

317 B 5

375-375 Riverside Street, Portland, Maine

Big Moose Harley-Showroom Additio

Big Moose Harley-Davidson



HONDA • YAMAHA • KAWASAKI • SUZUKI • BOMBARDIER

January 2, 2002

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

Dear Mr. Gray,

Please find enclosed a draft of the irrevocable standby letter of credit that you requested. This pertains to the construction of a warehouse on the Big Moose Harley-Davidson property at 375 Riverside Street.

If this draft letter of credit satisfies your requirements please drop me a note in the stamped, self-addressed envelope enclosed. If not, please list changes that need to be made.

If you need to, please contact me at 929-6677.

Respectfully yours,

Calvin J. Reynolds  
President  
Reynolds Motorsports  
Big Moose Harley-Davidson  
Augusta Motorsports

CJR/bd

Enclosures



KEYBANK NATIONAL ASSOCIATION  
STANDBY LETTER OF CREDIT  
PROCESSING AND SERVICE CENTER  
MAIL CODE: DH-01-51-0435  
4910 TIEDEMAN ROAD  
CLEVELAND, OHIO 44144-2338  
TEL NO: 216-813-3698, -3701, -3713  
FAX NO: 216-813-3719

JANUARY 11, 2002

BENEFICIARY:  
CITY OF PORTLAND  
389 CONGRESS STREET  
PORTLAND, ME 04101

APPLICANT:  
H D ACQUISITION CO., INC.  
D/B/A BIG MOOSE HARLEY DAVIDSON  
375 RIVERSIDE STREET  
PORTLAND, ME 04103

ATTN: JOSEPH GRAY JR., DIRECTOR  
OF PLANNING URBAN DEVELOPMENT

IRREVOCABLE STANDBY LETTER OF CREDIT NUMBER: S303998

AMOUNT: USD 14,120.00  
(FOURTEEN THOUSAND ONE HUNDRED TWENTY AND 00/100 UNITED STATES  
DOLLARS )

DATE OF EXPIRY: OCTOBER 29, 2002  
PLACE OF EXPIRY: OUR COUNTERS

KEYBANK NATIONAL ASSOCIATION HEREBY ISSUES ITS IRREVOCABLE  
STANDBY LETTER OF CREDIT NO. S303998 FOR THE ACCOUNT OF H D  
ACQUISITION CO., INC. AS DEVELOPER, (HEREINAFTER REFERRED TO AS  
"DEVELOPER"), IN THE NAME OF THE CITY OF PORTLAND, IN THE  
AGGREGATE AMOUNT OF USD 14,120.00 (FOURTEEN THOUSAND ONE HUNDRED  
TWENTY AND 00/100 UNITED STATES DOLLARS ) THESE FUNDS REPRESENT  
THE ESTIMATED COST OF INSTALLING SITE IMPROVEMENTS AS DEPICTED  
ON THE SITE BLUEPRINTS, APPROVED ON 12/04/01 AND AS REQUIRED  
UNDER PORTLAND CODE OF ORDINANCES CHAPTER 14 #'S 499, 499.5, 525  
AND CHAPTER 25 #'S 46 THROUGH 65.

THIS IRREVOCABLE LETTER OF CREDIT IS INTENDED TO SATISFY THE  
DEVELOPER'S OBLIGATION, UNDER PORTLAND CODE OF ORDINANCES  
CHAPTER 14 #'S 501, 502 AND 525, TO POST A PERFORMANCE GUARANTEE  
FOR THE ABOVE REFERENCE DEVELOPMENT.

THE CITY, THROUGH ITS DIRECTOR OF PLANNING AND URBAN DEVELOPMENT  
AND IN HIS SOLE DISCRETION, MAY DRAW ON THIS LETTER OF CREDIT BY  
PRESENTATION OF SIGHT DRAFT AND THE ORIGINAL LETTER OF CREDIT  
AND ALL AMENDMENTS THERETO, AT KEYBANK NATIONAL ASSOCIATION  
OFFICES LOCATED AT 179 JOHN ROBERTS ROAD SOUTH, PORTLAND, ME  
04106, STATING THAT:

\*\*\* CONTINUED ON NEXT PAGE \*\*\*



1. THE DEVELOPER HAS FAILED TO SATISFACTORILY COMPLETE BY OCTOBER 29, 2002 THE WORK ON THE IMPROVEMENTS CONTAINED WITHIN THE SITE BLUEPRINTS APPROVAL, DATED 12/04/01; OR
2. THE DEVELOPER HAS FAILED TO DELIVER TO THE CITY A DEED CONTAINING THE METES AND BOUNDS DESCRIPTION OF ANY STREET, EASEMENTS OR OTHER IMPROVEMENTS REQUIRED TO BE DEEDED TO THE CITY; OR
3. THE DEVELOPER HAS FAILED TO POST THE TEN PERCENT (10%) DEFECT GUARANTEE REQUIRED BY PORTLAND CODE OF ORDINANCES CHAPTER 14 #501 AND 525; OR
4. THE DEVELOPER HAS FAILED TO NOTIFY THE CITY FOR INSPECTIONS.

IN THE EVENT OF KEYBANK NATIONAL ASSOCIATION DISHONOR OF THE CITY OF PORTLAND'S SIGHT DRAFT, KEYBANK NATIONAL ASSOCIATION SHALL INFORM THE CITY OF PORTLAND IN WRITING OF THE REASON OR REASONS THEREOF WITHIN THREE (3) WORKING DAYS OF THE DISHONOR.

