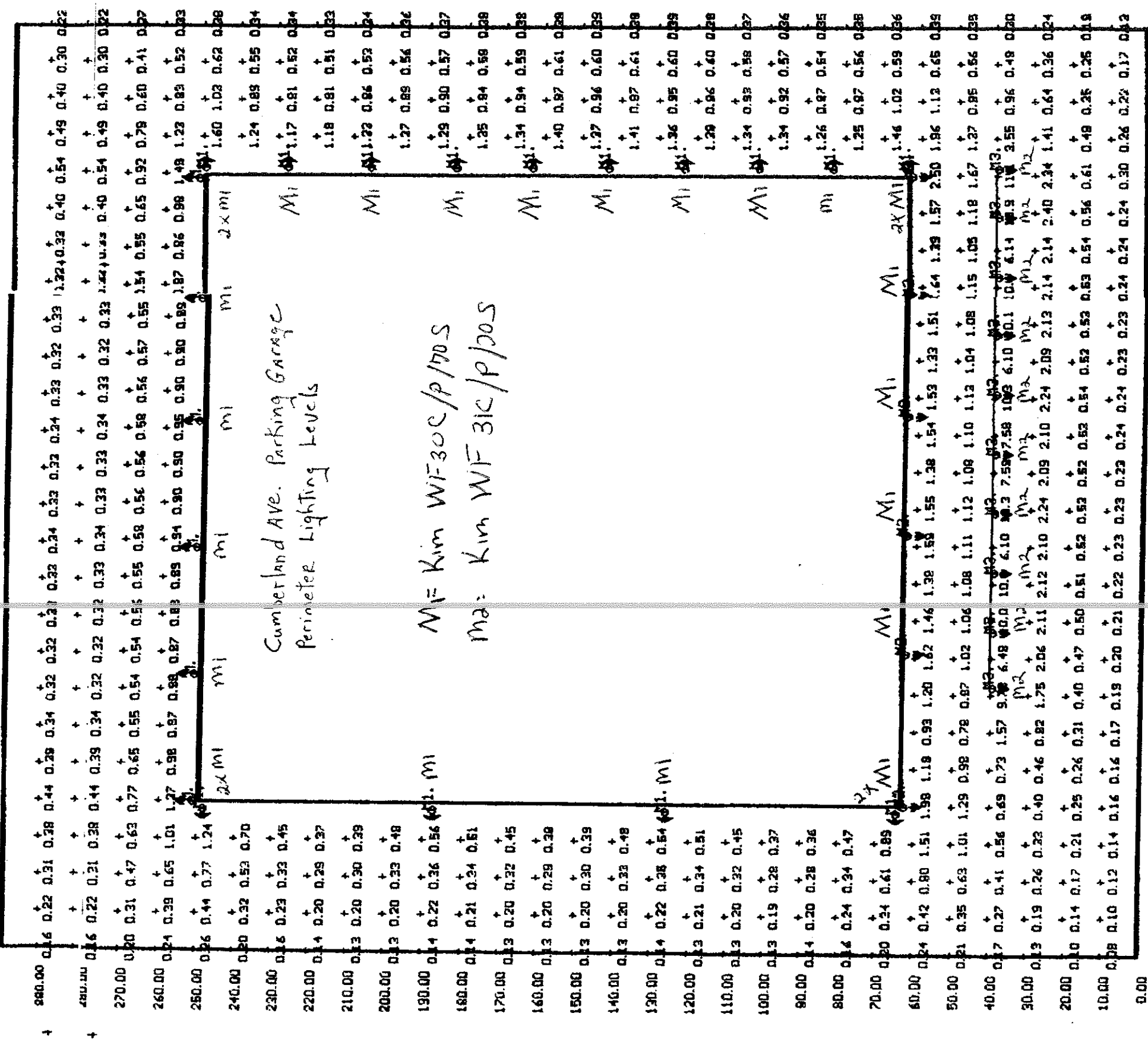


Computed in accordance with IES recommendations

+ MIN=0.08 MAX=11.1 AVE=1.00 AVE/MIN= 12.88 MAX/MIN= 143.56

M. <6> = KIM LIGHTING WF30C/P/70S 24, " " "  
M1. <14> = KIM LIGHTING WF30C/P/70S 28, " " "  
M2. <6> = KIM LIGHTING WF30C/P/70S 18, " " "  
M3. <10> = KIM LIGHTING WF31C/P/70S 6, " " "

Y-AXIS



X-AXIS





**CITY OF PORTLAND, MAINE  
DEVELOPMENT REVIEW APPLICATION  
PLANNING DEPARTMENT PROCESSING FORM**

I.D. Number \_\_\_\_\_

Applicant August Corporation

Application Date 29 May 1996

Applicant's Mailing Address Criterium-Mooney Engineers

Project Name/Description \_\_\_\_\_

Consultant/Agent Alan Mooney - 775-1969

Address of Proposed Site 315 Cumberland Ave

Applicant or Agent Daytime Telephone, Fax \_\_\_\_\_

Assessor's Reference: Chart-Block-Lot 033-M-004

Proposed Development (check all that apply):  New Building  Building Addition  Change of Use  Residential  
 Office  Retail  Manufacturing  Warehouse/Distribution  Other (specify) Parking Garage

Proposed Building Square Feet or # of Units 36,000.000 Acreage of Site 38,535 Sq Ft Zoning \_\_\_\_\_

**Check Review Required:**

- |   |  |  |  |
|---|--|--|--|
| <input checked="" type="checkbox"/> Site Plan (major/minor) | <input type="checkbox"/> Subdivision # of lots _____ | <input type="checkbox"/> PAD Review            | <input type="checkbox"/> 14-403 Streets Review   |
| <input type="checkbox"/> Flood Hazard                       | <input type="checkbox"/> Shoreland                   | <input type="checkbox"/> Historic Preservation | <input type="checkbox"/> DEP Local Certification |
| <input type="checkbox"/> Zoning Conditional Use (ZBA/PB)    | <input type="checkbox"/> Zoning Variance             | <input type="checkbox"/> Single-Family Minor   | <input type="checkbox"/> Other _____             |

Fees paid: site plan 300.00 subdivision \_\_\_\_\_

**Approval Status:**

Reviewer Seymour/Knowlton/J...

- Approved  Approved w/Conditions listed below  Denied

- SEE ATTACHED MEMO FROM JAMES JOYNER DATED 7-1-96 APPLICANT TO
- ADDRESS CONDITIONS NOTED IN MEMO AND REVISE SITE PLAN FOR
- STAFF REVIEW AND APPROVAL ACCORDINGLY.
- \_\_\_\_\_

Approval Date 7/9/96 Approval Expiration 7/9/98 Extension to \_\_\_\_\_ date date  Additional Sheets Attached

Condition Compliance \_\_\_\_\_ signature \_\_\_\_\_ date \_\_\_\_\_

Performance Guarantee  Required\*  Not Required

\* No building permit may be issued until a performance guarantee has been submitted as indicated below

<input checked="" type="checkbox"/> Performance Guarantee Accepted	<u>7/30/96</u> date	<u>\$60,000.</u> amount	<u>11/1/97</u> expiration date
<input checked="" type="checkbox"/> Inspection Fee Paid	<u>7/30/96</u> date	<u>\$1,020.00</u> amount	
Performance Guarantee Reduced	_____ date	_____ remaining balance	_____ signature
Performance Guarantee Released	_____ date	_____ signature	
Defect Guarantee Submitted	_____ submitted date	_____ amount	_____ expiration date
Defect Guarantee Released	_____ date	_____ signature	

# MAINE BANK & TRUST

July 26, 1996

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

Re: Application of August Corporation for Drive-Thru Site Improvements on  
Cumberland Avenue, Portland, Maine

Dear Mr. Gray:

This will certify to you that Maine Bank & Trust will hold the sum of ~~\$56,000~~ in an interest-bearing escrow account in the name of the City of Portland established with the Bank. We will hold these funds as escrow agent for the benefit of the City of Portland on the following conditions:

1. These funds represent the estimated cost of installing site improvements as depicted on the site plan/subdivision plan and as approved by the Development Review Coordinator.
2. The City of Portland may draw against this escrow account by presentation of a draft in the event that August Corporation fails to complete within twelve (12) months of this date the work stipulated in Paragraph 1. Said draft shall be accompanied by a written statement from the Director of Parks and Public Works or the Director of Planning and Urban Development that August Corporation has failed to complete such work, with a listing of improvements still to be completed, and the estimated cost of completing said improvements still to be completed as determined by the Development Review Coordinator.
3. The City of Portland may draw against this escrow for a period not to exceed 90 days after the expiration of this one-year commitment.
4. After all work in the public right of way has been completed and inspected to the satisfaction of the Department of Public Works, including but not limited to, the installation of granite curbing, sidewalk, curb cut and street trees, Maine Bank & Trust shall be eligible to receive a reduction in its obligation hereunder equal to the estimated cost of improvements. In no case, however, shall the obligations of Maine Bank & Trust hereunder be reduced to an amount which is less than the estimated cost of completing all prescribed improvements as determined by the Department of Public Works, as described above.

Joseph E. Gray, Jr.  
July 26, 1996  
Page 2

5. August Corporation will notify the City of Portland for inspections.
6. All costs associated with establishing, maintaining and disbursing funds from the escrow account shall be borne by August Corporation.
7. This escrow account expires on November 1, 1997, but may expire prior to this date when the City of Portland acknowledges in writing to Maine Bank & Trust and August Corporation that said work as outlined has been completed in accordance with the City of Portland specifications.

Dated at Portland, Maine this 26 day of July, 1996.

Very truly yours,

Maine Bank & Trust Company

By: Richard R. Tardif  
Richard R. Tardif  
Its: Facilities Officer

Date: 7-26-96

Seen and Agreed to:

By: Don W. Mus  
August Corporation

Date: 7/29/96

Approved pursuant to §14-501(a) of the Portland City Code:

By: \_\_\_\_\_  
Director of Planning and Urban Development

Date: \_\_\_\_\_

By: Natalie L. Burns  
Corporation Counsel

Date: 7/30/96

By: \_\_\_\_\_  
Finance Director

Date: \_\_\_\_\_

CITY OF PORTLAND, MAINE  
 Department of Planning and Urban Development  
 SUBDIVISION/SITE DEVELOPMENT

COST ESTIMATE OF IMPROVEMENTS TO BE COVERED BY PERFORMANCE GUARANTEE

Date 7/25/96

Name of Project Portland Public Market Garage  
 Address/Location Cumberland Avenue  
 Developer August Corporation  
 Form of Performance Guarantee Escrow Account  
 Type of Development:  Subdivision  Site Plan (Major/Minor)

<u>ITEM</u>	<u>QUANTITY</u>	<u>UNIT COST</u>	<u>SUBTOTAL</u>	<u>COMPLETED</u>
<b>1. STREET/SIDEWALK:</b>				
Road	-			
Granite Curbing	-			
Sidewalks	-			
Esplanades	-			
Monuments	-			
Street Lighting	-			
Other	<u>\$4,000</u>			
<b>2. SANITARY SEWER:</b>				
Manholes	<u>8,000</u>			
Piping	-			
Connections	-			
Other				
<b>3. STORM DRAINAGE:</b>				
Manholes	<u>20,000</u>			
Catch Basins	-			
Piping	-			
Detention Basin	-			
Other				
<b>4. SITE LIGHTING</b>	<u>5,000</u>			
<b>5. EROSION CONTROL</b>	<u>3,000</u>			
<b>6. RECREATION AND OPEN SPACE AMENITIES</b>	-			
<b>7. LANDSCAPING (Attach breakdown of plant materials, quantities, and unit costs)</b>	<u>20,000</u>			
<b>8. MISCELLANEOUS</b>	-			
<b>TOTAL AMOUNT OF PERFORMANCE GUARANTEE</b>		<u>\$ 60,000</u>		
<b>X 1.7% = INSPECTION FEE</b>		<u>\$ 1,020</u>		
			Approved _____	
			Approved _____	

CITY OF PORTLAND, MAINE  
MEMORANDUM

**TO:** Richard Knowland, Senior Planner  
**FROM:** James Seymour, Acting Development Review Coordinator  
**DATE:** July 1, 1996  
**RE:** Cumberland Avenue Parking Garage Site Plan - August Corp.

I have reviewed the plans and details associated with the site plan application for the Cumberland Avenue Parking Garage by August Corporation and provide the following comments:

1. Drainage Plan

The locations of the street catchbasins shall be further away from the handicap ramps such that standard catchbasin inlet "headstone" can be installed.

Standard City of Portland details for Precast Concrete Catchbasin Type "E", Typical A-4 Catchbasin Stone Detail, and the Typical Pavement Grading on Slopes for Catchbasin and Inlet.

A catchbasin was to be added in the area designated for snow storage. No catchbasin was indicated on the plan. I've spoken with the consultant who may modify the larger 8' oil/grit separator to also function as a catch basin. A detail of the modification or the additional catchbasin shall be added to the Drainage Plan.

2. Site Improvement Plan

A. The handicap ramp and sidewalk corners as shown on the plan at the location of Elm Street and Cumberland Avenue should not be designed with curved tipdowns. Instead the ramp shall be designed the same as the ramp on the corner of Preble Street and Cumberland Avenue.

B. A note shall be added to the detail for underdrain to specify pipe material. Also, the location of the underdrain connection shall be shown. I strongly suggest that based on the possibility that contaminated soils may exist, according to S.W. Coles report, the foundation drain may transport some of the oil contamination to the stormdrain system. If the foundation drain is connected to the treatment system it could enhance the groundwater and stormwater discharge.

3. Miscellaneous

- Add* A. A note shall be added to the plans stating "all street repair box cuts and trenches shall be repaved in accordance with the Public Works Technical Standards or under the approval of the Public Works Inspector and City Engineer.
- Address* B. A note shall be added to the Site Plan stating or showing the location of the CMP pole replaced at the ingress/egress of Elm Street. All relocations shall be approved and constructed in accordance with the standards of Central Maine Power Company and NYNEX prior to obtaining a building permit.

Due to the 4th of July holiday, I will not be able to be reached until Monday July 8, 1996. If you have any comments or questions please contact me. In the interim, I have contacted the stormwater consultant, Scott Decker of Squaw Bay Corp. and will have faxed in the necessary catchbasin related details so he can revise many of the comments for the Planning Board Meeting.



# CRITERIUM<sup>®</sup> MOONEY ENGINEERS

650 BRIGHTON AVENUE  
PORTLAND ME 04102  
TEL 207 775-1969  
TOLL FREE 1 800 922-1969  
FAX 207 775-4405

January 8, 1997

Mr. Scott Benson  
SMRT Architects and Engineers  
P.O. Box 618  
Portland, ME 04104

Re: Cumberland Avenue Parking Garage  
CME Project No. 96-117

Dear Scott:

Enclosed is a letter recently received from the City of Portland. Please note the next to last paragraph related to the revised paving detail (SK #37). I need your input to respond to that request. Please forward your detail directly to me and I, in turn, will forward it with a cover letter to the City.

Thank you for your prompt response.

Sincerely,



H. Alan Mooney, P.E.

HAM/ja  
Enclosure

cc: Morris Fisher, President, Boulos Property Management  
Richard Knowland, Senior Planner, City of Portland

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CITY OF PORTLAND

27 1996

December 20, 1996

H. Alan Mooney  
Criterium Engineers  
650 Brighton Avenue  
Portland, ME 04102

RE: Cumberland Avenue Garage

Dear Alan:

This letter is intended to address a variety of revisions to the Cumberland Avenue parking garage site plan.

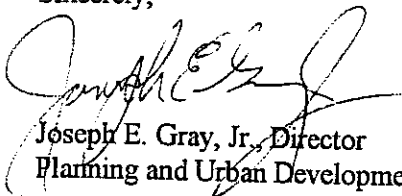
The following revisions have been reviewed and approved by the Portland Planning Authority.

- Conversion of space in the parking garage along Elm Street into commercial space and facade elevation details noted in your letter of 10-17-96. Proposed signage will need to be reviewed separately.
- The shifting of the landscaped planter from the building edge to the Cumberland Avenue curbing has been approved subject to the city arborist approving the tree species and size.
- The addition of a swing gate adjacent to the snow storage area along Cumberland Avenue.

The "revised paving detail" (sk #37) appears to be acceptable however a profile should be submitted for review that indicates how the 2 foot tipdown can be accomplished with a 5 inch reveal as shown on the drawing.

Should you have any questions on this letter, please call Richard Knowland of the Planning Department.

Sincerely,

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

cc: Alexander Jaegerman, Chief Planner  
Richard Knowland, Senior Planner  
Jeff Tarling, City Arborist  
Samuel Hoffses, Chief of Inspection Services

0:\PLANDEV\REV\PROJECTS\PREBCUMB\LETTERS\MOONEY.SAP12/23/96



**CITY OF PORTLAND**

September 19, 1996

Mr. Alan Mooney  
Criterium-Mooney Engineers  
650 Brighton Avenue  
Portland, ME 04101

RE: Cumberland Avenue Garage

Dear Alan:

A sad day for the City of Portland and the State of Maine.

Comments on the Cumberland Avenue parking garage revised plans.

Sheet D-101 in revised plan is acceptable but the type E catchbasin originally shown on the plan should be put back on.

Elm Street Elevation (building)... The glazing panels adjacent to the door should relate closer to the proportions expressed in the parking garage design. For example, the Preble Street windows for the tower might be used in this location.

Another alternative might be to install a lower bulkhead feature with the glazing (above) minus the muntins. This is typical of commercial buildings in the downtown. See Attachment. These are some ideas, we can discuss this further.

Should you have any questions on this letter please call me.

Sincerely,

A handwritten signature in cursive script, appearing to read "Richard Knowland".

Richard Knowland  
Senior Planner

cc: Joseph E. Gray, Jr., Director of Planning and Urban Development  
Alexander Jaegerman, Chief Planner

O:\PLAN\DEVREV\PROJECTS\CMBRLND\LETTERS\ALN9-19.SAP9/20/96

ing which now houses Raffles Bookstore and undergone several transformations since its construction. Earliest photos of the site show the Machigonne house, a classic two-story brick and stone Greek Revival structure built in the 1850s. Later on, a simple third floor was added. Greek Revival detailing was extended to the second floor, but the traditional gable roof was replaced with a mansard roof. The building thus became more like its neighbors in its appearance on the street.

