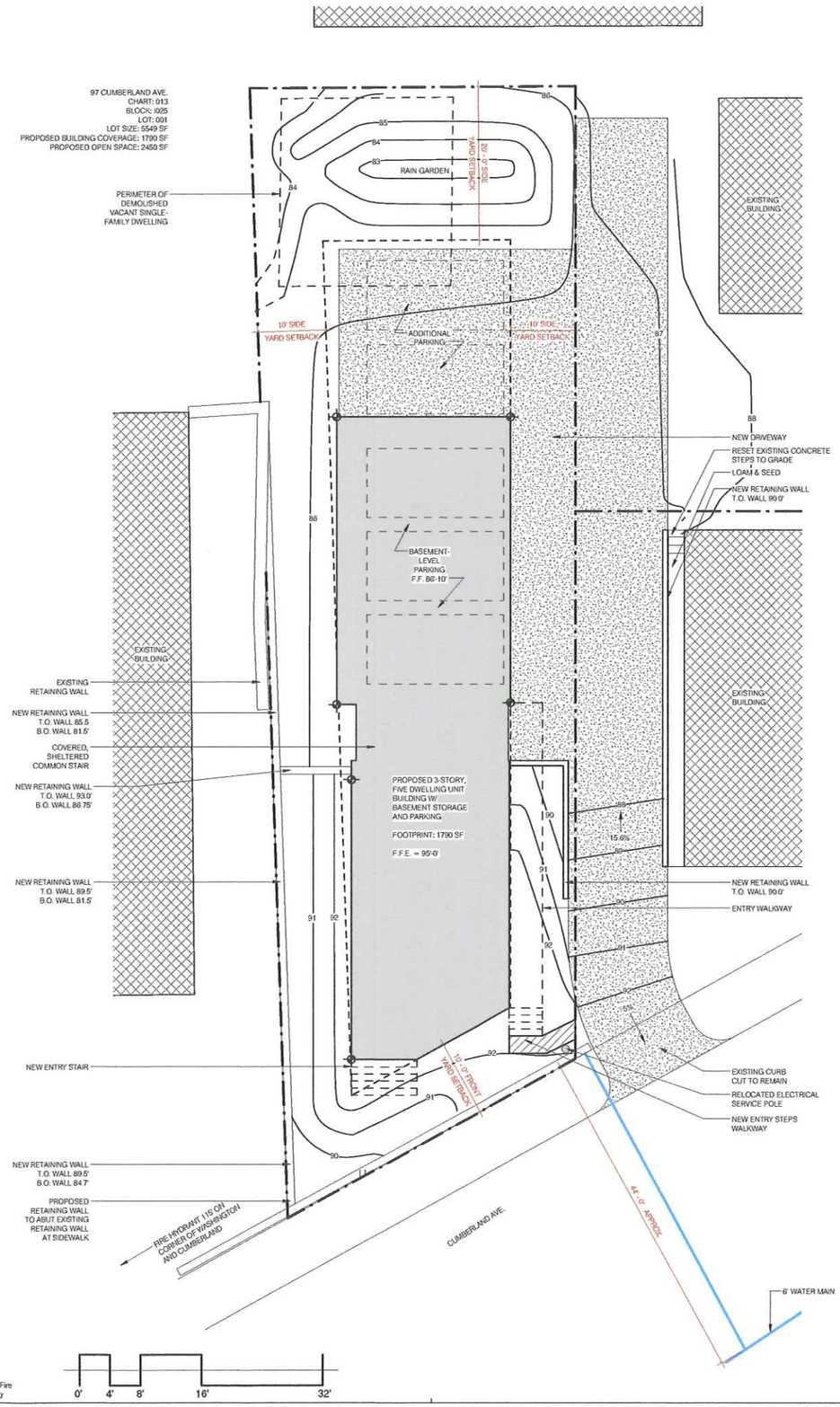
Use Restrictions and Requirements

Principle Structure

Proposed use: Multi-family housing
Permitted uses:
- Multi-family housing
- Single-family house
- Temporary lodging (hotel, etc.)

Conditional uses:
- Professional offices and similar business use types

Parking
Required Off-street Parking: 1 space per dwelling unit – 5 spaces provided



1 Site Plan - Fire
1/8" = 1'-0"

G·O LOGIC

97 Cumberland Ave
Portland, ME 04101
Project Number

Fire Department Site Plan

REVISIONS:

DATE & DESCRIPTION

PAST ISSUES:

DATE & DESCRIPTION
14-0121 For Consultant Review
14-0129 Pre-Application Review

CURRENT ISSUE:

