

128-J-18
115 Codman St.
Hershey St. Driveway
Joseph and Peggy Kearney

2004-0194

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

DRC Copy

2004-0194

Application I. D. Number

9/14/2004

Application Date

Hersey Street Driveway

Project Name/Description

115 - 115 Codman St, Portland, Maine

Address of Proposed Site

128 J018001

Assessor's Reference: Chart-Block-Lot

Proposed Development (check all that apply): New Building Building Addition Change Of Use Residential Office Retail

Other (specify) **Driveway**

R3

Zoning

Proposed Building square Feet or # of Units

Acreage of Site

Check Review Required:

Site Plan

Subdivision

of lots

Flood Hazard

Shoreland

Historic/Preservation

Zoning Conditional

Zoning Variance

Other

DEP Local Certification

14-403 Streets Review

PAD Review

PAD Review

DRC Approval Status:

Approved

Approved w/Conditions

Denied

Reviewer

Approval Date

Approval Expiration

Extension to

Additional Sheets Attached

Condition Compliance

signature

date

Performance Guarantee

Required*

Not Required

Performance Guarantee Accepted

Inspection Fee Paid

date

amount

Building Permit Issue

date

Performance Guarantee Reduced

date

remaining balance

Temporary Certificate of Occupancy

date

signature

Final Inspection

Certificate Of Occupancy

date

Performance Guarantee Released

date

signature

Defect Guarantee Submitted

submitted date

amount

Defect Guarantee Released

date

signature

expiration date

expiration date

signature

expiration date



City of Portland Site Plan Application

If you or the property owner owns real estate or personal property taxes or user charges on any property within the City, payment arrangements must be made before permits of any kind are accepted.

Address of Proposed Development: 115 CODMAN STREET		Zone:	
Total Square Footage of Proposed Structure:		Square Footage of Lot: 40,750	
Tax Assessor's Chart, Block & Lot:		Property owner's mailing address: JOSEPH AND PEGGY KEANEY 115 CODMAN STREET PORTLAND, ME 04103	
Chart# Block# Lot#		Telephone #: 207-774-3795 FAX 207-774-1793	
Consultant/Agent, mailing address, phone # & contact person:		Project name: HERSEY STREET DRIVEWAY	
Applicant's name, mailing address, telephone #/Fax#/Pager#:		SAME	

Proposed Development (check all that apply) _____ New Building _____ Building Addition _____ Change of Use _____ Residential _____ Office _____ Retail _____ Manufacturing _____ Warehouse/Distribution _____ Parking lot _____ Subdivision (\$500.00) + amount of lots _____ (\$25.00 per lot) \$ _____ Site Location of Development (\$3,000.00) _____ (except for residential projects which shall be \$200.00 per lot) _____ Traffic Movement (\$1,000.00) _____ Stormwater Quality (\$250.00) _____ Section 14-403 Review (\$400.00 + \$25.00 per lot) _____ Other _____

Major Development (more than 10,000 sq. ft.):

- _____ Under 50,000 sq. ft. (\$500.00)
- _____ 50,000 - 100,000 sq. ft. (\$1,000.00)
- _____ Parking Lots over 100 spaces (\$1,000.00)
- _____ 100,000 - 200,000 sq. ft. (\$2,000.00)
- _____ 200,000 - 300,000 sq. ft. (\$3,000.00)
- _____ Over 300,000 sq. ft. (\$5,000.00)
- _____ After-the-fact Review (\$1,000.00 + applicable application fee)

Minor Site Plan Review

- XX Less than 10,000 sq. ft. (\$400.00)
- _____ After-the-fact Review (\$1,000.00 + applicable application fee)

Plan Amendments

- _____ Planning Staff Review (\$250.00)
- _____ Planning Board Review (\$500.00)

- Please see next page -



City Of Portland Site Plan Checklist

Section 14-525 (b,c)

Project Name, Address of Project	Application Number	Submitted () & Date Item	Required Information
		(1)	Standard boundary survey (stamped by a registered surveyor, at a scale of not less than 1 inch to 100 feet and including: Name and address of applicant and name of proposed development
		(2)	Scale and north points
		(3)	Boundaries of the site
		(4)	Total land area of site
		(5)	Topography - existing and proposed (2 feet intervals or less)
		(6)	Plans based on the boundary survey including:
		(7)	Existing soil conditions
		(8)	Location of water courses, marshes, rock outcroppings and wooded areas
		(9)	Location, ground floor area and grade elevations of building and other structures existing and proposed, elevation drawings of exterior facades, and materials to be used
		(10)	Approx location of buildings or other structures on parcels abutting the site
		(11)	Location of on-site waste receptacles
		(12)	Public utilities
		(13)	Water and sewer mains
		(14)	Culverts, drains, existing and proposed, showing size and directions of flows
		(15)	Location and dimensions, and ownership of easements, public or private rights-of-way, both existing and proposed
		(16)	Location and dimensions of on-site pedestrian and vehicular access ways
		(17)	Parking areas
		(18)	Loading facilities
		(19)	Design of ingress and egress of vehicles to and from the site onto public streets
		(20)	Curb and sidewalks
		(21)	Landscape plan showing:
		(22)	Location of existing proposed vegetation
		(23)	Type of vegetation
		(24)	Quantity of plantings
		(25)	Size of proposed landscaping
		(26)	Existing areas to be preserved
		(27)	Preservation measures to be employed
		(28)	Details of planting and preservation specifications
		(29)	Location and dimensions of all fencing and screening
		(30)	Location and intensity of outdoor lighting system
		(31)	Location of fire hydrants, existing and proposed
		(32)	Written statement
		(33)	Description of proposed uses to be located on site
		(34)	Quantity and type of residential, if any
		(35)	Total land area of the site
		(36)	Total floor area and ground coverage of each proposed building and structure
		(37)	General summary of existing and proposed easements or other burdens
		(38)	Method of handling solid waste disposal
		(39)	Applicant's evaluation of availability of off-site public facilities, including sewer, water and streets
		(40)	Description of any problems of drainage or topography, or a representation that there are none
		(41)	An estimate of the time period required for completion of the development
		(42)	

NONE

NONE

N/A

N/A

ATTACHED

(43)

A list of all state and federal regulatory approvals to which the development may be

(44)

The status of any pending applications

8

(45)

Anticipated timeframe for obtaining such permits

h8

(46)

A letter of non jurisdiction

h8

(47)

Evidence of financial and technical capability to undertake and complete the development

including a letter from a responsible financial institution stating that it has reviewed the planned development and would seriously consider financing it when approved.

Note: Depending on the size and scope of the proposed development, the Planning Board or Planning Authority may request additional information, including (but not limited to):

- drainage patterns and facilities; **ATTACHED** N/A an environmental impact study;
- erosion and sedimentation controls to be used during construction; N/A a sun shadow study;
- N/A a parking and/or traffic study; N/A a study of particulates and any other noxious emissions;
- N/A a noise study; N/A a wind impact analysis.

Other comments:

THANK YOU IN ADVANCE FOR YOUR PROMPT REVIEW OF OUR APPLICATION. WITH WINTER APPROACHING, WE ARE ANXIOUS TO COMPLETE THE PROJECT. PLEASE CONTACT ME AT 791-7163 IF I CAN PROVIDE ANY FURTHER INFORMATION.

Item 2

Joseph and Peggy Keaney
115 Codman Street
Portland, Maine 04103

Hersey Street Driveway Project

Item 33

Written Statement

We are proposing to build a driveway on our property which borders Hersey Street, which was formerly a driveway when our home was built in 1923. The driveway will begin at the street and be 12 feet at the beginning and fan out 20 feet at the end. On the rise from the street to the driveway level a rock wall will be installed on each side to prevent erosion. On the left side of the driveway shrubs will be planted to act as a buffer. On the right side a row of trees exist which provide a buffer.

The primary purpose of the new driveway is to provide off-street parking for our daughters. We currently have 3 vehicles and soon will have a 4th vehicle in the family. Our current drive can only accommodate 2 vehicles, therefore additional space is needed. This would assist the city in snow removal. In addition a driveway which comes out on Hersey Street would provide much safer access to the road. Our other driveway is on Clifton Street which is used as cut through street by many motorists. Access on Hersey Street would provide much safer access to the street for our daughters.

Item 42

Time Estimate

We estimate 1 day to install the driveway and 1 week to construct the retaining wall and complete landscape plan.

Item 47

Financial Capability

Applicants have obtained a Home Equity loan at Key Bank to complete this project and other renovations currently ongoing.

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

Planning Copy

2004-0194

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Hersey Street Driveway

Project Name/Description

115 - 115 Codman St, Portland, Maine

Address of Proposed Site

128 J018001

Assessor's Reference: Chart-Block-Lot

Proposed Development (check all that apply): New Building Building Addition Change Of Use Residential Office Retail

Manufacturing Warehouse/Distribution Parking Lot

Other (specify) **Driveway**

R3

Zoning

Proposed Building square Feet or # of Units

Acrage of Site

Check Review Required:

Site Plan Subdivision # of lots

Flood Hazard Shoreland Historic Preservation

Zoning Conditional Use (ZBA/PB) Zoning Variance DEP Local Certification

Fees Paid: Site Pla \$400.00 Subdivision Engineer Review Date 9/16/2004

Planning Approval Status:

Approved Approved w/Conditions Denied

Reviewer

Approval Date Approval Expiration Extension to Additional Sheets Attached

OK to Issue Building Permit

Performance Guarantee Required* Not Required

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

Performance Guarantee Accepted

Inspection Fee Paid

Building Permit Issue

Performance Guarantee Reduced

Temporary Certificate of Occupancy

Final Inspection

Certificate Of Occupancy

Performance Guarantee Released

Defect Guarantee Submitted

Defect Guarantee Released

date

date

date

date

date

date

date

date

submitted date

date

amount

amount

date

remaining balance

Conditions (See Attached)

signature

signature

signature

amount

signature

expiration date

signature

signature

signature

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signature

signature

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signature



City of Portland Site Plan Application

If you or the property owner owns real estate or personal property taxes or user charges on any property within the City, payment arrangements must be made before permits of any kind are accepted.

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Tax Assessor's Chart, Block & Lot: Chart# 188 Block# 7 Lot# 18		Property owner's mailing address: JOSEPH AND PEGGY KEANEY 115 CODMAN STREET PORTLAND, ME 04103 Telephone #: 207-774-3795 FAX 207-774-1793	
Consultant/Agent, mailing address, phone # & contact person: Same		Applicant's name, mailing address, telephone #/Fax#/Pager#: <div style="text-align: center; padding: 5px;"> SAME </div>	
Proposed Development (check all that apply) <ul style="list-style-type: none"> <input type="checkbox"/> New Building <input type="checkbox"/> Building Addition <input type="checkbox"/> Change of Use <input type="checkbox"/> Residential <input type="checkbox"/> Office <input type="checkbox"/> Retail <input type="checkbox"/> Manufacturing <input type="checkbox"/> Warehouse/Distribution <input type="checkbox"/> Parking lot Subdivision (\$500.00) + amount of lots _____ (\$25.00 per lot) \$ _____ Site Location of Development (\$3,000.00) (except for residential projects which shall be \$200.00 per lot _____) Traffic Movement (\$1,000.00) Stormwater Quality (\$250.00) Section 14-403 Review (\$400.00 + \$25.00 per lot) Other _____ 			
Major Development (more than 10,000 sq. ft.) <ul style="list-style-type: none"> <input type="checkbox"/> Under 50,000 sq. ft. (\$500.00) <input type="checkbox"/> 50,000 - 100,000 sq. ft. (\$1,000.00) <input type="checkbox"/> Parking Lots over 100 spaces (\$1,000.00) <input type="checkbox"/> 100,000 - 200,000 sq. ft. (\$2,000.00) <input type="checkbox"/> 200,000 - 300,000 sq. ft. (\$3,000.00) <input type="checkbox"/> Over 300,000 sq. ft. (\$5,000.00) 			
Minor Site Plan Review <ul style="list-style-type: none"> <input type="checkbox"/> XX Less than 10,000 sq. ft. (\$400.00) <input type="checkbox"/> After-the-fact Review (\$1,000.00 + applicable application fee) 			
Plan Amendments <ul style="list-style-type: none"> <input type="checkbox"/> Planning Staff Review (\$250.00) <input type="checkbox"/> Planning Board Review (\$500.00) 			

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City Of Portland Site Plan Checklist

Application Number

Project Name, Address of Project

Section 14-525 (b,c)

Submitted () & Date Item Required Information

1	Standard boundary survey (stamped by a registered surveyor, at a scale of not less than 1 inch to 100 feet and including: Name and address of applicant and name of proposed development	(2)	ATTACHED
a	Scale and north points	(3)	ATTACHED
b	Boundaries of the site	(4)	40, 750
c	Total land area of site	(5)	ATTACHED
d	Topography - existing and proposed (2 feet intervals or less)	(6)	ATTACHED
e	Plans based on the boundary survey including: Existing soil conditions	(7)	ATTACHED
2		(8)	N/A
a	Location of water courses, marshes, rock outcroppings and wooded areas	(9)	ATTACHED
b	Location, ground floor area and grade elevations of building and other structures existing and proposed, elevation drawings of exterior facades, and materials to be used	(10)	ATTACHED
c	Approx location of buildings or other structures on parcels abutting the site	(11)	N/A
d	Location of on-site waste receptacles	(12)	N/A
e	Public utilities	(13)	N/A
e	Water and sewer mains	(14)	N/A
e	Culverts, drains, existing and proposed, showing size and directions of flows	(15)	NONE
f	Location and dimensions, and ownership of easements, public or private rights-of-way, both existing and proposed	(16)	NONE
	Location and dimensions of on-site pedestrian and vehicular access ways	(17)	ATTACHED
g	Parking areas	(18)	ATTACHED
g	Loading facilities	(19)	NONE
g	Design of ingress and egress of vehicles to and from the site onto public streets	(20)	ATTACHED
g	Curb and sidewalks	(21)	ATTACHED
g	Landscape plan showing: Location of existing proposed vegetation	(22)	ATTACHED
h	Location of existing proposed vegetation	(23)	ATTACHED
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h	Details of planting and preservation specifications	(29)	ATTACHED
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i	Location and intensity of outdoor lighting system	(31)	N/A
j	Location of fire hydrants, existing and proposed	(32)	ATTACHED
k	Written statement	(33)	ATTACHED
c	Description of proposed uses to be located on site	(34)	ATTACHED
I	Quantity and type of residential, if any	(35)	NONE
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b2	General summary of existing and proposed easements or other burdens	(38)	N/A
c3	Method of handling solid waste disposal	(39)	N/A
4	Applicant's evaluation of availability of off-site public facilities, including sewer, water and streets	(40)	N/A
5	Description of any problems of drainage or topography, or a representation that there are none	(41)	ATTACHED
6	An estimate of the time period required for completion of the development	(42)	ATTACHED

NONE

NONE

N/A

N/A

ATTACHED

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A list of all state and federal regulatory approvals to which the development may be

8

(44)

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(45)

Anticipated timeframe for obtaining such permits

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A letter of non jurisdiction

h8

(47)

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planned development and would seriously consider financing it when approved.