Walk-Over Shoes undertook further changes, including the facade to reflect the then-popular Colonial Revival style by adding an elegant balustrade at the parapet level, the cornice, bas-relief urns to the relief panels at the cornice, bas-relief urns to the relief panels between floors, and new three-story bay windows. A classic double-entry storefront with glass, bronze, and wood was added as part of a facelift.

"Renovation" was undertaken more recently that introduced a completely new storefront. Its composition was a good example of storefront design not widely used for most retail uses. Furthermore, it bore no resemblance to the Colonial Revival style upper stories which were intact. Fortunately, however, the renovations were confined within the original storefront opening. Cornices and the cornice/sign panel, as well as the lintel behind, escaped modifications, making the task of creating a new storefront relatively easy.

A new owner and new tenant combined forces to create another storefront change. The new building owner appreciated the stately character of the upper facade and wanted to rehabilitate the storefront according to the following objectives:

- Return the new storefront to the Colonial Revival design of the upper two stories;
- Use the 1918 Walk-Over Shoes storefront as the basis for a contemporary design; and
- Create as much glass area as possible.

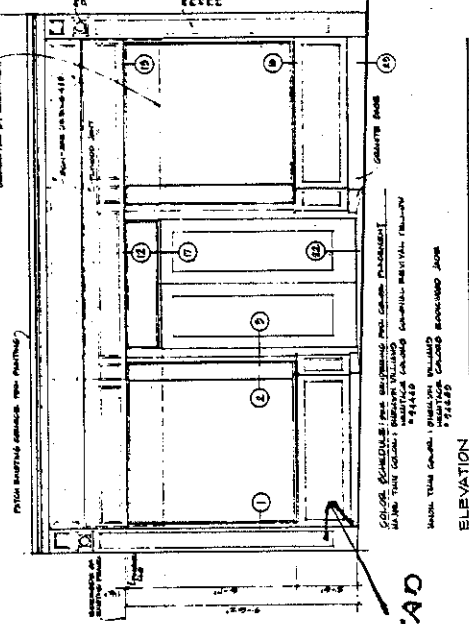
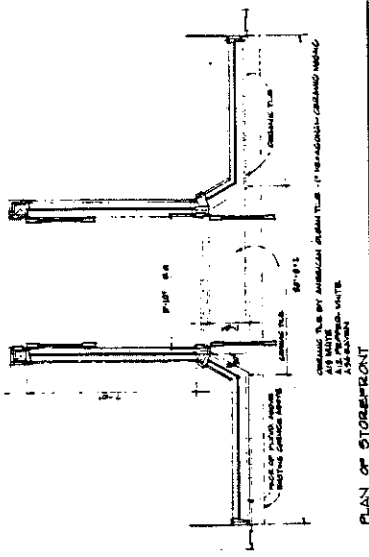
Closely working with the contractor to minimize design time, the architect prepared sketches and preliminary documents. The final scheme was quickly developed and represents a rehabilitation using contemporary design guidelines based on traditional storefront design guidelines.

The new storefront fits within the original storefront opening and is recessed slightly from the storefront piers. The existing cornice and piers were repaired, and the sign panel was covered with plywood to hide structural work as well as to receive the tenant's sign, a fabric awning, and decorative panels. To meet the owner's desire for large glass areas, display windows were designed and constructed to rise from a minimal wood panel bulkheads to the underside of the storefront structure. The glass continues around corners to a recessed set of tall, wood and glass doors of traditional design with brass hardware and trim.

The window glass is mitred at the angled corners to recall the faceted Walk-Over Shoes front and to provide a contemporary, airy feeling at the windows. A transom window above the doors, a beaded wood soffit, and a ceramic tile entry apron with "555" inlaid in a contrasting tile complete a nicely detailed entry.

Finishing touches include a two-color paint scheme of creamy yellow and celery green (a traditional Colonial Revival color scheme), a red fabric awning across the width of the storefront, a granite base where bulkheads meet the sidewalk, and a hand-painted sign (in Caslon typeface) directly below the cornice.

Raffles is a good example of a contemporary storefront appropriate to a traditional facade. It demonstrates the use of high-quality materials and construction techniques that respect the historic character of the building and of Congress Street while meeting current retail needs.



BULK HEAD

ELEVATION

CUMBERLAND AVENUE GARAGE

Public Hearing

July 9, 1996

Suggested conditions of approval

1. That the site plan be approved subject to the inclusion of the following items:
  1. The grit/oil separator maintenance schedule (already provided) be put on the site plan.
  2. The site mainenance note forwarded to Rick on July 5 be added to the site plan.
  3. The comments in Jim Seymour's memo of July 1 be incorporated in the site plan.

*The owner and consultants for this project believe that all other items have been addressed thoroughly through the design developement, staff review and planning board workshop process. Remaining details will be worked out during the final design phase by consultants with a proven track record with the city. This will be an attractive, positive addition to downtown Portland. The owner, the property manager and the entire consultant/contractor team are committed to that objective.*

---

DRAFT  
July 11, 1996

**Cumberland Avenue Garage Site Plan  
Summary of Planning Board Motion to Approve, July 9, 1996  
With Excerpts from the Record Re: Conditions of Approval**

**Mr. Cole** made the following motion to approve the Cumberland Avenue Garage site plan:

On the basis of plans and materials submitted by the applicant and on the basis of information contained in Planning Report #36-96, the Planning Board finds that the site plan is in conformance with the Site Plan Ordinance of the Land Use Code, subject to the following conditions of approval:

1. That a revised site plan be submitted for staff review and approval reflecting the comments of the Development Review Coordinator;
2. That complete information on the lighting plan be submitted for staff review and approval (along the lines of the material passed out by the applicant at this meeting);
3. That the landscaping plan be reviewed and approved by the City Arborist; and
4. That revised facade details be submitted for staff review and approval carrying out for at least one level along the Preble Street, Elm Street, and an additional level on Cumberland Avenue, the pedestrian facade [treatment]; and brighter paint on the piping.

The motion was seconded by **Ms. Krichels**. Discussion followed on the motion in which **Mr. Carroll** requested clarification of condition number four.

**Mr. Cole** responded that "...The clarity is what we discussed, to the extent that it is on the record, that staff work with Paul [Stevens]. I agree with Ladd [Heldenbrand] to let the architect do the design, ... but what we are saying is that we want some additional pedestrian friendly scale, and a little more brightness that Paul says [is needed] and we agree with him completely on the piping. That is not that difficult and can be worked out expeditiously with some additional drawings. I'm not intending to design it for him and no one else does either.

After some further discussion the motion passed unanimously, (7-0).

Excerpts from the discussion from the tape record relevant to condition number four follow:

**Mr. Hagge**- "We have a detailing that starts to appear, we start on Preble Street with a series of vertical columns that are coming down on a fairly even, more regular basis. On the Cumberland elevation we have three large columns and then a series of short ones. Due to topography we essentially come down to probably a ten foot high detailing that is essentially to the pedestrian scale, and it is too low and I am concerned about it. It is my feeling that if that elevation is lifted at least one level, and we increase the length of the columns on Cumberland, we get back to say with a straight face that we've addressed that pedestrian scale issue. And I'm going to propose, or hopefully someone else will propose an amendment that will lift that detailing one level to at least get us up to two stories on the corner of Cumberland and Elm Street as you head down. As we head down the hill the building drops off and we then gain higher scaling. So in a sense, by lifting everything a

**From:** Alex Jaegerman  
**To:** RWK, JST, kjb  
**Date:** 8/2/96 1:21pm  
**Subject:** Landscape Plan for Cumb. Ave. Garage

At the site meeting for the garage the contractor asked me if the city really wants to build the elaborate underdrain and aeration details called for in detail sheet A1.3. He said it would be very expensive and difficult to build (especially the underdrain). He didn't understand what it is for.

I talked to Mark Johnson at SMRT. He sent me details for the aeration concept. He said the underdrain could be substituted with a coarse crushed rock/ filter fabric section below the root zone of the planters.

We should think this through in light of the budget available. There will be a meeting early next week (Nadeen to arrange?) to review the city portion of the project. I'm giving the A1.3 sheet and related details to Rick so he can make them available at the meeting. These are some of the details presented at the urban tree planting conference that Jeff and I went to. If they are still needed in light of the revised plans, and we can afford them, it would be good to try this out. (Johnson also wants to reopen the discussion about the placement of larger street trees (Zelkoba?) at the curblin versus at the building face. For what its worth, I prefer the larger trees to the columnar maples you get with the planters at the building face of the building. Jeff's concerns had to do with salt tolerance.)

**CC:** BELL, NMD, JEG

Rick

meeting 7s AT 11 A.M ON MONDAY

Let's Discuss



ARCHITECTURE ENGINEERING PLANNING

STEVENS MORTON ROSE & THOMPSON  
144 Fore Street P.O. Box 618  
Portland, Maine 04104  
Tel 207/772-3846 Fax 207/772-1070

August 15, 1996

Mr. Cyrus Hagge  
Chairman  
Portland Planning Board  
City of Portland  
389 Congress Street  
Fourth Floor  
Portland, Maine 04101

Re: Cumberland Avenue Parking Garage

Dear Mr. Hagge:

It has been reported to me (I have been out of state) that there have been a number of articles in the press this last month implying that the applicant did not respond to comments from the Planning Board and staff in the final design submitted for Planning Board approval. In fact, substantial changes were made to the site plan submission in response to comments from the Board and the staff prior to the final submission.

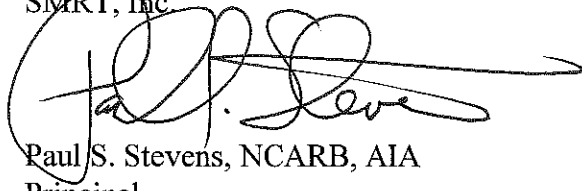
We did not understand from the initial Planning Board meeting that a majority of the Board were requesting additional facade treatment "within" 35 feet from ground level. (It was suggested by one or two board members) There was no comment in that regard in the subsequent staff report on this meeting. The final design submitted was directed, in our judgement, at meeting the requirements of the ordinance and the staff report, while being respectful of our client's construction budget.



Mr. Cyrus Hagge  
August 15, 1996  
Page Two

Since the conditional approval was granted we have met with staff and made revisions to the building elevations that address the Board's concerns.


Sincerely,  
SMRT, Inc

A handwritten signature in black ink, appearing to read "Paul S. Stevens", with a long horizontal flourish extending to the right.

Paul S. Stevens, NCARB, AIA  
Principal

cc: Morris Fisher  
File 96065CD, SLB, DVJ, MAC

# TY-LIN INTERNATIONAL

To: Bill Bray  
From: Tom Errico   
Date: September 5, 1996  
Subject: Cumberland Avenue Garage  
Copy:

---

## MEMORANDUM

A review of the channelization island located at the intersection of Portland Avenue and Preble Street was performed per plans prepared by Mooney Engineers dated August 1996. The results are summarized below.

- The channelization island should be redesigned for pedestrians crossing Portland Avenue and should meet ADA requirements.
- Channelization islands should be off-set from the edge of travel lane on the free flow street, in this case Preble Street. Because on-street parking is allowed on Preble Street, the designed shown meets appropriate standards. However, because the on-street parking spaces are frequently unoccupied, it is recommended that the channelization island be off-set two feet from the Preble Street curb.
- The ability of a tractor trailer truck (WB-50) to maneuver around the channelization island was investigated. Results indicate a large truck will have to mount the island when turning ~~from Preble Street onto Portland Avenue. Accordingly, the channelization island should be~~ modified to accommodate truck maneuvers. Type 5 curbing shall be provided and the island shall be concrete. These conditions will allow large trucks to mount the island when turning onto Portland Avenue.
- A R4-7 sign ("KEEP RIGHT") should be provided on the channelization island directing motorists turning from Portland Avenue onto Preble Street.

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650 BRIGHTON AVENUE  
PORTLAND ME 04102  
TEL 207 775-1969  
TOLL FREE 1 800 922-1969  
FAX 207 775-4405

August 21, 1996

Mr. Rick Knowland  
Senior Planner  
City Planning Department  
Portland, ME

Re: Cumberland Avenue Garage/Commercial Space

Dear Rick:

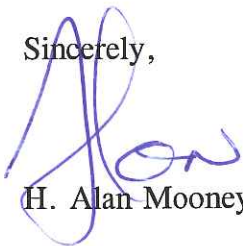
This is to officially notify you of the intent of the owner/developer of the Cumberland Avenue Garage to include a small commercial space at the corner of Elm Street and Cumberland Avenue. Attached are drawings which show the plans and elevation for that space.

The foundation work now underway includes provision for this space.

Please review this and give us any feedback you might have at your earliest opportunity.

If there is anything additional you need, please let me know.

Sincerely,



H. Alan Mooney, P.E.

HAM/ja

cc: Morris Fisher, Boulos Property Management  
George Liming, Allied Construction  
Scott Benson, SMRT Architects & Engineers

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650 BRIGHTON AVENUE  
PORTLAND ME 04102  
TEL 207 775-1969  
TOLL FREE 1 800 922-1969  
FAX 207 775-4405

September 16, 1996

RECEIVED

SEP 18 1996

PORTLAND PLANNING OFFICE

Mr. Rick Knowland  
Senior Planner  
389 Congress Street  
Portland, ME 04101

Re: Cumberland Avenue Garage  
Project No. 95-296

Dear Rick:

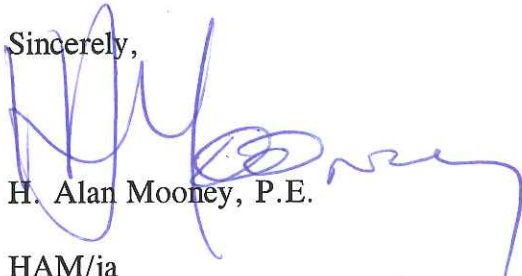
As I understand it, our submittals during the last several weeks related to the Cumberland Avenue garage complete the material you need for the following:

1. The Planning Staff's, and specifically Jim Seymour's, review and approval of the complete submittal documents.
2. The planning staff review and approval of the commercial space (dry cleaner) in the garage.

Please confirm in writing that these two submissions are now complete and acceptable to the planning staff.

If you have any questions or require any additional information, please feel free to call.

Sincerely,



H. Alan Mooney, P.E.

HAM/ja

cc: Mr. Morris Fisher, Boulos Property Management  
Mr. Scott Benson, SMRT

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ENGINEERS**

BUILDING DIAGNOSTICS  
INSPECTIONS  
ANALYSIS  
MAINTENANCE PLANNING  
DESIGN



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# CRITERIUM<sup>®</sup> MOONEY ENGINEERS

650 BRIGHTON AVENUE  
PORTLAND ME 04102  
TEL 207 775-1969  
TOLL FREE 1 800 922-1969  
FAX 207 775-4405

October 17, 1996

Mr. Rick Knowland  
Senior Planner  
Planning & Urban Development  
City of Portland  
389 Congress Street  
Portland, Me 04101

Re: Cumberland Avenue Garage

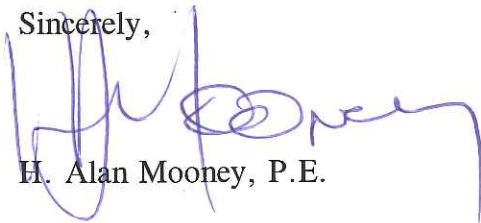
Dear Rick:

Enclosed are copies of the revisions for the design of the commercial space of the Cumberland Avenue Garage.

I believe these respond to your previous comments. This is the design that is proceeding into the construction process.

We appreciate your review and feedback. As always, if you have any additional questions or comments, please feel free to contact me.

Sincerely,



H. Alan Mooney, P.E.

HAM/cjf

Enclosure

cc. Mr. Scott Benson, SMRT  
Mr. Morris Fisher, Boulos Property Management  
Mr. George Liming, Allied Construction

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**INFORMATION BULLETIN**

NUMBER: 15

Distribution to:

- Architect  Scott Benson
- Contractor  George Liming  
Fax 885-5135
- CEG  Walter Korkosz  
Fax (210)637-1172
- Criterion Mooney  David Price  
Fax 775-4405
- NECP  William Wieners  
Fax (508)695-7596

PROJECT:  
CUMBERLAND AVENUE PARKING GARAGE

CONTRACT DATE: 7-22-96

PROJECT NO: 96065 48B

DATE OF ISSUANCE: 10/04/96

TO:  
ALLIED CONSTRUCTION CO., INC.  
P.O. BOX 1396  
PORTLAND, MAINE 04104


FROM:  
SMRT, Inc.  
144 FORE STREET, P.O. BOX 618  
PORTLAND, MAINE 04104

*The work shall be performed in accordance with the following information which is issued as a clarification or interpretation of the contract documents. This is not a direction to proceed with work which modifies the Contract Sum or Contract Time.*

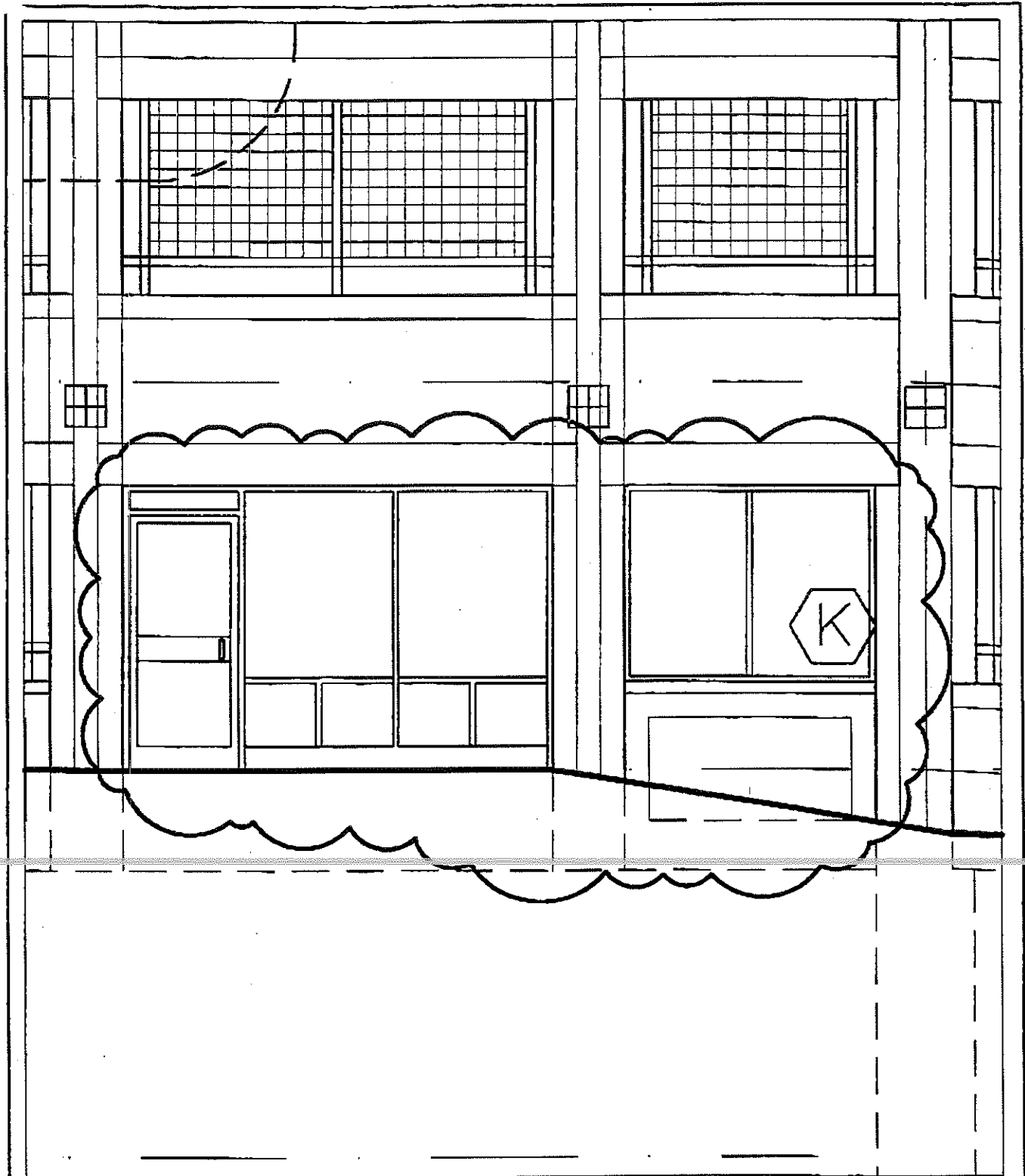
**Description.**

Revise the Elm street elevation on A301 and the storefront details on A201 per the following sk's 20 and 20A.