AFTER THE UNDERGROUND WORK HAS BEEN COMPLETED AND INSPECTED TO THE SATISFACTION OF THE DEPARTMENT OF PUBLIC WORKS AND PLANNING, INCLUDING BUT NOT LIMITED TO SANITARY SEWERS, STORM DRAINS, CATCH BASINS, MANHOLES, ELECTRICAL CONDUITS, AND OTHER REQUIRED IMPROVEMENTS CONSTRUCTED CHIEFLY BELOW GRADE, THE CITY OF PORTLAND DIRECTOR OF PLANNING AND URBAN DEVELOPMENT OR ITS DIRECTOR OF FINANCE AS PROVIDED IN CHAPTER 14 #501 OF THE PORTLAND CODE OF ORDINANCES, MAY AUTHORIZE KEYBANK NATIONAL ASSOCIATION, BY WRITTEN CERTIFICATION, TO REDUCE THE AVAILABLE AMOUNT OF THE LETTER OF CREDIT BY A SPECIFIED AMOUNT.

IT IS A CONDITION OF THIS LETTER OF CREDIT THAT IT IS DEEMED TO BE AUTOMATICALLY EXTENDED WITHOUT AMENDMENT FOR PERIOD(S) OF ONE YEAR FROM THE CURRENT EXPIRATION DATE HEREOF, OR ANY FUTURE EXPIRATION DATE, UNLESS WITHIN SIXTY (60) DAYS PRIOR TO ANY EXPIRATION, KEYBANK NATIONAL ASSOCIATION NOTIFIES THE CITY BY CERTIFIED MAIL OR COURIER SERVICE (RESTRICTED DELIVERY TO DUANE KLINE, DIRECTOR OF FINANCE, CITY OF PORTLAND, 389 CONGRESS STREET PORTLAND, ME 04101) THAT KEYBANK NATIONAL ASSOCIATION ELECTS NOT TO CONSIDER THIS LETTER OF CREDIT RENEWED FOR ANY SUCH ADDITIONAL PERIOD.

IN THE EVENT OF SUCH NOTICE, THE CITY, IN ITS SOLE DISCRETION, MAY DRAW HEREUNDER BY PRESENTATION OF SIGHT DRAFT DRAWN ON THE BANK, ACCOMPANIED BY THE ORIGINAL LETTER OF CREDIT AND ALL AMENDMENTS THERETO, AND A STATEMENT PURPORTEDLY SIGNED BY THE DIRECTOR OF PLANNING AND URBAN DEVELOPMENT, AT KEYBANK NATIONAL ASSOCIATION'S OFFICE LOCATED AT 179 JOHN ROBERTS ROAD, SOUTH, PORTLAND, ME 04106 STATING THAT:

1. THIS DRAWING RESULTS FROM NOTIFICATION THAT KEYBANK NATIONAL ASSOCIATION HAS ELECTED NOT TO RENEW ITS LETTER OF CREDIT NO. 6303998.





THIS LETTER OF CREDIT WILL AUTOMATICALLY EXPIRE UPON THE EARLIER

1. KEYBANK NATIONAL ASSOCIATION'S RECEIPT OF ORIGINAL LETTER OF CREDIT AND AMENDMENTS, IF ANY, AND WRITTEN NOTIFICATION FROM THE CITY OF PORTLAND THAT SAID WORK CONTAINED WITHIN THE SITE BLUEPRINTS APPROVAL AND AS REQUIRED BY PORTLAND CODE OF ORDINANCES CHAPTER 14 #'S 499, 499.5, 525 AND CHAPTER 25 #'S 46 THROUGH 65 HAS BEEN COMPLETED IN ACCORDANCE WITH THE CITY OF PORTLAND'S SPECIFICATIONS AND KEYBANK NATIONAL ASSOCIATION'S LETTER OF CREDIT NO. S303998 MAY BE CANCELLED;  
OR
2. THE EXPIRATION DATE OF OCTOBER 29, 2002 OR ANY AUTOMATICALLY EXTENDED DATE AS SPECIFIED HEREIN.

KEYBANK NATIONAL ASSOCIATION

*V. Manning*  
AUTHORIZED SIGNATURE

*M. Summers*  
AUTHORIZED SIGNATURE

*Penny Hittell*  
*Assoc Corp Counsel*  
*1/24/02*

*Alexander Jaeger*  
*Planning Director*  
*1/24/02*

2001-00918

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.  
NOTE\*\*If 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.

Applicant BIG MOOSE HARLEY DAVIDSON  
Applicant's Mailing Address 375 RIVERSIDE ST. PORTLAND  
Consultant/Agent SEBAGO TECHNIKS INC  
C/O JIM SEYMOUR 856-0277 TEL  
856-2206 FAX

Application Date 10/31/01  
Project Name/Description MOTORCYCLE - STORAGE BUILDING  
Address Of Proposed Site 375 RIVERSIDE ST.  
MAP (317) BLOCK (B) LOT (5)  
Assessor's Reference, Chart #, Block, Lot #

Applicant/Agent Daytime telephone and FAX  
Proposed Development (Check all that apply) ☒ New Building ☐ Building Addition ☐ Change of Use ☐ Residential ☐ Office ☐ Retail  
☐ Manufacturing ☐ Warehouse/Distribution ☐ Other (Specify) \_\_\_\_\_

5000 SF  
Proposed Building Square Footage and /or # of Units

2.8<sup>±</sup> AC  
Acreage of Site

I-M  
Zoning

You must Include the following with you 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 City 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:

James R. Seymour

Date:

10/31/01

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

Site Review Fee: Major \$500.00 Minor 400.00



October 31, 2001  
01430

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

**Big Moose Harley-Davidson Dealership, Riverside Street - Minor Site Plan**

Dear Marge:

Please find attached 10 copies of the minor site plan for the Big Moose Harley-Davidson motorcycle dealership's proposed 5,000 square foot building. The building is proposed to provide a storage facility for the motorcycle shop to store Harley-Davidson motorcycles seasonally on behalf of their customers. Big Moose feels that many Harley-Davidson owners need a facility to safely store their motorcycles and provide expert winter storage maintenance.