Note: Depending on the size and scope of the proposed development, the Planning Board or Planning Authority may request additional information, including (but not limited to):

- drainage patterns and facilities; ATTACHED

erosion and sedimentation controls to be used during construction;

N/A an environmental impact study;

N/A a sun shadow study;

N/A a study of particulates and any other noxious emissions;

N/A a noise study;

N/A a wind impact analysis.

Other comments:

THANK YOU IN ADVANCE FOR YOUR PROMPT REVIEW OF OUR APPLICATION. WITH WINTER

APPROACHING, WE ARE ANXIOUS TO COMPLETE THE PROJECT. PLEASE CONTACT ME AT

791-7163 IF I CAN PROVIDE ANY FURTHER INFORMATION.

Joseph J. Kinner

Site Pan Checklist Addendum

Item 2

Joseph and Peggy Keaney
115 Codman Street
Portland, Maine 04103

Hersey Street Driveway Project

Item 3
Written Statement

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Item 42

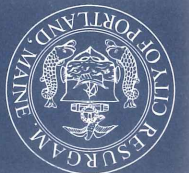
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We estimate 1 day to install the driveway and 1 week to construct the retaining wall and complete landscape plan.

Item 47

Financial Capability

Applicants have obtained a Home Equity loan at Key Bank to complete this project and other renovations currently ongoing.



Planning and Development Department
Lee D. Urban, Director

Planning Division
Alexander Jaegerman, Director

Joseph and Peggy Keaney
115 Codman Street
Portland, ME 04103

RE: Hersey Street Driveway Project / 115 Codman Street
Approved Application #2004-0194, CBL #128 J018001

Dear Mr. And Mrs. Keaney:

The City's Development Review Coordinator conducted a site inspection at 115 Codman Street this morning to review work in progress related to the above referenced approved site plan application. During that inspection it was noted that a "stockade" style fence has been installed along the common property line with the abutting Canning property. This fence detail is inconsistent with the approved fence detail as depicted on sheet C2, typical #2 of the approved plan set.

Please be advised that changes to an approved minor site plan require a formal review by the Planning Authority. An application for an after-the-fact amendment to an approved site plan must be submitted and should include all proposed amendments and a narrative justifying those amendments. If the amendment to an approved site plan application is not submitted to the Planning Division within 10 days of the date of this letter, enforcement action will be taken.

Please also be advised that the City may require the removal of improvements that are not consistent with the approved plan and the subdivision ordinance. Any continued site work shall be at your own risk until the amendments have been approved.

Sincerely,

Alex Jaegerman
Planning Division Director

CC: Sarah Hopkins, Development Review Services Manager

Ethan Boxer-Macomber, Planner

John Schwanda, Project Site Planner (sent as an attachment via email)



City of Portland Site Plan Application

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Address of Proposed Development: 115 CODMAN STREET		Zone:
Total Square Footage of Proposed Structure:		Square Footage of Lot: 40,750
Tax Assessor's Chart, Block & Lot:		Property owner's mailing address:
Chart#	Block#	Lot#
JOSEPH AND PEGGY KEANEY 115 CODMAN STREET PORTLAND, ME 04103		Telephone #: 207-774-3795 FAX 207-774-1793
Consultant/Agent, mailing address, phone # & contact person:		Project name:
SAME		HERSEY STREET DRIVEWAY 2004-0194, CBL #128 J018001
Applicant's name, mailing address, telephone #/Fax#/Pager#:		

Proposed Development (check all that apply)

- New Building
- Building Addition
- Change of Use
- Residential
- Office
- Retail
- Manufacturing
- Warehouse/Distribution
- Parking lot
- Subdivision (\$500.00) + amount of lots (\$25.00 per lot)
- Site Location of Development (\$3,000.00)
- (except for residential projects which shall be \$200.00 per lot)
- Traffic Movement (\$1,000.00)
- Stormwater Quality (\$250.00)
- Section 14-403 Review (\$400.00 + \$25.00 per lot)
- Other

Major Development (more than 10,000 sq. ft.)

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Minor Site Plan Review

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- After-the-fact Review (\$1,000.00 + applicable application fee)

Plan Amendments

- XX Planning Staff Review (\$250.00)
- Planning Board Review (\$500.00)

- Please see next page -

Who billing will be sent to: (Company, Contact Person, Address, Phone #)

Submittals shall include (9) separate folded packets of the following:

- a. copy of application
- b. cover letter stating the nature of the project
- c. site plan containing the information found in the attached sample plans check list

Amendment to Plans: Amendment applications should include 6 separate packets of the above (a, b, & c)

ALL PLANS MUST BE FOLDED NEATLY AND IN PACKET FORM

Section 14-522 of the Zoning Ordinance outlines the process; copies are available at the counter at .50 per page (8.5 x11) you may also visit the web site: cl.portland.me.us chapter 14

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 Code Official'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.

Signature of applicant: <i>Joseph A. Kearny</i>	Date: <i>11/3/04</i>
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This application is for site review ONLY, a building Permit application and associated fees will be required prior to construction.

Development in Portland

The City of Portland has instituted the following fees to recover the costs of reviewing development proposals under the Site Plan and Subdivision ordinances: application fee; engineering fee; and inspection fee. Performance and defect guarantees are also required by ordinance to cover all site work proposed.

The Application Fee covers general planning and administrative processing costs, and is paid at the time of application.

The Planning Division is required to send notices to neighbors upon receipt of an application and prior to public meetings. The applicant will be billed for mailing and advertisement costs. Applicants for development will be charged an Engineering Review Fee. This fee is charged by the Planning Division for review of on-site improvements of a civil engineering nature, such as storm water management as well as the engineering analysis of related improvements within the public right-of-way, such as public streets and utility connections, as assessed by the Department of Public Works. The Engineering Review Fee must be paid before a building permit can be issued. Monthly invoices are sent out by the Planning Division on a monthly basis to cover engineering costs.

A Performance Guarantee will be required following approval of development plans. This guarantee covers all required improvements within the public right-of-way, plus certain site improvements such as landscaping, paving, and drainage improvements. The Planning Division will provide a cost estimate form for figuring the amount of the performance guarantee, as well as sample form letters to be filled out by a financial institution.

An Inspection Fee must also be submitted to cover inspections to ensure that sites are developed in accordance with the approved plan. The inspection fee is 2.0% of the performance guarantee amount, or as assessed by the planning or public works engineer. The minimum inspection fee is \$300 for development, unless no site improvements are proposed. Public Works inspects work within the City right-of-way and Planning inspects work within the site including pipe-laying and connections. (The contractor must work with inspectors to coordinate timely inspections, and should provide adequate notice before inspections, especially in the case of final inspection.)

Upon completion of a development project, the performance guarantee is released, and a Defect Guarantee in the amount of 10% of the performance guarantee must be provided. The Defect Guarantee will be released after a year.

Other reimbursements to the City include actual or apportioned costs for advertising and mailed notices. All fees shall be paid prior to the issuance of any building permit.

For more information on the fees or review process, please call the Planning Division at 874-8719 or 874-8721.



City Of Portland Site Plan Checklist

Submitted () & Date Item Required Information Section 14-525 (b,c)

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5	Applicant's evaluation of availability of off-site public facilities, including sewer, water and streets		
6	Description of any problems of drainage or topography, or a representation that there are none		
(42)	An estimate of the time period required for completion of the development		

Site Plan Addendum

OTHER COMMENTS

The original site plan approved November 15, 2004 specified the installation of "a 6' high wood stockade fence along pl. 4' high within 25' of row line." We did not understand that the fence had to be the exact design depicted on page 2 of the site plan. Therefore we installed a 6' tall scalloped stockade fence, transitioning to 4' within 25' of row line. The fence we installed is made of premium cedar. We believe that the fence we installed is in the spirit of what was approved and we request that the City approve our new submission as shown on the amended site plan.

100 Middle Street, West Tower, P.O. Box 9729, Portland, Maine 04104-5029
207-774-1200 Fax 207-774-1127
Internet: bssn.com

Daniel J. Mitchell
Email: dmitchell@bssn.com

October 4, 2004

Ethan Macomber
Planning Division
City of Portland
389 Congress Street
Portland, ME 04101

RE: 115 Codman Street

Dear Ethan:

Thank you for taking the time to speak with me last week. In response to your request, I am enclosing for you a copy of a letter I wrote to Marge Schmuckal last June regarding the Levy development on Codman Street.

Thanks for your time and attention. I don't believe I have received from you yet a copy of the site plan submitted by Ms. Levy, which I understood you would be sending to me. I would be grateful if you could send me the site plan as soon as possible.

If you have any questions, please do not hesitate to contact me.

Sincerely,



Daniel J. Mitchell

DJM/dch
Enc.

Bernstein, Shur, Sawyer & Nelson, P.A.

Counselors at Law

100 Middle Street, West Tower, P.O. Box 9729, Portland, Maine 04104-5029
207-774-1200 Fax 207-774-1127

Internet: bssn.com

Daniel J. Mitchell
Email: dmitchell@bssn.com

June 1, 2004

Marge Schmuckal
Zoning Administrator
City of Portland
City Hall
389 Congress Street
Portland, ME 04101

RE: Development at 115 Codman Street

Dear Marge:

Following up on my telephone conversation with you this afternoon, this firm represents Keith and Maria Canning, who live at 126 Hersey Street in Portland. The property at 115 Codman Street, which is owned by Peggy Levy, abuts the property of the Cannings. It has come to the attention of the Cannings that Ms. Levy intends to construct a second driveway running from her property to Hersey Street. This driveway would be in addition to a driveway already in existence that runs from Codman Street to Ms. Levy's property. The proposed driveway would apparently run over a 28 foot wide strip of land that runs the length of one side of the Canning's property.

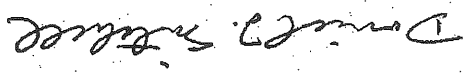
Pursuant to §14-522 of the Portland City Ordinance, "minor development" includes "the construction of any parking area" and construction "when vehicle access is proposed from more than one (1) street." Under these circumstances, §14-523(2) requires that a party receive approval for any such development from the planning authority. In addition, §14-525 requires that every application submitted to the building authority for a building permit for development shall be accompanied by a proposed site plan that conforms to the requirements of the ordinance.

The Cannings believe that a site plan has been submitted by Ms. Levy with respect to her aforementioned proposed driveway construction. So as to ensure that the proposed construction conforms to the requirements of Portland's City Ordinance, the Cannings respectfully would request that the City require Ms. Levy to comply with the site plan requirement. In addition, the Cannings would request to receive a copy of any such site plan that is submitted by Ms. Levy, as well as an opportunity to be heard with respect to the plan. While it is not the intention of the Cannings to be an obstacle to Ms. Levy's proposed development, they do feel strongly that Ms. Levy's activities conform to applicable City Ordinances.

June 1, 2004
Page 2

Thank you for your time and attention. Please do not hesitate to contact me if you have any questions.

Very truly yours,

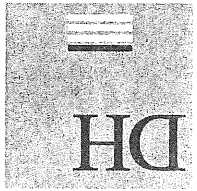


Daniel J. Mitchell

DJM/elm

cc: Michael Nugent, Manager, Inspection Services Program
Alex Jaegerman, Division Director, Planning Division
Peggy Levy

With Offices in Portland and Augusta, Maine and Manchester, New Hampshire
Member, Lex Mundi, a Global Association of 162 Independent Law Firms



D&H CONSULTING ENGINEERS, INC.
 778 MAIN STREET
 SUITE 8
 SOUTH PORTLAND, MAINE 04106
 TEL. 207 775 1121
 FAX 207 879 0896

- SITE PLANNING AND DESIGN
- ROADWAY DESIGN
- ENVIRONMENTAL ENGINEERING
- PERMITTING
- AIRPORT ENGINEERING
- CONSTRUCTION ADMINISTRATION
- TRAFFIC STUDIES AND MANAGEMENT

October 27, 2004

Mr. Bob Harrisburg
 370 Baxter Boulevard
 Portland, ME 04103

Subject: Proposed Driveway to 115 Codman Street
 Portland, Maine

Dear Bob:

Pursuant to your request, our office has reviewed the proposal of Peggy Levy Keaney to install a second driveway to their property. I have reviewed the proposal and some of your concerns and find the following:

The driveway would violate current zoning code.

115 Codman Street is currently served by a driveway. The City of Portland restricts the number of driveways serving a lot to one. Granting a permit for this driveway would make this lot non-compliant with the land use code of the City of Portland.

There are other more reasonable alternatives. It is our understanding that the purpose of the driveway is to provide additional parking. This could be done by widening the current drive or potentially considering a second drive in a less obtrusive area such as Codman Street.

The proposed driveway has several attendant technical issues. Beyond the zoning, there are several technical issues which our office believes are legitimate concerns:

1. The installation of the driveway requires a cut slope and retaining wall. This work could damage the roots to the existing row of pines along the border of your property.
2. The driveway will result in the discharge of additional runoff to Hersey Street. The plan indicates this runoff will flow to a catch basin on the southeast side of Hersey Street. This does introduce the potential of additional runoff, particularly from snow piles and heightens the potential for ice and nuisance on Hersey Street.
3. Snow removal and storage: There is a concern that plowed snow would impact the trees along the buffer. This concern seems legitimate given the lack of snow storage area and the proximity of the pine buffer to the proposed driveway.
4. Sight lines and proximity of the driveway to yours is of concern. The construction of this driveway would be very close to yours and the row of pines has the potential to block sight lines from the proposed driveway.

