

**Site Review Pre-Application
Multi-Family/Attached Single Family Dwellings/Two-Family Dwelling
or Commercial Structures and Additions Thereto**

In the interest of processing your application in the quickest possible manner, please complete the information below for Site Plan Review

NOTEIf you or the property owner owes 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.**

Portland Trails

6/23/00

Applicant: One India Street

Application Date: Upper Stroudwater Trail

Applicant's Mailing Address: Portland, Maine

Project Name/Description: near Blueberry Road

Consultant/Agent: Woodward + Curran

Address Of Proposed Site: Portland, ME

Applicant Agent Daytime telephone and FAX: 775-2411
772-7673

Assessor's Reference, Chart#, Block, Lot#: # 238/A/6
245/A/15
245/A/13

Proposed Development (Check all that apply) New Building Building Addition Change of Use Residential Office Retail
 Manufacturing Warehouse/Distribution Other(Specify) Wilderness trail

N/A
Proposed Building Square Footage and/or # of Units

N/A
Acreage of Site

moderate industrial
Zoning

You must include the following with your application:

- 1) A Copy of Your Deed or Purchase and Sale Agreement
- 2) 7 sets of Site Plan packages containing the information found in the attached sample plans and checklist. 2 extra Site Plans

(Section 14-522 of the Zoning Ordinance outlines the process, copies are available for review at the counter, photocopies are \$ 0.25 per page)

I hereby certify that I am the Owner of record of the named property, or that the proposed work is authorized by the owner of record 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 an approval for the proposed project or use 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 approval at any reasonable hour to enforce the provisions of the codes applicable to this approval.

Signature of applicant: <u>[Signature]</u>	Date: <u>6/23/00</u>
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Site Review Fee: Major \$500.00 Minor 400.00

This application is for site review ONLY, a Building Permit application and associated fees will be required prior to construction.

June 22, 2000

Mr. Richard Knowland
Senior Planner
City of Portland Planning Department
Portland City Hall
389 Congress Street
Portland, Maine 04101

Re: Proposed Upper Stroudwater Trail Site Plan Review

Dear Rick:

Portland Trails is pleased to submit this filing for City review of the proposed Upper Stroudwater Trail. Our discussions with the DEP indicate that this project will be subject to Tier I review. Concurrent with that review process, we are submitting the attached information for review by the City of Portland.

Portland Trails hopes to begin work on the Upper Stroudwater Trail beginning July 8th, pending appropriate approvals from the DEP and the City of Portland. The proposed Upper Stroudwater Trail will run from the Turnpike right-of-way to the Westbrook-Portland city boundary along the Stroudwater River Corridor. The trail alignment of the trail corridor and design of all trail structures have been developed to be consistent with the features of the Lower Stroudwater Trail which was permitted by the DEP and City in 1997.

Portland Trails believes that the Upper Stroudwater Trail will be an asset to the quality of life within Portland for the following reasons:

- **Permitted Use.** The proposed trail project is located entirely within the boundaries of the City of Portland. The trail is designed and developed expressly for educational and non-motorized recreational purposes. The proposed trail lies within the Resource Protection Zone, and is a permitted use under Article III, Division 19, Section 14-321.2a: bikeways, pedestrian trails, and walkways, under Chapter 14, Land Use, of the Code of Ordinances, City of Portland, Maine. No structures are proposed aside from the bridges, boardwalks, walkways, culverts, benches, and educational postings proposed along the trail. Standards of the shoreland zone and floodplain management area, Division 26 and 26.5 will be adhered to.
- **No Reduction in Flood Carrying Capacity.** All of the bridges and boardwalks are located within the 100-year flood plain and are designed so as to not increase, restrict or impede the flow of the Stroudwater River during flooding. Minimal fill will be used to construct the trail. The fill is not anticipated to have any material effect on runoff or river flows. The bridges and boardwalks will be elevated above wetland areas so as to not disturb vegetation. Wooden planking used on boardwalks and bridges will be tethered to posts with 10' of ¼" braided steel cable to anchor each section in a flood event. This will

allow sections of the bridges and boardwalks to float at times of flooding, yet remain tethered to the posts.