14-0401	Preliminary Site Plan Review

A1.4

EXTERIOR FINISH SCHEDULE	
MATERIAL TYPE	MATERIAL DESCRIPTION
AL1	Aluminum Clad Window Frame
M1	Cold Formed A606 Steel Panel Siding - 20' x 10'
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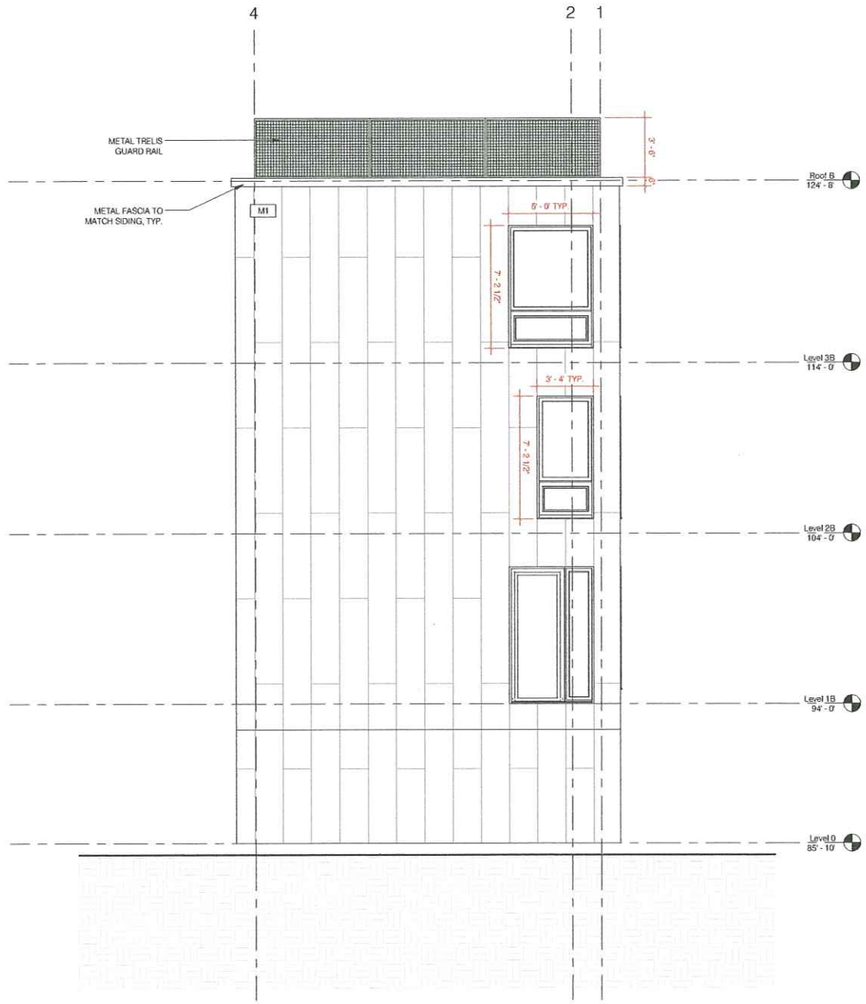
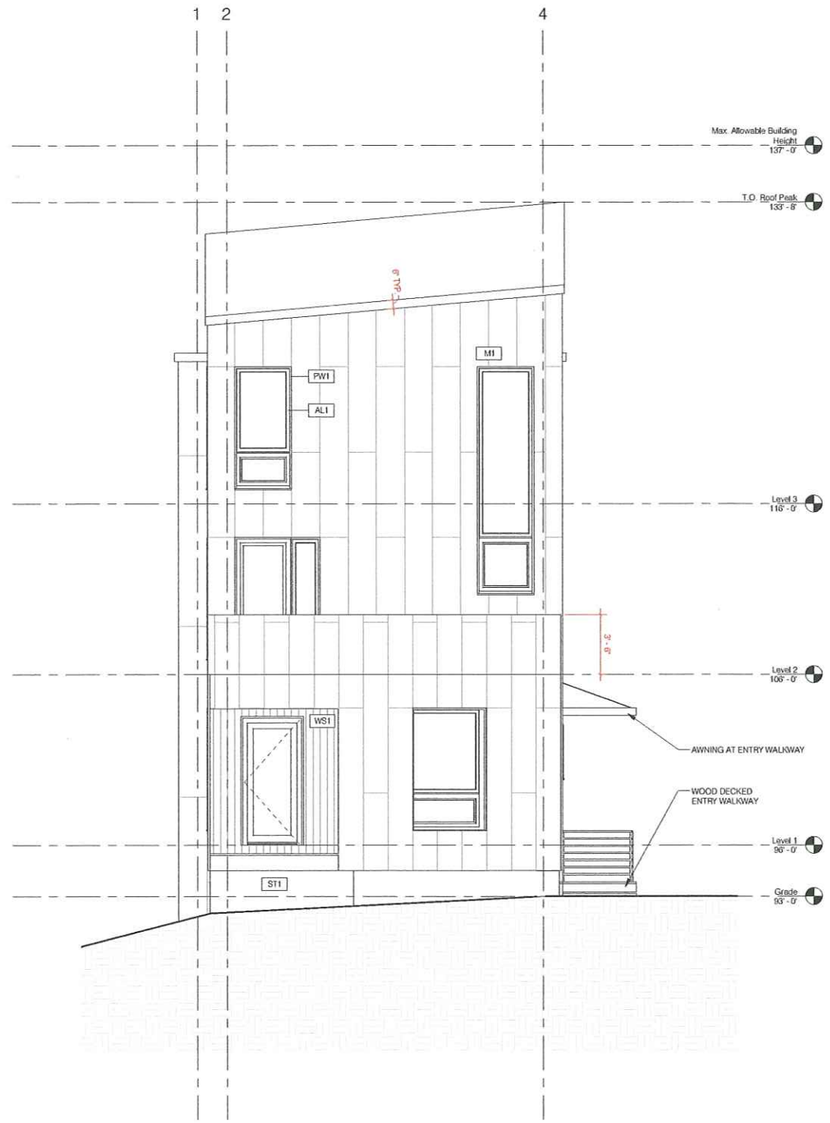
WS1	Vertical Shiplap Siding



2 North 1/4" = 1'-0"



1 South 1/4" = 1'-0"

G·O LOGIC

97 Cumberland Ave.
Portland, ME 04101
Project Number

Exterior Elevations

REVISIONS:

DATE & DESCRIPTION

PAST ISSUES:

DATE & DESCRIPTION
14-0121 For Consultant Review
14-0129 Pre-Application Review

CURRENT ISSUE:

14-0401	Preliminary Site Plan Review

A3.1

EXTERIOR FINISH SCHEDULE	
MATERIAL TYPE	MATERIAL DESCRIPTION
AL1	Aluminum Clad Window Frame
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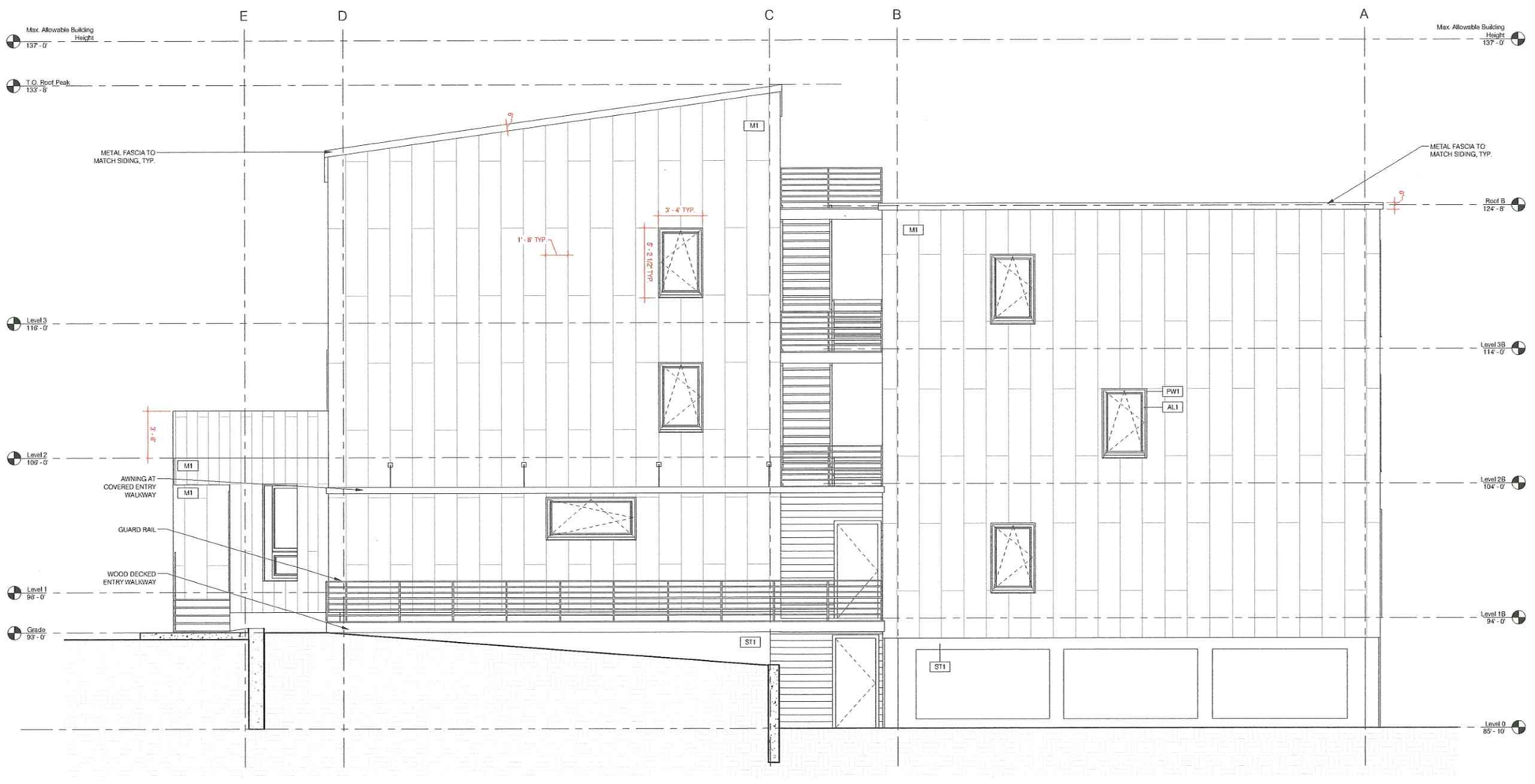
ST1	Acrylic Stucco Over Rigid Insulation
WS1	Vertical Shiplap Siding