Mr. Bob Harrisburg
October 27, 2004
Page 2

In conclusion, it is our opinion that the proposed driveway would violate zoning standards. There are other less intrusive alternatives, and there are legitimate concerns about the construction of this driveway. We believe your request for this permit not to be granted is legitimate. If the City were not to deny the permit, but issue one with conditions, our office would be available to consult with you on potential permit conditions. However, this latter seems unlikely since there seems to be no sound reason to construct this proposed driveway.

If you have any questions on this letter, please contact our office.

Sincerely,

DeLUCA-HOFFMAN ASSOCIATES, INC.

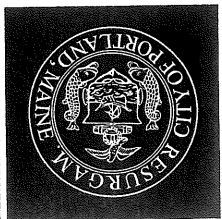


William G. Hoffman, P.E.

President

WGH/km/JNOverhead/Harrisburg10-27-04

c: Bill Ploughe, Esq., Drummond Woodsum & MacMahon
Ethan Boxer-Macomber, City of Portland
Bob Bosal, Bosal Foam



Planning & Development Department
Lee D. Urban, Director

Planning Division
Alexander Jaegerman, Director

Joseph and Peggy Keaney
115 Codman Street
Portland, ME 04103

RE: Hersey Street Driveway Project / 115 Codman Street
Application #2004-0194, CBL #128 J018001

Dear Mr. And Mrs. Keaney:

This letter is to summarize recent telephone conversations I have had with Mr. Keaney and your site planner, John Schwanda regarding additional submittals that will be required in order for your application to be processed. The following list, generated by Planning Division staff, the Zoning Administrator, and the City's consulting civil engineer, provides a detailed outline of those submittals.

1. Stormwater Management

The increase in impervious surface is just over 100 square feet or approximately 0.025 acres. The general surface flow is west to east across the driveway from the Canning lot to the Harristburg lot. Though the amount of runoff proposed is relatively insignificant, it could still be a nuisance to abutters if the project were to be constructed without caution. The design of the driveway should sheet flow water from the paved driveway section towards Hershey Street and towards the Harristburg lot. Every effort should be made to divert runoff away from abutting neighbors. Given the potential for saturation and minor ponding, diversion or collection of runoff is recommended. It would appear that the proposed driveway if constructed with the underdrain system, could actually be cut into the existing grade such that it is a little lower than both abutting properties, and the majority of the driveway could drain towards Hershey St.

To accomplish the above directive we recommend that both sides of the driveway be constructed with a stone French drain/ underdrain (6in-8in dia.) piped system that can infiltrated collect both groundwater and surface water.

We recommend that the rear of the driveway to be constructed with depressed areas that will enable snow melt/ runoff to be collected. The installation of two high density plastic basins (Nylaplast) should be set at the low point, tie into the underdrain and by one pipe tie into the drain within Hershey Street.

Due to the Hershey Street sewers consisting of a combined sewer and storm drain we recommend that the line be constructed with backflow valves to reduce potential from flow backups and odor.

2. Road Access/Circulation

A. Plans should be revised to show no paved parking area within 5 ft of a property line. It would appear that this could be accomplished while still allowing for 2 standard (9x19 foot) parking spaces. Separation between pavement and property lines should be dimensioned on the site plan.

B. The plans shall be revised to show the driveway of the abutting Harrisburg residence. The distance between said Harrisburg Driveway and the proposed driveway should be dimensioned on the plan. Please note that City standards require a minimum 20-foot separation between residential driveways.

C. Last week, I faxed John Schwanda the City's typicals for designing driveways aprons, tip downs, and sidewalks. The civil engineer added the following comment with regard to this design: "The curbing and sidewalk at the driveway entrance shall be extended to the entrance with standard granite tipdown and handicap ramp of brick to the western side. A one-inch lip from the driveway edge shall be constructed to maintain gutter flow on Hershey Street."

3. Grading/Erosion Control

A. Please present an erosion control plan which should include silt fencing along the property lines of both abutters to delineate the limits of construction and address sediment transport or erosion during construction. At a minimum a detail and grass seeding or sod planting plan for disturbed soil areas is required.

4. Construction Details

The following details are specifically required:

1. Driveway cross-section detail for road materials, sloping, shoulders, and drainage provisions.

2. The retaining wall detail adjacent to the City Row/property line
3. Notes of details of abutters landscaping will be preserved during construction.
5. Details are required for curbing, sidewalk extension, drainage connections and pavement trenching/repairs to city specifications for work in the City ROW.

5. Screening

A. Please provide greater detail (ie. scaled typical) of any proposed landscaping, fencing, walls, or other forms of screening which you propose to employ. Every effort should be made to minimize visual impacts on abutting neighbors.

Please do not hesitate to contact me if you or your design team have any questions or concerns. I look forward to reviewing your revised submissions.

Best regards,

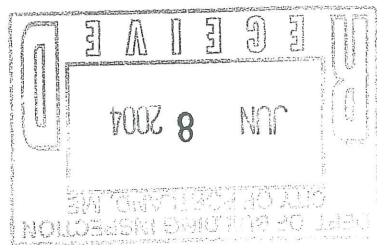


Ethan Boxer-Macomber
Planner

CC: Sarah Hopkins, Development Review Services Manager
John Schwanda, Project Site Planner (sent as an attachment via email)

THIS MESSAGE IS INTENDED ONLY FOR THE USE OF THE INDIVIDUAL OR ENTITY TO WHICH IT IS ADDRESSED AND MAY CONTAIN INFORMATION THAT IS PRIVILEGED, CONFIDENTIAL AND EXEMPT FROM DISCLOSURE UNDER APPLICABLE LAW. IF THE READER OF THIS MESSAGE IS NOT THE INTENDED RECIPIENT, OR THE EMPLOYEE OR AGENT RESPONSIBLE FOR DELIVERING THE MESSAGE TO THE INTENDED RECIPIENT, YOU ARE HEREBY NOTIFIED THAT ANY DISSEMINATION, DISTRIBUTION OR COPYING OF THIS COMMUNICATION IS STRICTLY PROHIBITED. IF YOU RECEIVE THIS COMMUNICATION IN ERROR, PLEASE NOTIFY US BY TELEPHONE IMMEDIATELY (CALL COLLECT) TO ARRANGE FOR RETURN OF THE ORIGINAL DOCUMENT(S) TO US.

Marge
enjoy



RE: Safe plan review for A Nest Drive way

MESSAGE:

545.

If you have any problems with this transmission, please call Donna at (207) 772-1941, extension

Original to be delivered by mail?

YES

OF PAGES: (including cover page)

3

Re:

DATE:

June 4, 2004

CLIENT ID:

14328.1

EMAIL:

wplouffe@dwmLaw.com

PHONE #:

874-8695

PHONE #:

207-772-1941

FAX #:

874-8716

FAX #:

207-772-3627

TO:

~~Marge Schmuckal~~

FROM:

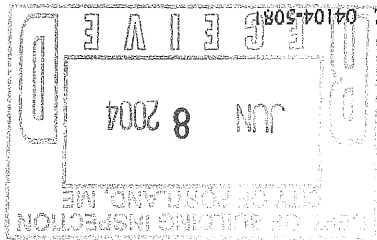
William L. Plouffe

FAX TRANSMISSION COVERSHEET

DRUMMOND
WOODSUM &
MACMAHON
Attorneys at Law
245 COMMERCIAL STREET
POST OFFICE BOX 9781
PORTLAND, MAINE 04104-5081
(207) 772-1941 FAX (207) 772-3627
TTY (207) 828-8260

Stinky
Thom

245 COMMERCIAL STREET POST OFFICE BOX 9781 PORTLAND, MAINE 04104-5081
wploutte@dwmh.com (207) 772-1941 FAX (207) 828-8260 WWW.DWMLAW.COM



Mr. Harrisburg is very concerned about the proposed new driveway. We understand that there is no project plan that has been filed with the City, nor has Mr. Harrisburg been shown a plan. He does not know where within the 28' wide strip the proposed curb cut will be located and is very concerned that if it is located adjacent to his property the cutting of soil needed to build the driveway will result in slumping of his property. He is also concerned about plowing of snow from the driveway onto his property. Finally, he is concerned with the amount of traffic that will be generated over this driveway and the close proximity of the new curb cut to his existing driveway and the traffic safety issues which arise from that.

We understand that Margaret Levy has applied to the City Public Works Department for a curb cut on Hersey Street to create a new driveway/access to her property. I further understand that Todd Merckle at the Public Works Department has referred Ms. Levy to your office for a determination as to whether her project requires minor site plan approval.

We represent Robert Harrisburg, who is the owner of property at 370 Baxter Boulevard. However, Mr. Harrisburg's property fronts upon Hersey Street. His property is abutted to the west by a 28' wide strip of land owned by Margaret Levy and is abutted to the north, i.e., the rear of the Harrisburg property, by other property of Margaret Levy.

Dear Marge:
RE: Property of Margaret Levy, 151 Codman Street
Portland, ME 04101

Marge Schmuckal
Zoning Administrator
Portland City Hall, Room 315
389 Congress Street
Portland, ME 04101

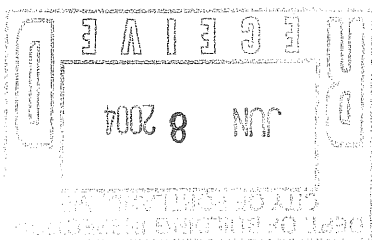
June 4, 2004

**DRUMMOND
WOODSUM &
MACMAHON**
Attorneys at Law

- JOHN A. GRAUSTEIN
- DANIEL AMORÉ
- MARV R. PRINGLE
- RICHARD A. SPENCER
- DONALD A. KOFF
- RONALD N. WARD
- JOHN S. KAMINSKI
- JOHN S. KAMINSKI
- WILLIAM L. FLOUTRE
- JERROL A. CROUTER
- MICHAEL E. HIGH
- RICHARD A. SHIMAY
- BRUCE W. SMITH
- E. WILLIAM STOCKMEYER
- BENJAMIN E. MARCUS
- MELISSA A. HEWBY
- ERIC R. HERTLAN
- GRIGORY W. SAMPLER
- MARK E. STANBEN
- DANIEL J. ROSE
- NATHAN SMITH, JR.
- DANIEL J. NATHANSON
- DANIEL J. NATHANSON
- S. CAMPBELL BARDER
- EDWARD J. KILLBHER
- AMY K. TCHAO
- BERNARD M. SMITH
- DAVID S. SHERMAN, JR.
- CATHERINE D. ALEXANDER
- ROBERT A. MADAV
- BRIAN D. WILSON
- ARON M. PRATT
- JAMES C. SCHWELBACH
- ELIZABETH D. MCCOY
- CHIEG R. FRANE
- HEATHER TALBOT
- JEFFREY T. FRAMIANO
- PETER C. BELMAY

OF COUNSEL
TAROLE E. WOODSUM, JR.
JUGO E. MACMAHON
JOSEPH L. DELAVALD III
ROBERT L. GINS
OF COUNSEL FOR
INDIAN AFFAIRS
KAMU & KATZEN, PLLC
701 SOUTH MAIN STREET
ANN ARBOR, MI 48104

OF COUNSEL
MICHAEL J. OPUDA PH.D.
SPECIAL EDUCATION
ANN S. CHAPMAN
POLICY & LABOR RELATIONS
ROGER R. KELLEY
LABOR RELATIONS & CONFLICT
MANAGEMENT
CONSULTANTS



cc: Robert Harrisburg
Todd Merkle

WLP/ds

William L. Plouffe

Very truly yours,

We have reviewed the letter to you from Attorney David Mitchell on behalf of other neighbors, Mr. and Mrs. Canning. We concur with the points made in that letter and we join the Cannings in urging that Ms. Levy's project be subjected to minor site plan review. We ask that Mr. Harrisburg be given an opportunity to review the plans that are submitted in connection with that.

If this matter is returned to the Public Works Department, we ask that the Public Works Department closely examine the safety issues associated with the proposed new curb cut. In my conversation with Todd Merkle, I expressed to him our observation that Ms. Levy would be able to access her main property with a much shorter driveway and with much less impact on her neighbors if she placed her curb cut on Codman Street.

In closing, I note that Ms. Levy has a garage which faces Clifton Street and a driveway that exits to Clifton Street. It is my understanding that she uses the garage for storage of personal items and not for autos. In any event, the garage doors face in the "wrong" direction to be accessed by the new driveway. We suspect that the new driveway will be used for parking. Thank you for your attention to this matter.

Marge Schmuckal
June 4, 2004
Page 2



04P194

TO: Ethan Macomber Boxer-Planner
FROM: Jim Seymour – Development Review Coordinator, Sebago Technics, Inc.
RE: Additional Driveway onto Hershey St. – Keany Residence-115 Codman St.
DATE: September 30, 2004

Sebago Technics has reviewed the plan dated September 15th from Owen Haskell, Inc and provide these comments on the grading, drainage and supporting documentation for the proposed driveway and associated improvements located at the residence of 115 Codman Street, which also has frontage on Hershey Street. The following comments and responses are submitted in outline format:

1. Stormwater Management

The increase in impervious surface is very small at just over 100 square feet or approximately 0.025 acre. The concern that raises the most concern is with the grading and proximity of the development in an existing relative dense neighborhood. The general surface flow is west to east across the driveway to the Canning lot to the Harrisburg lot. Though the amount of runoff, is in engineering estimates small, it can still be a nuisance to abutters if constructed without caution. Given the potential for saturation and minor ponding and again in the existing neighbors landscaping and homes, diversion or collection of runoff is recommended. The design of the driveway will attempt to sheet flow water from the paved driveway section towards Hershey Street and towards the Harrisburg lot. The direction of flow is consistent with the existing conditions. However, given the sensitivity of the neighbors and concerns of the Planning Staff, we feel that the applicant should take additional measures to collect potential surface and snow melt runoff prior to impacting the abutters properties.