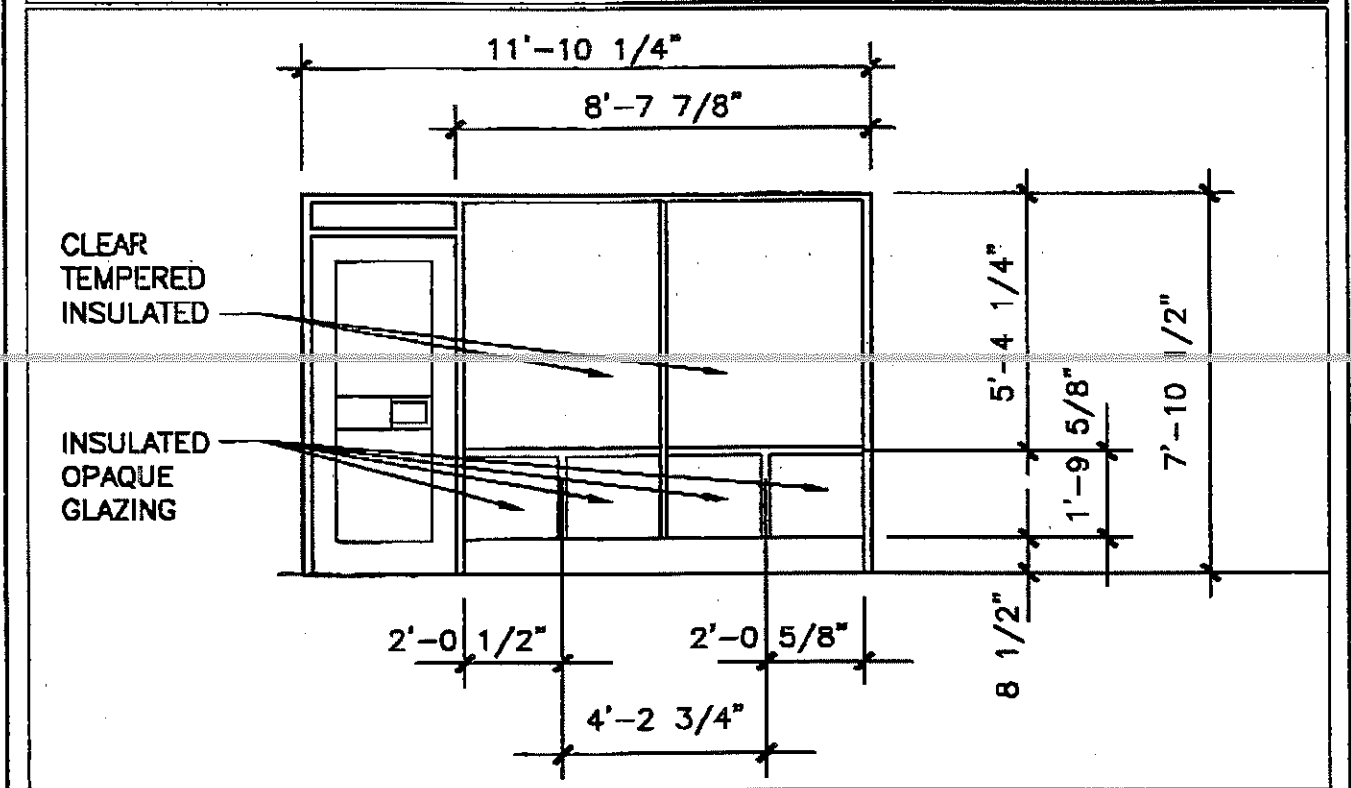
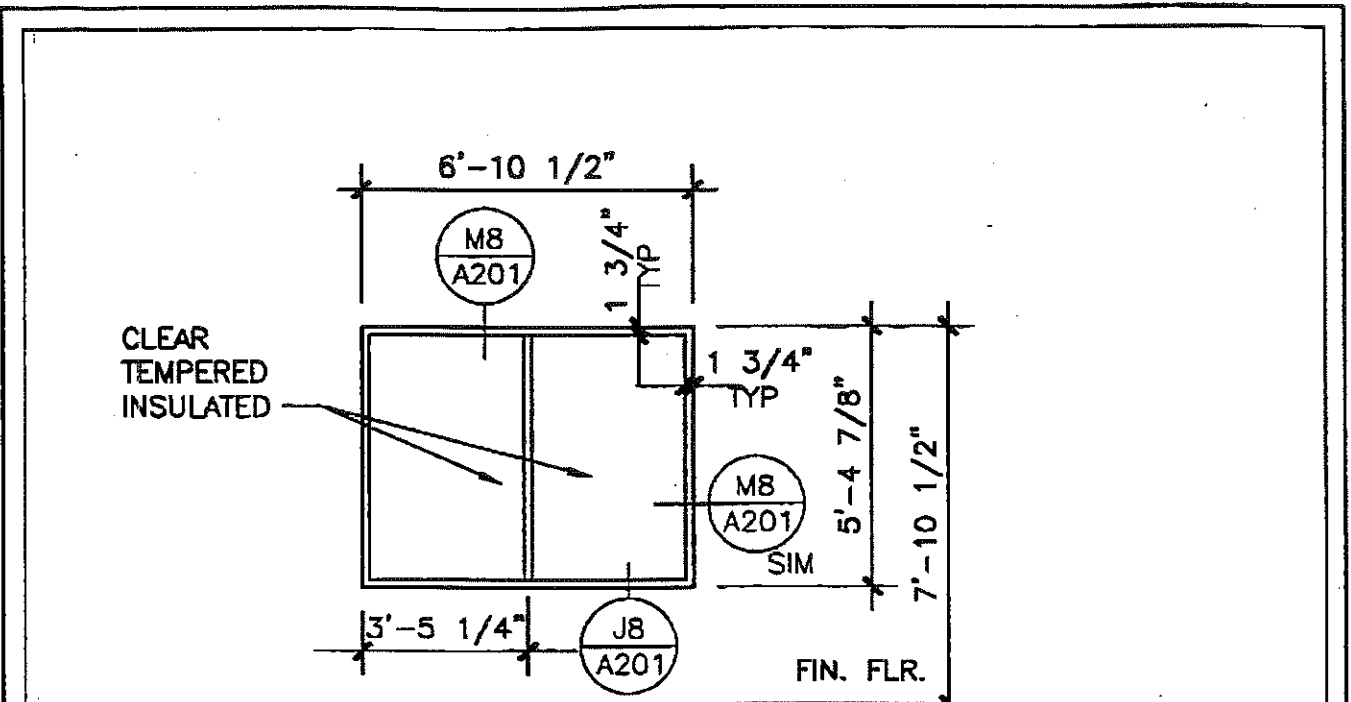
ISSUED:  
SMRT, Inc.

  
\_\_\_\_\_  
Architect *UTC*

*10/7/96*  
\_\_\_\_\_  
Date



	<b>STEVENS MORTON ROSE &amp; THOMPSON</b> <i>Architecture      Engineering      Planning</i>	PROJECT No.: 96024
	144 Fore Street/P.O.Box 618 PORTLAND, MAINE 04104 tel. (207) 772-3846 / fax. (207) 772-1070	REF. SHEET: A201,A301
		SCALE: 1/4"=1'-0"
		DATE: 10/04/96
PROJECT:	CUMBERLAND AVENUE PARKING GARAGE CUMBERLAND AVENUE, PORTLAND, MAINE	SK#  20
SUBJECT:	STOREFRONT REVISIONS TO LAUNDRY ENTRANCE @ ELM STREET ELEVATION	



**STEVENS MORTON ROSE & THOMPSON**  
*Architecture Engineering Planning*

144 Fore Street/P.O.Box 618 PORTLAND, MAINE 04104  
 tel. (207) 772-3848 / fax. (207) 772-1070

PROJECT No.: 96024  
 REF. SHEET: A201,A301  
 SCALE: 1/4"=1'-0"  
 DATE: 10/07/96

PROJECT: CUMBERLAND AVENUE PARKING GARAGE  
 CUMBERLAND AVENUE, PORTLAND, MAINE

SUBJECT: STOREFRONT REVISIONS TO  
 LAUNDRY ENTRANCE @ ELM STREET ELEVATION

SK#  
 20A



# CRITERIUM<sup>®</sup> MOONEY ENGINEERS

650 BRIGHTON AVENUE  
PORTLAND ME 04102  
TEL 207 775-1969  
TOLL FREE 1 800 922-1969  
FAX 207 775-4405

November 14, 1996

Mr. Rick Knowland  
Senior Planner  
City Hall  
Portland, Maine

Re: Cumberland Avenue Garage

Dear Rick:

Enclosed are copies of recent submittals by SMRT related to the garage.

The first is a site plan showing all of the refinements that have occurred. The second is information regarding the color of the wire mesh. Each has additional memo from SMRT for your information.

Please review these submittals and confirm your acceptance and approval by letter to me at your earliest opportunity. If you have any questions, please feel free to call.

Sincerely,

*Glennys Mulherin*  
for:  
H. Alan Mooney, P.E.

HAM/cjf  
Enclosure

cc. Mr. Morris Fisher, Boulos Property Management  
Mr. Scott Benson, SMRT  
Mr. George Liming, Allied Construction

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**From:** Alex Jaegerman  
**To:** JST  
**Date:** 12/24/96 10:05am  
**Subject:** Street tree selections

Jeff, since we drove around and identified the trees that I was interested in along Cumberland Ave., I now know that they are pear trees, not Zelcova. So I have revised my preference to pear (Bradford?) or oaks. You are going to be consulted about the tree spec for the new garage, and they are proposing Zelcovas I think in the latest plan. If these can be changed to pear or oak, I think they are preferable. The tree choice here will likely affect the trees at the public market.

This brings me to the general issue of tree selection along public streets. Can you, Kay, and other planners spend some time looking at the Tech Standards for street trees, along with some books and pictures, so that we can learn more about the character of different trees? I'd like to devote one of our regular Tuesday 9:30 staff meetings to this, or else another time of your convenience. If there is someone else around you'd like to bring in, that would be fine with me, but if it costs, we'd have to look into money issues. Do you have slides of various trees in different seasons that we could see?

I've been wanting to do this for some time, but the mix-up with the Zelcovas makes me think the sooner the better. Some dates are Jan 14 or Jan 28, or sometime in February. How about it?

**CC:** RWK, SH, KWH, aqj

---

# CRITERIUM<sup>®</sup> MOONEY ENGINEERS

650 BRIGHTON AVENUE  
PORTLAND ME 04102  
TEL 207 775-1969  
TOLL FREE 1 800 922-1969  
FAX 207 775-4405

February 26, 1997

Mr. Rick Knowland  
Senior Planner  
City of Portland  
389 Congress Street  
Portland, ME 04101

Re: Cumberland Avenue Garage

Dear Rick:

Sorry for the delay. Attached is a copy of the detail requested in Joseph Gray's letter dated December 20, 1996. I believe it will resolve the questions about the slope of the tipdown.

If you have any additional questions, please feel free to call.

Sincerely,



H. Alan Mooney, P.E.

HAM/ja

cc: Scott Benson, SMRT  
George Liming, Allied Construction

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ENGINEERS**

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**INFORMATION BULLETIN**

NUMBER: 50

Distribution to:

- Architect  Scott Benson
- Contractor  George Liming  
Fax 885-5135
- CEG  Walter Korkosz  
Fax (210)637-1172
- Criterion Mooney  David Price  
Fax 775-4405
- NECP  William Wieners  
Fax (508)695-7596

PROJECT:  
CUMBERLAND AVENUE PARKING GARAGE

CONTRACT DATE: 7-22-96

PROJECT NO: 96065      48B

DATE OF ISSUANCE: 01/14/97

TO:  
ALLIED CONSTRUCTION CO., INC.  
P.O. BOX 1396  
PORTLAND, MAINE 04104

FROM:  
SMRT, Inc.  
144 FORE STREET, P.O. BOX 618  
PORTLAND, MAINE 04104

*The work shall be performed in accordance with the following information which is issued as a clarification or interpretation of the contract documents. This is not a direction to proceed with work which modifies the Contract Sum or Contract Time.*

**Description.**

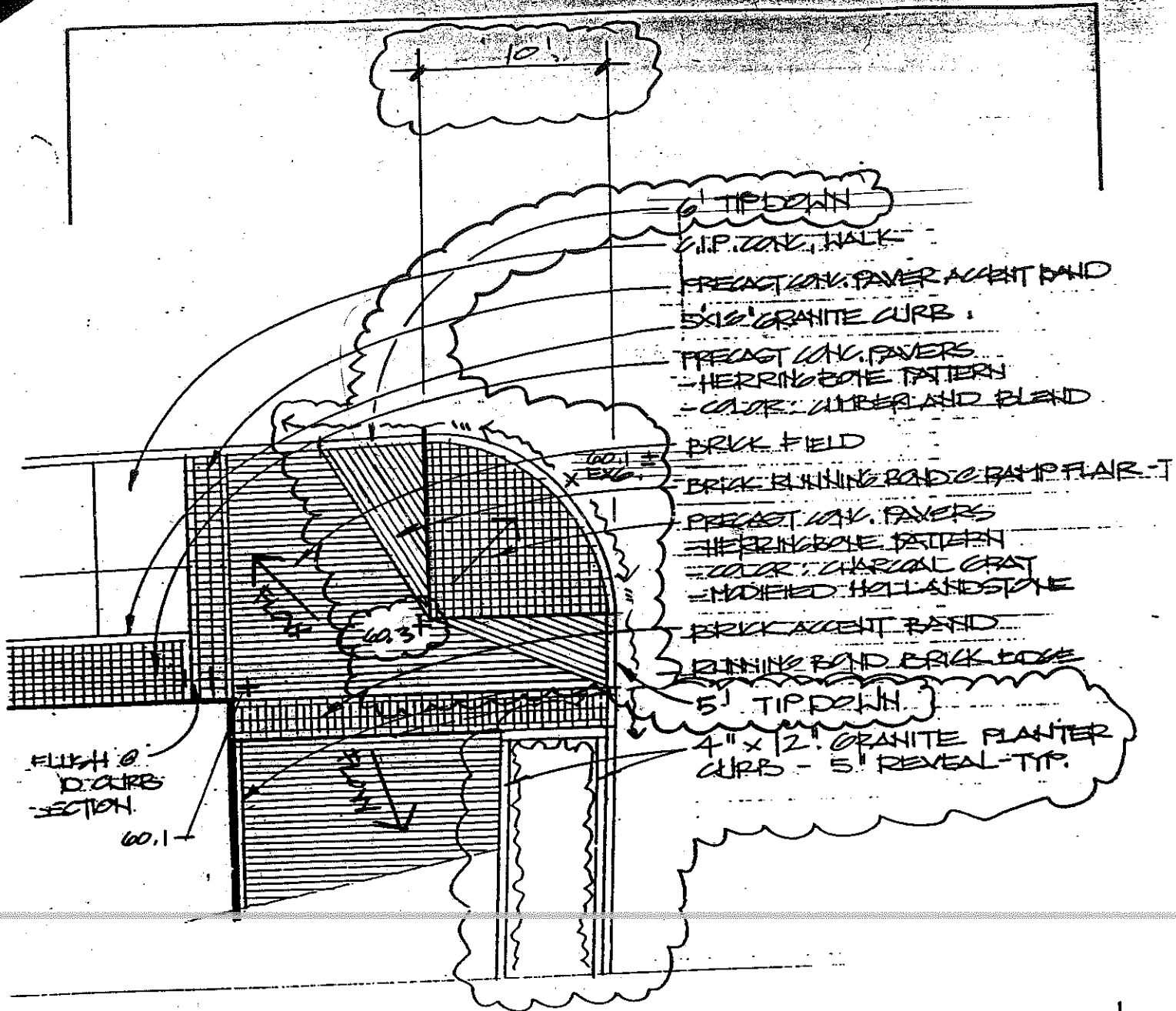
Provide handicapped access ramp at the corner of Cumberland Ave. and Elm Street per the attached SK\_53 - "Revised ramp detail".

ISSUED:  
SMRT, Inc.