1 East
1/4" = 1'-0"

G·OLOGIC

97 Cumberland Ave.
Portland, ME 04101
Project Number

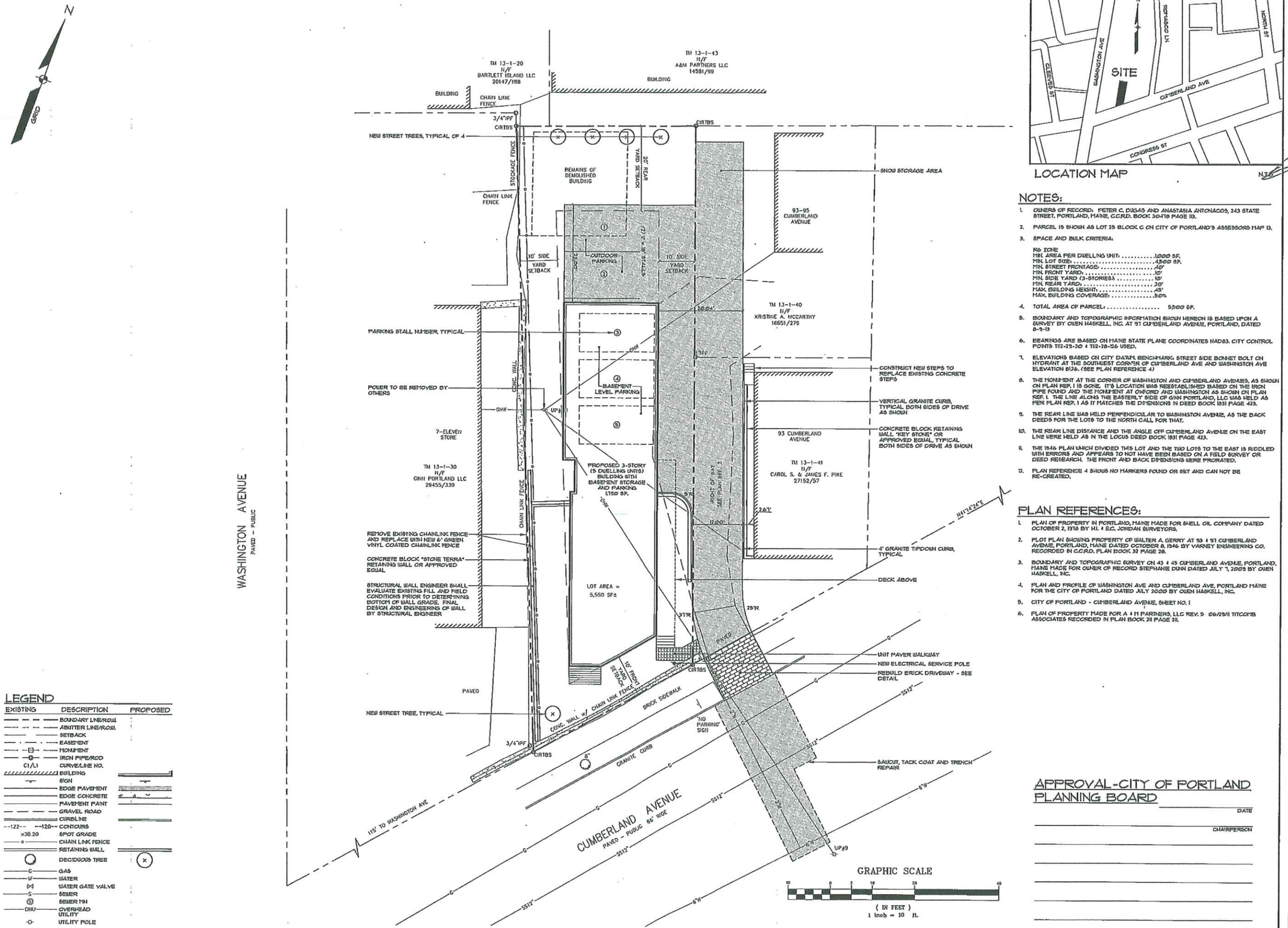
Exterior Elevations

REVISIONS:
DATE & DESCRIPTION

PAST ISSUES:
DATE & DESCRIPTION
14-0121 For Consultant Review
14-0123 Pre-Application Review

CURRENT ISSUE:
14-0403 Preliminary Site Plan Review

A3.2



LOCATION MAP

NOT FOR CONSTRUCTION

STATE OF MAINE
ROBERT A. McSORLEY
No. 10185
REGISTERED PROFESSIONAL ENGINEER
4/1/14

NOTES:

1. OWNERS OF RECORD: PETER C. DUGAS AND ANASTASIA ANTONACOS, 243 STATE STREET, PORTLAND, MAINE, C.C.R.D. BOOK 30478 PAGE 113.
2. PARCEL IS SHOWN AS LOT 25 BLOCK C ON CITY OF PORTLAND'S ASSESSORS MAP 13.
3. SPACE AND BULK CRITERIA:

   R5 ZONE
   MIN. AREA PER DWELLING UNIT: .....1,000 SF.
   MIN. LOT SIZE: .....4,500 SF.
   MIN. STREET FRONTAGE: .....40'
   MIN. FRONT YARD: .....10'
   MIN. SIDE YARD (3-STORIES): .....10'
   MIN. REAR YARD: .....20'
   MAX. BUILDING HEIGHT: .....45'
   MAX. BUILDING COVERAGE: 50%

4. TOTAL AREA OF PARCEL: ..... 5,500 SF.
5. BOUNDARY AND TOPOGRAPHIC INFORMATION SHOWN HEREON IS BASED UPON A SURVEY BY OWEN HASKELL, INC. AT 97 CUMBERLAND AVENUE, PORTLAND, DATED 8-9-13
6. BEARINGS ARE BASED ON MAINE STATE PLANE COORDINATES NAD83. CITY CONTROL POINTS 112-29-30 & 112-28-126 USED.
7. ELEVATIONS BASED ON CITY DATUM. BENCHMARK: STREET SIDE BONNET BOLT ON HYDRANT AT THE SOUTHWEST CORNER OF CUMBERLAND AVE AND WASHINGTON AVE ELEVATION 8.26. (SEE PLAN REFERENCE 4)
8. THE MONUMENT AT THE CORNER OF WASHINGTON AND CUMBERLAND AVENUES, AS SHOWN ON PLAN REF. 1 IS GONE. IT'S LOCATION WAS REESTABLISHED BASED ON THE IRON PIPE FOUND AND THE MONUMENT AT OXFORD AND WASHINGTON AS SHOWN ON PLAN REF. 1. THE LINE ALONG THE EASTERLY SIDE OF GINN PORTLAND, LLC WAS HELD AS PER PLAN REF. 1 AS IT MATCHES THE DIMENSIONS IN DEED BOOK 1831 PAGE 423.
9. THE REAR LINE WAS HELD PERPENDICULAR TO WASHINGTON AVENUE, AS THE BACK DEEDS FOR THE LOTS TO THE NORTH CALL FOR THAT.
10. THE REAR LINE DISTANCE AND THE ANGLE OFF CUMBERLAND AVENUE ON THE EAST LINE WERE HELD AS IN THE LOCUS DEED BOOK 1831 PAGE 423.
11. THE 1946 PLAN WHICH DIVIDED THIS LOT AND THE TWO LOTS TO THE EAST IS RIDDLED WITH ERRORS AND APPEARS TO NOT HAVE BEEN BASED ON A FIELD SURVEY OR DEED RESEARCH. THE FRONT AND BACK DIMENSIONS WERE PRORATED.
12. PLAN REFERENCE 4 SHOWS NO MARKERS FOUND OR SET AND CAN NOT BE RE-CREATED.