To accomplish the above directive we recommend that both sides of the driveway be constructed with a stone French drain/ underdrain(6in-8in dia.) piped system that can infiltrated collect both groundwater and surface water (Similar to that used on golf courses).

We recommend that at the rear of the driveway to be constructed with depressed areas that will enable snow melt/ runoff to be collected. The installation of two high density plastic basins (Nylaplast) would be set at the low point, tie into the underdrain and by one pipe tie into the drain within Hershey Street.

Due to the Hershey Street sewers consisting of a combined sewer and storm drain we recommend that the line be constructed with backflow valves to reduce potential from flow backups and odor.

2. Road Access/Circulation

The city requires that there be a (5) five-foot separation from a parking space/lot from a property line. Though difficult to enforce, we recommend the paving limits uphold the setback of 5 feet, leaving 18 feet available for two standard parking stalls.

The curbing and sidewalk at the driveway entrance shall be extended to the entrance with standard granite tipdown and handicap ramp of brick to the western side. A one-inch lip from the driveway edge shall be constructed to maintain gutter flow on Hershey Street.

3. Grading/Erosion Control

A. The applicant has not proposed erosion control measures. We recommend that the applicant install silt fencing along the property lines of both abutters to delineate the limits of construction and address sediment transport or erosion during construction. At a minimum a detail and grass seeding or sod planting plan for disturbed soil areas is required.

B. Upon further review, we believe that the proposed driveway if constructed with the underdrain system, could actually be cut into the existing grade such that it is a little lower than both abutting properties, and the majority of the driveway drain towards Hershey St. This again will eliminate impacts of drainage to and from abutters' yards.

4. Utility Installation/Location

Will any security lighting be proposed? If yes please submit lighting fixture catalog cuts.

5. General

We are not sure of the need of the new driveway, since an existing cut is located off Codman St., but understand that the applicant can request the new cut off Hershey Street. Does the applicant have plans for connectivity to the existing garage or current driveway? Or are there plans to construct a future garage or even split the lot for future residential development? The concern is regards to what the use could be, and the impacts that the driveway could have for future plans. The planners have likely discussed this concern and the applicant should consider the probability of these options.

We recommend that given the complexity, though a small project, the applicant obtain the services of a licensed Civil Engineer, to assure the project is designed to practices acceptable to City standards and specifications, as well as protecting the applicant.

6. Construction Details

We will require the following details for approval:

1. Driveway cross-section detail for road materials, sloping, shoulders, and drainage provisions.
2. The retaining wall detail adjacent to the City Row/property line
3. Notes of details of abutters landscaping will be preserved during construction.
4. Details of planting landscape plantings. We recommend a selection of taller species to provide a visual screening.
5. Details are required for curbing, sidewalk extension, drainage connections and pavement trenching/repairs to city specifications for work in the City ROW.

Please contact our office with any questions.

JS:

City of Portland
Department of Planning and Development
Planning Division
389 Congress Street, 4th Floor
Portland ME 04101
(207) 874-8721 or (207) 874-8719
Fax: (207) 756-8258



FAX

To:

JOE KEANEY

Company:

774-1793

Fax #:

Date:

OCTOBER 19, 2007

From:

ETIHA BOXER-MACOMBER

You should receive _____ page(s) including this cover sheet.

5

Comments:

JOE ←

SECTIONS 14-506 & 14-528 OF THE

CITY CODE ATTACHED AS PER OUR CONVERSATION.

ETIHA

October 27, 2004

Mr. Bob Harrisburg
370 Baxter Boulevard
Portland, ME 04103

Subject: Proposed Driveway to 115 Codman Street
Portland, Maine

Dear Bob:

Pursuant to your request, our office has reviewed the proposal of Peggy Levy Keaney to install a second driveway to their property. I have reviewed the proposal and some of your concerns and find the following:

The driveway would violate current zoning code:

115 Codman Street is currently served by a driveway. The City of Portland restricts the number of driveways serving a lot to one. Granting a permit for this driveway would make this lot non-compliant with the land use code of the City of Portland.

There are other reasonable alternatives. It is our understanding that the purpose of the driveway is to provide additional parking. This could be done by widening the current drive or potentially considering a second drive in a less obtrusive area such as Codman Street.

1. The proposed driveway has several attendant technical issues: Beyond the zoning, there are several technical issues which our office believes are legitimate concerns:

2. The installation of the driveway requires a cut slope and retaining wall. This work could damage the roots to the existing row of pines along the border of your property.

3. The driveway will result in the discharge of additional runoff to Hersey Street. The plan indicates this runoff will flow to a catch basin on the southeast side of Hersey Street. This does introduce the potential of additional runoff, particularly from snow piles and heightens the potential for ice and nuisance on Hersey Street.

4. Snow removal and storage: There is a concern that plowed snow would impact the trees along the buffer. This concern seems legitimate given the lack of snow storage area and the proximity of the pine buffer to the proposed driveway.

Sight lines and proximity of the driveway to yours is of concern: The construction of this driveway would be very close to yours and the row of pines has the potential to block sight lines from the proposed driveway.

Mr. Bob Harrisburg
October 27, 2004
Page 2

In conclusion, it is our opinion that the proposed driveway would violate zoning standards. There are other less intrusive alternatives, and there are legitimate concerns about the construction of this driveway. We believe your request for this permit not to be granted is legitimate. If the City were not to deny the permit, but issue one with conditions, our office would be available to consult with you on potential permit conditions. However, this latter seems unlikely since there seems to be no sound reason to construct this proposed driveway.

If you have any questions on this letter, please contact our office.

Sincerely,

DeLUCA-HOFFMAN ASSOCIATES, INC.

William G. Hoffman, P. E.
President

WGH/km/JNOverhead/Harrisburg10-27-04

c: Bill Ploughe, Esq., Drummond Woodsum & MacMahon
Ethan Boxer-Macomber, City of Portland
Bob Bosal, Bosal Foam

Construction details for the driveway, loam/seed areas, modular block wall and the City of Portland Construction Details have been added. All proposed

erosion control requirement are noted on the detail sheet. All areas disturbed during the construction will drain internally into the proposed DMW the erosion controls proposed will be directly at the driveway/street line and shall conform the MEDDP "Best Management Practices". The seeding and

The driveway entrance has been adjusted northerly to provide additional separation between the existing row of pine trees and area to be disturbed. The dimensions have been added to the plan indicating the 5' separation between DMW and the Harrisburg DMW, and the city's details on installing curbing/tip downs, brick sidewalk and driveway cross section.

The stormwater runoff for the lot area to be improved and related drainage area have been reviewed and redesigned to collect all runoff from the improvement within the driveway and flows it to Hersey Street and into the existing combined sewer/stormwater system. This eliminates drainage onto the Harrisburg lot that occurs presently and the increase is insignificant. (See attached Stormwater Management Report)

Pinkham & Greer Consulting Engineers have been retained to develop plans in reference the above noted project and as per the comments of your letter dated October 4th. Outlined below are our responses to the comments.

Dear Ethan,

RE: Hersey Street Driveway Project
Application #2004-0194, CBL #128J018001

Ethan Boxer Macomber, Planner
City of Portland Planning Division
389 Congress Street
Portland, Maine 04101

November 10, 2004
File: 04414

CONSULTING ENGINEERS, INC.

PINKHAM & GREER

170 U.S. Route One
Falmouth, Maine 04105
Tel: 207.781.5242
Fax: 207.781.4245

improvements will occur on the Keaney lot and not changes to the abutting property's landscaping will occur.

The Keaney's propose to install a 6' wooden stockade fence 1' off the property line between the Canning lot and driveway/parking area. The row of pine trees along the Harrisburg lot will stay and therefore no additional screening will be added. The proposed walkway lighting will be mounted on 4' bollards facing down and will not have any visual effect on the neighbors.

We feel the revised plans address the comment brought forth and hope they are acceptable to you and the abutters. Please contact me if you have any question regarding the new submittal.

Sincerely,

PINKHAM & GREER



Steve Walker

**STORMWATER MANAGEMENT
HERSEY STREET DRIVEWAY
PORTLAND, MAINE**

NOVEMBER 9, 2004

Project Description:

The proposed project is the construction of driveway and parking area for 2 vehicles for an existing single family residential dwelling unit. The property is located at 115 Codman Street and the proposed driveway is located on the northerly side of Hersey Street. It consists of 1,190 sq. ft. of new pavement for driveway and parking on a 40,750 square foot residential lot.

The area of the lot being improved abuts Hersey Street and two other developed single family residential lots and accessed off Hersey Street.

Surface Water:

The runoff from this lot and abutting area flows into Hersey Street and is captured in the existing City of Portland's combined stormwater/sewer system in Hersey Street.

Topography and Soils:

The majority of the lot area and abutting property is evenly sloping (0-5%) in the southeasterly direction toward the abutting property and Hersey Street. Presently, the lot area is vacant with grass and brush growth. Soils are mostly mixture of fill material and existing ground consisting of a mixture of silt and clay material. A Hydrologic Group "C-D" soil designation was used in performing the drainage analysis.

Alteration of Natural Drainage Ways and Land Cover:

In its present condition, the surface runoff from the up gradient abutting property and the proposed lot area drains in sheet and concentrated flows in two general directions. The drainage from the NE section of the Canning lot and N section of

PEAK RATE OF RUNOFF (CFS)						
POINT OF ANALYSIS	EXISTING CONDITION			DEVELOPED CONDITIONS		
	2-YR	10-YR	25-YR	2-YR	10-YR	25-YR
8" City's Combined System in Hersey Street	0.79	1.47	1.80	0.85	1.56	1.94

We have reviewed the peak runoff analysis of the storm drain line entering the city's 24" combined system on Hersey Street during the 2, 10, and 25-year storms. The drainage analysis results are outlined below.

Results:

This analysis utilizes the SCS TR-20 method to model and predict stormwater flows. This method uses cover types, ground slope and hydrologic soil conditions to establish stormwater models and predict runoff conditions. HydroCAD version 7.0 as developed by Applied Microcomputer Systems of Chocura, NH was used to develop the technical report. Peak flows for the 2-year (3.0"), 10-year (4.7"), and 25-year (5.5") rain event in a 24-hour period were analyzed for post developed conditions. Summary copies of this analysis are attached.

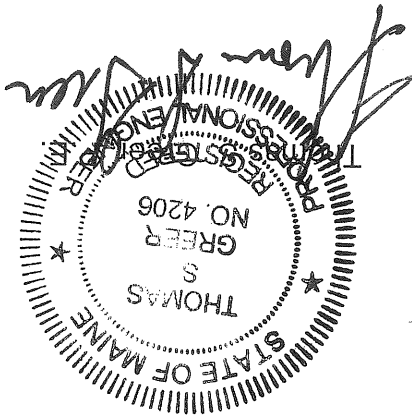
Methodology:

The proposed stormwater management plan will capture all drainage off the Canning lot and driveway/parking area within the driveway and drain it to the Hersey Street gutter line. This drainage along with the runoff off the Harrisburg lot combines and flows southeasterly to the catch basin at the end of Hersey St. and into the City's 8" combined stormwater/sewer system in Hersey Street. The on-site and downstream drainage systems have capacity for proposed runoff during a 24-hour storm event, however during large events some ponding may occur for a short durations at the CB on Hersey Street.

the Keaney lot flows southeasterly onto the Harrisburg lot and driveway to Hersey Street. The drainage from the SE section of the Canning lot and the S section of the Keaney lot flows southerly along the Keaney lot to Hersey Street. Both of these drainages combine and flow southeasterly along the Hersey Street gutter line to the catch basin at the end of Hersey St. and into the City's 8" combined stormwater/sewer system in Hersey Street. All existing on site and downstream drainage systems have capacity for runoff during a 24-hour storm event, however during large events some ponding may occur for short durations at the CB on Hersey Street.

Conclusion:

With the stormwater management system as proposed, the drainage off site to the CB at the end of Hersey Street has a slight increase of 0.06-0.14 cfs for the storms modeled. The present storm runoff is handled by the existing combined sewer/stormwater system and should handle the revised peak runoff from the improved site and related drainage. Therefore, the drainage from the project will have no adverse effect on adjacent properties, existing structures and should not overburden downstream drainage.



City of Portland
Department of Planning and Development
Planning Division
389 Congress Street, 4th Floor
Portland ME 04101
(207) 874-8721 or (207) 874-8719
Fax: (207) 756-8258



FAX

To: DAN MITCHELL

Company: _____

Fax #: 774-1127

Date: NOVEMBER 16, 2004

From: ETIHAU BOXER-MACCOMBER

You should receive _____ page(s) including this cover sheet.

Comments: DAN →
KEANEY PROJECT NARRATIVE AS
PER YOUR REQUEST.
ETIHAU

MODE = MEMORY TRANSMISSION START=NOV-16 14:43 END=NOV-16 14:44

FILE NO.=451

STN NO.	COMM.	ABBR NO.	STATION NAME/TEL NO.	PAGES	DURATION
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-CITY OF PORTLAND-

*****-PLANNING DEPT. - ***** - 2077568258-*****

City of Portland
 Department of Planning and Development
 Planning Division
 389 Congress Street, 4th Floor
 Portland ME 04101
 (207) 874-8721 or (207) 874-8719
 Fax: (207) 756-8258



FAX

To: DAN MITCHELL

Company: _____

Fax #: 774-1127

Date: NOVEMBER 16, 2004

From: ~~ETHAN BOXER - MACCOMBER~~

You should receive 2 page(s) including this cover sheet.

Comments:

DAN →

KEANEY PROJECT NARRATIVE AS
 PER YOUR REQUEST.
 ETHAN

City of Portland
Department of Planning and Development
Planning Division
389 Congress Street, 4th Floor
Portland ME 04101
(207) 874-8721 or (207) 874-8719
Fax: (207) 756-8258



FAX

To:

JOE KEANEY

Company:

774-1793

Fax #:

Date:

NOVEMBER 17, 2004

From:

ETIHA BOYER-MACOMBER

You should receive 4 page(s) including this cover sheet.