- **Educational Purpose.** The proposed trail will serve an important educational purpose. It is designed to explore the diversity of the riparian zone, leading across wetlands, uplands, woodlands, and in several areas along the edge of the Stroudwater River itself. The existence of the Regional Waste Systems (RWS) incinerator and recycling facility provides a unique educational opportunity for trail users. Coordinating with RWS, Portland Trails has explored the possibility of educational signage, joint trail walks, and tours of the RWS facility allowing for a unique educational perspective on the tension between our disposable, consumer culture and the finite ecological resources that exist within Maine's largest urban center.

The location of the proposed trail, adjacent to the Stroudwater River in several sections, is integral to the trail's educational purpose. The proposed trail corridor allows for observation of a beaver lodge (on the opposite river bank), oxbows created by the changing river channel, avian life along the river corridor, as well as the workings of a river corridor / watershed throughout the seasons (with the exception of the Inland Fisheries and Wildlife parcel as noted below). The trail corridor has been located and will be constructed to minimize the impact on wetlands and the river corridor within the flood plain while maximizing the trail's value as an educational resource.

Pursuant to Chapter 310 (5)(C)(6)(d), Portland Trails is seeking an exception with the DEP from performing a functional assessment or compensation for the proposed trail on the basis of its being a walkway for public educational purposes. Our conversations with the DEP indicate that this project is undergoing a standard Tier I review.

- **Minimal Impact on Wildlife.** The proposed trail project has been designed and will be developed expressly for educational and non-motorized recreational purposes. The trail corridor will be 4' wide. Given the scope of the trail project, its intended uses, and the anticipated level of use, no significant impact on surrounding wildlife is anticipated.

Portland Trails has worked with the Department of Inland Fisheries and Wildlife to develop a use plan for the trail which adheres to Inland Fisheries and Wildlife's guidelines for the conservation and recreational easement it holds on the Hutchins Property. Specifically, Inland Fisheries and Wildlife recommended a trail alignment near the Stroudwater River. Accordingly, the proposed location of the trail corridor best meets the needs of Inland Fisheries and Wildlife and has been approved by them. Further, Portland Trails has agreed to limit trail access on the Inland Fisheries and Wildlife portion of the trail to the non-winter months in accordance with the wishes of Inland Fisheries and Wildlife.

- **Minimal Disturbance of Wetlands.** No wetlands, surface or groundwater bodies or other significant natural resources will be impacted as a result of the trail project, other than the less than 1,240 square foot area of wetlands impacted by bridge and boardwalk posts, wooden walkways and culverted drainages. It is critical to note that the bridge and

boardwalk structures will be elevated above wetland areas so as to not disturb vegetation. Sufficient elevation (18 inches and 24 inches, depending upon vegetation) will be maintained to minimize shading and allow for ground vegetation. The only disturbance associated with these structures will be the ground supports elevating the decking. Attachment A provides a detailed description of the cumulative mitigating effect of the boardwalks and bridges over the course of the trail corridor.

Project Description

Trail Corridor. The proposed trail corridor runs along easements and licenses held by Portland Trails on Sturbridge Yankee Workshop, City of Portland, and Regional Waste Systems parcels of land as well as a Department of Inland Fisheries and Wildlife conservation and recreation easement. A detailed description of the proposed trail, as it heads upriver from the Turnpike to the Portland – Westbrook city line is provided below.

Turnpike Right-of-Way

The trail corridor passes underneath the Turnpike adjacent to the abutments of the bridges (one northbound and one southbound) that span the Stroudwater River. This alignment follows along the top of the bluff overlooking the Stroudwater River, leaving existing erosion control and drainage features undisturbed. The trail corridor is entirely above the flood plain and does not impact any wetlands on this parcel of land.

Wetlands
None

Structures
None

Sturbridge Yankee Workshop

The trail corridor follows along the top of the bluff overlooking the Stroudwater River. Existing erosion control and drainage features will not be disturbed by the proposed trail alignment. The trail corridor is entirely above the flood plain and does not impact any wetlands on this parcel of land.

Wetlands
None

Structures
Stairs – outside of the floodplain.