The 5,000 square foot building will be metal sided with a masonry front matching the existing store front in color and texture. The building will be located 25' from the existing structure in a parallel formation. The current site is paved, so no new impervious areas will be generated and therefore will not necessitate stormwater calculations. Because the southerly side of the existing parking lot adjacent to the proposed structure will be landscaped, there is a decrease in pavement and roof surface by 1,250 square feet.

Since the facility is just for storage, no new water or toilet facilities are needed. Three existing light poles in the parking lot where the building is to be located will be discontinued. No new lighting other than standard 100W lighting at the door entrances is anticipated on the structure. The existing electrical feed once serving the lights will provide the electrical service to the new building.

Although the existing parking is well over the requirement for parking spaces (since the site was once a Subaru dealership), five new spaces are shown directly attached with the storage use. Drainage will continue to sheet flow between the buildings and into an existing ditch between Handyman Rental and Big Moose. New paving will be laid upon completion of the structure to accommodate the new grades. The site will require an 8' high pre-load of borrow material to prepare the soil for the proposed foundation. Big Moose is anxious to start the pre-load as soon as possible so that they can begin construction in the spring of 2002. Silt fence will surround the pre-load and winter hay mulch will be spread during the winter months. The area is currently not utilized and the pre-load will not interfere with loading or accessing the rear of the existing building.

October 31, 2001

-2-

Ms. Schmuckal

We look forward to working with the planning staff and hope to obtain approvals as soon as possible. Please feel free to contact us if you have any questions.

Sincerely,

SEBAGO TECHNICS, INC.

*James R. Seymour*

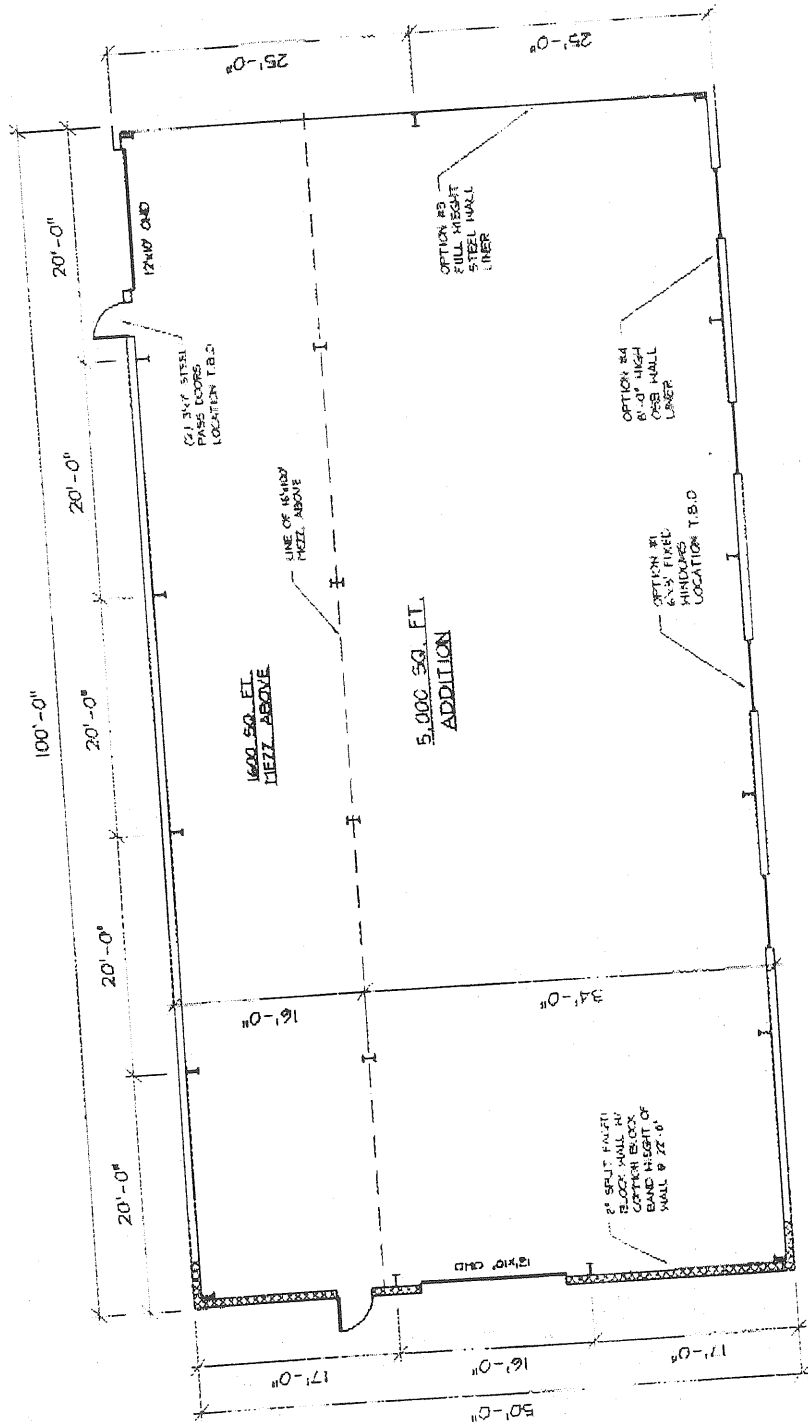
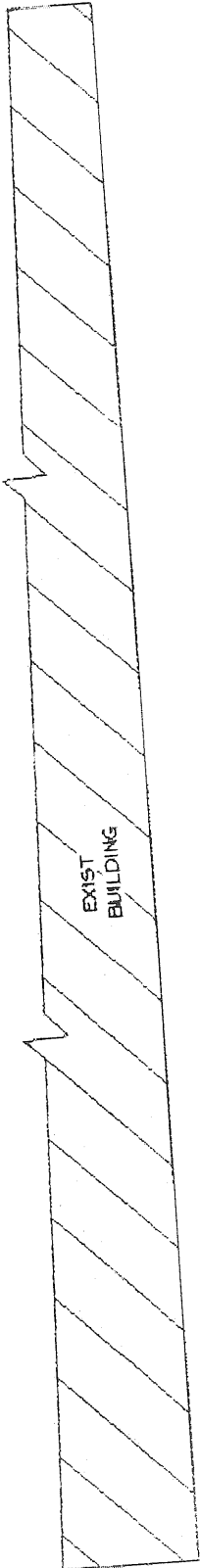
James R. Seymour  
Project Engineer