Comments:

JOE-

YOUR APPROVAL LETTER AS PER
OUR CONVERSATION. ORIGINAL TO
FOLLOW BY USPS MAIL.

A PLEASURE WORKING WITH YOU.

BEST REGARDS,
ETIHA

City of Portland
Department of Planning and Development
Planning Division
389 Congress Street, 4th Floor
Portland ME 04101
(207) 874-8721 or (207) 874-8719
Fax: (207) 756-8258



FAX

To:

DAV MITCHELL

Company:

Fax #:

774-1127

Date:

NOVEMBER 17, 2004

From:

~~ETHAN BAKER - WILSON~~

You should receive _____ page(s) including this cover sheet.

4

Comments:

KEANEY APPROVAL LETTER AS PER
YOUR REQUEST.

City of Portland
Department of Planning and Development
Planning Division
389 Congress Street, 4th Floor
Portland ME 04101
(207) 874-8721 or (207) 874-8719
Fax: (207) 756-8258



FAX

To:

~~AMANDA METER~~

Company:

~~772-3627~~

Fax #:

Date:

~~NOVEMBER 17, 2004~~

From:

~~ETIENNE BOYER - METER~~

You should receive _____ page(s) including this cover sheet.

Comments:

~~REMOVED APPROVAL LETTER AS PER~~
~~YOUR REQUEST.~~

Steve Walker



PINKHAM & GREER

Sincerely,

An E/C mulch berm along the easterly side of the proposed DMV has been added to sheet C-1 to assist control any sedimentation from leaving the site. We hope the revised plans address your request and are acceptable for you're for approval. Please contact me if you have any question regarding the changes.

A 4"± high section of curbing is to be placed along the easterly side of the proposed driveway from the end of the modular block to the north end, approximately 45 LF. New notes are on sheet C-1 and revised typical driveway section details this on sheet C-2. Outlined below are the revisions to the plans.

Attached are plan sheets C-1 and C-2 that Pinkham & Greer Engineers have revised as requested in reference the above noted project. I discussed the changes with Jim Seymour at Sebago-Technics, Monday morning and he indicated they were acceptable to him. He did not request revised plan set from us to review.

Dear Ethan,

RE: Hersey Street Driveway Project
Application #2004-0194, CBL #128J018001

Ethan Boxer Macomber, Planner
City of Portland Planning Division
389 Congress Street
Portland, Maine 04101

November 16, 2004
File: 04414

CONSULTING ENGINEERS, INC.

PINKHAM & GREER

170 U.S. Route One
Falmouth, Maine 04105
Tel: 207.781.5242
Fax: 207.781.4245

Ethan Boxer Macomber, Planner
City of Portland Planning Division
389 Congress Street
Portland, Maine 04101

RE: Hersey Street Driveway Project
Application #2004-0194, CBL #128J018001

Dear Ethan,

Pinkham & Greer Consulting Engineers have been retained to develop plans in reference the above noted project and as per the comments of your letter dated October 4th. Outlined below are our responses to the comments.

The stormwater runoff for the lot area to be improved and related drainage area have been reviewed and redesigned to collect all runoff from the improvement within the driveway and flows it to Hersey Street and into the existing combined sewer/stormwater system. This eliminates drainage onto the Harrisburg lot that occurs presently and the increase is insignificant. (See attached Stormwater Management Report)

The driveway entrance has been adjusted northerly to provide additional separation between the existing row of pine trees and area to be disturbed. The dimensions have been added to the plan indicating the 5' separation between abutting property and the pavement, the 26'± separation between the proposed D/W and the Harrisburg D/W, and the city's details on installing curbing/tip downs, brick sidewalk and driveway cross section.

All areas disturbed during the construction will drain internally into the proposed D/W the erosion controls proposed will be directly at the driveway/street line and shall conform the MEDEP "Best Management Practices". The seeding and erosion control requirement are noted on the detail sheet.

Construction details for the driveway, loam/seed areas, modular block wall and the City of Portland Construction Details have been added. All proposed

November 10, 2004
File: 04414

Improvements will occur on the Keaney lot and not changes to the abutting property's landscaping will occur.

The Keaney's propose to install a 6' wooden stockade fence 1' off the property line between the Canning lot and driveway/parking area. The row of pine trees along the Harrisburg lot will stay and therefore no additional screening will be added. The proposed walkway lighting will be mounted on 4' bollards facing down and will not have any visual effect on the neighbors.

We feel the revised plans address the comment brought forth and hope they are acceptable to you and the abutters. Please contact me if you have any question regarding the new submittal.

Sincerely,

PINKHAM & GREER



Steve Walker

**STORMWATER MANAGEMENT
HERSEY STREET DRIVEWAY
PORTLAND, MAINE**

NOVEMBER 9, 2004

Project Description:

The proposed project is the construction of driveway and parking area for 2 vehicles for an existing single family residential dwelling unit. The property is located at 115 Codman Street and the proposed driveway is located on the northernly side of Hersey Street. It consists of 1,190 sq.ft. of new pavement for driveway and parking on a 40,750 square foot residential lot.

The area of the lot being improved abuts Hersey Street and two other developed single family residential lots and accessed off Hersey Street.

Surface Water:

The runoff from this lot and abutting area flows into Hersey Street and is captured in the existing City of Portland's combined stormwater/sewer system in Hersey Street.

Topography and Soils:

The majority of the lot area and abutting property is evenly sloping (0-5%) in the southeasterly direction toward the abutting property and Hersey Street. Presently, the lot area is vacant with grass and brush growth. Soils are mostly mixture of fill material and existing ground consisting of a mixture of silt and clay material.

A Hydrologic Group "C-D" soil designation was used in performing the drainage analysis.

Alteration of Natural Drainage Ways and Land Cover:

In its present condition, the surface runoff from the up gradient abutting property and the proposed lot area drains in sheet and concentrated flows in two general directions. The drainage from the NE section of the Canning lot and N section of

PEAK RATE OF RUNOFF (CFS)						
POINT OF ANALYSIS	EXISTING CONDITION			DEVELOPED CONDITIONS		
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8" City's Combined System in Hersey Street	0.79	1.47	1.80	0.85	1.56	1.94

We have reviewed the peak runoff analysis of the storm drain line entering the city's 24" combined system on Hersey Street during the 2, 10, and 25-year storms. The drainage analysis results are outlined below.

Results:

This analysis utilizes the SCS TR-20 method to model and predict stormwater flows. This method uses cover types, ground slope and hydrologic soil conditions to establish stormwater models and predict runoff conditions. HydroCAD version 7.0 as developed by Applied Microcomputer Systems of Chocura, NH was used to develop the technical report. Peak flows for the 2-year (3.0"), 10-year (4.7"), and 25-year (5.5") rain event in a 24-hour period were analyzed for post developed conditions. Summary copies of this analysis are attached.

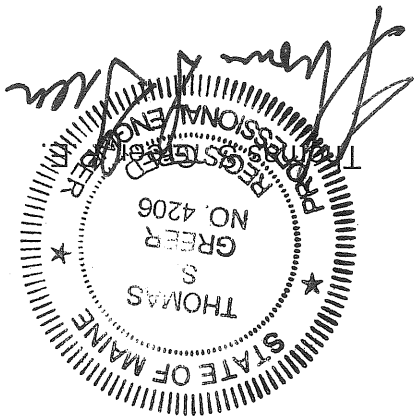
Methodology:

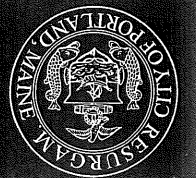
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Conclusion:

With the stormwater management system as proposed, the drainage off site to the CB at the end of Hersey Street has a slight increase of 0.06-0.14 cfs for the storms modeled. The present storm runoff is handled by the existing combined sewer/stormwater system and should handle the revised peak runoff from the improved site and related drainage. Therefore, the drainage from the project will have no adverse effect on adjacent properties, existing structures and should not overburden downstream drainage.





Planning and Development Department

Lee D. Urban, Director

Planning Division

Alexander Jaegerman, Director

November 16, 2004

Joseph and Peggy Keaney
115 Codman Street
Portland, ME 04103

RE: Hersey Street Driveway Project / 115 Codman Street
Application #2004-0194, CBL #128 J018001

Dear Mr. And Mrs. Keaney:

On November 16, 2004, the Portland Planning Authority, finding all applicable standards of the zoning code and site plan ordinance met, approved the above referenced site plan application. The approval is based on plans dated November 15, 2004 and stamp dated received on November 16, 2004.

The approval is for an approximately 65 foot driveway on the subject property accessed at Hersey Street and associated drainage, erosion control, fencing, landscaping, lighting, and curb / sidewalk improvement plans.

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

1. Where submission drawings are available in electronic form, the applicant shall submit any available electronic Autocad files (*.dwg), release 14 or greater, with seven (7) sets of the final plans.
2. A performance guarantee covering the site improvements as well as an inspection fee payment of 2.0% of the guarantee amount and 7 final sets of plans must be submitted to and approved by the Planning Division and Public Works prior to the release of the building permit. If you need to make any modifications to the approved site plan, you must submit a revised site plan for staff review and approval.
3. The site plan approval will be deemed to have expired unless work in the development

has commenced within one (1) year of the approval or within a time period agreed upon in writing by the City and the applicant. Requests to extend approvals must be received before the expiration date.

4. A defect guarantee, consisting of 10% of the performance guarantee, must be posted before the performance guarantee will be released.
5. Prior to construction, a pre-construction meeting shall be held at the project site with the contractor, development review coordinator, Public Works representative and owner to review the construction schedule and critical aspects of the site work. At that time, the site/building contractor shall provide three (3) copies of a detailed construction schedule to the attending City representatives. It shall be the contractor's responsibility to arrange a mutually agreeable time for the pre-construction meeting.
6. If work will occur within the public right-of-way such as utilities, curb, sidewalk and driveway construction, a street opening permit(s) is required for your site. Please contact Carol Merritt at 874-8300, ext. 8828. (Only excavators licensed by the City of Portland are eligible.)

The Development Review Coordinator must be notified five (5) working days prior to date required for final site inspection. The Development Review Coordinator can be reached at the Planning Department at 874-8632. Please make allowances for completion of site plan requirements determined to be incomplete or defective during the inspection. This is essential as all site plan requirements must be completed and approved by the Development Review Coordinator prior to issuance of a Certificate of Occupancy. Please schedule any property closing with these requirements in mind.

Regarding the appeals process, please be advised that, as per city code section 14-527:

(a) When the planning authority has finally approved or disapproved a site plan, any person aggrieved may appeal the decision to the Planning Board within ten (10) days of the decision being rendered. Upon the taking of such an appeal, the application shall be reviewed as if referred by the planning authority, except that the Planning Board may not decline to accept the reference.

(b) When the Planning Board has finally approved or disapproved a site plan, any person aggrieved or the city may appeal the decision of the superior court, pursuant to Rule 80B of the Maine Rules of Civil Procedure, within thirty (30) day of the decision being rendered.

If there are any questions or concerns, please contact Ethan Boxer-Macomber at 756-8083 or ebm@portlandmaine.gov.

Sincerely,



Alex Jaegerman, Planning Division Director

cc: Alexander Jaegerman, Planning Division Director
Sarah Hopkins, Development Review Services Manager
Ethan Boxer-Macomber, Planner
Jay Reynolds, Development Review Coordinator
Marge Schmuckal, Zoning Administrator
Inspections Division
Eric Labelle, City Engineer
Penny Littell, Associate Corporation Counsel
Approval Letter File

Steve

Attached are the drainage calculations in regard to the above noted project.
Any questions, please contact me.

of Pages (including this one): 14

FILE: 04414

RE: Hersey Street Driveway Project, Application #20004-0194,
CBL#128J018001

DATE: November 10, 2004

FROM: Steve Walker

FAX #: 774-1793
756-8258

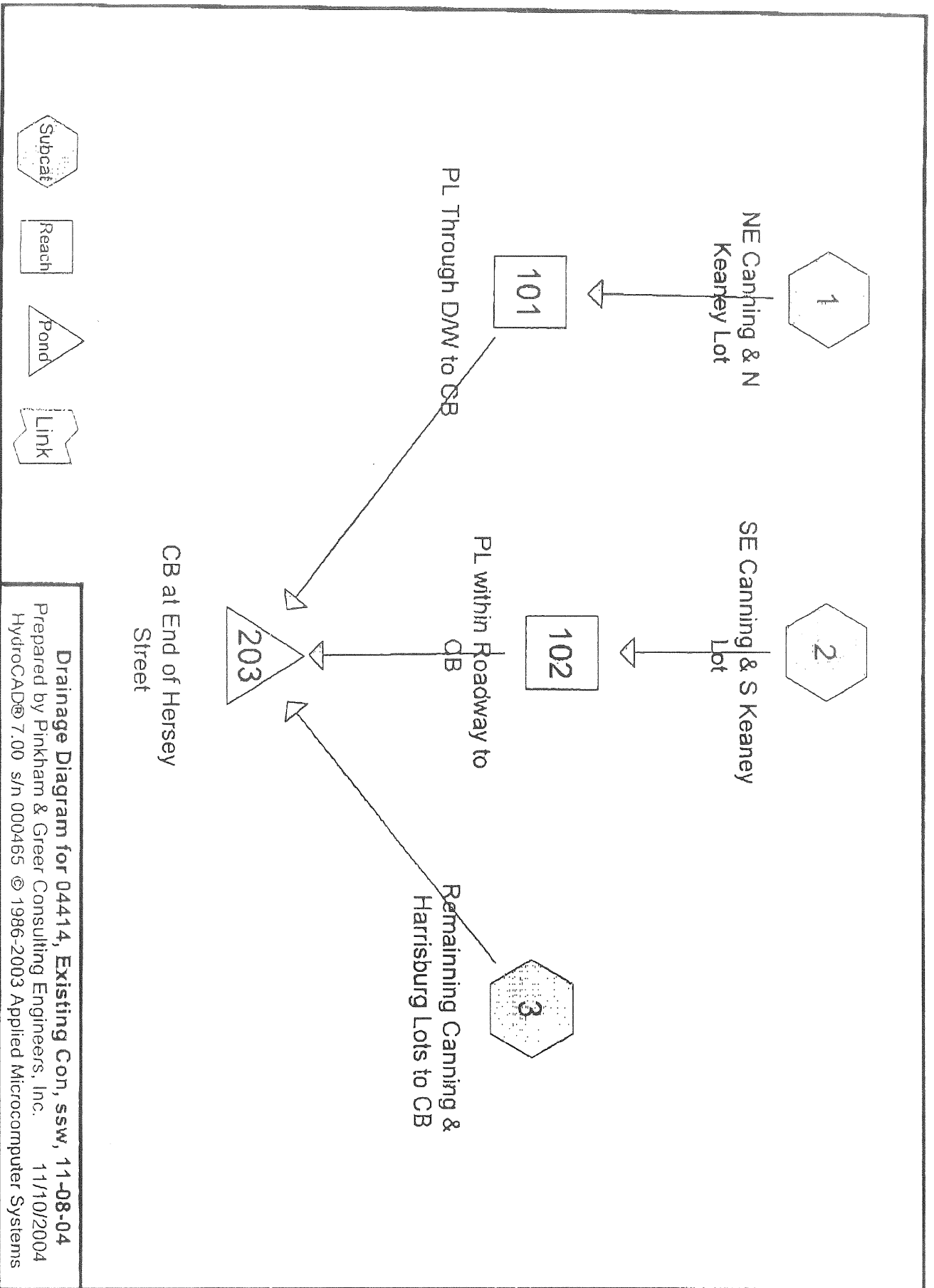
TO: Joe Keaney
Ethan Boxer Macomber, City of Portland

FAX MEMORANDUM

170 U.S. Route One
Falmouth, Maine 04105
Tel: (207) 781-5242
Fax: (207) 781-4245

CONSULTING ENGINEERS, INC.