City of Portland

As the trail enters the City of Portland parcel, the trail corridor descends a gently sloping bank toward the Stroudwater River. The trail runs alongside an existing storage shed and along a paved/gravel parking area, past an existing Portland Water District Pump House. The descent down the bluff places the proposed trail within the 100-year flood plain for the first time. However, given the previous development on this parcel, Portland Trails believes that the proposed trail will have no impact as it passes along the existing paved/gravel parking area, adjacent to the City of Portland and Portland Water District structures, until it reaches the brook and wetlands at the upstream edge of this parcel.

The brook and neighboring lowlands at the upstream edge of the parcel denote the first wetland to be crossed by the proposed trail. The brook and associated wetlands will be spanned with a combination boardwalk/bridge to minimize the impact on wetlands and allow unimpeded flow of the brook and, during flooding, the Stroudwater River. The impact of this brook/wetlands crossing is mitigated by the design of a 75-foot long bridge/boardwalk structure. The structure will be sufficiently elevated to allow wetlands vegetation to remain intact. As described above, the bridge and boardwalk will be designed and constructed so as to not impede, restrict or increase river flow during flooding.

<u>Wetlands</u>	<u>Structures</u>
One 75' crossing	One 75' bridge/boardwalk

Regional Waste Systems

The brook spanned by the bridge/boardwalk structure described above signifies the boundary between the City of Portland and Regional Waste Systems (RWS) parcels. At the end of the 75-foot trail structure, the trail passes onto a bank above the river channel. At this point, the trail corridor emerges from the flood plain to pass immediately adjacent to the RWS facility, heading upstream. Several wetlands, created by drainage from the RWS structure and parking lot, are crossed by the trail using a combination of boardwalks and culverts with fill.

At the upstream edge of the RWS parcel the trail turns toward the river channel, entering the flood plain once again. A final wetland on the RWS parcel is spanned with a boardwalk structure before the trail enters the Inland Fisheries and Wildlife easement. The trail alignment through the RWS parcel was chosen to minimize the amount of trail corridor constructed in wetlands and the floodplain, given the constraints posed by the existing RWS facility. The design of the proposed trail structures further mitigates the impact of the trail corridor along the length of this parcel.

<u>Wetlands</u>	<u>Structures</u>
One 5' crossing	Culvert and gravel
One 65' crossing	20' boardwalk w/ 45' culvert and gravel
One 45' crossing	10' boardwalk w/ 35' culvert and gravel
One 25' crossing	One 25' boardwalk

Inland Fisheries and Wildlife

Once the trail corridor enters the Inland Fisheries and Wildlife easement, it heads gradually inland, away from the river channel. This alignment was selected to minimize the number of wetland crossings required. However, the proposed trail does then move toward the river, crossing several wetlands.. Portland Trails believes this alignment is necessary to balance three imperatives: (i) minimizing the impact on wetlands and the river corridor within the flood plain; (ii) adhering to Inland Fisheries

and Wildlife's preferred trail alignment, and (iii) developing a trail with the greatest value to educators and students alike.

Mitigating the impact on wetlands and the river corridor is achieved via the design of the proposed trail and accompanying trail structures. As previously noted, bridges and boardwalks will be elevated above wetland areas with wooden planking tethered to the support posts to anchor the "float away" decking in a flood event. This will allow sections of the bridges and boardwalks to float above the 100-year flood elevation and remain tethered to the posts so as to not increase, restrict or impede the flow of the river during flooding. An added benefit is the reduced square footage of wetland affected by a boardwalk crossing. A limited amount of gravel fill will be used along the proposed trail corridor to stabilize trail surfaces and cover culverts. This fill is not anticipated to have any material effect of runoff or river flows due to the small volume of fill to be used and its low profile on the ground surface.

As the summary below indicates, the wetlands within the Inland Fisheries and Wildlife easement are spanned using a variety of mechanisms, including 95 linear feet of "bog bridge" (wooden structures placed on the ground surface to stabilize soils), 1300 linear feet of culvert with gravel fill, and 50 linear feet of boardwalk/bridge elevated 18 inches to three feet off the ground.

Within the Inland Fisheries and Wildlife easement, the trail climbs out of the floodplain after crossing a brook and gains elevation to the pipeline right-of-way. The remaining portion of the trail corridor from the pipeline to the Westbrook line is entirely above the flood plain. Also of note is the fact that from the pipeline right-of-way to the Westbrook line, the proposed trail follows an existing trail that has been used for walking, mountain biking and cross-country skiing.