JRS:jc  
Enc.

cc: Dennis Waters, Patco







**BIG MOOSE**  
**HARLEY DAVIDSON**

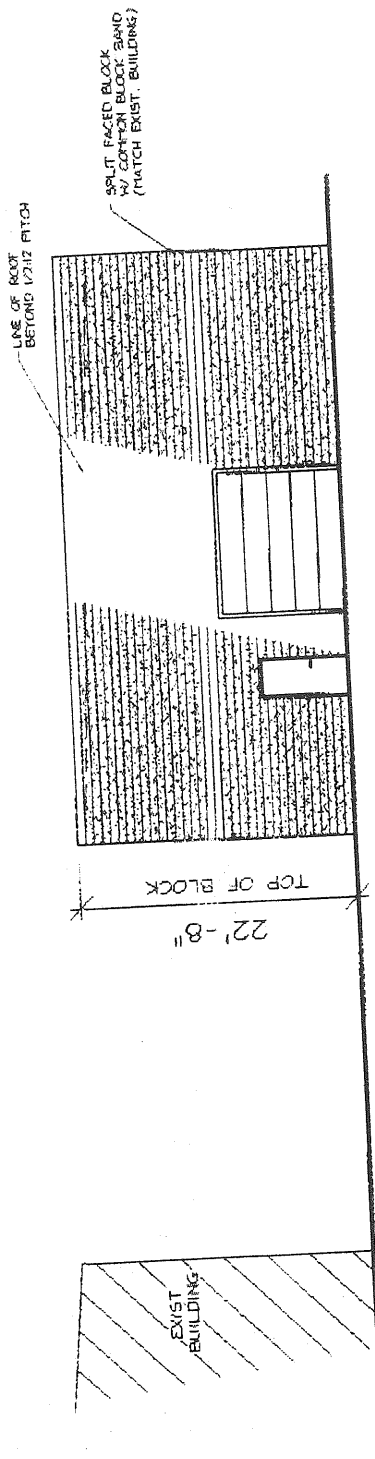
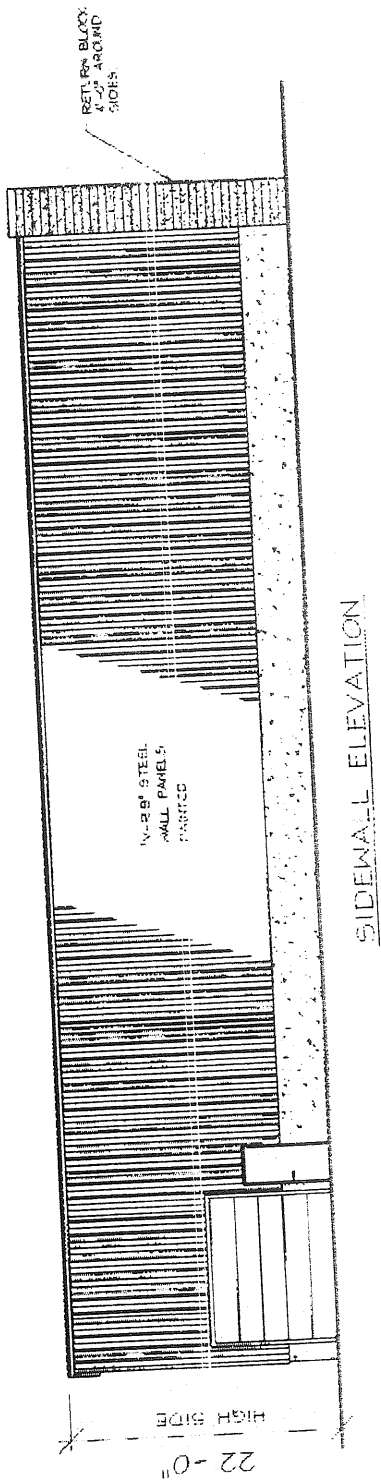
FLOOR PLAN  
SCALE: 1/16"=1'-0"

DATE: 8/1/01 NUMBER: 010027



203 MAIN STREET SANFORD, ME 04073  
TEL: (207)324-5574 FAX: (207)324-1643  
www.patco-construction.com

DRWN. BY: J.E.S.