PINKHAM & GREEN



04414, Existing Con, ssw, 11-08-04

Type III 24-hr 2 YR EVENT Rainfall=3.00"
Prepared by Pinkham & Greer Consulting Engineers, Inc.
HydroCAD@7.00 s/n 000465 © 1986-2003 Applied Microcomputer Systems

Time span=0.50-20.00 hrs, dt=0.05 hrs, 391 points
Runoff by SCS TR-20 method, UH=SCS
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 1: NE Canning & N Keaney Lot
Runoff Area=3,545 sf Runoff Depth=1.21"
Flow Length=85' Tc=9.0 min CN=81 Runoff=0.11 cfs 0.008 af

Subcatchment 2: SE Canning & S Keaney Lot
Runoff Area=2,535 sf Runoff Depth=0.98"
Flow Length=93' Tc=7.5 min CN=77 Runoff=0.07 cfs 0.005 af

Subcatchment 3: Remaining Canning & Hartsbury Lots to Runoff Area=12,710 sf Runoff Depth=1.78"
Flow Length=255' Tc=1.7 min CN=89 Runoff=0.71 cfs 0.043 af

Reach 101: PL Through DW to CB
Peak Depth=0.02' Max Vel=1.4 fps Inflow=0.11 cfs 0.008 af
n=0.013 L=145.0' S=0.0370' Capacity=2.31 cfs Outflow=0.11 cfs 0.008 af

Reach 102: PL within Roadway to CB
Peak Depth=0.02' Max Vel=1.5 fps Inflow=0.07 cfs 0.005 af
n=0.013 L=100.0' S=0.0286' Capacity=15.69 cfs Outflow=0.06 cfs 0.005 af

Pond 203: CB at End of Hersey Street
Peak Elev=19.90' Storage=7 cf Inflow=0.79 cfs 0.056 af
8.0" x 250.0' Culvert Outflow=0.78 cfs 0.056 af

Total Runoff Area = 0.431 ac Runoff Volume = 0.056 af Average Runoff Depth = 1.57"

04414, Existing Con, ssw, 11-08-04 Type III 24-hr 10 YR EVENT Rainfall=4.70"

Prepared by Pinkham & Greer Consulting Engineers, Inc.
HydroCAD@ 7.00 s/n 000465 @ 1986-2003 Applied Microcomputer Systems

11/10/2004

Time span=0.50-20.00 hrs, dt=0.05 hrs, 391 points

Runoff by SCS TR-20 method, UH=SCS

Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 1: NE Canning & N Keaney Lot
Runoff Area=3,545 sf Runoff Depth=2.54"
Flow Length=85' Tc=9.0 min CN=81 Runoff=0.23 cfs 0.017 af

Subcatchment 2: SE Canning & S Keaney Lot
Runoff Area=2,535 sf Runoff Depth=2.20"
Flow Length=93' Tc=7.5 min CN=77 Runoff=0.15 cfs 0.011 af

Subcatchment 3: Remaining Canning & Harrisbury Lots to Runoff Area=12,710 sf Runoff Depth=3.29"
Flow Length=255' Tc=1.7 min CN=89 Runoff=1.26 cfs 0.080 af

Reach 101: PL Through DW to CB
Peak Depth=0.02' Max Vel=1.9 fps Inflow=0.23 cfs 0.017 af
n=0.013 L=145.0' S=0.0370' Capacity=2.31 cfs Outflow=0.22 cfs 0.017 af

Reach 102: PL within Roadway to CB
Peak Depth=0.04' Max Vel=2.0 fps Inflow=0.15 cfs 0.011 af
n=0.013 L=100.0' S=0.0286' Capacity=15.69 cfs Outflow=0.15 cfs 0.011 af

Pond 203: CB at End of Hersey Street
Peak Elev=21.01' Storage=22 cf Inflow=1.47 cfs 0.108 af
8.0" x 250.0' Culvert Outflow=1.42 cfs 0.108 af

Total Runoff Area = 0.431 ac Runoff Volume = 0.108 af Average Runoff Depth = 3.00"

04414, Existing Con, ssw, 11-08-04
Type III 24-hr 25 YR EVENT Rainfall=5.50"
Prepared by Pinkham & Greer Consulting Engineers, Inc.
HydroCAD® 7.00 s/n 000465 © 1986-2003 Applied Microcomputer Systems
11/10/2004 Page 1

Time span=0.50-20.00 hrs, dt=0.05 hrs, 391 points
Runoff by SCS TR-20 method, UH=SCS
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 1: NE Canning & N Keaney Lot
Runoff Area=3,545 sf Runoff Depth=3.21"
Flow Length=85' Tc=9.0 min CN=81 Runoff=0.29 cfs 0.022 af

Subcatchment 2: SE Canning & S Keaney Lot
Runoff Area=2,535 sf Runoff Depth=2.84"
Flow Length=93' Tc=7.5 min CN=77 Runoff=0.19 cfs 0.014 af

Subcatchment 3: Remaining Canning & Harrisbury Lots to Gunoff Area=12,710 sf Runoff Depth=4.02"
Flow Length=255' Tc=1.7 min CN=89 Runoff=1.53 cfs 0.098 af

Reach 101: PL Through D/W to CB
Peak Depth=0.03' Max Vel=2.0 fps Inflow=0.29 cfs 0.022 af
n=0.013 L=145.0' S=0.0370' Capacity=2.31 cfs Outflow=0.28 cfs 0.022 af

Reach 102: PL within Roadway to CB
Peak Depth=0.04' Max Vel=2.2 fps Inflow=0.19 cfs 0.014 af
n=0.013 L=100.0' S=0.0286' Capacity=15.69 cfs Outflow=0.19 cfs 0.014 af

Pond 203: CB at End of Hersey Street
Peak Elev=22.99' Storage=37 cf Inflow=1.80 cfs 0.133 af
8.0" X 250.0' Culvert Outflow=1.75 cfs 0.133 af

Total Runoff Area = 0.431 ac Runoff Volume = 0.133 af Average Runoff Depth = 3.71"

04414, Existing Con, ssw, 11-08-04

Prepared by Pinkham & Greer Consulting Engineers, Inc.

HydroCAD@7.00 s/n 000465 @ 1986-2003 Applied Microcomputer Systems

11/10/2004

Type III 24-hr 25 YR EVENT Rainfall=5.50"

Subcatchment 1: NE Canning & N Keaney Lot

Runoff = 0.29 cfs @ 12.13 hrs, Volume= 0.022 af, Depth= 3.21"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 0.50-20.00 hrs, dt= 0.05 hrs

Type III 24-hr 25 YR EVENT Rainfall=5.50"

Area (sf)	CN	Description	Tc Length (min)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
740	98	Building	8.5	0.0200	0.1	Sheet Flow,	
2,805	77	>75% Grass cover, Good, HSG C/D	2,535	77	Weighted Average		
3,545	81	Weighted Average	85	Total			
8.5	50	0.0200	0.1	Sheet Flow,			
0.5	35	0.0285	1.2	Grass:Dense n=0.240 P2=3.00"		Shallow Concentrated Flow,	
				Short Grass Pasture Kv=7.0 fps			
9.0	85	Total					

Subcatchment 2: SE Canning & S Keaney Lot

Runoff = 0.19 cfs @ 12.11 hrs, Volume= 0.014 af, Depth= 2.84"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 0.50-20.00 hrs, dt= 0.05 hrs

Type III 24-hr 25 YR EVENT Rainfall=5.50"

Area (sf)	CN	Description	Tc Length (min)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
50	98	Sidewalk	7.2	0.0363	0.1	Sheet Flow,	
2,485	77	>75% Grass cover, Good, HSG C/D	2,535	77	Weighted Average		
2,535	77	Weighted Average	93	Total			
0.0	8	0.2500	3.5	Grass:Dense n=0.240 P2=3.00"		Shallow Concentrated Flow,	
				Short Grass Pasture Kv=7.0 fps			
0.3	30	0.0500	1.6	Shallow Concentrated Flow,			
				Short Grass Pasture Kv=7.0 fps			
7.5	93	Total					

Subcatchment 3: Remaining Canning & Harrisbury Lots to CB

Runoff = 1.53 cfs @ 12.03 hrs, Volume= 0.098 af, Depth= 4.02"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 0.50-20.00 hrs, dt= 0.05 hrs

Type III 24-hr 25 YR EVENT Rainfall=5.50"

04414, Existing Con, ssw, 11-08-04

Type III 24-hr 25 YR EVENT Rainfall=5.50"

Prepared by Pinkham & Greer Consulting Engineers, Inc.

HydroCAD@ 7.00 s/n 000465 © 1986-2003 Applied Microcomputer Systems

11/10/2004

Area (sf)	CN	Description		
3,685	98	Roadway		
1,910	98	Buildings		
400	98	Sidewalk		
1,375	98	Driveway		
5,340	77	>75% Grass cover, Good, HSG C/D		
12,710	89	Weighted Average		
Tc Length (min)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
0.3	20	0.0200	1.0	Sheet Flow,
1.4	235	0.0191	2.8	Smooth surfaces n=0.011 P2=3.00"
				Shallow Concentrated Flow,
				Paved K _v =20.3 fps
1.7	255	Total		

Reach 101: PL Through DM to CB

Inflow Area = 0.081 ac, Inflow Depth = 3.21" for 25 YR EVENT event
 Inflow = 0.29 cfs @ 12.13 hrs, Volume = 0.022 af
 Outflow = 0.28 cfs @ 12.16 hrs, Volume = 0.022 af, Atten=3%, Lag=2.1 min

Routing by Stor-Ind+Trans method, Time Span=0.50-20.00 hrs, dt=0.05 hrs
 Max. Velocity=2.0 fps, Min. Travel Time=1.2 min
 Avg. Velocity=0.6 fps, Avg. Travel Time=4.2 min

Peak Depth=0.03' @ 12.14 hrs
 Capacity at bank full=2.31 cfs

Inlet Invert=29.00', Outlet Invert=23.64'
 5.00' x 0.10' deep channel, n=0.013 Length=145.0' Slope=0.0370 %

Reach 102: PL within Roadway to CB

Inflow Area = 0.058 ac, Inflow Depth = 2.84" for 25 YR EVENT event
 Inflow = 0.19 cfs @ 12.11 hrs, Volume = 0.014 af
 Outflow = 0.19 cfs @ 12.13 hrs, Volume = 0.014 af, Atten=4%, Lag=1.4 min

Routing by Stor-Ind+Trans method, Time Span=0.50-20.00 hrs, dt=0.05 hrs
 Max. Velocity=2.2 fps, Min. Travel Time=0.8 min
 Avg. Velocity=0.7 fps, Avg. Travel Time=2.3 min

Peak Depth=0.04' @ 12.12 hrs
 Capacity at bank full=15.69 cfs

Inlet Invert=26.50', Outlet Invert=23.64'
 2.00' x 0.50' deep channel, n=0.013 Length=100.0' Slope=0.0286 %

Side Slope Z-value=0.0 6.0 %

04414, Existing Con, ssw, 11-08-04

Type III 24-hr 25 YR EVENT Rainfall=5.50"
 Prepared by Pinkham & Greer Consulting Engineers, Inc.
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 11/10/2004

Pond 203: CB at End of Hersey Street

Inflow Area = 0.431 ac, Inflow Depth = 3.71" for 25 YR EVENT event
 Inflow = 1.80 cfs @ 12.04 hrs, Volume = 0.133 af
 Outflow = 1.75 cfs @ 12.05 hrs, Volume = 0.133 af, Atten= 3%, Lag= 0.8 min
 Primary = 1.75 cfs @ 12.05 hrs, Volume = 0.133 af