<u>Wetlands</u>	<u>Structures</u>
One 45' crossing	One 45' bog bridge
One 80' crossing	One 30' boardwalk w/ 50' bog bridge
One 10' crossing	Culvert and gravel
One 110' crossing	One 110' culvert(s) and gravel
One 20' crossing	One 20' bridge
One 10' crossing	Culvert and gravel

Construction Techniques. While the Lower Stroudwater Trail required machinery during construction, all trail materials on the Upper Stroudwater Trail will be hand placed, using established low-impact trail building techniques and appropriate erosion controls, including silt fences where appropriate. This low impact trail design is feasible because we expect much of the proposed trail to be less utilized than the Lower Stroudwater Trail due to its location and distance from existing and proposed trails in the Portland Trails trail network.

Portland Trails will be responsible for all phases of development and maintenance of the trail. A nascent stewardship program is in place, bringing together residents of the areas along the Stroudwater River, abutting landowners, and the resources and membership of Portland Trails. This stewardship effort holds great promise for conserving the Stroudwater River corridor as an ecological, educational, and recreational resource.

The proposed trail corridor will be cleared to a 5 foot width (in contrast to the Lower Stroudwater Trail which is cleared to an 8 –10 foot width) while the trail itself will be 4 feet wide. From the Turnpike right-of-way to the edge of the City of Portland parcel, a trail 4 feet wide will be graveled. As previously noted, this section of trail does not cross any wetlands. Heading upstream, along the RWS and Inland Fisheries and Wildlife land, the 4 foot-wide trail will be lightly covered with organic mulch that does not compact the roots of nearby trees. In select locations, the wood chip trail cover will be augmented by gravel and geotextile to provide a more resilient trail surface within the trail corridor. Along the entire trail corridor, the trail will be cleared and constructed with hand tools.

Trail Structure Design. The proposed trail structures will be similar in design and materials to those employed on the Lower Stroudwater Trail. Two proposed bridges (one spanning the brook between the City of Portland and RWS parcels and one spanning a brook on the Inland Fisheries and Wildlife easement just downstream of the pipeline) will be elevated 3' to 6' above drainage flows to accommodate a minimum of a 25-year storm event. These structures will have railings that comply with the City of Portland Building Code. Wooden boardwalks will be elevated 18" above wetlands.

Wooden decking will be laid across joists and the joists will be supported by 2.5" diameter steel pipe or 4" x 4" wooden posts. The structure will rely on posts or sleepers set below frost depth. Another four boardwalks will be constructed in sections, and will be designed in the same manner as the bridges with the exception of closely spaced 2.5" diameter galvanized steel posts that will be set into the ground.

The bridges and boardwalks will be elevated above wetland areas and the wooden planking will be tethered to the posts with 10' of ¼" braided steel cable to anchor the section in a flood event. This will allow sections of the bridges and boardwalks to float above the 100-year flood elevation and remain tethered to the posts, where waters up to 6' deep may cover portions of the trail. All of the bridges and boardwalks are located within the 100-year flood plain and are designed so as to not increase, restrict or impede the flow of the river during flooding.

A limited amount of gravel/mulch fill will be used along the proposed trail corridor to stabilize trail surfaces and cover culverts. This fill is not anticipated to have any material effect of runoff or river flows. A total of five wetlands areas will be crossed in full or part by culverts and gravel. The remaining crossings will feature wooden structures along the ground designed to allow drainage and minimize the impact of foot and bike traffic on trail surfaces.

As a result of these design features, the total disturbance to wetland areas will be less than 1,240 square feet. The wetlands disturbance will consist of elevated post supports of

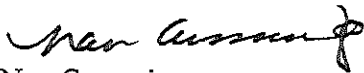
bridges and boardwalks, wooden structures on the ground, and culverts with fill, similar to the Lower Stroudwater Trail. No wetlands, surface or groundwater bodies or other significant natural resources will be impacted as a result of the trail project, other than less than 1,240 square feet impacted by bridge and boardwalk posts, wooden walkways and culverted drainages. Care will be taken to construct the trail on stable ground, and no public utility services will be required for the construction, maintenance, or use of the trail.