PLAN REFERENCES:

1. PLAN OF PROPERTY IN PORTLAND, MAINE MADE FOR SHELL OIL COMPANY DATED OCTOBER 2, 1918 BY H.L. & E.C. JORDAN SURVEYORS.
2. PLOT PLAN SHOWING PROPERTY OF WALTER A. GERRY AT 93 & 97 CUMBERLAND AVENUE, PORTLAND, MAINE DATED OCTOBER 8, 1946 BY VARNEY ENGINEERING CO. RECORDED IN C.C.R.D. PLAN BOOK 32 PAGE 28.
3. BOUNDARY AND TOPOGRAPHIC SURVEY ON 43 & 45 CUMBERLAND AVENUE, PORTLAND, MAINE MADE FOR OWNER OF RECORD STEPHANIE DUNN DATED JULY 7, 2003 BY OWEN HASKELL, INC.
4. PLAN AND PROFILE OF WASHINGTON AVE AND CUMBERLAND AVE, PORTLAND MAINE FOR THE CITY OF PORTLAND DATED JULY 2000 BY OWEN HASKELL, INC.
5. CITY OF PORTLAND - CUMBERLAND AVENUE, SHEET NO. 1
6. PLAN OF PROPERTY MADE FOR A & M PARTNERS, LLC REV. 5 06/29/11 TITCOMB ASSOCIATES RECORDED IN PLAN BOOK 211 PAGE 211.

APPROVAL-CITY OF PORTLAND PLANNING BOARD

DATE

CHAIRPERSON

LEGEND

EXISTING	DESCRIPTION	PROPOSED
	BOUNDARY LINE/ROW	
	ABUTTER LINE/ROW	
	SETBACK	
	EASEMENT	
	MONUMENT	
	IRON PIPE/ROD	
C1/L1	CURVE/LINE NO.	
	BUILDING	
	SIGN	
	EDGE PAVEMENT	
	EDGE CONCRETE	
	PAVEMENT PAINT	
	GRAVEL ROAD	
	CURBLINE	
--122-- --120--	CONTOURS	
x30.20	SPOT GRADE	
	CHAIN LINK FENCE	
	RETAINING WALL	
	DECIDUOUS TREE	
G	GAS	
W	WATER	
	WATER GATE VALVE	
S	SEWER	
S	SEWER MH	
OHU	OVERHEAD UTILITY	
	UTILITY POLE	

#	BY	DATE	STATUS
REV.:	BY:	DATE:	STATUS:

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SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd. - Suite 1A, South Portland, ME 04106, Tel: 207.200.2100, Fax: 207.797.4374
220 Gracland Rd. - Suite 8, Lewiston, ME 04240, Tel: 207.513.3663

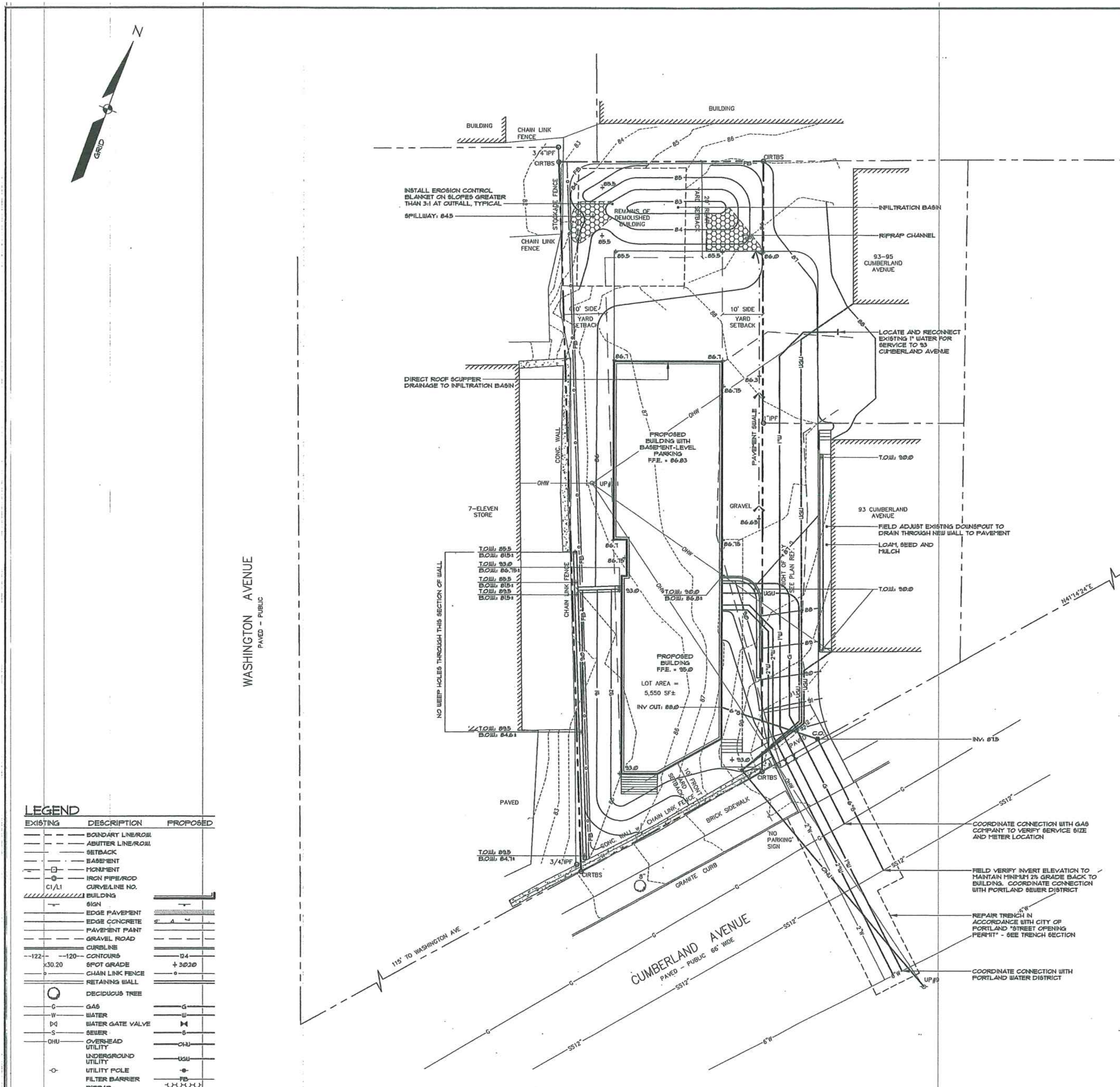
PROJECT NO.	FIELD BOOK	DESIGN	CHKD	DRAWN
14073	-	SAG	SGD	JAR

SITE PLAN
OF:
97 CUMBERLAND AVENUE
97 CUMBERLAND AVENUE
PORTLAND, MAINE
FOR:
PETER DUGAS
243 STATE STREET
PORTLAND, MAINE