ENDWALL ELEVATION

BIG MOOSE  
HARLEY DAVIDSON

ELEVATIONS  
SCALE 1/16"=1'-0"

DATE: 8/1/01 NUMBER: 01637

**PATCO**  
CONSTRUCTION INC.

129B MAIN STREET SANFORD, ME 04073  
TEL: (207)324-5574 FAX: (207)324-1643  
www.patco-construction.com

DRWN. BY  
JEB

## SCHEDULE A

Certain lots or parcels of land with the buildings and improvements situated thereon, located on the southeasterly side of Riverside Street in Portland, County of Cumberland and State of Maine, and being more particularly bounded and described as follows:

**PARCEL ONE:** Parcel Three as shown on a Plan entitled "Plot. plan for Turner Barker Associates," made by C.R. Storer, Inc., and recorded in the Cumberland County Registry of Deeds in Plan Book 36, Page 22, except the strip of land twenty-five (25) feet in width at the northeasterly end of said Parcel, said strip being shown on said plan. Being the same premises which were conveyed to Kenneth L. Cianchette by Deed of Gardiner A. Hall et al dated January 14, 1975 and recorded in said Registry in Book 3642, Page 218, except for that portion of said premises which was conveyed by Kenneth L. Cianchette to Talma, Inc. by Deed dated February 19, 1976 and recorded in said Registry in Book 3808, Page 344.

**PARCEL TWO:** Beginning at the most westerly corner of Lot #445 on Plan of Riverton Home Sites dated July, 1924 and recorded in said Registry in Plan Book 16, Page 11; thence by PARCEL ONE above north  $27^{\circ} 10' 05''$  east a distance of ninety (90) feet to an iron; thence south  $60^{\circ} 53' 55''$  east a distance of one hundred (100) feet to an iron; thence south  $27^{\circ} 10' 05''$  west a distance of ninety (90) feet to an iron; thence by PARCEL ONE above north  $60^{\circ} 53' 55''$  west a distance of one hundred (100) feet to the point of beginning. Courses are magnetic, 1975. Being the same premises which were conveyed to Kenneth L. Cianchette by Deed from Harry E. Waning and Jane W. Waning dated February 25, 1976 and recorded in said Registry in Book 3811, Page 29.

Being the same premises conveyed to Marianne M. Reynolds by deed from Kenneth L. Cianchette recorded at the Cumberland County Registry of Deeds in Book 4499 Page 48.

*Key Bank has the Deed to 375  
Riverside St. property. It is registered  
with the Cumberland Co. Registry of  
Deeds Book 2705 Page 31*



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

2001-0298

Application I. D. Number

11/02/2001

Application Date

5000 Sq.ft. Building/storage for bikes

Project Name/Description

Big Moose Harley Davidson

Applicant

375 Riverside St., Portland, ME 04103

Applicant's Mailing Address

Sebago Technics/Jim Seymour

Consultant/Agent

Applicant Ph: (207) 797-6061 Agent Fax: (207) 856-2206

Applicant or Agent Daytime Telephone, Fax

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

☐ Manufacturing ☐ Warehouse/Distribution ☐ Parking Lot

5000 s.f.

Proposed Building square Feet or # of Units

Acreage of Site

375 - 375 Riverside St, Portland, Maine

Address of Proposed Site

317 B005001

Assessor's Reference: Chart-Block-Lot

☐ Other (specify) storage facility

B4

Zoning

**Check Review Required:**

☒ Site Plan  
(major/minor)

☐ Flood Hazard

☐ Zoning Conditional  
Use (ZBA/PB)

☐ Subdivision  
# of lots

☐ Shoreland

☐ Zoning Variance

☐ PAD Review

☐ Historic Preservation

☐ 14-403 Streets Review

☐ DEP Local Certification

☐ Other

Fees Paid: Site Plan \$400.00 Subdivision

Engineer Review \$300.00 Date 01/25/2002

Reviewer Kandi Talbot

**Planning Approval Status:**

☐ Approved

☒ Approved w/Conditions  
See Attached

☐ Denied

Approval Date 11/21/2001

Approval Expiration 11/21/2002

Extension to

☒ Additional Sheets  
Attached

☒ OK to Issue Building Permit

Kandi Talbot  
signature

01/31/2002  
date

**Performance Guarantee**

☒ Required\*

☐ Not Required

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

☒ Performance Guarantee Accepted

01/24/2002  
date

\$14,120.00  
amount

10/29/2002  
expiration date

☐ Inspection Fee Paid

date

amount

☐ Building Permit Issue

date

☐ Performance Guarantee Reduced

date

remaining balance

signature

☐ Temporary Certificate of Occupancy

date

☐ Conditions (See Attached)

expiration date

☐ Final Inspection

date

signature

☐ Certificate Of Occupancy

date

signature

☐ Performance Guarantee Released

date

amount

expiration date

☐ Defect Guarantee Submitted

submitted date

signature

☐ Defect Guarantee Released

date

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

**Big Moose Harley Davidson**

Applicant

**375 Riverside St., Portland, ME 04103**

Applicant's Mailing Address

**Sebago Technics/Jim Seymour**

Consultant/Agent

**Applicant Ph: (207) 797-6061      Agent Fax: 2078562206**

Applicant or Agent Daytime Telephone, Fax

**2001-0298**

Application I. D. Number

**11/02/2001**

Application Date

**5000 Sq.ft. Building/storage for bikes**

Project Name/Description

**375 - 375 Riverside St, Portland, Maine**

Address of Proposed Site

**317 B005001**

Assessor's Reference: Chart-Block-Lot

**Approval Conditions of Planning**

- 1 that the applicant provide evidence of financial capability to undertake and complete the development, which will include a letter from a responsible financial institution stating that it has reviewed the planned development and would seriously consider financing it.

**Approval Conditions of DRC**

- 1 The existing wheel stops along the existing building shall be removed prior to occupancy. This should be done to discourage parking between the buildings, which would interfere with traffic circulation around the new building.