Project Workplan/Map. The attached workplan/map provides the following information: (i) the location of the Stroudwater River; (ii) the location of the proposed trail corridor; and (iii) easement and property owners' boundaries

Given the negligible impact on the flood carrying capacity of the Stroudwater River from the proposed trail and trail structures, the minimal wetlands disturbance (<1,240 square feet), and the consistent design features between the Upper and Lower Stroudwater Trails, the applicant believes that the proposed project has been conceived in compliance with existing site review and resource protection ordinances of the City of Portland. Accordingly, we hope to begin preliminary work along the trail corridor on July 8th.

All of us associated with the Upper Stroudwater River Trail at Portland Trails look forward to working with you to build upon the success of the Lower Stroudwater Trail. If the City requires any additional information beyond that contained in this document, please feel free to contact me at 775-2411.

Sincerely yours,



Nan Cumming
Executive Director

J. GATES

(N 76° 59' 54" W)
168'

BUESBERRY Rd.

STROUD WATER
Brook

EASEMENT

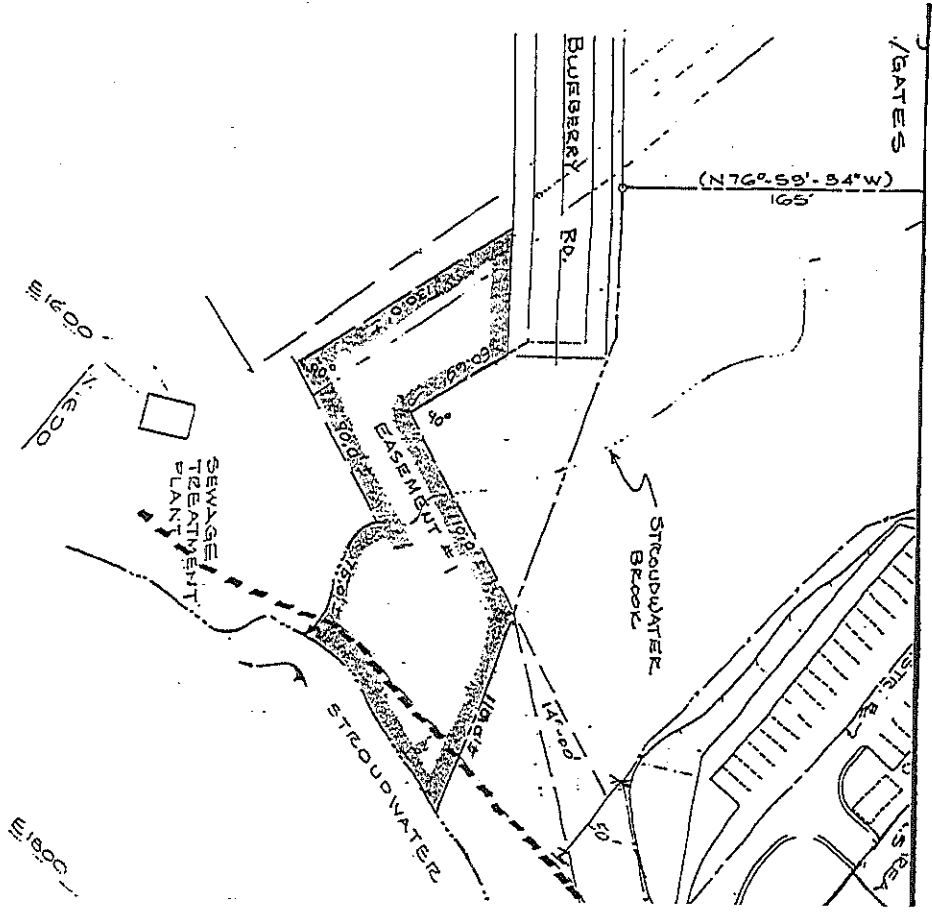
STROUD WATER

SEWAGE
TREATMENT
PLANT

E. 1600
E. 1500

E. 1600

PLAN
1"=50'



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

20000119

I. D. Number

Portland Trails

Applicant

One India street, Portland, ME 04101

Applicant's Mailing Address

Woodard & Curran

Consultant/Agent

775-2411 772-7673

Applicant or Agent Daytime Telephone, Fax

6/23/00

Application Date

Near Blueberry road

Project Name/Description

, Portland, ME

Address of Proposed Site

238-A-006,245-A-005 & 245-A013

Assessor's Reference: Chart-Block-Lot

Inspections

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

N/A

N/A

MI

Proposed Building square Feet or # of Units

Acreage of Site

Zoning

Check Review Required:

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

Fees Paid: Site Plan \$400.00 Subdivision _____ Engineer Review _____ Date: 6/23/00

DRC Approval Status:

Reviewer Steve Bushey

- Approved Approved w/Conditions
see attache Denied

Approval Date 7/8/00 Approval Expiration 7/8/01 Extension to _____ Additional Sheets Attached

Condition Compliance Steve Bushey _____
signature date

Performance Guarantee Required* Not Required

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

- | | | | |
|---|----------------|--|-----------------|
| <input type="checkbox"/> Performance Guarantee Accepted | _____ | _____ | _____ |
| | date | amount | expiration date |
| <input type="checkbox"/> Inspection Fee Paid | _____ | _____ | |
| | date | amount | |
| <input type="checkbox"/> Building Permit | _____ | | |
| | date | | |
| <input type="checkbox"/> Performance Guarantee Reduced | _____ | _____ | _____ |
| | date | remaining balance | signature |
| <input type="checkbox"/> Temporary Certificate Of Occupancy | _____ | <input type="checkbox"/> Conditions (See Attached) | |
| | date | | |
| <input type="checkbox"/> Final Inspection | _____ | | |
| | date | | |
| <input type="checkbox"/> Certificate Of Occupancy | _____ | _____ | |
| | date | signature | |
| <input type="checkbox"/> Performance Guarantee Released | _____ | | |
| | date | | |
| <input type="checkbox"/> Defect Guarantee Submitted | _____ | _____ | |
| | date | signature | |
| <input type="checkbox"/> Defect Guarantee Released | _____ | _____ | _____ |
| | submitted date | amount | expiration date |
| | date | signature | |

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

20000119
I. D. Number

Portland Trails
Applicant
One India street, Portland, ME 04101
Applicant's Mailing Address
Woodard & Curran
Consultant/Agent
775-2411 772-7673
Applicant or Agent Daytime Telephone, Fax

6/23/00
Application Date
Near Blueberry road
Project Name/Description

, Portland, ME
Address of Proposed Site
238-A-006,245-A-005 & 245-A013
Assessor's Reference: Chart-Block-Lot

DRC Conditions of Approval

The Development Review Coordinator (874-8300 ext.8722) must be notified five (5) working days prior to date required for final site inspection. 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.

The Development Review Coordinator reserves the right to require additional lot grading or other drainage improvements as necessary due to field conditions.

See attached memos re: erosion control and drainage. The applicant shall be responsible to install and maintain all necessary erosion control measures.

Planning Conditions of Approval

Inspections Conditions of Approval

Fire Conditions of Approval



CITY OF PORTLAND
Planning and Urban Development Department

MEMORANDUM

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

FROM: James Seymour, Acting Development Review Coordinator

DATE: April 5, 1995

SUBJECT: Disclaimer Statement of Existing Poorly Drained Areas

It is the responsibility of the lot owner/homebuilder to assess drainage and provide for appropriate stormwater management design and engineering in an area which has evidence of poor hydrologic soil conditions, and/or a history of poor drainage, ponding, or soils saturation due to topography, fluctuation of seasonal ground water tables creating surface flooding, or as a result from rainfall events or snow/ice melts. The City of Portland is not responsible for resolving the drainage of land areas which could be described in any one of the above conditions.

The City of Portland Development Review Coordinator reviews lot grading for all single family homes to assure that field elevations will conform to the grades which exist at the abutting property line or to the grades which have been previously approved at the abutting property lines. The construction standards require that final foundation elevations be provided on site plans which are a minimum of 2 1/2 feet higher than street grades established at the frontage of the lot and provide positive drainage away from the entire foundation perimeter, including garage, and all basement accesses (ie. bulkheads, doorways and windows). As long as these standards are strictly enforced, most water problems on single family lots will be avoided. However, in locations with clear evidence of hydric soils, the following note shall be placed on all approved site plans:

"The City of Portland Development Review Coordinator has reviewed and approved this plan. The lot is located in an areas that is subject to seasonal conditions of saturation by surface or groundwater. Approval of this plan does not constitute a guarantee that no water problems will be experienced by the homeowners in this vicinity. Homeowners are advised to exercise care and diligence to ensure that their home and yard is adequately constructed and graded for localized drainage conditions."