DATE	SCALE
03/24/14	1" = 10'

SHEET 2 OF 3

14073S.dwg, TAB:Layout1



CONSTRUCTION NOTES

1. ALL WORK SHALL CONFORM TO THE APPLICABLE CODES AND ORDINANCES.
2. CONTRACTOR SHALL VISIT THE SITE AND FAMILIARIZE HIM OR HERSELF WITH ALL CONDITIONS AFFECTING THE PROPOSED WORK AND SHALL MAKE PROVISIONS AS TO THE COST THEREOF. CONTRACTOR SHALL BE RESPONSIBLE FOR FAMILIARIZING HIM OR HERSELF WITH ALL CONTRACT DOCUMENTS, FIELD CONDITIONS AND DIMENSIONS AND CONFIRMING THAT THE WORK MAY BE ACCOMPLISHED AS SHOWN PRIOR TO PROCEEDING WITH CONSTRUCTION. ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO THE COMMENCEMENT OF WORK.
3. CONTRACTOR SHALL NOTIFY ENGINEER OF ALL PRODUCTS OR ITEMS NOTED AS "EXISTING" WHICH ARE NOT FOUND IN THE FIELD.
4. INSTALL ALL EQUIPMENT AND MATERIALS IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS AND OWNER'S REQUIREMENTS UNLESS SPECIFICALLY OTHERWISE INDICATED OR WHERE LOCAL CODES OR REGULATIONS TAKE PRECEDENCE.
5. CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO FABRICATION AND E RECTION OF ANY MATERIAL. ANY UNUSUAL CONDITIONS SHALL BE REPORTED TO THE ATTENTION OF THE ENGINEER.
6. CONTRACTOR SHALL CLEAN AND REMOVE DEBRIS AND SEDIMENT DEPOSITED ON PUBLIC STREETS, SIDEWALKS, ADJACENT AREAS, OR OTHER PUBLIC WAYS DUE TO CONSTRUCTION.
7. CONTRACTOR SHALL INCORPORATE PROVISIONS AS NECESSARY IN CONSTRUCTION TO PROTECT EXISTING STRUCTURES, PHYSICAL FEATURES, AND MAINTAIN SITE STABILITY DURING CONSTRUCTION. CONTRACTOR SHALL RESTORE ALL AREAS TO ORIGINAL CONDITION AND AS DIRECTED BY DESIGN DRAWINGS.
8. SITE CONTRACTOR SHALL OBTAIN ALL REQUIRED PERMITS PRIOR TO CONSTRUCTION.
9. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED IN ACCORDANCE WITH "MAINE EROSION AND SEDIMENTATION CONTROL HANDBOOK FOR CONSTRUCTION: BEST MANAGEMENT PRACTICES" PUBLISHED BY THE CUMBERLAND COUNTY SOIL AND WATER CONSERVATION DISTRICT AND MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, MARCH 2003 OR LATEST EDITION. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO POSSESS A COPY OF THE EROSION CONTROL PLAN AT ALL TIMES.
10. THE CONTRACTOR IS HEREBY CAUTIONED THAT ALL SITE FEATURES SHOWN HEREON ARE BASED ON FIELD OBSERVATIONS BY THE SURVEYOR AND BY INFORMATION PROVIDED BY UTILITY COMPANIES. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR SHALL CONTACT DIG SAFE (1-888-DIGSAFE) AT LEAST THREE (3) BUT NOT MORE THAN THIRTY (30) DAYS PRIOR TO COMMENCEMENT OF EXCAVATION OR DEMOLITION TO VERIFY HORIZONTAL AND VERTICAL LOCATION OF ALL UTILITIES.
11. CONTRACTOR SHALL BE AWARE THAT DIG SAFE ONLY NOTIFIES ITS "MEMBER" UTILITIES ABOUT THE DIG. WHEN NOTIFIED, DIG SAFE WILL ADVISE CONTRACTOR OF MEMBER UTILITIES IN THE AREA. CONTRACTOR IS RESPONSIBLE FOR IDENTIFYING AND CONTACTING NON-MEMBER UTILITIES DIRECTLY. NON-MEMBER UTILITIES MAY INCLUDE TOWN OR CITY WATER AND SEWER DISTRICTS AND SMALL LOCAL UTILITIES, AS WELL AS USG PUBLIC WORKS SYSTEMS.
12. CONTRACTORS SHALL BE RESPONSIBLE FOR COMPLIANCE WITH THE REQUIREMENTS OF 23 MRSA 3360-A. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO COORDINATE WITH THE APPROPRIATE UTILITIES TO OBTAIN AUTHORIZATION PRIOR TO RELOCATION OF ANY EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THESE PLANS. IF A UTILITY CONFLICT ARISES, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE OWNER, THE MUNICIPALITY AND APPROPRIATE UTILITY COMPANY PRIOR TO PROCEEDING WITH ANY RELOCATION.
13. ALL PAVEMENT JOINTS SHALL BE SAWCUT PRIOR TO PAVING TO PROVIDE A DURABLE AND UNIFORM JOINT.
14. NO HOLES, TRENCHES OR STRUCTURES SHALL BE LEFT OPEN OVERNIGHT IN ANY EXCAVATION ACCESSIBLE TO THE PUBLIC OR IN PUBLIC RIGHTS-OF-WAY.
15. ALL WORK WITHIN THE PUBLIC RIGHT-OF-WAY SHALL REQUIRE A STREET OPENING PERMIT FROM THE CITY AS APPLICABLE.
16. IMMEDIATELY UPON COMPLETION OF CUTS/FILLS, THE CONTRACTOR SHALL STABILIZE DISTURBED AREAS IN ACCORDANCE WITH EROSION CONTROL NOTES AND AS SPECIFIED ON PLANS.
17. THE CONTRACTOR SHALL BE FULLY AND SOLELY RESPONSIBLE FOR THE REMOVAL, REPLACEMENT AND RECTIFICATION OF ALL DAMAGED AND DEFECTIVE MATERIAL AND WORKMANSHIP IN CONNECTION WITH THE CONTRACT WORK. THE CONTRACTOR SHALL REPLACE OR REPAIR AS DIRECTED BY THE OWNER ALL SUCH DAMAGED OR DEFECTIVE MATERIALS WHICH APPEAR WITHIN A PERIOD OF ONE YEAR FROM THE DATE OF SUBSTANTIAL COMPLETION.
18. ALL WORK PERFORMED BY THE GENERAL CONTRACTOR AND/OR TRADE SUBCONTRACTOR SHALL CONFORM TO THE REQUIREMENTS OF LOCAL, STATE OR FEDERAL LAWS, AS WELL AS ANY OTHER GOVERNING REQUIREMENTS, WHETHER OR NOT SPECIFIED ON THE DRAWINGS.
19. WHERE THE TERMS "APPROVED EQUAL", "OTHER APPROVED", "EQUAL TO", "ACCEPTABLE" OR OTHER GENERAL QUALIFYING TERMS ARE USED IN THESE NOTES, IT SHALL BE UNDERSTOOD THAT REFERENCE IS MADE TO THE RULING AND JUDGMENT OF SEBAGO TECHNICS, INC.
20. THE GENERAL CONTRACTOR SHALL PROVIDE ALL NECESSARY PROTECTION FOR THE WORK UNTIL TURNED OVER TO THE OWNER.
21. THE GENERAL CONTRACTOR SHALL MAINTAIN A CURRENT AND COMPLETE SET OF CONSTRUCTION DRAWINGS ON SITE DURING ALL PHASES OF CONSTRUCTION FOR USE OF ALL TRADES.
22. THE CONTRACTOR SHALL TAKE FULL RESPONSIBILITY FOR ANY CHANGES AND DEVIATION OF APPROVED PLANS NOT AUTHORIZED BY THE ARCHITECT/ENGINEER AND/OR CLIENT/OWNER.
23. DETAILS ARE INTENDED TO SHOW END RESULT OF DESIGN. ANY MODIFICATION TO SUIT FIELD DIMENSION AND CONDITION SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL PRIOR TO ANY WORK.
24. BEFORE THE FINAL ACCEPTANCE OF THE PROJECT, THE CONTRACTOR SHALL REMOVE ALL EQUIPMENT AND MATERIALS, REPAIR OR REPLACE PRIVATE OR PUBLIC PROPERTY WHICH MAY HAVE BEEN DAMAGED OR DESTROYED DURING CONSTRUCTION, CLEAN THE AREAS WITHIN AND ADJACENT TO THE PROJECT WHICH HAVE BEEN OBSTRUCTED BY HIS/HER OPERATIONS, AND LEAVE THE PROJECT AREA NEAT AND PRESENTABLE.
25. ALL SUBSURFACE UTILITY LINES SHOWN HEREON ARE BASED SOLELY ON THE FIELD LOCATION OF VISIBLE STRUCTURES, SMH'S, CB'S, HYDRANTS, ETC. IN CONJUNCTION WITH DESIGN AND OR AS-BUILT PLANS SUPPLIED TO SEBAGO TECHNICS INC. BY OTHERS. PRIOR TO ANY CONSTRUCTION, EXCAVATION, TEST BORINGS, DRILLING, ETC. DIG SAFE MUST BE NOTIFIED AND A SITE IDENTIFICATION NUMBER ALONG WITH A SAFE TO DIG DATE OBTAINED. THE SITE CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD VERIFYING THE LOCATION, DEPTH AND MATERIAL OF ALL SUBSURFACE UTILITY LINES SHOWN HEREON AND ANY AND ALL OTHERS LOCATED ON SITE WITHIN THE CONSTRUCTION AREA.
26. WATER MATERIALS AND INSTALLATION SHALL MEET THE REQUIREMENTS OF PORTLAND WATER DISTRICT.
27. SEWER MATERIALS AND INSTALLATION SHALL MEET THE REQUIREMENTS OF THE CITY OF PORTLAND SEWER DISTRICT.