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

**Big Moose Harley Davidson**

Applicant

**375 Riverside St., Portland, ME 04103**

Applicant's Mailing Address

**Sebago Technics/Jim Seymour**

Consultant/Agent

**Applicant Ph: (207) 797-6061      Agent Fax: 2078562206**

Applicant or Agent Daytime Telephone, Fax

**2001-0298**

Application I. D. Number

**11/02/2001**

Application Date

**5000 Sq.ft. Building/storage for bikes**

Project Name/Description

**375 - 375 Riverside St, Portland, Maine**

Address of Proposed Site

**317 B005001**

Assessor's Reference: Chart-Block-Lot

**Approval Conditions of Planning**

- 1 that the applicant provide evidence of financial capability to undertake and complete the development, which will include a letter from a responsible financial institution stating that it has reviewed the planned development and would seriously consider financing it.

**Approval Conditions of DRC**

- 1 The existing wheel stops along the existing building shall be removed prior to occupancy. This should be done to discourage parking between the buildings, which would interfere with traffic circulation around the new building.

From: "James Seymour" [jseymour@sebagotechnics.com](mailto:jseymour@sebagotechnics.com)  
To: Errico, Tom; Farmer, Michael; Fraser, Jean  
CC: 03375@sebagotechnics.com; Margolis-Pineo, David  
Subject: RE: Driveway opening for Handyman on Warren Ave. To All,

Here is our revised drawing showing the entrance as we believe it would have to be located to work adjacent to the current drainage swale easement. We did shift slightly easterly to consider where the curb inlet stone would end and how the driveway would have to offset this.

My concern is that there will need to be a handicap ramp at our driveway in the future when the sidewalk is extended. Rather than wrap a curved vertical curb to establish the driveway, I extended a 6 ft tip-down off the curb inlet stone and then drew the 15 ft radius for flush granite into the site to establish the edge of the driveway. Our entrance intersects in the taper on Warren Ave, which we wrapped the 15 ft radius into. We ran the sidewalk crossing at 90 degrees across our entrance such that the easterly side's HC ramp is closer to the ROW line, To match back into the Warren Ave granite curbing we will need to install a curved tip-down piece, or re-adjust the sidewalk crossing alignment.

Our driveway Centerline intersects the Warren Ave Sta. 213+59.86. If we have assumed incorrectly on the ramp issue we can shift it west a few feet. Our design also allows for some room to grade against the culvert extension. The driveway to the West (Carpet Depot) is 140 feet center line to centerline of driveway, and going east we are 210 feet centerline to centerline with the Pine Tree Paper driveway. This appears to still line up OK with Home Depot too.

I am not sure if the state's contractor will grade the ditch need to drain the new catch basin offset from Sta. 214+277 +/- but we will want to direct that to a future culvert under our driveway.

Our driveway design is super-elevated with 0.5% linear grade so we can collect runoff into a wetpond which narrowly will work per DEP standards. Realistically, this is all I can conceive to work at this point. Flow will travel along the curb for 350ft +/- and then will discharge into the wetpond which will then have a very shallow containment and be controlled by a spillway in the rear, which will release into another swale and then be conveyed by culvert back under the driveway to enter the main swale heading to Riverside St.

Dave, Mike, and Tom, if you can give me some input into the location, that would be great, or if you have concerns or recommendations, I am all ears. I will need to complete this layout and drainage aspect for planning, as well as formerly request a waiver of the Driveway separation standards.

If this is Ok with Public Services, and generally with Tom ( I know you need to comply with the Site Plan ordinance and Technical standards),

We will coordinate with the State's site engineer ASAP. We also know we take on some risk with the curb cut location until after it is approved and appeals periods lapse.

Thank you for your help in advance.

*James R. Seymour P.E.*  
**Sebago Technics Inc**  
1 Chabot Street,  
PO Box 1339  
Westbrook, ME 04098-1339  
Tel. 207 856-0277 ext 277  
Fax 207 856-2206



## MEMORANDUM



**TO:** Jean Fraser, Planner  
**FROM:** Lauren Swett, P.E. & David Senus, P.E.  
**DATE:** September 15, 2011  
**RE:** Handyman Rental – 357 Riverside Street

Woodard & Curran has reviewed the revised Level II Site Plan and stormwater design for the Handyman Rental Warren Avenue access drive project located at 357 Riverside Street in Portland, Maine. The proposed project includes constructing a second driveway access which would connect Warren Avenue to the Handyman Rental store, impacting wetlands and creating new impervious surface.

### Documents Provided

- Preliminary Site Plan, rev. date September 13, 2011, prepared by Sebago Technics on behalf of Watson Realty LLC.
- Letter and Proposed Stormwater Management Summary from James Seymour, dated September 13, 2011, prepared by Sebago Technics on behalf of Watson Realty LLC.