CITY OF PORTLAND, MAINE
PUBLIC NOTICE

To All Building Permit Applicants and/or Contractors:

Effective immediately all temporary erosion control measures as shown on submitted site plans or as made part of a conditional approval of a site plan shall be installed, maintained, and inspected for proper functioning. Erosion control measures include but are not limited to silt fencing hay bales, stone check dams, earthen berms, stone lined swales, riprap embankments, riprap inlet/outlets of any pipe channel or culvert, sodded or grass strips, hay mulch cover on exposed soils, jute matting or erosion control blanket/matting, geotextile grids or webbing, and any provision approved by the City Engineer or Development Review Coordinator to decrease erosion or sedimentation.

All temporary and permanent erosion control measures shall be in conformance with the Maine Erosion and Sediment Control Handbook for construction: Best Management Practices as published by Cumberland County SWCD and the Maine Department of Environmental Protection. Consistent failure to install, maintain, or construct in an acceptable manner will result in a stop work order on the building permit. All erosion control measures shall be established in proposed areas of disturbed soils resulting from construction activities prior to actual construction unless a specific deadline has been made a condition of approval or agreed to by a Public Works Engineer or the Development Review Coordinator.

Effective immediately any request for Certificate of Occupancy will be denied if the above measures have not been addressed or completed. Only under extreme conditions, due to weather, shall the omission of the erosion control standards be included on the conditions for a Certificate of Occupancy, otherwise the request for a Certificate will be refused.

The City of Portland Planning Department and Public Works Department consider Erosion and Sediment Control Planning to be an absolutely necessary initial construction activity that requires as much attention and enforcement as building construction. For the protection of sensitive waterbodies, undisturbed lands, neighboring properties, established vegetated areas, and municipal drainage systems please pay careful attention to erosion and sediment control measures and conform to the notes, details, and conditions of approval as noted on your approved site plan. These controls must be installed and maintained continuously throughout the construction period. The City may inspect the site at any time to ensure compliance, and violations could result in work stoppage orders as indicated above.

We appreciate your prompt compliance with these requirements.

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

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775-2411 772-7673

Applicant or Agent Daytime Telephone, Fax _____

6/23/00

Application Date _____

Near Blueberry road

Project Name/Description _____

, Portland, ME

Address of Proposed Site _____

238-A-006, 245-A-005 & 245-A013

Assessor's Reference: Chart-Block-Lot _____

Proposed Development (check all that apply):
 Office Retail Manufacturing Warehouse/Distribution Parking Lot New Building Building Addition Change Of Use Residential Other (specify) **Wilderness Trail**

N/A Proposed Building square Feet or # of Units **N/A** Acreage of Site **MI** Zoning

Check Review Required:

- Site Plan (major/minor)
- Subdivision # of lots _____
- PAD Review
- 14-403 Streets Review
- Flood Hazard
- Shoreland
- Historic Preservation
- DEP Local Certification
- Zoning Conditional Use (ZBA/PB)
- Zoning Variance
- Other _____

Fees Paid: Site Plan **\$400.00** Subdivision _____ Engineer Review _____ Date: **6/23/00**

Fire Approval Status:

Approved Approved w/Conditions see attached Denied

Approval Date **6/26/00** Approval Expiration _____ Extension to _____ Additional Elements Attached

Condition Compliance **Lt. Mc Dougall** **6/26/00** signature date

Performance Guarantee

Required Not Required

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

<input type="checkbox"/> Performance Guarantee Accepted	_____	_____	_____
	date	amount	expiration date
<input type="checkbox"/> Inspection Fee Paid	_____	_____	
	date	amount	
<input type="checkbox"/> Building Permit Issued	_____		
	date		
<input type="checkbox"/> Performance Guarantee Reduced	_____	_____	_____
	date	remaining balance	signature
<input type="checkbox"/> Temporary Certificate of Occupancy	_____	_____	_____
	date	Conditions (See Attached)	
<input type="checkbox"/> Final Inspection	_____	_____	_____
	date	signature	
<input type="checkbox"/> Certificate of Occupancy	_____	_____	_____
	date		
<input type="checkbox"/> Performance Guarantee Released	_____	_____	_____
	date	signature	
<input type="checkbox"/> Defect Guarantee Submitted	_____	_____	_____
	submitted date	amount	expiration date