  
\_\_\_\_\_  
Architect

01/14/97  
\_\_\_\_\_  
Date

96065 #48b



NOTE -  
 MAINTAIN BACK OF RAMP ELEVATION  
 0.2' HIGHER THAN TOE. VERIFY  
 EXG. ELEV. @ STREET.

**SM  
RT**

**STEVENS MORTON ROSE & THOMPSON**  
 Architecture Engineering Planning

144 Fore Street/P.O.Box 618 PORTLAND, MAINE 04104  
 tel. (207) 772-3848 / fax. (207) 772-1070

PROJECT No.: 96065

REF. SHEET: C-102

SCALE: 1/8" = 1'-0"

DATE: 13 JAN 97

PROJECT: CUMBERLAND AVENUE PARKING GARAGE  
 CUMBERLAND AVENUE, PORTLAND, MAINE

SUBJECT: REVISED RAMP DETAIL

SK#  
53

**White Brothers, Inc.**

95 WARREN AVENUE, WESTBROOK, MAINE 04092

Telephone 854-9173

March 31, 1997

Kathleen Brown, Economic Development  
 City of Portland  
 389 Congress Street  
 Portland, ME 04101

RE: Sidewalks at Cumberland Avenue Parking Garage

Dear Kathleen:

Below you will find our scope of work and associated price for the above referenced project. This work has been difficult to price at best. We have yet to have one sheet that shows all the work as we think the city wants it built. Attached to this proposal are copies of various plans which were provided to us through various people in an effort to provide us with enough information to provide the city with a price. We will insist that these various copies be signed by the city to provide a basis of what we quoted so there is some record going forward of what was the basis of our price.

<u>Item description</u>	<u>Approximate Quantity</u>	<u>Unit price</u>	<u>Totals</u>
1. New type I granite curb	360'	\$21.65/ft	\$7,794.00
2. New type I circular curb	88'	29.40/ft	2,587.20
3. Reset existing granite curb	100'	12.60/ft	1,260.00
4. Granite tip downs	10 ea	157.50/ea	1,575.00
5. C.I.P. sidewalks	325 s.y.	51.90/s.y.	16,867.50
6. Brick sidewalk on bit.	416 s.y.	51.90/s.y.	21,590.40
7. Wheel chair ramps on bit.	36 s.y.	51.90/s.y.	1,868.40
8. C.I.P. garage entrances	61 s.y.	62.85/s.y.	3,833.85
9. Granite planters 4" x 12"	149 l.f.	24.40/l.f.	3,635.60
10. Granite planters 5" x 18"	57 l.f.	26.25/l.f.	1,496.25
11. Cumberland Ave. tree planting detail	7 ea	3,031.33/ea	21,217.00
12. Excavation and backfill for electrical outlets at tree wells	185'	7.00/ft	<u>1,295.00</u>
Total			\$85,020.20

\* Items 1 through 4 include the cost of cutting the gutter line, gravel for curb and street patching which is normally paid for through other items in city bids. That is why those unit prices look a little higher than normal.

Sidewalks at Cumberland Avenue Parking Garage  
March 31, 1997  
Page 2

We have also discussed the patching with Mr. Bruce Bell from Public Works, based on that discussion we have used the following for gutter repair section:

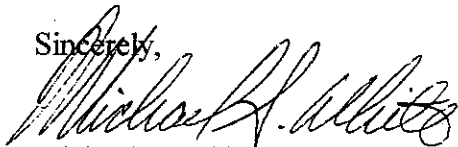
- a. Replace area of removed cobblestones with an equal amount of concrete.
- b. Pave over area of concrete with 2 inches of pavement.
- c. Patch in gutter line will be not less than 6 inches wide.

We have not carried any city fees for this work. It is our understanding that they have been waived for this project.

This work does not include any landscaping, aeration sheets or underdrains.

Time is of the essence if the city wants these walks in anytime soon. A large portion of the granite needed is special order and will require cutting at the quarry. If you require additional information, please feel free to call.

Sincerely,



Michael S. White  
President

---

Enclosures

MSW/caw

Accepted by City of Portland

---

Robert Ganley, City Manager

# White Brothers, Inc.

95 WARREN AVENUE, WESTBROOK, MAINE 04092

Telephone 554-9173

**FAXED**  
9/19/96

September 18, 1996

Allied Construction  
P.O. Box 1396  
Portland, ME 04104

ATTN: Mr. George Loring

RE: Cumberland Avenue Parking Garage. Off-Site Improvements

Dear George:

Below you will find our scope and price associated with the above referenced project. It is my understanding that you will be turning this information over to the City of Portland for their review and comment. Please let the City know I will be available to answer any questions they may have regarding this work.

Item #1 Curb, sidewalk, and planter construction.

Lump Sum Price: \$61,473.50

Breakdown of above:

* a. New Type I granite curb	360 l.f. @ \$20.25	=	\$7,290.00
* b. New Type I circular granite curb	84 l.f. @ \$28.00	=	\$2,352.00
* c. Reset of existing granite curb	160 l.f. @ \$12.00	=	\$1,920.00
* d. Tip-downs	10 ea @ \$150.00	=	\$1,500.00
e. New C.I.P. concrete sidewalk with paver bands	325 s.y. @ \$49.45	=	\$16,071.25
f. New brick sidewalk on bit. base with brick paver bands	358 s.y. @ \$49.45	=	\$17,703.10
g. New concrete paver wheelchair ramps	36 s.y. @ \$49.45	=	\$1,780.20
h. New concrete entrances (in R.O.W. only)	47 s.y. @ \$59.85	=	\$2,812.95
i. New granite planters	432 l.f. @ \$23.25	=	\$10,044.00
	<b>Total</b>		<b>\$61,473.50</b>

\* Items a. through d. include the cost of cutting the gutter line, gravel for curb, and street patching which is normally paid for through other items in City bids. That is why those unit prices look a little higher than normal



Cumberland Avenue Parking Garage, Off-Site Improvements  
September 18, 1996  
Page 2.

We have also discussed the patching with Mr. Bruce Bell from Public Works, based on that discussion we have used the following for gutter repair section:

- a. Replace area of removed cobblestones with an equal amount of concrete.
- b. Pave over area of concrete with 2 inches of pavement.
- c. Patch in gutter line will be not less than 6 inches wide.

The lump sum quoted (\$61,473.50) above is based on S.M.R.T. drawing A1.2 labeled Site Improvements, plan dated 7/24/96.

We have not carried any City fees for this work. It is our understanding that they have been waived for this project.

Item #2 Aeration sheets and underdrain for planters.

Lump Sum Price: \$23,504.25 (Best Guess)

- a. Aeration sheets 855 l.f. @ \$15.65 = \$13,380.75
- b. Underdrains and cleanouts 510 l.f. @ \$19.85 = \$10,123.50

This work-up is based on very little information and a lot of guess work. If the City seriously wants to consider this installation, we need more information to price more competitively.

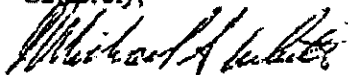
Item #3 Plantings in City portion of work:

Lump Sum Price: \$22,055.00

The above price is based on S.M.R.T. drawing A1.2 labeled Site Improvements, plan dated 7/24/96. This price includes the loam, bark mulch, and soil amendments as necessary, but does not include the supply or planting of any annuals.

Once you and/or the City have reviewed this please call with any questions or comments you may have.

Sincerely,



Michael S. White  
President

From: Thomas A. Errico (Thomas A. Errico Errico)  
To: RWK  
Date: 4/2/97 9:12am  
Subject: Cumberland Avenue Garage

Rick

Based upon a field review of conditions at the Cumberland Avenue Garage this morning, I have the following recommendations:

- Some of the channelization panels located on Preble Street and Elm Street have been incorrectly installed. These panels should be corrected.

-A "sidewalk closed" sign should be installed on the fence, at the corner of Cumberland/Preble, discouraging garage patrons from walking on the north side of Cumberland Avenue.

-A "sidewalk closed" sign should be installed discouraging garage patrons from walking down the east side of Preble Street.

-A "sidewalk closed" sign should be installed on the fence, at the corner of Cumberland/Elm, discouraging garage patrons from walking on the north side of Cumberland Avenue.

CC: Bell



**CITY OF PORTLAND**  
**Planning and Urban Development Department**

**MEMORANDUM**

**TO:** Sam Hoffses, Chief of Building Inspections  
**FROM:** Richard Knowland, Senior Planner  
**DATE:** April 3, 1997  
**RE:** Cumberland Avenue Parking Garage

The following conditions are recommended for a temporary certificate of occupancy for the above project.

1. Traffic - These need to be addressed immediately (Tom Errico)
  - Some of the channelization panels located on Preble Street and Elm Street have been incorrectly installed. These panels should be corrected.
  - A "sidewalk closes" sign should be installed on the fence, at the corner of Cumberland/Preble, discouraging garage patrons from walking on the north side of Cumberland Avenue.
  - A "sidewalk closed" sign should be installed discouraging garage patrons from walking down the east side of Preble Street.
  - A "sidewalk closed" sign should be installed on the fence, at the corner of Cumberland/Elm, discouraging garage patrons from walking on the north side of Cumberland Avenue.
2. General site plan improvements (on-site) shall be completed in accordance with the approved site plan by June 15, 1997

**cc:** Joseph E. Gray, Jr., Director of Planning and Urban Development  
Alexander Jaegerman, Chief Planner  
Tony Lombardo, Project Engineer  
Tom Errico, Traffic Engineer

# White Brothers, Inc.

95 WARREN AVENUE, WESTBROOK, MAINE 04092

Telephone 854-9173

April 10, 1997

City of Portland  
389 Congress Street  
Portland, ME 04101

ATTN: Economic Development Department, Mr. Mark Jennings

RE: Cumberland Avenue Parking Garage Sidewalks

Dear Mark:

Below you will find the changes to the scope of work and it's associated pricing. These changes are based on our meeting of 4/9/97 at Portland City Hall.

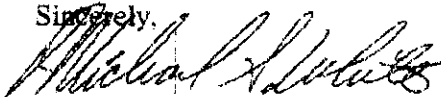
The changes are as follows:

- a. Delete the supply and installation of the 7 tree grates and tree guards.
- b. Install city supplied planting mix in the 7 future tree walls.
- c. Delete the electrical outlets inside the tree guards. But still provide conduit from the wells to a common location on the Cumberland Avenue side of the building. The conduit will be 1", and will have one wire provided for future use by others.
- d. Provide 1 1/2" of temporary paving to fill in the holes where the trees, guards and grates will eventually be installed. This pavement will be placed on top of the planting mix provided by the city.

The net credit for the above changes are \$7,950.00. This would lower our price quoted to you in our letter of 3/31/97 to \$77,070.20.

I believe the above changes reflect the discussion we had. Please call myself or Tom Duross if you have any questions or comments.

Sincerely,



Michael S. White  
President

lcaw

**CITY OF PORTLAND**

November 20, 1997

Morris Fisher  
The Boulos Company  
One Canal Plaza  
Portland ME 04101

RE: Cumberland Avenue Garage

Dear Morris:

Recently you requested an inspection of the Cumberland Avenue Parking Garage.

Comments from Nancy Knauber of Public Works are shown below:

1. Fence posts in street pavement are cut off at pavement level. These are to be removed and the void is to be filled with concrete. This repair is to be made only after Public Works has received a two-day notice.
2. Caulk all curb joints that are excessive.
3. One of the electrical boxes in a planter on Elm St. needs a cover (presently, bare wires are exposed).
4. Caulk the curb joint that is excessive in the Elm St. planter.
5. The tip-down curb at the sidewalk ramp at Cumberland Ave. at Elm St. needs to be reset, and the contractor who took out the permit to run the line for Time Warner will reset this.

Jeff Tarling (City Arborist) and I inspected the landscaping recently. On the northerly landscaping adjacent to the Cardente parking lot:

1. The eleven (11) smaraged arborvitae (4'-5' high) have not been planted.
2. The twenty-three (23) hosta have not been planted.

The oil and grit separator was not inspected by City staff, to the best of my knowledge.

STAFF COMMENTS ON CUMBERLAND AVENUE PARKING GARAGE DESIGN  
(6-24-96)

- Are windows recessed in the tower? If they are, this provides good shadow lines. Will the vertical columns be offset?
- On the Preble Street elevation, vertical concrete columns are located every 4 frames. It is a good scale. The same rhythm is lost on Cumberland Avenue because there are fewer columns. The facades should be consistent.
- Concern about the concrete strip detail on the sidewalk RE: Problems at Portland High School plaza.
- Consider using wider metal frames so they stand out more and mimic the rhythm of windows.
- Dark green color may get lost or disappear. Use brighter color along the facade.
- Tiles, medallions, mosaic squares could be used throughout the facade to liven up the facade. Livelier colors are needed. This could tie in with your color scheme of the market project.
- Hang an object or banner in garage windows . . . RE: Portland, Oregon parking garage . . . Could have items that are sold in the market building. We have a slide of this.
- Consider using City light fixture on the facade.
- Was it possible to add other towers along the facade?

---

COMMENTS ON FACADE MATERIALS  
(6-27-96)

- Aggregate materials do not work well. Is it possible to tint the parking garage panels another color rather than using the aggregate? This would provide some contrast.

6-14-96

TO: BILL BRAY

FROM: RICK KNOWLAND

RE: CUMBERLAND AVE GARAGE

ENCLOSED IS A SITE PLAN AND TRAFFIC IMPACT STUDY  
FOR THE CUMBERLAND AVE. PARKING GARAGE. A <sup>SECOND</sup> WORKSHOP  
IS SCHEDULED FOR TUESDAY, JUNE 25<sup>TH</sup> AT 3:30 P.M.  
WE WILL NEED TO HAVE YOU THERE. HOPEFULLY YOU WON'T  
HAVE TO GO TO THE PUBLIC HEARING WITH YOUR INPUT AT  
THE WORKSHOP.

**CITY OF PORTLAND, MAINE  
DEPARTMENT OF PUBLIC WORKS  
OPERATIONS/ENGINEERING - INSPECTIONS  
M E M O R A N D U M**

**TO:** Kathleen Brown, Economic Development  
**FROM:** Gretel Varney, P.E., Project Engineer *gv*  
**DATE:** April 18, 1996  
**SUBJECT:** Sidewalk Estimate

---

Attached as requested is an estimate for replacement of curb and sidewalk for the following areas:

<u>Preble Street</u>	Portland Street to Cumberland Avenue, north side concrete sidewalk and granite curb
	Cumberland Avenue to Maine Bank and Trust Building, north side brick sidewalk and granite curb
<u>Cumberland Avenue</u>	<i>6.00'</i> Preble Street to Elm Street, both sides concrete sidewalk and granite curb
<u>Elm Street</u>	Oxford Street to Portland Library Loading Dock Entrance, south side concrete sidewalk and curb

In addition to curb and sidewalk replacement, this estimate includes replacement of driveway aprons, adjustment of utility structures, and installation of sidewalk ramps.



## CURB AND SIDEWALK ESTIMATE

Install New Granite Curb	1140 LF	@\$25/LF	\$ 28,500
Reset Existing Granite Curb	300 LF	@\$17/LF	\$ 5,100
Install Granite Tipdown Curb	30 EA	@\$150/EA	\$ 4,500
Hot Mix Asphalt	120 TON	@\$34/TON	\$ 4,080
Concrete Sidewalk	1065 SY	@\$35/SY	\$ 37,275
Concrete Driveway Apron	200 SY	@\$45/SY	\$ 9,000
Brick Sidewalk	1065 SY	@\$55/SY	<u>\$ 58,575</u>
			\$147,030
Miscellaneous and Contingency 10%			<u>\$ 14,703</u>
			\$161,733

**From:** Kathleen Brown  
**To:** agj  
**Date:** 4/4/96 3:45pm  
**Subject:** Preble Street Lighting

When you meet with the City's consultant tomorrow, can you please ask him to prepare an estimate for:

Preble Street, between Congress and Elm (<sup>Cumberland</sup> ~~one~~ side only)  
Cumberland Avenue, between Elm and Preble (both sides - with costs for each side indicated.)

Lighting on Cumberland may need to be only along one side, depending upon the lighting implemented for the garage.

Thanks.

*Call Larry - estimate*

PERKINS, THOMPSON, HINCKLEY & KEDDY

A PROFESSIONAL CORPORATION

ATTORNEYS AND COUNSELORS AT LAW

ONE CANAL PLAZA - P. O. BOX 426

PORTLAND, MAINE 04112-0426

THOMAS SCHULTEN  
BRUCE E. LEDDY  
OWEN W. WELLS  
DOUGLAS S. CARR  
ANDREW A. CADOT  
JOHN R. OPPERMAN  
PHILIP C. HUNT  
JOHN S. UPTON  
PEGGY L. MCGEHEE  
MELISSA HANLEY MURPHY  
JOHN H. RICH III

JOHN A. CIRALDO  
JOHN A. HOBSON  
HELEN I. MUTHER  
TIMOTHY P. BENOIT  
FRED W. BOPP III  
CRAIG N. DENEKAS  
MARK P. SNOW  
WILLIAM J. SHEILS  
DAVID B. MCCONNELL  
PETER S. CARLISLE  
PAUL D. PIETROPAOLI

AREA CODE 207  
TELEPHONE 774-2635  
FAX 871-8026

January 29, 1996

Mr. Joseph Gray  
Director of Planning  
and Urban Development  
City of Portland  
City Hall, Fourth Floor  
389 Congress Street  
Portland, Maine 04101

Re: August Corporation: Proposed Parking Structure  
Cumberland Avenue Site

Dear Joe:

Thank you for taking time out of your busy schedule to meet with Deb Andrews, Alex Jaegarman, Alan Mooney and me last Thursday morning.

Based on the initial conversation on Thursday, Alan Mooney at Criterium Mooney Engineers will proceed to coordinate with Deb Andrews, who will take the lead from the Planning Department in connection with this project. We do envision moving forward with this project so that we will have all necessary permits in hand to commence construction in the Spring of 1996 with a Fall of 1996 completion date in mind.

During the course of our conversation, the matter of the street scape on Cumberland Avenue was raised and the notion of utilizing or incorporating the red brick facade at #315 Cumberland Avenue into the parking structure, together with increasing the retail space in the structure was broached. We are concerned about creating retail space on Cumberland Avenue when there is so much vacant retail space along Congress Street.