NOT FOR CONSTRUCTION

STATE OF MAINE — ROBERT A. McSORLEY — PROFESSIONAL ENGINEER

8/28/14

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REV:	BY:	DATE:	STATUS:

SEBAGO TECHNICS

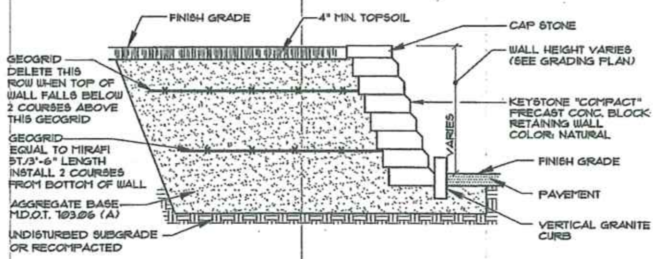
PROJECT NO.	FIELD BOOK	DESIGN	CHKD	DRAWN
14073	-	SAG	SGD	JAR

GRADING AND UTILITY PLAN
OF: 97 CUMBERLAND AVENUE
97 CUMBERLAND AVENUE, PORTLAND, MAINE
FOR: PETER DUGAS
243 STATE STREET, PORTLAND, MAINE

DATE	SCALE
03/24/14	1" = 10'

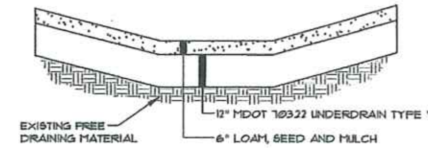
SHEET 3 OF 5

14073GU.dwg, TAB:GU



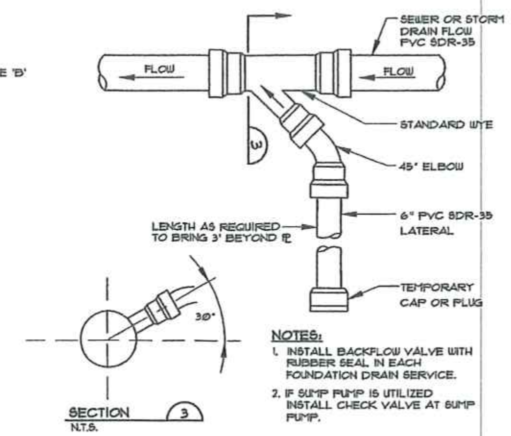
CONCRETE BLOCK RETAINING WALL

NOT TO SCALE



INFILTRATION POND

NOT TO SCALE

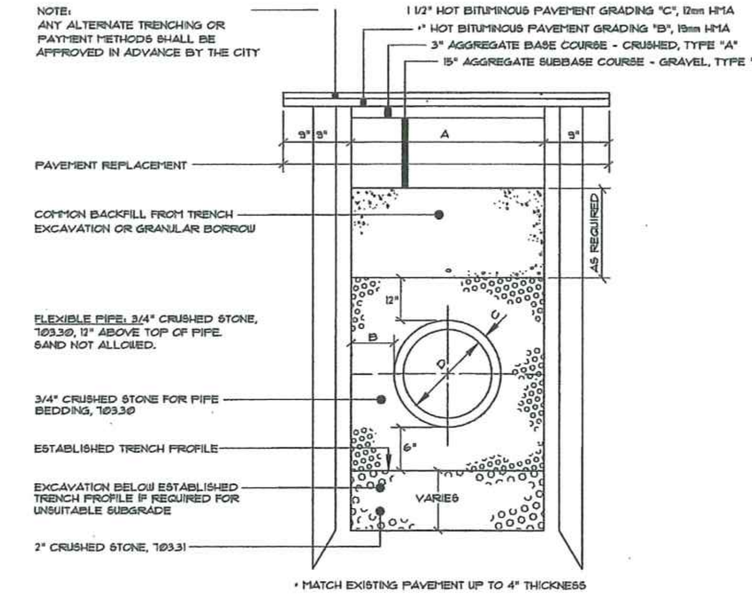


NOTES:
1. INSTALL BACKFLOW VALVE WITH RUBBER SEAL IN EACH FOUNDATION DRAIN SERVICE.
2. IF SUMP PUMP IS UTILIZED INSTALL CHECK VALVE AT SUMP PUMP.