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Near Blueberry road

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Proposed Development (check all that apply):
 Office Retail Manufacturing Warehouse/Distribution Parking Lot New Building Building Addition Change Of Use Residential Other (specify) **Wilderness Trail**

N/A Acreage of Site MI Zoning

Check Review Required:

- Site Plan (major/minor)
- Subdivision # of lots
- PAD Review
- 14-403 Streets Review
- Flood Hazard
- Shoreland
- Historic Preservation
- DEP Local Certification
- Zoning Conditional Use (ZBA/PB)
- Zoning Variance
- Other

Fees Paid: Site Plan \$400.00 Subdivision Engineer Review Date: 6/23/00

Inspections Approval Status:

Approved Approved w/Conditions see attached Denied Additional Sheets Attached
 Reviewer _____
 Approval Date _____ Approval Expiration _____ Extension to _____
 Condition Compliance signature _____ date _____

Performance Guarantee Required* Not Required

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

<input type="checkbox"/> Performance Guarantee Accepted	_____	_____	_____
	date	amount	expiration date
<input type="checkbox"/> Inspection Fee Paid	_____	_____	
	date	amount	
<input type="checkbox"/> Building Permit Issued	_____		
	date		
<input type="checkbox"/> Performance Guarantee Reduced	_____	_____	_____
	date	remaining balance	signature
<input type="checkbox"/> Temporary Certificate of Occupancy	_____	<input type="checkbox"/> Conditions (See Attached)	
	date		
<input type="checkbox"/> Final Inspection	_____	_____	
	date	signature	
<input type="checkbox"/> Certificate Of Occupancy	_____	_____	
	date	signature	
<input type="checkbox"/> Performance Guarantee Released	_____	_____	
	date	signature	
<input type="checkbox"/> Defect Guarantee Submitted	_____	_____	
	submitted date	amount	expiration date
<input type="checkbox"/> Defect Guarantee Released	_____	_____	
	date	signature	

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APPLICATION FOR EXEMPTION FROM SITE PLAN REVIEW

PORTLAND TRAILS
Applicant
1 INDIA STREET PORTLAND 04101
Applicant's Mailing Address

Consultant/Agent/Phone Number

6/23/00
Application Date
PORTLAND TRAILS
Project Name/Description
STANDWATER RIVER, NEAR
Address of Proposed Site BLUEBERRY ROAD
ID # 20000119

Description of Proposed Development:

PROPOSED TRAIL WEST OF MAIN TUNNIDGE ALONG STANDWATER
RIVER NEAR BLUEBERRY ROAD

Please Attach Sketch/Plan of Proposal/Development

Criteria for Exemptions:

See Section 14-523 (4)

- a) Within Existing Structures; No New Buildings, Demolitions or Additions
- b) Footprint Increase Less Than 500 Sq. Ft.
- c) No New Curb Cuts, Driveways, Parking Areas
- d) Curbs and Sidewalks in Sound Condition/ Comply with ADA
- e) No Additional Parking / No Traffic Increase
- f) No Stormwater Problems
- g) Sufficient Property Screening
- h) Adequate Utilities

Applicant's Assessment (Yes, No, N/A)	Planning Office Use Only
<u>Y G J</u>	<u>OK</u>
<u>Y G J</u>	<u>OK</u>
<u>N/A</u>	<u>OK</u>
<u>N/A</u>	<u>OK</u>
<u>NO PARKING</u>	<u>OK</u>
<u>NO PROBLEMS</u>	<u>OK WITH CONDITION</u>
<u>Y G J</u>	<u>OK</u>
<u>N/A</u>	<u>OK</u>

Planning Office Use Only:

Exemption Granted _____ Partial Exemption X Exemption Denied _____

1. EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IN ACCORDANCE WITH THE MAINE EROSION AND SEDIMENT CONTROL HANDBOOK FOR CONSTRUCTION: BEST MANAGEMENT PRACTICES.

Planner's Signature Richard Kuntz

Date 8-7-00