We see no demand or justification for adding retail space and envision only a possible need to construct sufficient retail space in the new parking structure to accomodate relocation of the drycleaner on the corner of Cumberland and Elm. We do not believe that City Ordinances require such consideration of retail space in connection with the parking structure and based on our

Mr. Joseph Gray  
January 29, 1996  
Page 2

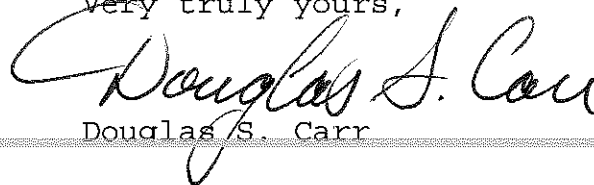
analysis and current retail space vacancies in existing buildings owned by October Corporation, we find little justification for considering additional such space along Cumberland Avenue in the proposed parking structure.

I think it will be technically difficult and very expensive to incorporate the red brick facade into the parking garage as well. Our consultants and advisors have indicated that there is no historical significance to those buildings.

We would appreciate any further thoughts you have with respect to these matters. Perhaps my perception of the concerns about retail space and the facade of the red brick structure was more a concern regarding treatment of the exterior facade of the parking structure as it fronts on Cumberland Avenue and Preble Street. If that is correct, I want to emphasize that we, too, want an attractive facade along Cumberland Avenue. The standard for that area seems to have been set by the City's Elm Street garage - no retail and an attractive facade in keeping with the nature of the structure.

We look forward to working closely with your office and to continuing to keep you apprised of our work plans in this area.

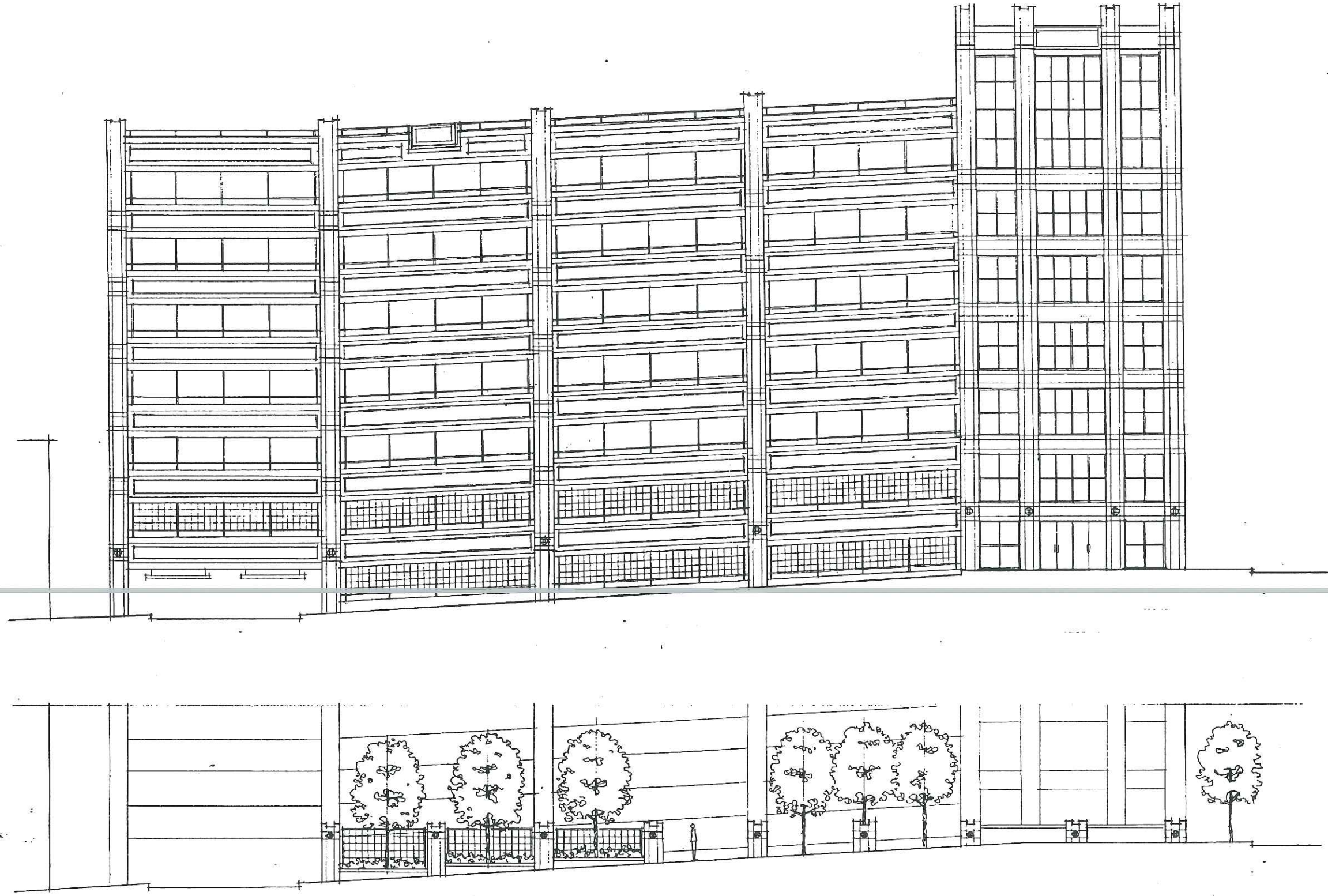
Very truly yours,



Douglas S. Carr

DSC/lbm  
Enclosures

A-1



Preble Street Elevation



STEVENS MORTON ROSE & THOMPSON  
 Architecture  
 Engineering  
 Planning  
 39 Forest Avenue/P.O. Box 618  
 Portland, Maine 04104  
 Tel: (207) 772-3844  
 Fax: (207) 772-1070

PROJECT NAME:  
 Cumberland Avenue  
 Parking Garage  
 Portland, Maine

REV.	DESCRIPTION	DATE

DRAWING NAME:  
 Elevation

SCALE: 1/8" = 1'-0"  
 DATE: JUNE  
 DRAWN BY:  
 CHECKED BY:

SHEET NO:  
 A1

A-2



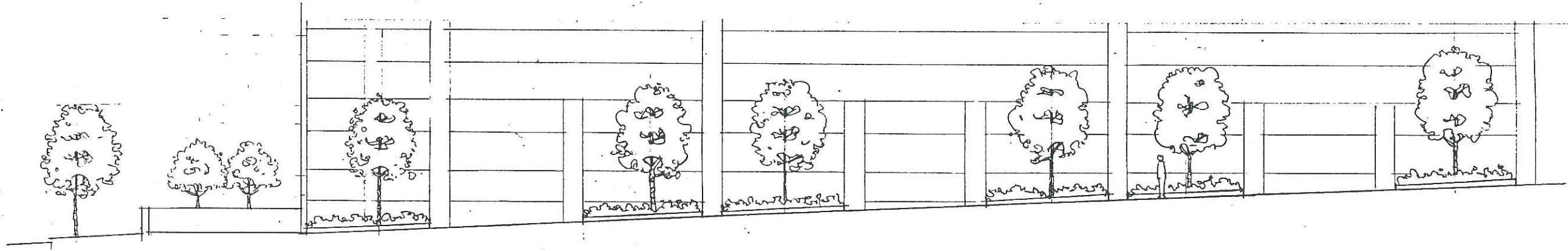
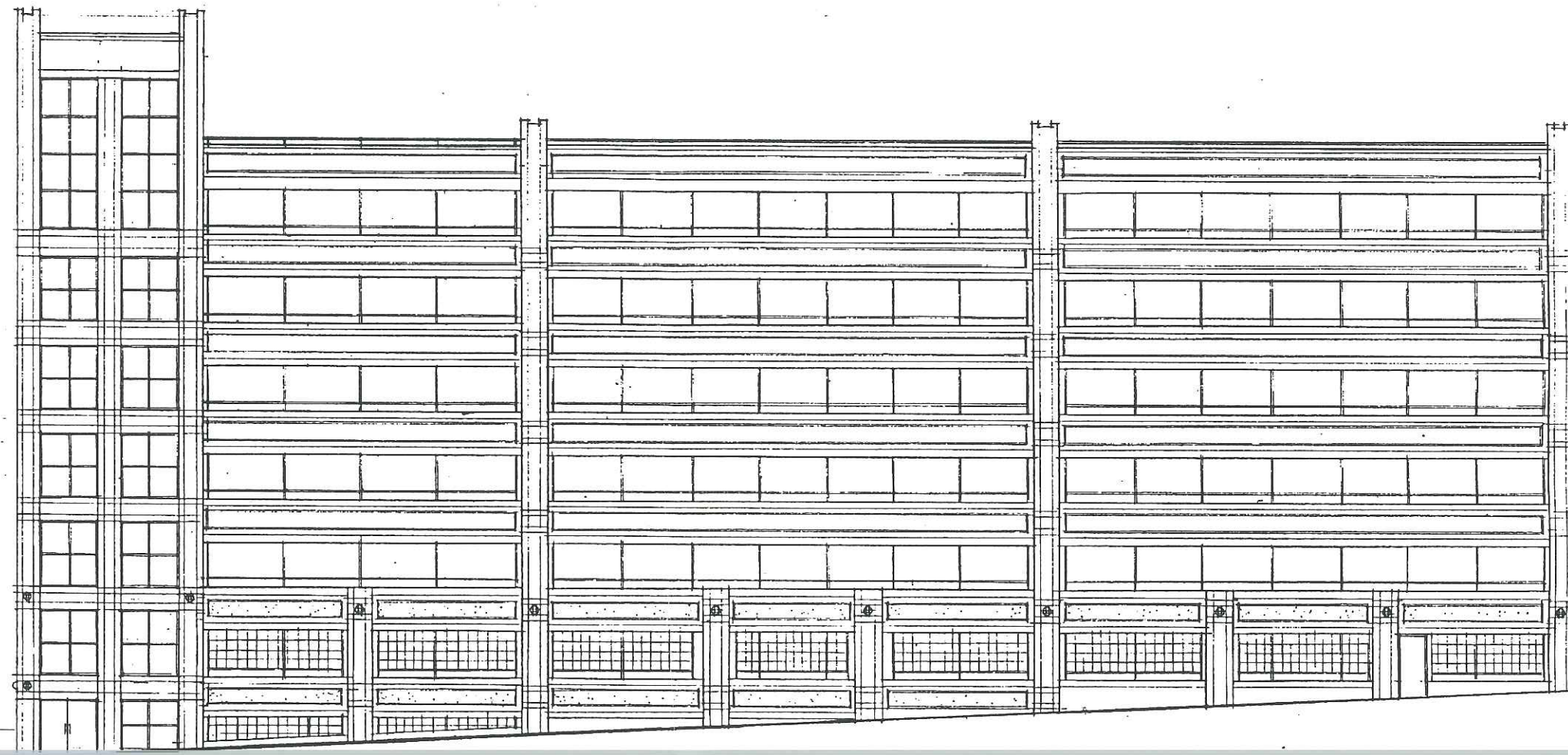
STEVENS MORTON ROSE & THOMPSON  
Architects  
39 Forest Avenue/P.O. Box 618  
Portland, Maine 04104  
Tel. (207) 772-3346  
Fax (207) 772-1070

Cumberland Avenue  
Parking Garage  
Portland, Maine

REV.	DESCRIPTION	DATE

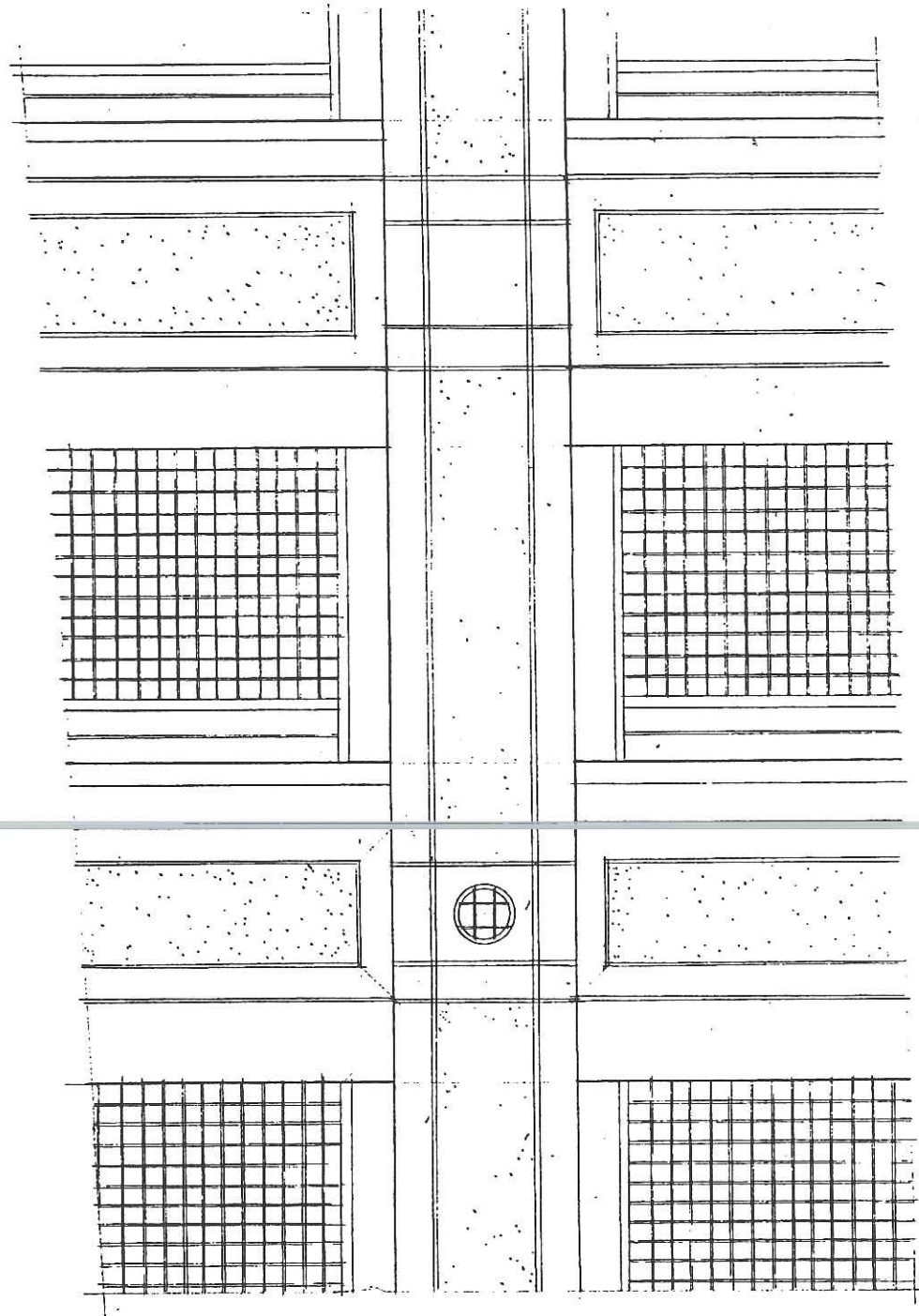
DRAWING NAME: Elevation  
 SCALE: 1/8" = 1'-0" DATE: 2/1/98 DRAWN BY: CHECKED BY:

SHEET NO. A 2

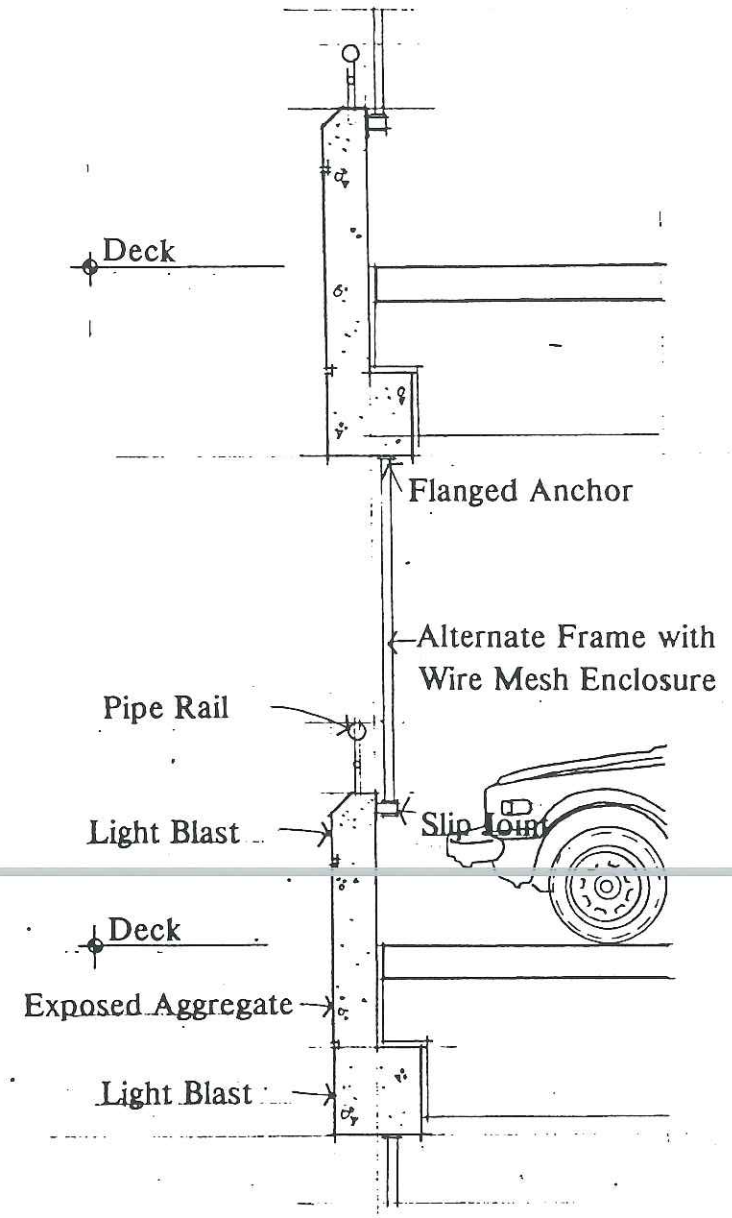


Cumberland Avenue Elevation

A-3



PARTIAL ELEVATION



PARTIAL SECTION



STEVENS MORTON ROSE & THOMPSON  
 Architecture Engineering Planning  
 39 Forest Avenue/P.O. Box 618  
 Portland, Maine 04104  
 tel. (207) 772-3444  
 fax (207) 772-1070

PROJECT NAME:  
**CUMBERLAND AVENUE  
 PARKING GARAGE  
 PORTLAND, MAINE**

REV.	DESCRIPTION	DATE

DRAWING NAME:  
**TYPICAL SPANDREL  
 SECTION**

SCALE: 7/8" = 1'-0"  
 DATE: 1/15/98  
 DRAWN BY: [ ]  
 CHECKED BY: [ ]

SHEET NO:  
**A 3**





**PBM1**

**CITY OF PORTLAND, MAINE  
MEMORANDUM**

**TO:** Chair Hagge and Members of the Portland Planning Board  
**FROM:** Richard Knowland, Senior Planner  
**DATE:** June 25, 1996  
**RE:** Cumberland Avenue Parking Garage, August Corp.