### Comments

#### ***Stormwater:***

- ***Basic Standards:*** The Applicant has submitted an erosion control plan in general conformance with the Basic Standards. In addition to the erosion control measures identified on the plan, a detail and location for a stabilized construction exit should be included on the plans.
- ***General Standards:*** The Applicant has designed a wet pond for the treatment of stormwater runoff generated from the proposed access drive. We have reviewed the wet pond for conformance with Chapter 4 of the Maine DEP BMPs Technical Design Manual. We have the following comments with regard to the design:
  - The HydroCAD model for the pond does not model the gravel trench/underdrain outlet. This outlet is the primary outlet for the wet pond. The model only includes the spillway outlet. The HydroCAD model should be modified to account for all outlets.
  - The gravel trench/underdrain outlet for the pond must be designed to provide 24-36 hour detention time for the channel protection volume. The Applicant should provide verification that this detention time will be achieved.
  - The Applicant should provide an Inspection and Maintenance plan in accordance with the requirements of Maine DEP Chapter 500 and Chapter 32 of the City of Portland Code of Ordinances.
  - The Applicant has shown a chain link fence crossing the proposed drainage swale inlet to the wet pond. Please clarify how this fence will be installed. Will the base of the fence follow the change in grade, or will there be an opening under the fence at the swale?
- ***Flooding Standard:*** The applicant has requested a waiver of the Flooding Standards for the 25-year storm. The post-development flows in the 25-year storm are 0.2 cfs higher than the pre-development flows. We would support a waiver for this level of increased flow; however, changes in the model to account for the gravel trench outlet should be submitted for consideration.
- ***Urban Impaired Stream Standard:*** The project site is located within the watershed of the Presumpscot River, which is not classified as an urban impaired stream. The project is not required to meet the Urban Impaired Stream Standard.



**General:**

- The proposed access driveway will cross an existing culvert at approximately STA 4+55. This culvert has been modeled in both the pre- and post-development HydroCAD models. The plans should note the size, material, and inlet / outlet invert elevations of this existing culvert, and the Applicant should provide an assessment of the condition of the culvert.
- The Applicant has stated that a Tier 1 Natural Resource Protection Act (NRPA) Permit was previously received for the project's original proposed wetland impacts. The project design has changed since the original permit was approved, and the Applicant has stated that updated plans are being provided to the regulatory agencies. Start of construction should be conditional upon receipt of approval of the revised design from the review agencies.

**Jean Fraser - Handyman Rental - Warren Avenue**

**From:** Tom Errico <thomas.errico@tylin.com>  
**To:** Jean Fraser <JF@portlandmaine.gov>  
**Date:** 9/16/2011 10:12 AM  
**Subject:** Handyman Rental - Warren Avenue  
**CC:** David Margolis-Pineo <DMP@portlandmaine.gov>, Jean Fraser <JF@portlandma...

Jean – I have reviewed the plans submitted by Sebago Technics, Inc. as it relates to providing a new driveway curb cut on Warren Avenue opposite the existing Home Depot Driveway. I find the location of the driveway to be acceptable with the following comments.

- The applicant should submit a pavement marking and signage plan for Warren Avenue in the vicinity of the project for review and approval. Following approval of plans, the applicant will be responsible for implementation of all changes.
- It should be noted that approval of this driveway does not constitute approval of this driveway for any potential development intensification proposals that may take place on the Handyman property. Future review of the adequacy of this driveway as it relates to increased traffic volumes will be required and it should not be assumed that the provision and design of the current layout will be maintained in the future. I would note that with future development plans, a pedestrian connection into the site from Warren Avenue will likely be required.
- I support a waiver from our technical standards relative to driveway separation along Warren Avenue. This is based upon the following:
  - According to information provided by the applicant, Warren Avenue is not classified as a High Crash Location as defined by MaineDOT. Accordingly, Warren Avenue in the vicinity of the proposed driveway does not appear to be safety deficient.
  - Traffic volumes entering and exiting driveways on the same side as the proposed driveway are low. Twenty-one vehicles entered and exited the Rug Depot driveway during the PM peak hour, while 9 vehicles entered and exited the Paper Party Store driveway during the PM peak hour. Higher traffic volumes entered and exited the Home Depot Drive, which supports the desire to align the proposed driveway with the Home Depot Driveway.
  - Traffic entering and exiting the existing Handyman development off Riverside Street is very low. During the PM peak hour only 9 vehicles entered and exited the site.
  - The Handyman driveway entrance on Riverside Street is a difficult location for making left-turn movements due to heavy traffic volumes, high travel speeds, and limited visibility. It is my opinion that a secondary access location will improve area-wide safety.
- Sidewalk and curbing should be provided along the entire frontage of the subject property on Warren Avenue. DPS engineering staff has provided guidance on the design of the proposed driveway, which I find acceptable.

If you have any questions, please contact me.

Best regards,

Thomas A. Errico, PE  
Senior Associate  
Traffic Engineering Director

**TYLIN** INTERNATIONAL

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Falmouth, ME 04105  
207.347.4354 direct  
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"One Vision, One Company"  
Please consider the environment before printing.



## Jean Fraser - 357 Riverside (Handyman Rental access on Warren)

**From:** Jean Fraser  
**To:** Barhydt, Barbara  
**Date:** 9/14/2011 4:36 PM  
**Subject:** 357 Riverside (Handyman Rental access on Warren)  
**CC:** DSenus@woodardcurran.com; DiPierro, Philip; Errico, Thomas; Margolis-...

Barbara

As I am out of the office tomorrow and have requested expedited reviews from David Senus, Tom Errico and David Margolis-Pineo, I wanted to leave things so that my absence did not lose any time for this review.