SEWER / FOUNDATION DRAIN SERVICE CONNECTION

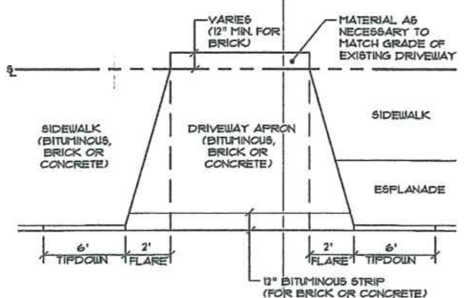
NOT TO SCALE

NOTE:
ANY ALTERNATE TRENCHING OR PAYMENT METHODS SHALL BE APPROVED IN ADVANCE BY THE CITY



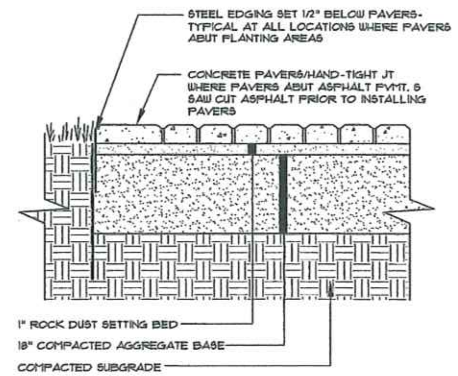
TYP. PIPE INSTALLATION DETAIL-CUMBERLAND AVE.

NOT TO SCALE



SIDEWALK & DRIVEWAY CONSTRUCTION

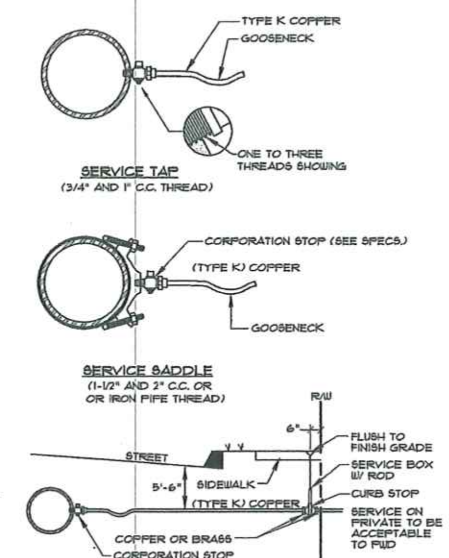
NOT TO SCALE



NOTE: SEE PLANS & SPECS. FOR PAVER TYPE, COLOR, INSTALLATION PATTERN AND LOCATION

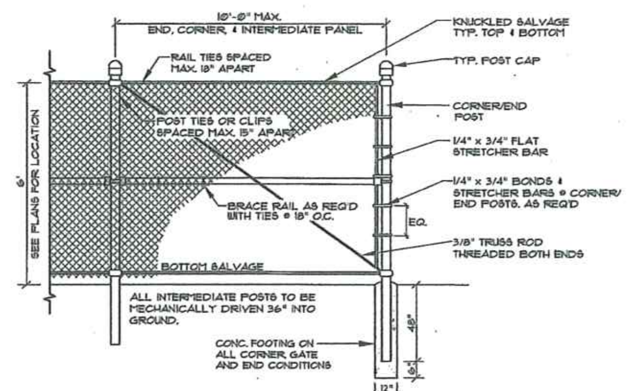
SPECIALTY PAVEMENT AT WALK

NOT TO SCALE



TYPICAL SERVICE CONNECTION

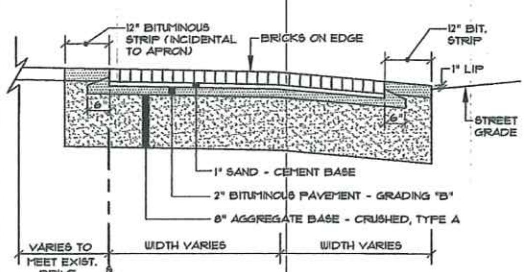
NOT TO SCALE



NOTES:
1. CORNER OR END POST: NOMINAL 3" O.D. GALVANIZED STEEL PIPE, MIN. 5.79 lbs./LF.
2. INTERMEDIATE POST: NOMINAL 2-1/2" O.D. GALVANIZED STEEL PIPE, MIN. 3.65 lbs./LF.
3. BRACES (TOP & BOTTOM): NOMINAL 1-5/8" O.D. GALVANIZED STEEL PIPE, MIN. 2.27 lbs./LF.
4. THE OUTSIDE OF THE FENCE FABRIC SHALL BE 3" INSIDE THE EDGE OF PAVEMENT.
5. BRACE RAIL AND DIAGONAL BRACE ROD SHALL BE INSTALLED AT EACH 10' CORNER SECTION OF ENCLOSURE.
6. CONCRETE SHALL HAVE MINIMUM COMPRESSIVE STRENGTH (f')c OF 3,000 psi WITH 6%± AIR ENTRAINMENT.
7. SUBMIT SHOP DRAWINGS FOR OWNER'S/ENGINEER'S APPROVAL.
8. FENCE FABRIC, POST, RAILS AND APPURTENANCES SHALL BE VINYL CLAD: COLOR: GREEN

TYPICAL CHAIN LINK FENCE

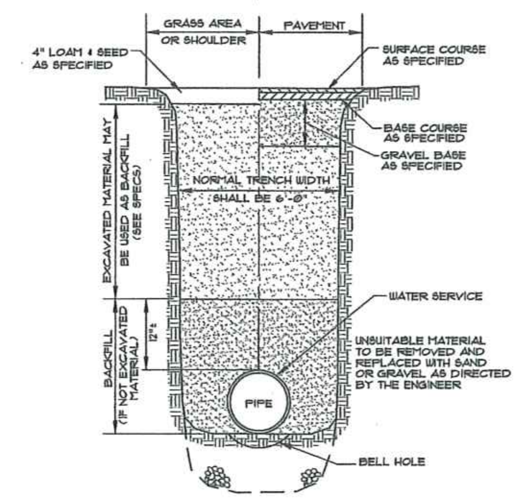
NOT TO SCALE



NOTE: BORDER COURSE OF BRICK SHALL BE MORTARED TO CONCRETE BASE.