A second workshop has been scheduled to discuss the August Corp. proposal for a parking garage on Cumberland Avenue. Tuesday's workshop will focus on traffic and the facade elevation of the parking garage.

Traffic

At the last workshop, the Board expressed concerns regarding vehicle movement between Portland Street and Preble Street driveway of the garage.

William Bray, Deputy Director of Public Works, will be attending the workshop to discuss traffic related issues. One of Mr. Bray's recommendations will be the construction of a triangular shaped traffic island in Portland Street that would prohibit turning movements from that street into the parking garage.

Facade Elevation

Since the last workshop, the applicant has been reviewing design build options for the garage. They will be presenting revised elevation drawings at Tuesday's meeting. (see Attachment A.) A site plan is shown as Attachment B. These plans were submitted to staff late Thursday afternoon so we have had a limited opportunity to review them.

Sec. 14-221 requires that the site plan including building elevations, open space and landscaping be "consistent" with the Downtown Urban Design Guidelines. Attached is an excerpt of the guidelines (Attachment C). For the Board's convenience, we also have summarized the pertinent guidelines as they relate to this project.

***DOWNTOWN URBAN DESIGN GUIDELINES***

**I. Relationship to Pedestrian Environment**

- Page 3 to 6      Distinguish the lower 35 feet of building facade
- a. storefronts and building facade
  - c. blank facades

## II. Relationship to Existing Development

- Page 19      1. Integrate with, respect and enhance
- a. streetwalls and building setbacks
  - c. building form, scale and massing
  - d. building facade proportion and composition
  - f. parking garages and surface lots
- Page 27      2. Standards for increasing setback beyond street build-to line
- Page 37      IX Signage, Awnings/Canopies

The Downtown Portland Corporation has allocated funding towards the replacement of sidewalks and curbs along the street frontage of the project. Kathleen Brown, Acting Economic Development Director, indicates that the City will be responsible for the traffic island improvement referenced previously in this memo.

### Attachments:

- A. Building Elevation
- B. Site Plan
- C. Downtown Urban Design Guidelines

**CITY OF PORTLAND, MAINE  
MEMORANDUM**

**TO:** Chair Hagge and Members of the Portland Planning Board

**FROM:** Richard Knowland, Senior Planner

**DATE:** June 11, 1996

**RE:** August Corp. Parking Garage, Vicinity of Cumberland Avenue, Preble Street, and Elm Street

August Corp. requests workshop review for a 648 space parking garage on the corner of Cumberland Avenue, Preble Street and Elm Street. The parking structure is seven stories high and is located on a site of 38,600 sq. ft. Approximately 498 of the parking spaces are expected to be leased to serve employees in the immediate area with the remaining 150 spaces for short term parking. Two existing buildings will be removed from the site to accommodate the garage. The development is subject to site plan review and the Downtown Urban Design Guidelines. Site plan, building elevations and background information are shown on Attachments A, B and C.

It is expected that two workshops will be required for this project. Tuesday's workshop will serve as an introduction to the development. The second workshop will focus on more specific site elements such as the building facade and traffic.

Zoning for the site is B-3. The site is not located in a Pedestrian Activities District.

Vehicle access from the site will be from Elm Street and Preble Street. Both are one-way streets, Elm Street runs northerly while Preble Street runs southerly. A traffic report has been submitted (See Attachment D) Detailed comments from Mary Conroy, Principal Traffic Engineer, will be available at the second workshop. A preliminary issue identified by Ms. Conroy involves traffic movements between Portland Street and the Preble Street parking garage access. Such movements may need to be prohibited by an island. Within the past year, the city has completed a detailed traffic analysis regarding the Government Services complex which is adjacent to this site. Ms. Conroy will be utilizing this information in her review.

City staff and the applicant have discussed a landscaping concept for the site. This would include street trees along all three sides of the surrounding streets. On Cumberland Avenue there is an opportunity to provide a landscaped planter between the sidewalk and the building. The building is offset a bit from the sidewalk to accommodate the internal configuration of the parking garage.

On the Preble Street side there is a 24 foot setback from the sidewalk in order to provide a snow storage area when the upper deck is plowed. The surface material would be concrete. The plan indicates that post sleeves would be installed for a snow storage fence. The appearance of the fence as well as the management arrangements for it (how long will be up for?) should be indicated. Planters could be used in this area to help break up the long expanse of concrete (24 feet by 135 feet) without affecting snow removal operations.

The B-3 zoning text requires that all buildings shall be located within five feet of the property line along street frontages. This is not met on Preble Street, Elm Street and portions of Cumberland Avenue of the site. The Board may allow an additional setback distance provided it complies with sec. 14-526(a)(16) of the site plan ordinance and the Downtown Urban Design Guidelines.

At the second workshop, the applicant is expected to have further information on the facade design. See Attachment B. At Tuesday's workshop, discussion is intended to focus on general design issues such as massing. They are currently in the process of reviewing design build options which will affect the design.

Cumberland Avenue is perhaps the most critical facade given its location but the Preble Street facade is also important since it's a gateway into the City. Design opportunities for this site include incorporating an articulated facade along the lower levels of the building contributing to a pedestrian friendly environment. Since most people will view the building at this level, it will become an important element of the final design. The corners of the structure also help frame the identity and character of the building. The windows and design of the elevator tower (corner of Preble Street and Cumberland Avenue) begins to accomplish this. Other design elements integrated with the towers and the facade can more fully develop the facade's character. The design of the facade will need to meet the Downtown Urban Design Guidelines.

The Downtown Portland Corporation has allocated funding towards the replacement of sidewalks and curbs along the street frontage of the project.

Attachments:

- A. Site Plan
- B. Building Elevation
- C. Background Information
- D. Traffic Report

# CUMBERLAND AVENUE PARKING GARAGE

PORTLAND/MAINE

## OPEN PARKING STRUCTURE

### DRAWING LIST

#### STRUCTURAL

##### COVER

- S1 TYPICAL DETAILS  
 S2 PILE PLAN  
 S3 PILE CAP/FOUNDATION PLAN  
 S4 FIRST LEVEL PLAN  
 S5 TYPICAL FLOOR PLAN  
 S6 ROOF LEVEL PLAN  
 S7 TYPICAL PRECAST UNITS

#### ARCHITECTURAL

- A1.0 FLOOR PLANS  
 A2.0 BUILDING SECTIONS  
 A3.0 BUILDING ELEVATIONS  
 A4.0 CIRCULATION DIAGRAM

#### SURVEY

GENERAL SURVEY

#### DRAINAGE

DRAINAGE/UNDERGROUND UTILITY PLAN

#### OWNER

AUGUST CORPORATION

#### PROJECT ENGINEER

(207) 776-1989  
 FAX 776-4406

CRITERIUM-MOONEY ENGINEERS

650 BRIGHTON AVE.  
 PORTLAND, ME 04108

#### ARCHITECT

(207) 846-7702  
 FAX 846-7177

ORCUTT ASSOCIATES

25 BRIDGE STREET  
 PORTLAND, ME 04101

#### TRAFFIC ENGINEER

(207) 726-8806  
 FAX 726-8414

EATON TRAFFIC ENGINEERING

2 MIRANDA STREET  
 BRUNSWICK, ME 04011

#### GEOTECHNICAL ENGINEER

(207) 857-2808  
 FAX 857-2840

S.W. COLE

P.O. BOX 378  
 GRAY, ME 04039

#### PROPERTY MANAGER

(207) 871-1890  
 FAX 776-2847

BOULOS PROPERTY MANAGEMENT

TWO CITY CENTER  
 PORTLAND, ME 04101

#### SURVEYOR

(207) 774-0484  
 FAX 774-0511

OWEN HASKELL, INC.

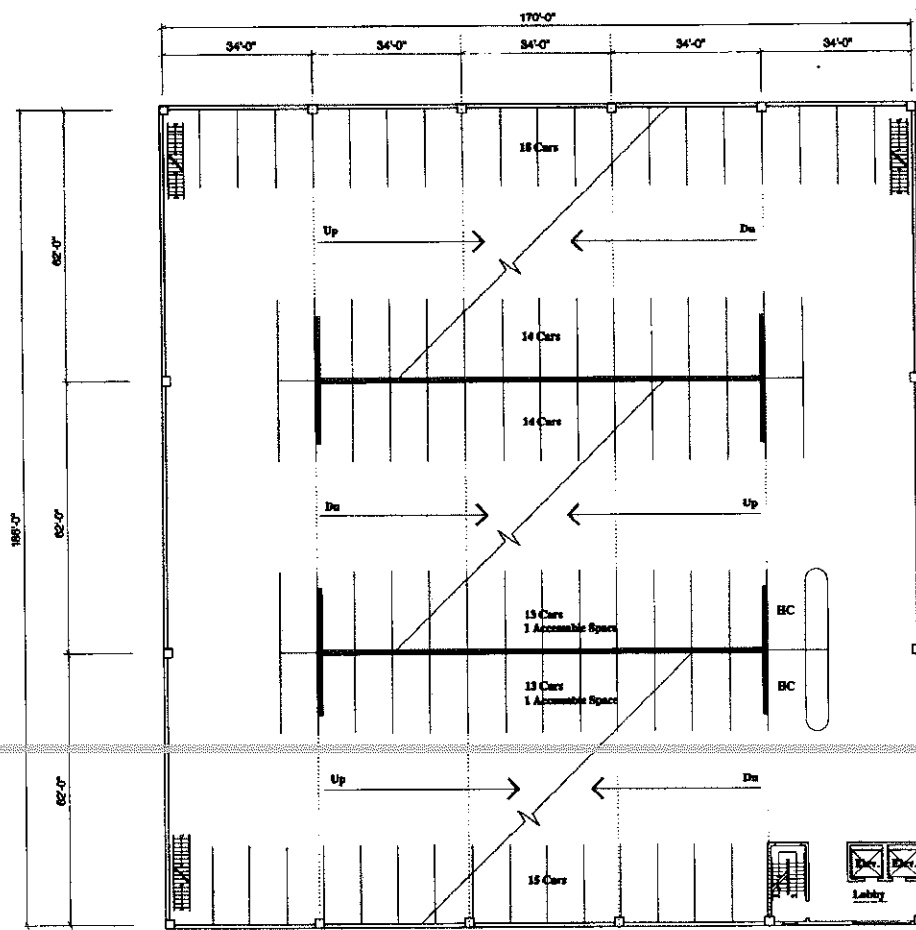
18 CLARK STREET  
 PORTLAND, ME 04101-2070

#### DRAINAGE

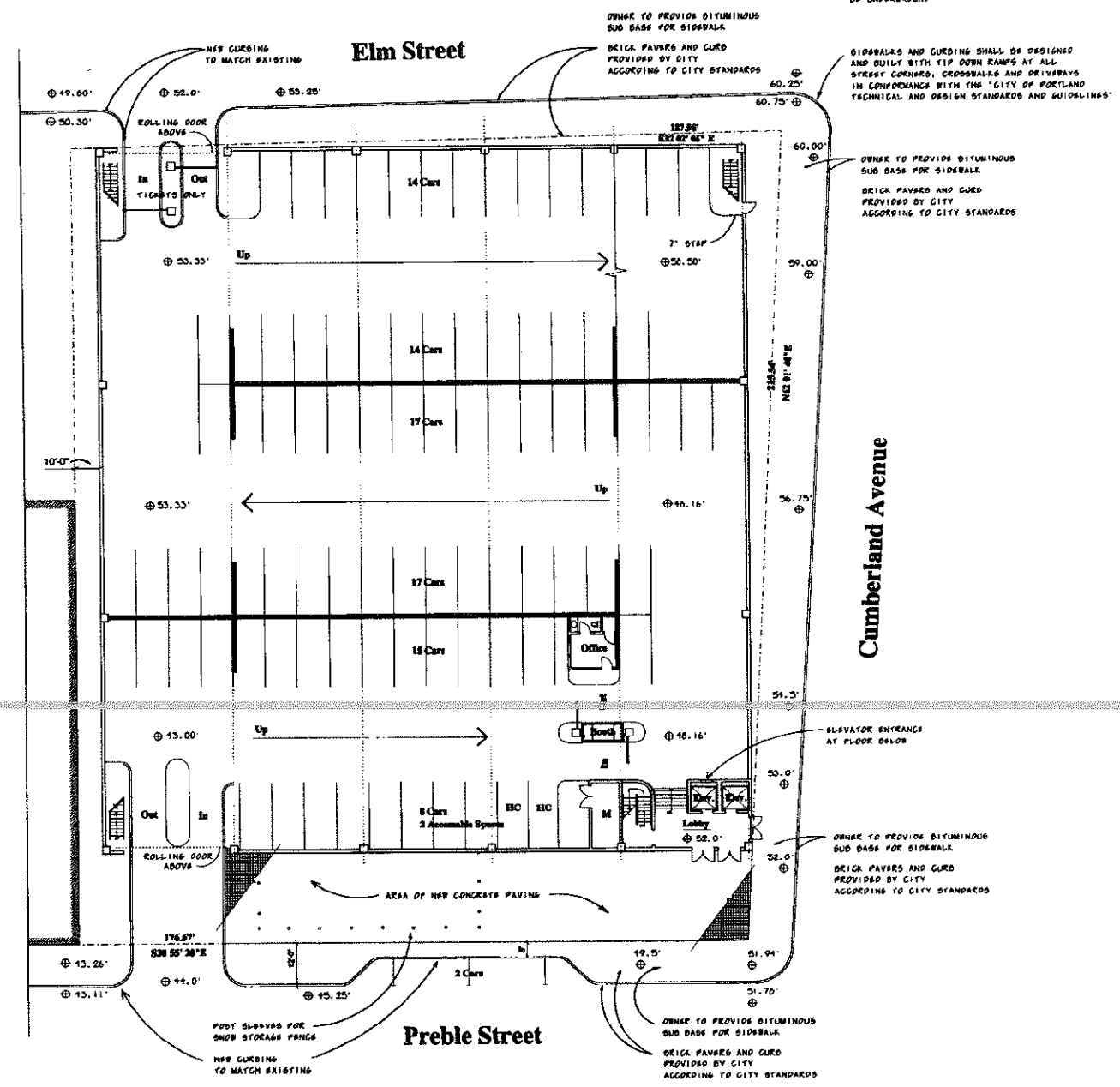
(207) 852-2804  
 FAX 852-2822

SQUAW BAY CORP.

P.O. BOX 884  
 CUMBERLAND CENTER, ME 04021



**Typical Floor Plan**  
89 Cars Total



**Grade Level / Site Plan**  
87 Cars Total

NOTE:  
ALL UNDERGROUND UTILITIES SHALL BE UNDERGROUND

OWNER TO PROVIDE BITUMINOUS SUB BASE FOR SIDEWALK  
BRICK PAVES AND CURB PROVIDED BY CITY ACCORDING TO CITY STANDARDS

SIDEWALKS AND CURBING SHALL BE DESIGNED AND BUILT WITH TIP DOWN RAMPS AT ALL STREET CORNERS, CROSSWALKS AND DRIVEWAYS IN CONFORMANCE WITH THE "CITY OF PORTLAND TECHNICAL AND DESIGN STANDARDS AND GUIDELINES"

OWNER TO PROVIDE BITUMINOUS SUB BASE FOR SIDEWALK  
BRICK PAVES AND CURB PROVIDED BY CITY ACCORDING TO CITY STANDARDS

ELEVATOR ENTRANCE AT FLOOR LEVEL

OWNER TO PROVIDE BITUMINOUS SUB BASE FOR SIDEWALK  
BRICK PAVES AND CURB PROVIDED BY CITY ACCORDING TO CITY STANDARDS

OWNER TO PROVIDE BITUMINOUS SUB BASE FOR SIDEWALK  
BRICK PAVES AND CURB PROVIDED BY CITY ACCORDING TO CITY STANDARDS

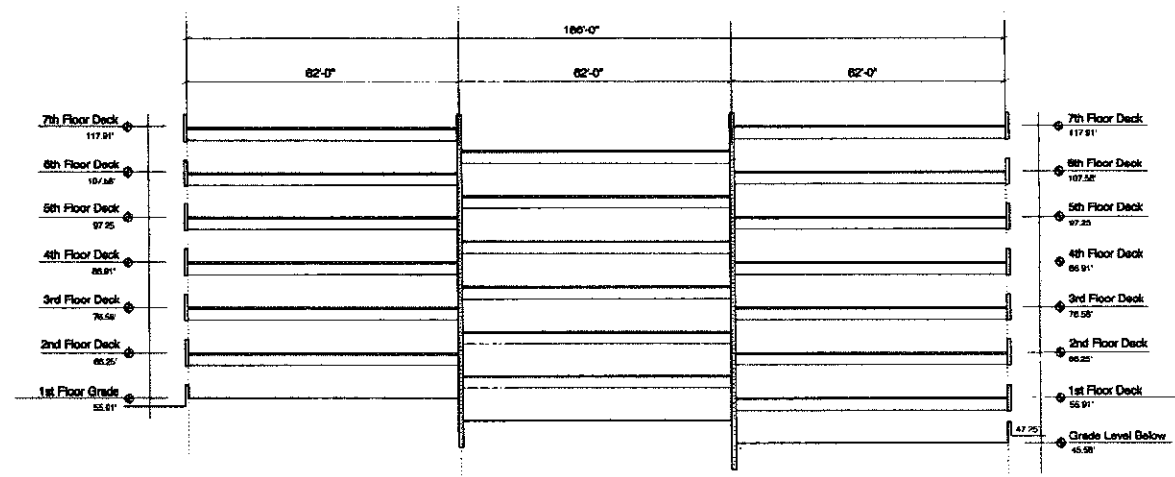
**CRITERION ENGINEERS**  
225 W. 10TH AVENUE  
PORTLAND, OREGON 97208  
TEL: 503 775-4400  
FAX: 503 775-4405