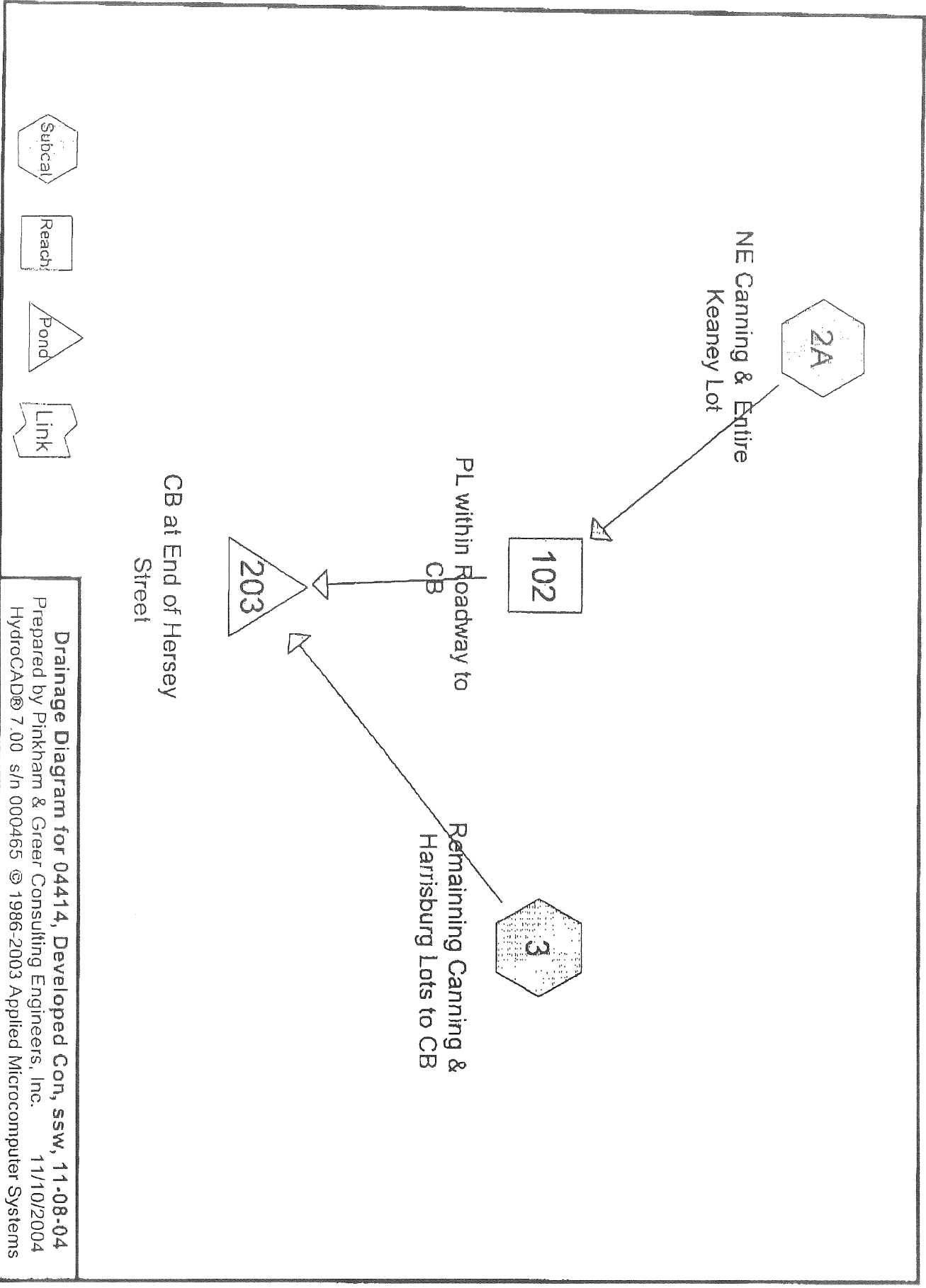
Routing by Stor-Ind method, Time Span= 0.50-20.00 hrs, dt= 0.05 hrs / 2
 Peak Elev= 22.99' @ 12.05 hrs Surf.Area= 5 sf Storage= 37 cf
 Plug-Flow detention time= 0.4 min calculated for 0.133 af (100% of inflow)
 Center-of-Mass det. time= 0.3 min (766.1 - 765.8)

#	Invert	Avail.Storage	Storage Description
1	19.35'	61 cf	Custom Stage Data (Prismatic) listed below

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
19.35	13	0	0
21.00	13	21	21
23.64	3	21	43
24.00	100	19	61

#	Routing	Invert	Outlet Devices
1	Primary	19.35'	8.0" x 250.0' long Culvert Ke= 0.500 Outlet Invert= 16.50' S= 0.0114' /' n= 0.013 Cc= 0.900

Primary Outflow Max= 1.74 cfs @ 12.05 hrs HW= 22.96' (Free Discharge)
 ← 1=Culvert (Barrel Controls 1.74 cfs @ 5.0 fps)



Drainage Diagram for 04414, Developed Con, ssw, 11-08-04
 Prepared by Pinkham & Greer Consulting Engineers, Inc. 11/10/2004
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04414, Developed Con, ssw, 11-08-04 Type III 24-hr 2 YR EVENT Rainfall=3.00"

Prepared by Pinkham & Greer Consulting Engineers, Inc.

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Time span=0.50-24.00 hrs, dt=0.05 hrs, 471 points

Runoff by SCS TR-20 method, UH=SCS

Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 2A: NE Canning & Entire Keaney Lot Runoff Area=6,060 sf Runoff Depth=1.51"

Flow Length=150' Tc=7.6 min CN=84 Runoff=0.23 cfs 0.018 af

Subcatchment 3: Remaining Canning & Harrisbury Lots to Bunoff Area=12,710 sf Runoff Depth=1.90"

Flow Length=255' Tc=1.7 min CN=89 Runoff=0.71 cfs 0.046 af

Reach 102: PL within Roadway to CB Peak Depth=0.05' Max Vel=2.3 fps Inflow=0.23 cfs 0.018 af

n=0.013 L=100.0' S=0.0286 % Capacity=15.69 cfs Outflow=0.22 cfs 0.018 af

Pond 203: CB at End of Hersey Street Peak Elev=19.93' Storage=8 cf Inflow=0.85 cfs 0.064 af

8.0" x 250.0' Culvert Outflow=0.84 cfs 0.064 af

Total Runoff Area = 0.431 ac Runoff Volume = 0.064 af Average Runoff Depth = 1.78"

04414, Developed Con, ssw, 11-08-04 Type III 24-hr 10 YR EVENT Rainfall=4.70"

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Time span=0.50-24.00 hrs, dt=0.05 hrs, 471 points

Runoff by SCS TR-20 method, UH=SCS

Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 2A: NE Canning & Entire Keaney Lot Runoff Area=6,060 sf Runoff Depth=2.99"

Flow Length=150' Tc=7.6 min CN=84 Runoff=0.45 cfs 0.035 af

Subcatchment 3: Remaining Canning & Harrisbury Lots to Bunoff Area=12,710 sf Runoff Depth=3.49"

Flow Length=255' Tc=1.7 min CN=89 Runoff=1.26 cfs 0.085 af

Reach 102: PL within Roadway to CB Peak Depth=0.07' Max Vel=3.0 fps Inflow=0.45 cfs 0.035 af

n=0.013 L=100.0' S=0.0286' Capacity=15.69 cfs Outflow=0.44 cfs 0.035 af

Pond 203: CB at End of Hersey Street Peak Elev=21.58' Storage=26 cf Inflow=1.56 cfs 0.119 af

8.0" x 250.0' Culvert Outflow=1.52 cfs 0.119 af

Total Runoff Area = 0.431 ac Runoff Volume = 0.119 af Average Runoff Depth = 3.33"

04414, Developed Con, ssw, 11-08-04 Type III 24-hr 25 YR EVENT Rainfall=5.60"

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11/10/2004

Page 1

Time span=0.50-24.00 hrs, dt=0.05 hrs, 471 points

Runoff by SCS TR-20 method, UH=SCS

Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 2A: NE Canning & Entire Keaney Lot Runoff Area=6.060 sf Runoff Depth=3.82"

Flow Length=150' Tc=7.6 min CN=84 Runoff=0.58 cfs 0.044 af

Subcatchment 3: Remaining Canning & Harrisbury Lots to Bunoff Area=12.710 sf Runoff Depth=4.35"

Flow Length=255' Tc=1.7 min CN=89 Runoff=1.56 cfs 0.106 af

Reach 102: PL within Roadway to CB Peak Depth=0.08' Max Vel=3.2 fps Inflow=0.58 cfs 0.044 af

n=0.013 L=100.0' S=0.0286 % Capacity=15.69 cfs Outflow=0.56 cfs 0.044 af

Pond 203: CB at End of Hersey Street Peak Elev=23.72' Storage=47 cf Inflow=1.94 cfs 0.150 af

8.0" x 250.0' Culvert Outflow=1.85 cfs 0.150 af

Total Runoff Area = 0.431 ac Runoff Volume = 0.150 af Average Runoff Depth = 4.18"

04414, Developed Con, ssw, 11-08-04
 Type III 24-hr 25 YR EVENT Rainfall=5.60"
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 HydroCAD@ 7.00 s/n 000465 @ 1986-2003 Applied Microcomputer Systems
 Page 2
 11/10/2004

Subcatchment 2A: NE Canning & Entire Keaney Lot

Runoff = 0.58 cfs @ 12.11 hrs, Volume= 0.044 af, Depth= 3.82"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 0.50-24.00 hrs, dt= 0.05 hrs
 Type III 24-hr 25 YR EVENT Rainfall=5.60"

Area (sf)	CN	Description	Tc Length (min)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
740	98	Building	740	98	98	98	Building
1,190	98	Driveway	115	98	98	98	Driveway
115	98	Sidewalk	4,015	77	84	84	Weighted Average
6,060	84	Weighted Average	6,060	84	84	84	Weighted Average
7.2	55	0.0363	0.1	0.1	0.1	0.1	Sheet Flow,
0.4	95	0.0315	3.6	3.6	3.6	3.6	Grass: Dense n= 0.240 P2= 3.00"
0.4	95	0.0315	3.6	3.6	3.6	3.6	Shallow Concentrated Flow,
7.6	150	Total					Paved Kv= 20.3 fps

Subcatchment 3: Remaining Canning & Harrisbury Lots to CB

Runoff = 1.56 cfs @ 12.03 hrs, Volume= 0.106 af, Depth= 4.35"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 0.50-24.00 hrs, dt= 0.05 hrs
 Type III 24-hr 25 YR EVENT Rainfall=5.60"

Area (sf)	CN	Description	Tc Length (min)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
3,685	98	Roadway	1,910	98	98	98	Roadway
1,910	98	Buildings	400	98	98	98	Buildings
400	98	Sidewalk	1,375	98	98	98	Sidewalk
1,375	98	Driveway	5,340	77	89	89	Driveway
5,340	77	>75% Grass cover, Good, HSG C/D	12,710	89	89	89	>75% Grass cover, Good, HSG C/D
12,710	89	Weighted Average	12,710	89	89	89	Weighted Average
0.3	20	0.0200	1.0	1.0	1.0	1.0	Sheet Flow,
0.3	20	0.0200	1.0	1.0	1.0	1.0	Smooth surfaces n= 0.011 P2= 3.00"
1.4	235	0.0191	2.8	2.8	2.8	2.8	Shallow Concentrated Flow,
1.7	255	Total					Paved Kv= 20.3 fps

04414, Developed Con, ssw, 11-08-04 Type III 24-hr 25 YR EVENT Rainfall=5.60"
 Prepared by Pinkham & Greer Consulting Engineers, Inc.
 HydrCAD@7.00 s/n 000465 @ 1986-2003 Applied Microcomputer Systems 11/10/2004
 Page 3

Reach 102: PL within Roadway to CB

Inflow Area = 0.139 ac, Inflow Depth = 3.82" for 25 YR EVENT event
 Inflow = 0.58 cfs @ 12.11 hrs, Volume = 0.044 af
 Outflow = 0.56 cfs @ 12.12 hrs, Volume = 0.044 af, Atten= 3%, Lag= 0.8 min
 Routing by Stor-Ind+Trans method, Time Span= 0.50-24.00 hrs, dt= 0.05 hrs
 Max. Velocity= 3.2 fps, Min. Travel Time= 0.5 min
 Avg. Velocity = 0.9 fps, Avg. Travel Time= 1.8 min
 Peak Depth= 0.08' @ 12.11 hrs
 Capacity at bank full= 15.69 cfs
 Inlet Invert= 26.50', Outlet Invert= 23.64'
 2.00' x 0.50' deep channel, n= 0.013 Length= 100.0' Slope= 0.0286 %
 Side Slope Z-value= 0.0 6.0 %


Pond 203: CB at End of Hersey Street

Inflow Area = 0.431 ac, Inflow Depth = 4.18" for 25 YR EVENT event
 Inflow = 1.94 cfs @ 12.04 hrs, Volume = 0.150 af
 Outflow = 1.85 cfs @ 12.06 hrs, Volume = 0.150 af, Atten= 5%, Lag= 0.9 min
 Primary = 1.85 cfs @ 12.06 hrs, Volume = 0.150 af
 Routing by Stor-Ind method, Time Span= 0.50-24.00 hrs, dt= 0.05 hrs / 2
 Peak Elev= 23.72' @ 12.06 hrs Surf.Area= 25 sf Storage= 47 cf
 Plug-Flow detention time= 0.5 min calculated for 0.150 af (100% of inflow)
 Center-of-Mass det. time= 0.3 min (793.2 - 792.9)

#	Invert	Avail. Storage	Storage Description
1	19.35'	61 cf	Custom Stage Data (Prismatic) listed below
Elevation (feet)	Surf. Area (sq-ft)	Inc. Store (cubic-feet)	Cum. Store (cubic-feet)
19.35	13	0	0
21.00	13	21	21
23.64	3	21	43
24.00	100	19	61
#	Routing	Invert	Outlet Devices
1	Primary	19.35'	8.0" x 250.0' long Culvert Ke= 0.500
Outlet Invert= 16.50', S= 0.0114 % n= 0.013 Cc= 0.900			

Primary Outflow Max= 1.83 cfs @ 12.06 hrs HW= 23.59' (Free Discharge)
 1=Culvert (Barrel Controls 1.83 cfs @ 5.3 fps)

pg inc: 3



Maria G. Canning

Attached is a copy of the plans for the fence that we will be running along our property releasing Mr. and Mrs. Kearney of 115 Codman of their obligation to install a fence along their new driveway. Unfortunately, Maine Line Fence will only install the new fence in April because of the weather. Thank you. Please call me with any questions.

Ethan,

RE: Fence on Hersey St. along the Kearney driveway

Dec. 13, 2004

TO: Ethan Boxer-Macomber
 FAX: 756-8258

\$ _____ With per month (10% per year) late charge will be added on accounts over 30 days.