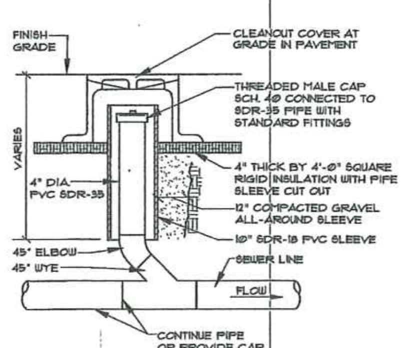
BRICK WITH BITUMINOUS BASE DRIVEWAY CONSTRUCTION

NOT TO SCALE



SECTION THRU EARTH TRENCH

NOT TO SCALE



SEWER CLEANOUT IN PAVEMENT AREAS

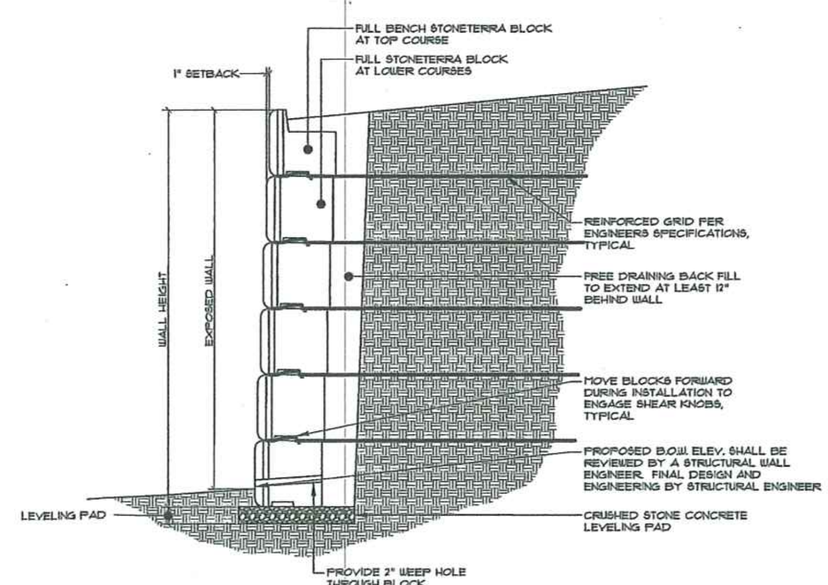
NOT TO SCALE

NOTE:
1. STRUCTURAL FILL SHALL BE FREE DRAINING, WELL GRADED GRANULAR MATERIAL MEETING THE FOLLOWING GRADATION AS DETERMINED IN ACCORDANCE WITH ASTM D422.

SIEVE SIZE	PERCENT PASSING
4 INCH	100
3/4 INCH	60 - 90
NO. 4	20 - 80
NO. 200	0 - 5

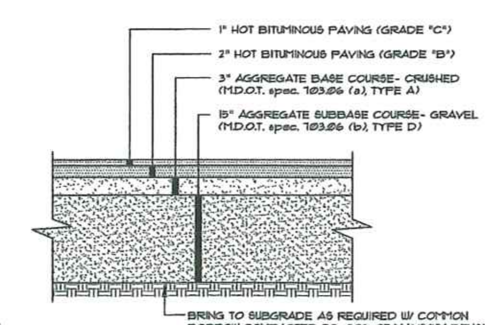
THE PLASTICITY OF THE FINE FRACTION OF BACKFILL SOIL SHALL BE LESS THAN 6 THE PH OF THE BACKFILL MATERIAL SHALL BE BETWEEN 3 AND 9 WHEN TESTED IN ACCORDANCE WITH ASTM G-51.

2. FOUNDATION EXCAVATION SHALL EXTEND TO UNDISTURBED NATURAL DEPOSITS. ALL EXISTING TOPSOIL, LOOSE MATERIAL, FILL, ORGANIC SOIL AND OTHER SOFT OR UNSTABLE FOUNDATION SOILS SHALL BE REMOVED FROM THE AREA TO BE OCCUPIED BY THE WALL AND REPLACED WITH COMPACTED SELECT FILL.
3. INSTALL BASE COURSE OF BLOCKS ON PREPARED FOUNDATION LEVELING PAD. ENSURE THAT BASE COURSE IS LEVEL SIDE TO SIDE AND PLUMB. ADJUST BLOCKS AS REQUIRED TO PROVIDE A STRAIGHT AND LEVEL BASE COURSE.
4. INSTALL DRAINAGE AGGREGATE AND BACKFILL SOIL BEHIND THE WALL AND BACKFILL SOIL IN FRONT OF THE BASE COURSE TO THE ELEVATION INDICATED. INSTALL MATERIAL IN MAXIMUM 10" THICK LIFTS COMPACTED TO A MINIMUM OF 95% OF THE MAXIMUM DRY DENSITY AS DETERMINED BY ASTM D1557, MODIFIED PROCTOR TEST. DO NOT USE HEAVY EQUIPMENT WITHIN 3 FEET OF THE BACK FACE OF THE WALL. COMPACT TO MINIMUM 93% WITHIN FIRST 3 FEET.
5. CONTRACTOR SHALL TAKE PRECAUTIONS DURING THE INSTALLATION AND COMPACTION OF THE DRAINAGE AND BACKFILL MATERIAL TO ENSURE THAT BACKFILL MATERIAL DOES NOT CONTAMINATE THE DRAINAGE LAYER DIRECTLY BEHIND THE WALL. REMOVE AND REPLACE ANY AREAS OF DRAINAGE MATERIAL THAT INADVERTENTLY BECOMES CONTAMINATED DURING THE BACKFILLING OPERATION.
6. THE RETAINING WALL SHALL BE A PRECAST WALL SYSTEM WITH A MINIMUM BLOCK WEIGHT OF 1,700 LBS CONFORMING TO THE GRADES SHOWN ON THE CONTRACT DRAWINGS. WORK SHALL INCLUDE FURNISHING AND INSTALLING APPURTENANT MATERIALS REQUIRED FOR CONSTRUCTION OF THE COMPLETE SYSTEM. SUBMIT FOR REVIEW 2 SETS OF SHOP DRAWINGS FOR THE RETAINING WALL SYSTEM PREPARED BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF MAINE. THE SHOP DRAWINGS SHALL INDICATE THE LAYOUT, HEIGHT, AND CONSTRUCTION DETAILS OF THE RETAINING WALL SYSTEM. DESIGN SHALL CONFORM TO RELEVANT REQUIREMENTS AND DESIGN METHODOLOGIES OF AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES. UPON REQUEST, DESIGN CALCULATIONS SHALL ALSO BE SUBMITTED. ALL BLOCKS SHALL BE THE MINIMUM SIZE OF THE UNITS SPECIFIED ON THE CONTRACT DRAWINGS AND IN THESE NOTES.



STONETERRA WALL SYSTEM DETAIL

NOT TO SCALE



NOTES:
1. COMPACT GRAVEL SUBBASE, BASE COURSE TO 95% OF MAXIMUM DENSITY USING HEAVY ROLLER COMPACTION.
2. CONTRACTOR SHALL SET GRADE STAKES MARKING SUBBASE AND FINISH GRADE ELEVATIONS FOR CONSTRUCTION REFERENCE.

TYP. PAVED PARKING LOT SECTION

NOT TO SCALE

NOT FOR CONSTRUCTION

STATE OF MAINE
ROBERT A. McSORLEY
No. 8588
LICENSED PROFESSIONAL ENGINEER

PROGRESS PRINT

3/24/14

#	REV:	BY	BY:	DATE	DATE:	STATUS	STATUS:

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd., Suite 1A, South Portland, ME 04106, Tel. 207-200-2100
250 Goddard Rd., Suite B, Lewiston, ME 04240, Tel. 207-783-5656

PROJECT NO.	FIELD BOOK	DESIGN	CHKD	DRAWN
14073	-	SAG	SGD	JAR

DETAILS
OF: 97 CUMBERLAND AVENUE, PORTLAND, MAINE
FOR: PETER DUGAS, 245 STATE STREET, PORTLAND, MAINE

DATE	SCALE
03/24/14	N.T.S.

14073D.dwg, TAB:D2