**Orcutt Associates**  
22 Bridge Street  
Farmington, Maine 04846  
Telephone: 207 846 3107  
Facsimile: 207 846 3107

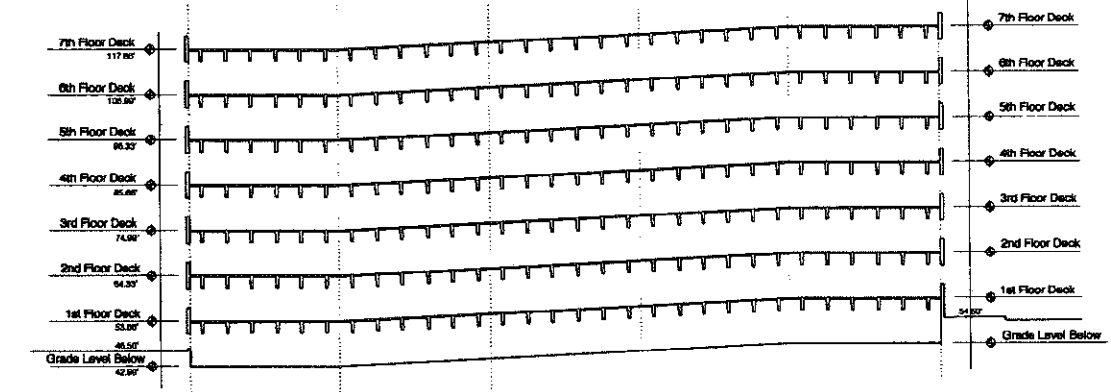
**Cumberland Avenue Garage**

SCALE: 1/4" = 1'-0"  
DATE: MAY 1998  
DRAWN BY: JAC  
CHECKED BY: JAC  
REVISIONS:

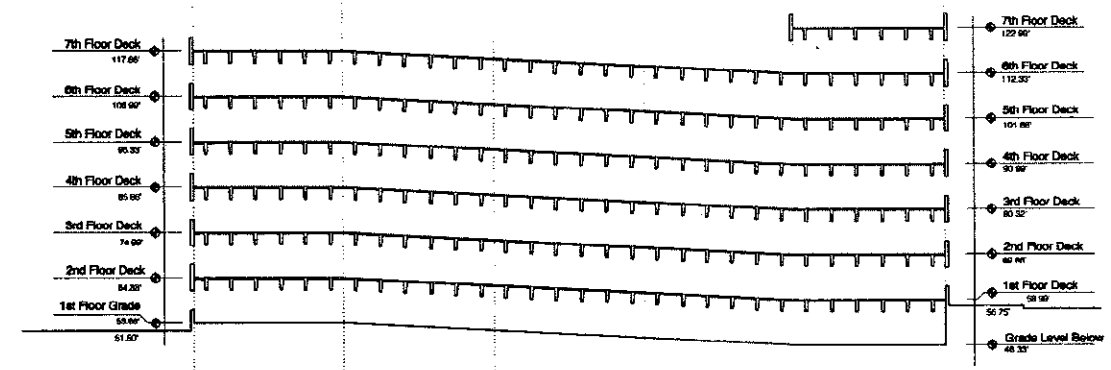
**Floor Plans**



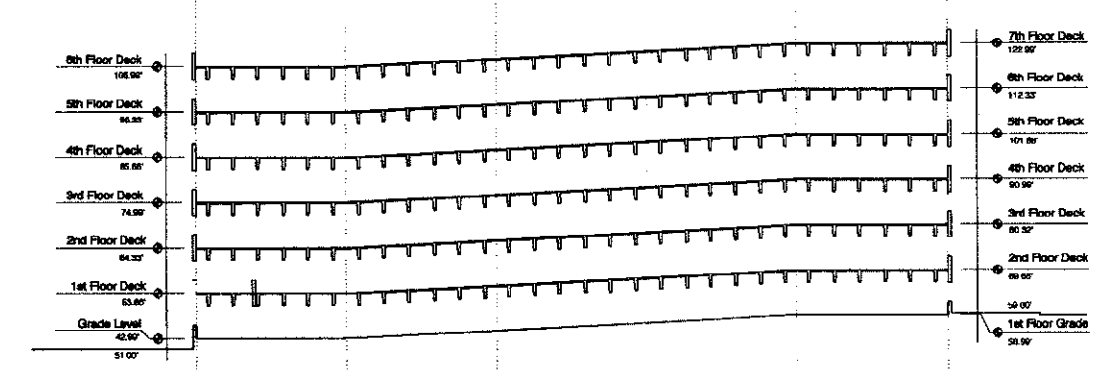
4 Building Section  
1/16"=1'-0"



1 Building Section  
1/16"=1'-0"



2 Building Section  
1/16"=1'-0"



3 Building Section  
1/16"=1'-0"

**CRITERION ENGINEERS**  
 TEL: 207 726-7000  
 FAX: 207 726-7000  
 450 BRIMCOMB AVENUE  
 PORTLAND, ME 04102

**Orcutt Associates**  
 Telephone: 207 846 1703  
 25 Bridge Street  
 Portland, Maine  
 Fax: 207 846 5107

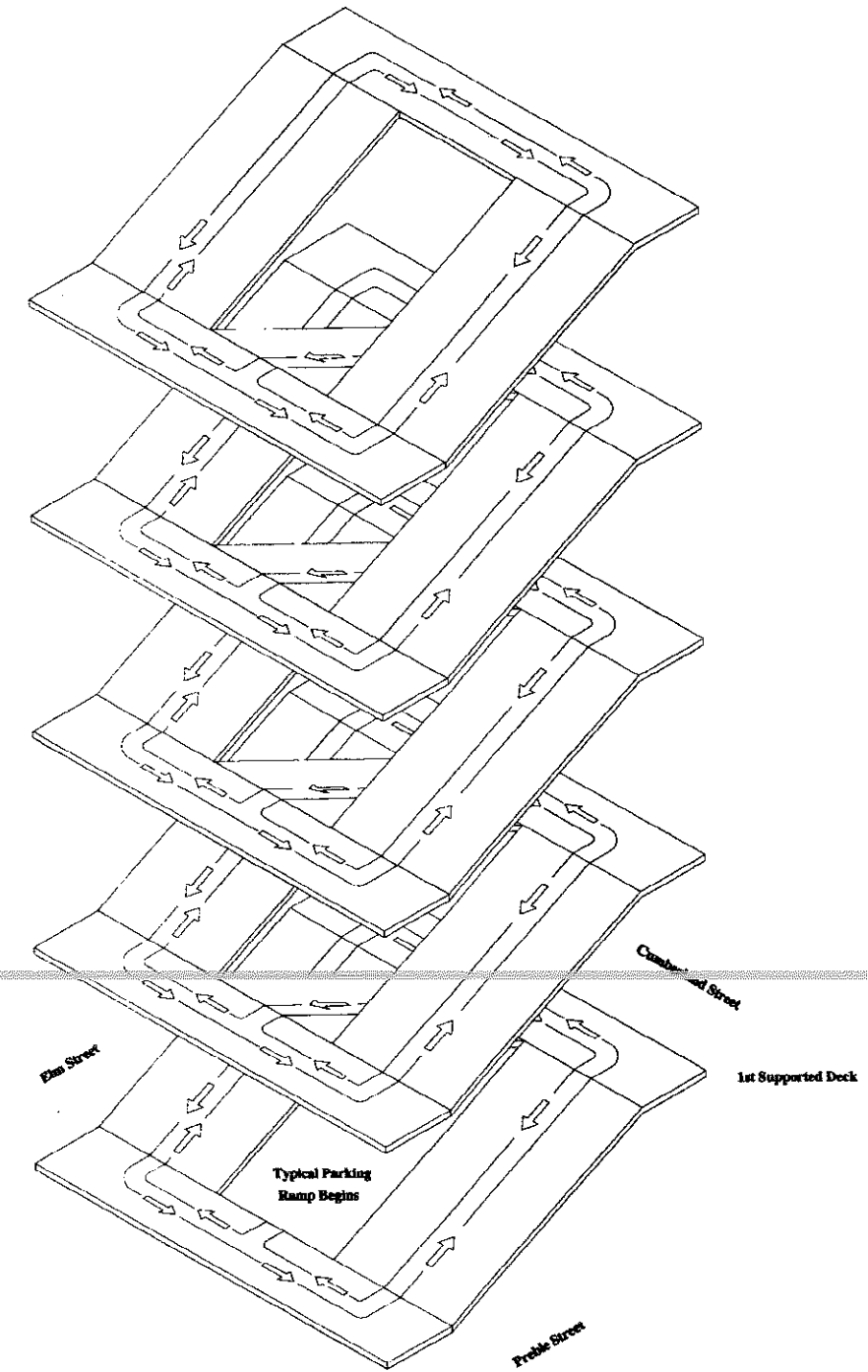
**Cumberland Avenue Garage**

DATE	SCALE	DESIGNED BY
	1/16"=1'-0"	JMS
DRAWN BY	DATE	REVISIONS

**Building Sections**



A-4



**Typical Parking Ramp Circulation  
Diagram**

**CRITCHEY ENGINEERS**  
 808 BRIDGET STREET  
 PORTLAND, ME 04102  
 TEL: 603 775-1400  
 FAX: 603 775-1405

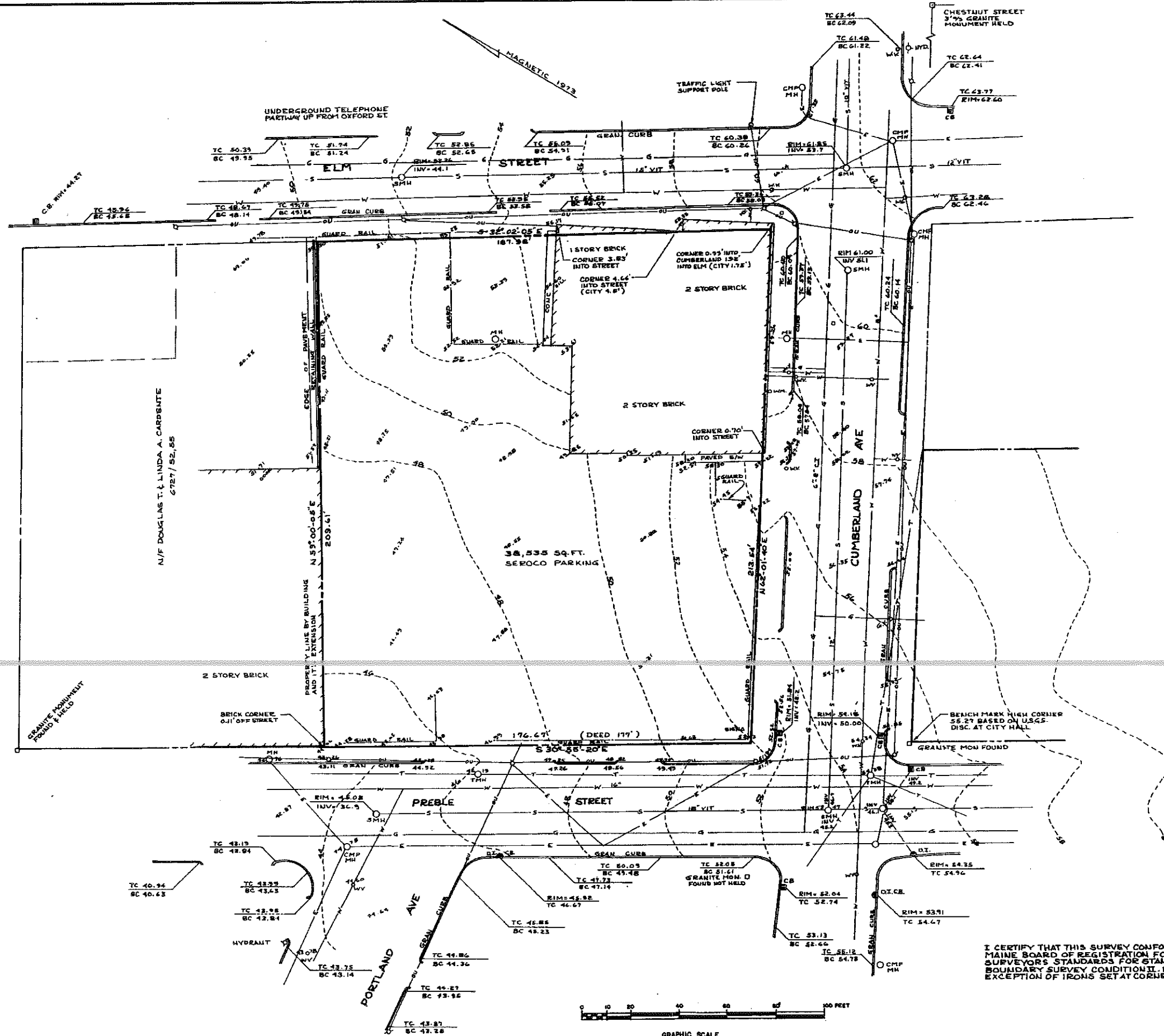
**Orcutt  
Associates**  
 15 BRIDGET STREET  
 FARMINGTON, MAINE  
 04840  
 Telephone: 207 846 7701  
 Facsimile: 207 846 7171

**Cumberland  
Avenue  
Garage**

DATE	SCALE	CHECKED BY
MAY 1996	1/4" = 1'-0"	JMD
DRAWN BY	IN	REVISIONS

**Circulation  
Diagram**

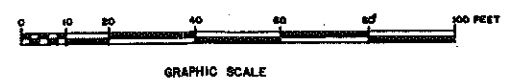
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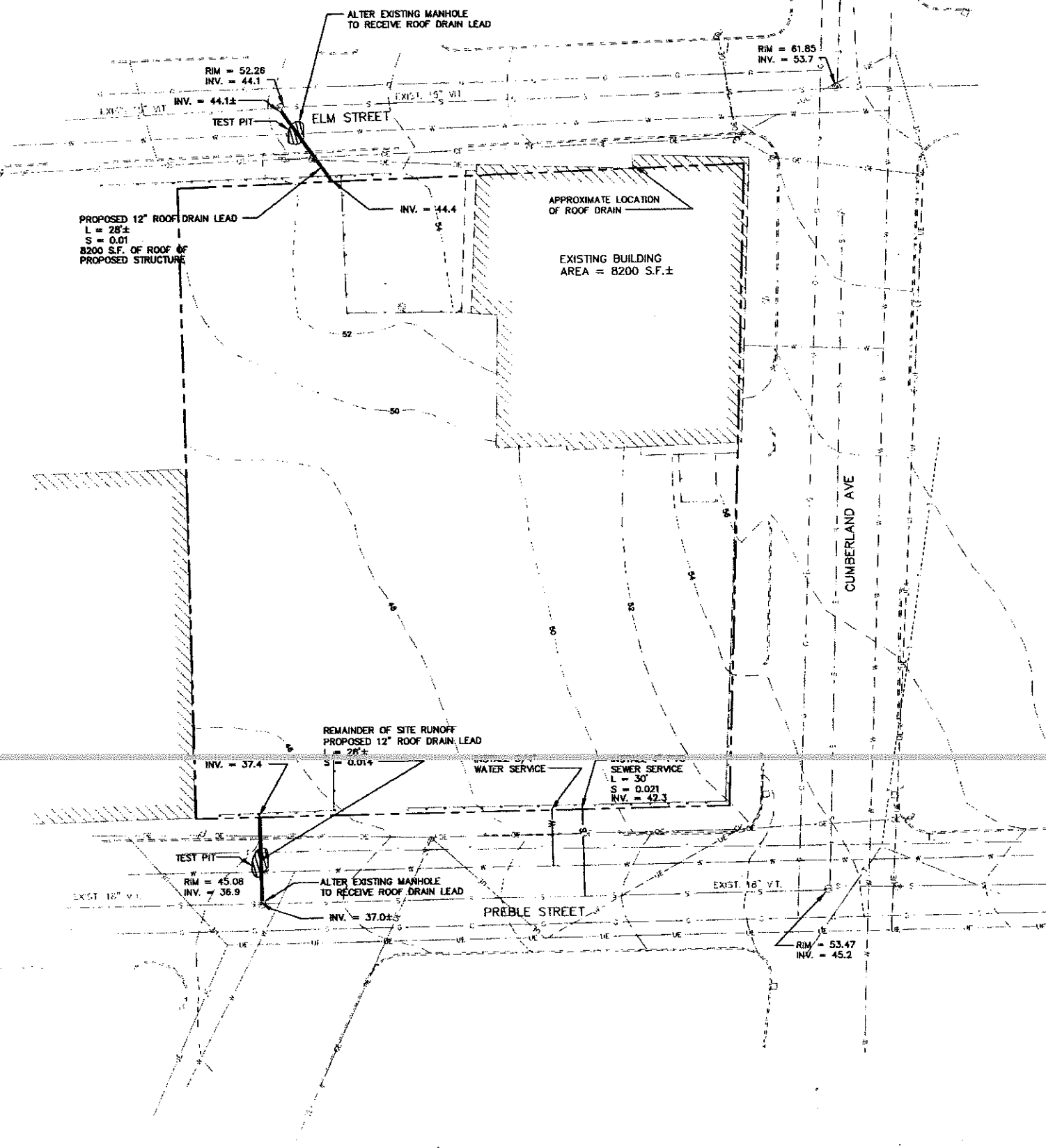
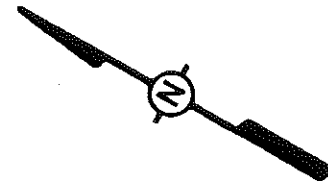
PLAN REFERENCES:  
 1) CITY OF PORTLAND ENGINEERING DEPT. 474/28 PROPOSED PORTLAND STREET EXTN. WORKING DRAWINGS 43, 134, 147, 184, 409/84 SOCONY OIL COMPANY

NOTES:  
 1) OWNER OF RECORD: ATLAS CORPORATION C.C.R.D. 1947/84; 2053/18; 2150/15; 2251/295; 2870/464; 3391/168  
 2) LOCUS IS SHOWN AS LOT 33-M-1 ON THE CITY OF PORTLAND ASSESSORS MAPS  
 3) UNDERGROUND UTILITIES ARE APPROXIMATE AND SHOULD BE MARKED PRIOR TO EXCAVATION

I CERTIFY THAT THIS SURVEY CONFORMS TO THE MAINE BOARD OF REGISTRATION FOR LAND SURVEYORS STANDARDS FOR STANDARD BOUNDARY SURVEY CONDITION II, WITH THE EXCEPTION OF IRONS SET AT CORNERS.