Amount enclosed:

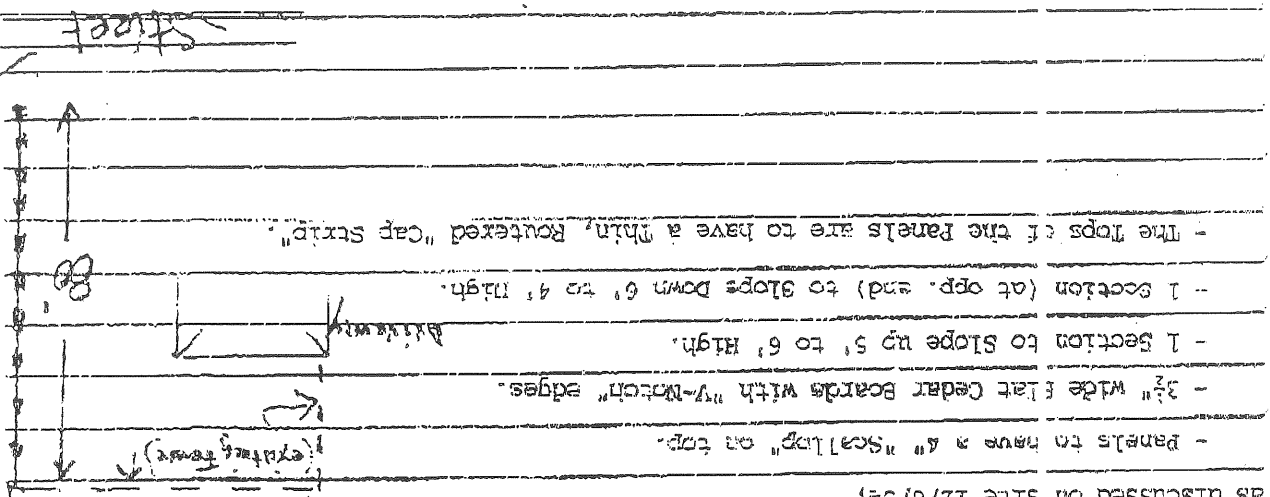
By: Glen Clark
MAIN LINE FENCE CO.
Glen York

Accepted: Mrs. G. S.

TERMS: - Deposit with order, balance on completion
MAIN LINE FENCE CO. assumes no responsibility for any damage to underground pipes, power lines, etc. in the process of installing posts. If the Company is not notified of existence and locations of same in writing.
We are fully insured for Workers Compensation, Public Liability, and Property Damage. Certificates of our coverage will be forwarded upon request.
Please sign and return yellow copy of this contract. If this proposal is not accepted within thirty days. It may be necessary to renegotiate same.

* Total Lump Sum Price \$ 2986.00

* For Spraying installation



WE PROPOSE to: Furnish labor and materials necessary to install 80 lineal feet of 6" #1 Cedar solid "Board & Cap" Fence with 5"x5" Cedar Posts, with "Federal" style Post Caps, as discussed on site 12/6/04;

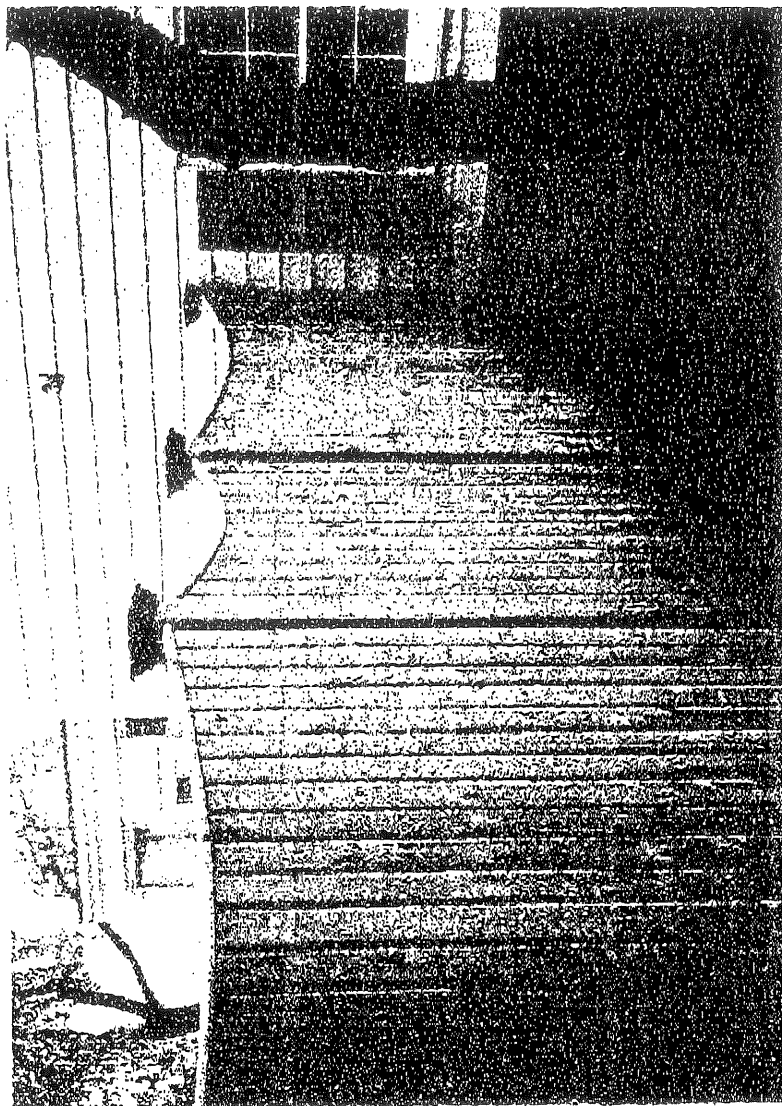
Portland, Maine 04103
126 Hersey Street
Maria Canning
Date: 12/7/04
PO Box 27A, Cumberland, Maine 04021
(207) 829-5549
(800) 244-5549

Main Line Fence Co., Inc.

Fax: 261-2299

Main Line Fence

MAIN LINE FENCE CO.
272 Middle Road
P.O. Box 27A
Sumbasland, Maine 04027



November 10, 2004
File: 04414

Ethan Boxer Macomber, Planner
City of Portland Planning Division
389 Congress Street
Portland, Maine 04101

RE: Hersey Street Driveway Project
Application #2004-0194, CBL #128J018001

Dear Ethan,

Pinkham & Greer Consulting Engineers have been retained to develop plans in reference the above noted project and as per the comments of your letter dated October 4th. Outlined below are our responses to the comments.

The stormwater runoff for the lot area to be improved and related drainage area have been reviewed and redesigned to collect all runoff from the improvement within the driveway and flows it to Hersey Street and into the existing combined sewer/stormwater system. This eliminates drainage onto the Harrisburg lot that occurs presently and the increase is insignificant. (See attached Stormwater Management Report)

The driveway entrance has been adjusted northerly to provide additional separation between the existing row of pine trees and area to be disturbed. The dimensions have been added to the plan indicating the 5' separation between abutting property and the pavement, the 26± separation between the proposed D/W and the Harrisburg D/W, and the city's details on installing curbing/tip downs, brick sidewalk and driveway cross section.

All areas disturbed during the construction will drain internally into the proposed D/W the erosion controls proposed will be directly at the driveway/street line and shall conform the MEDEF "Best Management Practices". The seeding and erosion control requirement are noted on the detail sheet.

Construction details for the driveway, loam/seed areas, modular block wall and the City of Portland Construction Details have been added. All proposed

improvements will occur on the Keaney lot and not changes to the abutting property's landscaping will occur.

The Keaney's propose to install a 6' wooden stockade fence 1' off the property line between the Canning lot and driveway/parking area. The row of pine trees along the Harrisburg lot will stay and therefore no additional screening will be added. The proposed walkway lighting will be mounted on 4' bollards facing down and will not have any visual effect on the neighbors.

We feel the revised plans address the comment brought forth and hope they are acceptable to you and the abutters. Please contact me if you have any question regarding the new submittal.

Sincerely,

PINKHAM & GREER



Steve Walker

In its present condition, the surface runoff from the up gradient abutting property and the proposed lot area drains in sheet and concentrated flows in two general directions. The drainage from the NE section of the Canning lot and N section of

Alteration of Natural Drainage Ways and Land Cover:

The majority of the lot area and abutting property is evenly sloping (0-5%) in the southeasterly direction toward the abutting property and Hersey Street. Presently, the lot area is vacant with grass and brush growth. Soils are mostly mixture of fill material and existing ground consisting of a mixture of silt and clay material. A Hydrologic Group "C-D" soil designation was used in performing the drainage analysis.

Topography and Soils:

The runoff from this lot and abutting area flows into Hersey Street and is captured in the existing City of Portland's combined stormwater/sewer system in Hersey Street.

Surface Water:

The area of the lot being improved abuts Hersey Street and two other developed single family residential lots and accessed off Hersey Street.

The proposed project is the construction of driveway and parking area for 2 vehicles for an existing single family residential dwelling unit. The property is located at 115 Codman Street and the proposed driveway is located of the northerly side of Hersey Street. It consists of 1,190 sq.ft. of new pavement for driveway and parking on a 40,750 square foot residential lot.

Project Description:

**STORMWATER MANAGEMENT
HERSEY STREET DRIVEWAY
PORTLAND, MAINE
NOVEMBER 9, 2004**

CONSULTING ENGINEERS, INC.

PINKHAM & GREER

170 U.S. Route One
Falmouth, Maine 04105
Tel: 207.781.5242
Fax: 207.781.4245

PEAK RATE OF RUNOFF (CFS)						
POINT OF ANALYSIS	EXISTING CONDITION			DEVELOPED CONDITIONS		
	2-YR	10-YR	25-YR	2-YR	10-YR	25-YR
8" City's Combined System in Hersey Street	0.79	1.47	1.80	0.85	1.56	1.94

We have reviewed the peak runoff analysis of the storm drain line entering the city's 24" combined system on Hersey Street during the 2, 10, and 25-year storms. The drainage analysis results are outlined below.

Results:

This analysis utilizes the SCS TR-20 method to model and predict stormwater flows. This method uses cover types, ground slope and hydrologic soil conditions to establish stormwater models and predict runoff conditions. HydroCAD version 7.0 as developed by Applied Microcomputer Systems of Chocura, NH was used to develop the technical report. Peak flows for the 2-year (3.0"), 10-year (4.7"), and 25-year (5.5") rain event in a 24-hour period were analyzed for post developed conditions. Summary copies of this analysis are attached.

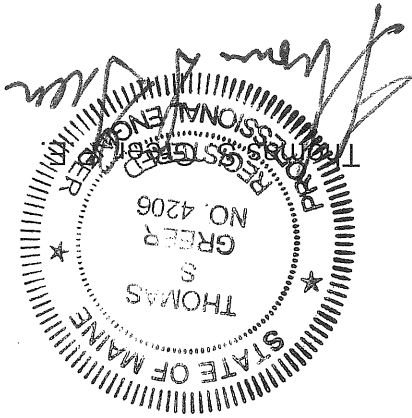
Methodology:

The proposed stormwater management plan will capture all drainage off the Canning lot and driveway/parking area within the driveway and drain it to the Hersey Street gutter line. This drainage along with the runoff off the Harrisburg lot combines and flows southeasterly to the catch basin at the end of Hersey St. and into the City's 8" combined stormwater/sewer system in Hersey Street. The on-site and downstream drainage systems have capacity for proposed runoff during a 24-hour storm event, however during large events some ponding may occur for a short durations at the CB on Hersey Street.

The Keaney lot flows southeasterly onto the Harrisburg lot and driveway to Hersey Street. The drainage from the SE section of the Canning lot and the S section of the Keaney lot flows southerly along the Keaney lot to Hersey Street. Both of these drainages combine and flow southeasterly along the Hersey Street gutter line to the catch basin at the end of Hersey St. and into the City's 8" combined stormwater/sewer system in Hersey Street. All existing on site and downstream drainage systems have capacity for runoff during a 24-hour storm event, however during large events some ponding may occur for short durations at the CB on Hersey Street.

Conclusion:

With the stormwater management system as proposed, the drainage off site to the CB at the end of Hersey Street has a slight increase of 0.06-0.14 cfs for the storms modeled. The present storm runoff is handled by the existing combined sewer/stormwater system and should handle the revised peak runoff from the improved site and related drainage. Therefore, the drainage from the project will have no adverse effect on adjacent properties, existing structures and should not overburden downstream drainage.



The proposed 6' wooden stockade fence is now to be installed along the property line between the Canning lot and driveway/parking area. A note has been added regarding selectively prune limbs if needed to the row of pine trees along the Harrisburg lot at the edge of the new pavement.

A silt fence detail has been added to sheet C-2 and silt fence is shown at the street line of the proposed D/W to control any sedimentation from leaving the site. The proposed driveway finish grades has been revised and cross sloped to drain surface water from the west to the east side and out to Hersey Street and to be 6"± below existing grades on the easterly side to contain all runoff. Also, a 6'x18' section on the northerly end of the new pavement is noted as a snow storage to allow the snow melt to stay within the driveway area. The new notes are on sheet C-1 and new typical driveway section details this on sheet C-2.

Attached are plan sheets C-1 and C-2 that Pinkham & Greer Consulting Engineers has added information and made revisions as requested in reference the above noted project. An electronic copy of the revised set was sent to Jim Seymour at Sebago-Technics Thursday afternoon. Outlined below are our revisions to the plans.

Dear Ethan,

RE: Hersey Street Driveway Project
Application #2004-0194, CBL #128J018001

Ethan Boxer Macomber, Planner
City of Portland Planning Division
389 Congress Street
Portland, Maine 04101

November 12, 2004
File: 04414

CONSULTING ENGINEERS, INC.

PINKHAM & GREER

170 U.S. Route One
Falmouth, Maine 04105
Tel: 207.781.5242
Fax: 207.781.4245

We hope the revised plans address the request brought forth and are acceptable for you're for approval. Please contact me if you have any question regarding the changes.

Sincerely,

PINKHAM & GREER

A handwritten signature in black ink, appearing to read "Steve Walker". The signature is written in a cursive style with a long, sweeping underline.

Steve Walker