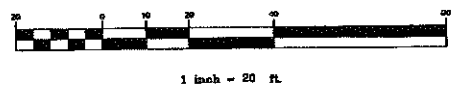
**STANDARD BOUNDARY SURVEY**  
 ON CUMBERLAND AVE., PREBLE STREET AND ELM STREET PORTLAND, MAINE FOR  
**MONUMENT SQUARE ASSOC.**  
**Owen Haskell, Inc.**  
 Civil Engineers South Portland - Kennebunk, Maine Land Surveyors  
 Drawn By JCS Date JULY 26, 1989 Job No. 89048 P  
 Trace By DBP Scale 1" = 20 FEET  
 Check By JCS Blk No. 488P



**LEGEND**

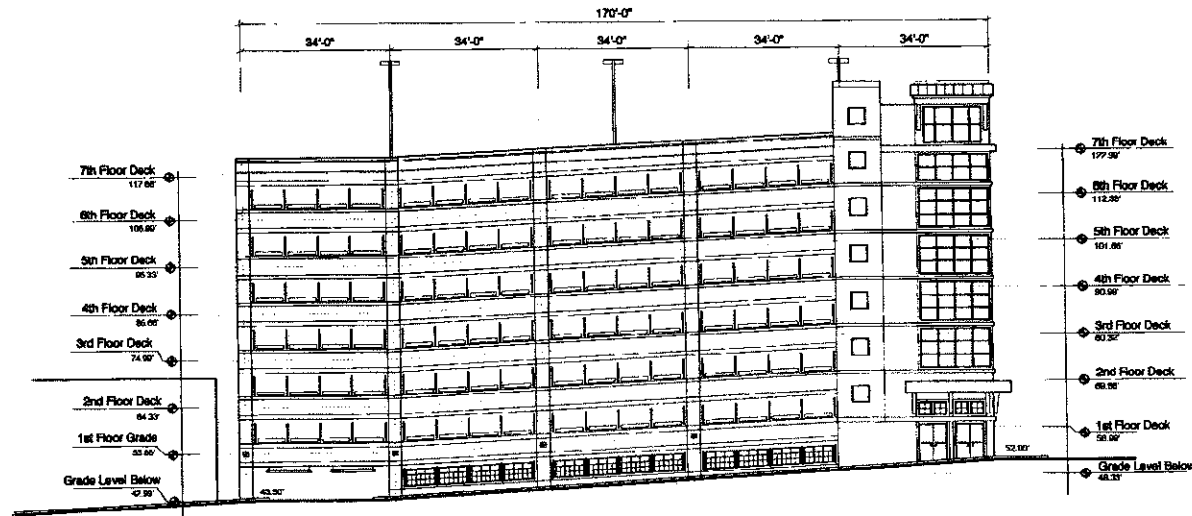
	EXISTING	PROPOSED
PROPERTY LINE	---	---
GAS	---	---
UNDERGROUND ELECTRIC	---	---
OVERHEAD UTILITIES	---	---
SEWER	---	---
WATER	---	---
BUILDING	---	---
CONTOUR	---	---
UTILITY POLE	---	---
MANHOLE	---	---
CATCH BASIN	---	---
STORMDRAIN	---	---
CURB	---	---
GUARD RAIL	---	---

- NOTES:**
- 1) INVERTS OF PROPOSED ROOF DRAIN LEADS AND SEWER SERVICE SUBJECT TO CHANGE BASED UPON TEST PIT RESULTS.
  - 2) ROOF DRAIN LEAD MATERIAL TO BE RCP CL. III, PVC. (MIN STRENGTH SDR-35), OR DUCTILE IRON.

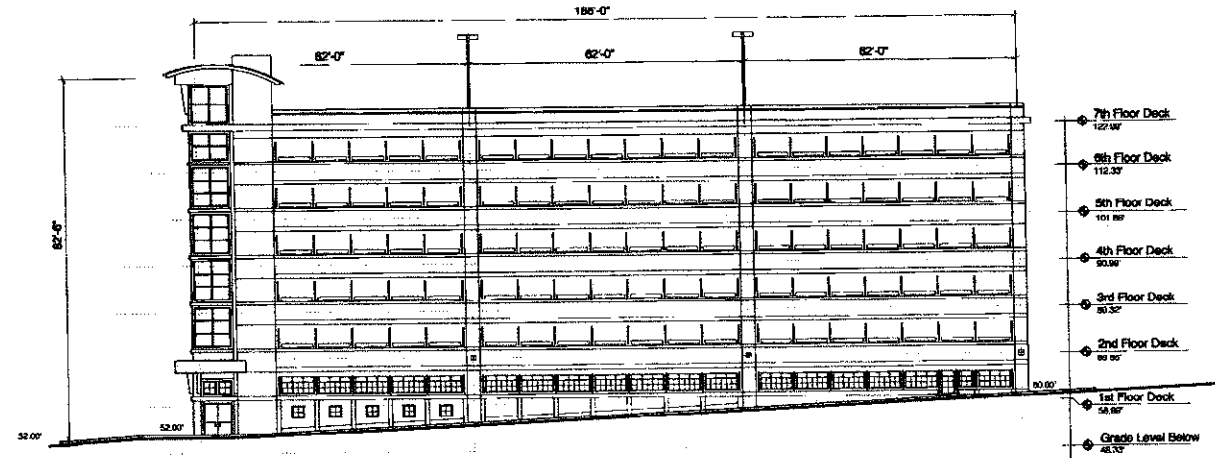


2: 96-216-VACAD(0)-101 Thu May 23 10:08:29 1996

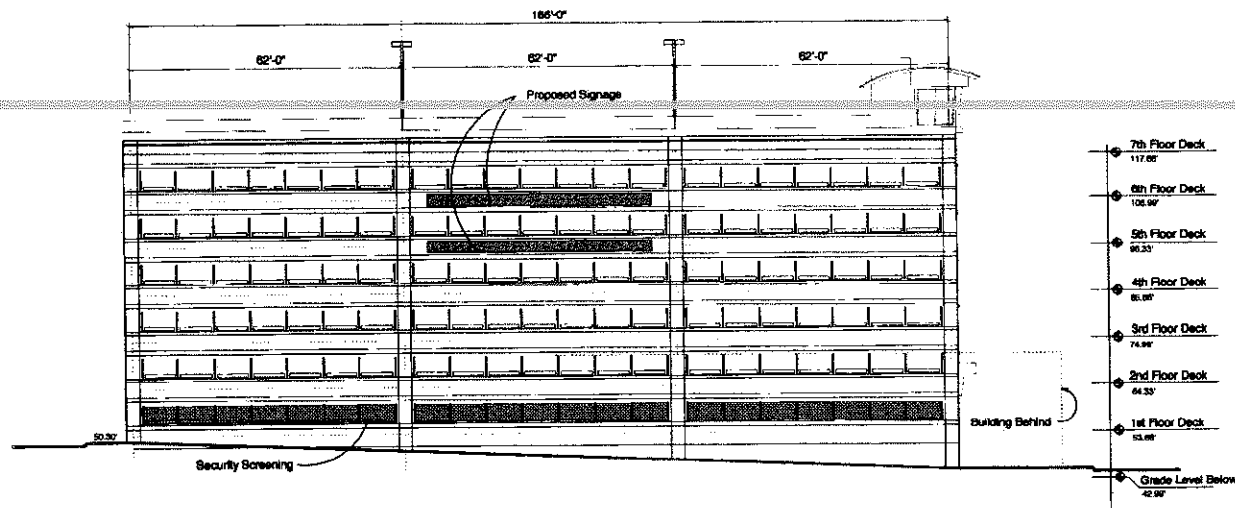
<p>1 STANDARD BOUNDARY SURVEY ON CUMBERLAND AVE., PREBLE STREET AND ELM STREET PORTLAND, MAINE FOR MONUMENT SQUARE ASSOC. BY OWEN HASKELL, INC. DATED JULY 25, 1989.</p>		<p>A . 5/23/96 TO CLIENT</p>		<p>TWS TWS WSD</p>			<p><b>SQUAW BAY CORP.</b> Consulting Engineers P.O. BOX 864, CUMBERLAND CENTER, ME. 04021</p>	<p>FIELD BOOK # XX</p>	<p>DESIGN: TWS</p>	<p>PROJECT: <b>PARKING GARAGE</b> CUMBERLAND AVE., PREBLE ST., ELM ST.</p>	
<p>NO. REFERENCE DRAWINGS</p>		<p>REV. DATE</p>	<p>STATUS</p>	<p>BY CHKD/JPPD</p>	<p>FLAT FILE INDEX NUMBER XX</p>			<p>CHKD: WSD</p>	<p>PROJECT NO. 96-216</p>	<p>DATE: MAY 1996</p>	<p>PROJ. NO. 96-216-00</p>



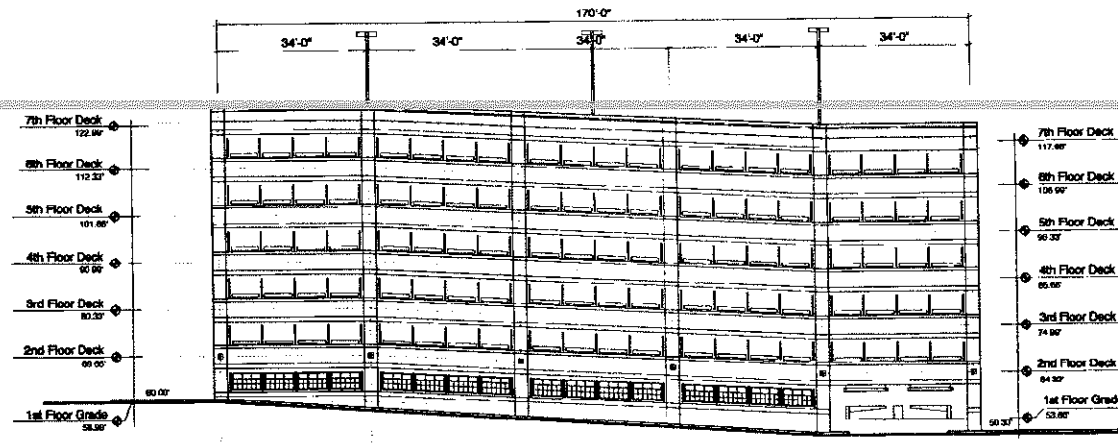
3 **Preble St. Elevation**  
1/16"=1'-0" 7 Supported Decks



1 **Cumberland Ave. Elevation**  
1/16"=1'-0" 7 Supported Decks



4 **Building Elevation**  
1/16"=1'-0" 7 Supported Decks



2 **Elm St. Elevation**  
1/16"=1'-0" 7 Supported Decks

CRITMODERN ENGINEERS

TEL: 207 775-1400  
FAX: 207 775-4285

508 BRIDGES AVENUE  
PORTLAND, ME 04103

Orcutt  
ASSOCIATES

23 BRIDGE STREET  
PORTLAND, MAINE  
04103  
TELEPHONE 207 846 7792  
FACSIMILE 207 846 5107

Cumberland  
Avenue  
Garage

SCALE	1/16"=1'-0"
DATE	1/16/1998
DRAWN BY	JPM
CHECKED BY	JPM
REVISIONS	

Building Elevations

A3.0

**SITE PLAN SUBMITTAL**

Cumberland Avenue Garage

Prepared for:

City of Portland  
Portland, ME 04101

Prepared by:

Criterion—Mooney Engineers  
650 Brighton Avenue  
Portland, Maine 04102  
[207] 775-1969

May 24, 1996



## TABLE OF CONTENTS

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APPENDIX A - PROPERTY DEED  
APPENDIX B - SQUAW BAY REPORT



## 1.0 INTRODUCTION

The August Corporation is proposing the construction of a 650 car (approximate) parking garage on the site bounded by Cumberland Avenue, Preble Street and Elm Street in Portland. This submittal along with the accompanying documents will serve as application to the City of Portland for approval of this project.

## 2.0 PRIMARY CONSULTANTS

The following are the primary consultants for this project:

### Project Management and Structural Engineering

Criterion - Mooney Engineers  
650 Brighton Avenue  
Portland, Maine  
(207) 775-1969

### Architectural Design

Orcutt and Associates  
Bridge Street  
Yarmouth, Maine  
(207) 846-7702

### Traffic Analysis

Eaton Traffic Engineering  
2 Miranda Street  
Brunswick, Maine 04011  
(207) 725-9805

### Soils Investigation and Foundation Recommendations

S.W. Cole Engineering  
Gray Plaza  
Gray, Maine 04039  
(207) 657-2866



Site Drainage

Squaw Bay Corporation  
Blanchard Road  
Cumberland Center, Maine  
(207) 829-6994

**3.0 ACCOMPANYING DOCUMENTS**

The following documents are included with this narrative as part of the submittal package.

- 3.1 Soils investigation and foundation feasibility dated March 22, 1996 by S.W. Cole Engineers
- 3.2 Traffic Study prepared by Eaton Traffic Engineering dated May 28, 1996
- 3.3 Drainage Study prepared by Squaw Bay Corporation dated May 23, 1996
- 3.4 Drawing numbers S1 through S7 showing foundation design and structural details prepared by Criterium - Mooney Engineers dated May 22, 1996
- 3.5 Architectural Drawings numbered A1.1 through A3.3 prepared by Orcutt and Associates dated May 28, 1996.

**4.0 DESCRIPTION**

This project involves the construction of a seven level parking garage on the site bounded by Cumberland Avenue, Preble Street and Elm Street. Most of this site is currently being used for grade level parking. There are two old buildings on this site which are already scheduled for demolition.

The new garage will essentially occupy the entire site with a pedestrian area along the Preble Street side.

The total land area of the site is 38,600 square feet. The ground coverage of the parking structure will be 32,300 square feet (or approximately 84%).

To the best of our knowledge, there are no existing easements or other burdens on this property. There are no proposed easements.

The only solid waste to be generated by this project would be the sanitary waste from one half bath to be included in the project.





We have confirmed with the city the availability of sewer and water.

Access to the adjacent streets is discussed in the Eaton Traffic Engineers Report.

Existing and proposed surface drainage and storm water management are discussed in the accompanying report by Squaw Bay Corporation; please see Appendix B.

**5.0 OWNER**

The owner of this project is The August Corporation. The address is in care of Boulos Property Management, 2 City Center, Portland, Maine 04101.

The estimated cost of this project is \$5,000,000.00.

A copy of the deed confirming ownership of this site is included in Appendix A

**6.0 CONSTRUCTION PLAN**

Construction of this garage is a straight forward process. Piles will be used for the foundation system. A precast concrete garage structure is proposed, which is a straight forward rapid construction procedure.

Most construction equipment and activities could be contained within the site. Only minimal traffic disruption on the adjacent streets is anticipated at certain predetermined and pre-approved times.

At this point, assuming timely approval by the city, a construction start in July 1996 is anticipated. The goal for this project is to be complete and have the garage open by late Fall 1996. This is feasible and has been confirmed by contractors submitting proposals for this project assuming an early July construction start.

**7.0 STATE AND FEDERAL REGULATIONS**

To our knowledge, there are no state or federal regulatory approvals required except the City of Portland.

**8.0 UNUSUAL CONDITIONS**

To the best of our knowledge and investigation to date, there are no unusual natural areas, wildlife or fishery habitats, or archaeological sites on or near this project site that would be affected by this construction.



**9.0 SIGNAGE**

In addition to the normal advisory signage typical of this type of project noting entrances, the north facade has proposed large signage (as shown on elevation) intended to identify the location of the proposed adjacent public market. This would be visible from the interstate.

**10.0 CONTACT**

Any questions or comments regarding this project should be directed to:

H: Alan Mooney, P.E.  
Criterium-Mooney Engineers  
(207) 775-1969



# CRITERIUM<sup>®</sup> MOONEY ENGINEERS

C-7

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June 7, 1996

Mr. Richard Knowland  
Senior Planner  
City of Portland  
389 Congress Street  
Portland, ME 04101

Re: Cumberland Avenue Parking Garage - Site Plan Review

Dear Mr. Knowland:

The following will summarize our meeting of June 3, 1996 regarding this project.

1. With regard to the sidewalks, curbs and tipdowns to accommodate handicapped accessibility, as soon as we receive more detail from the City on their plans for the sidewalk improvements surrounding this project, we will incorporate those in our drawings.
2. With regard to the snow storage area, we will provide more detail for the City regarding the design of the screening as part of our facade presentation at the second workshop meeting. We would like to make sure that the design is compatible with the facade of the building which will be more firm at that time. With regard to the size of the snow storage area, future design will show it somewhat smaller but we would rather be conservative so that any snow stored there can be kept behind the screen and not affect the appearance of that area.
3. With regard to surface drainage, all surfaces, both inside and outside the garage, will be appropriately pitched to a drainage system. This is consistent with the design of such a structure and somewhat dependent on the specific precast system chosen. Future drawings will show the details of this drainage slope control.

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®

Mr. Richard Knowland  
June 7, 1996  
Page 2

4. With regard to the facade at the pedestrian level, design development is continuing. The final design of this which would be made available to the planning board at the second workshop is somewhat dependent on the design-build approach selected. We have now received proposals from four of the seven contractors we invited. Next week we will be interviewing these and discussing the specific design-build approaches.
5. With regard to lighting, our submittal for the second workshop will have details of interior and exterior lighting we propose for the garage itself. We are also waiting for feedback from the City regarding lighting you might propose for the sidewalk area so that these two system could be made compatible.
6. With regard to street trees and additional landscaping, we will have a concept to present at the first workshop. However, our final plans will be dependent on the recommendations by the City regarding the sidewalks and street trees in the City's portion of this project. It is our desire to be compatible with that.
7. With regard to signage, our submittal for the second workshop that has fully developed facade designs will include details regarding all of the signage related to this project.

I believe this responds to all of the comments made at our meeting on June 3. We look forward to continuing to develop the approval process for this important project.

Respectfully submitted,



H. Alan Mooney, P.E.  
President

HAM/klg

J:\wpdocs\project\knowland.ltr



**PBR1**