1. Reviewers: please send final comments to me AND Barbara
2. If the project is OK and reviewers can sign off on the 9.13.2011 submission, (or only needs a minor condition of approval), then Friday morning before 11am would be the deadline for sending written comments (and I would aim to get approval letter out the door Friday)- please be clear about any conditions that should be included in the approval letter;
3. If there is something that Jim needs to change on the plans then reviewers should call you (874 8699) to get advice on how to handle ie about whether to speak direct to Jim Seymour in the interest of time - or to provide a written note that you can forward to Jim (Jim's e-mail is : "James Seymour" <[jseymour@sebagotechnics.com](mailto:jseymour@sebagotechnics.com)>)
4. I have mentioned the issue re the sidewalk to Tom (in e-mail) and await his comments after liaising with DPS- its true that the sidewalk shown along the Rug Depot site was always shown just on the side towards the intersection as (in 2006 when this decision was taken) on the other side there was a long way where it seemed unlikely there would ever be a sidewalk. The current situation created by the Handyman access is that there will be a 75 foot gap in the sidewalks ie between the Rug Depot drive and the property boundary (Handyman)- I am hopeful that savings from the Handyman Rental site (MDOT have redesigned drainage and don't need to do so much curbing and sidewalk base) might generate enough \$\$ for the top paving of that gap.
5. I have e-mailed Jim Seymour (copied you) re the likely condition that will require (prior to installation of the curb cut) a Performance Guarantee for removing the curb cut . [David- can you get me that figure as it might be good to know that/inform Jim Seymour asap]

I think that is all on this.

Jean

## Jean Fraser - Re: 357 Riverside St. Handyman Rental Plans and letter

---

**From:** Jean Fraser  
**To:** Seymour, James  
**Date:** 9/14/2011 4:55 PM  
**Subject:** Re: 357 Riverside St. Handyman Rental Plans and letter  
**CC:** 03375@sebagotechnics.com; Barhydt, Barbara

---

Jim

I confirm the receipt of all the plans and cover letter and these are currently under review. I am out of the office tomorrow but if there are any issues or concerns you should hear tomorrow (and Barbara would be the contact person).

I think you are aware of the likely conditions of any approval, but there is one which I would like to clarify following a conversation with Alex Jaegerman today. We want to ensure that the driveway connection to Handyman will be constructed and not have the curb cut remain if the driveway is not proceeded with. To this end, the proposed condition of approval would require (prior to installation of the curb cut) a Performance Guarantee covering the cost of removing the curb cut and placing curbing and sidewalk along there to close the gap (to be held until the driveway is constructed).

thank you

Jean

*Jean Fraser, Planner*  
City of Portland  
874 8728

>>> "James Seymour" <jseymour@sebagotechnics.com> 9/13/2011 4:23 PM >>>

**FYI here is the rest of the site plan review material you requested. I am dropping off 4 sets this PM**

Thanks.

*James R. Seymour P.E.*  
**Sebago Technics Inc**  
**1 Chabot Street,**  
**PO Box 1339**  
**Westbrook, ME 04098-1339**  
**Tel.207 856-0277 ext 277**  
**Fax 207 856-2206**



September 13, 2011  
03375

Jean Fraser, Planner  
City of Portland Planning Division  
City Hall, 4<sup>th</sup> Floor  
389 Congress St.  
Portland, ME 04101

**Level II-Site Plan Application Submittal**  
**Proposed Driveway Curb Cut for Warren Avenue Access**  
**Handyman Rental, 357 Riverside St., Portland, Maine**

Dear Ms. Fraser:

On behalf of Handyman Rental, please find four copies of the Level II Revised Site Plan and stormwater design calculations for Handyman Rental's facility at 357 Riverside Street to propose construction of a new driveway for access to Warren Avenue. Based on comments and concerns raised by the Planning Staff, we have relocated the proposed driveway such that it aligns nearly opposite of an entrance to the Home Depot. That location is positioned approximately 140 feet east of the Rug and Carpet Depot entrance, and 208 feet west of the Pine Tree Paper entrance. Both distances were measured centerline to centerline of the driveway entrances. Due to the alignment of our driveway across from the Home Depot driveway, this will require a waiver of the City's Technical Standards Section 1.7.2.7 for Location and Spacing of Driveways, which would require 100-125 feet separation, including Home Depot's driveway.

Mr. Watson currently shares one entrance on Riverside Street which leads to safety concerns with left turns. This proposed driveway will offer his business better circulation to access Riverside Street towards the Maine Turnpike and Brighton Avenue. Due to the existing nature of driveways on Warren Avenue, this location was determined by Staff to be the preferred individually operated location. A shared driveway was not pursued by Mr. Watson due to property and wetland impacts, design and legal complications, and expense constraints.

The State of Maine currently has begun construction for the widening of Warren Avenue and the extension of an existing culvert adjacent to our proposed driveway entrance location. Our understanding is that prior to final construction, Handyman Rental and its owner Bradford Watson, the City, and the State's General Contractor will need to coordinate the final logistics, such that our plans can be incorporated into the final curbing alignment. It is also our understanding that upon approval, the State will be installing the actual driveway apron and curb opening.

Mr. Watson has discussed that the site will be gated and only operational during normal business hours to alleviate concerns of creating any shortcut for vehicles attempting to avoid the

intersection to gain access to travel northeasterly onto Riverside Street. We understand in discussions with Planning Staff that there could be some pavement marking revisions necessary to adjust turning arrows for Home Depot's entrance such that it does not compromise safety with our proposed entrance.

Construction would consist of a new access drive connecting Warren Avenue to the store which will be approximately 525 linear feet. The wetland impact is 4,756 square feet (SF) which is slightly less than the original Maine Department of Environmental Protection (MDEP) approval of 5,195 SF of which we have received a Tier 1 Natural Resource Protection Act Permit. Under the City's Site Plan Ordinance, the project requires a Level II Review. While the review is based on the increase of impervious surface for the new driveway exceeding 7,500 SF, there are no plans for installation of utilities, new buildings, or additions to the site.

A formal Stormwater Management Report was not prepared due to the limited impacts of the site. However, following the City's standards which incorporate treatment in compliance with Chapter 500 standards, we have included calculations showing the driveway will meet these standards. It was very difficult to achieve treatment through appurtenances, or filters, and therefore; we were forced to grade the driveway such that collected runoff will directly enter a wetpond and discharge into the adjacent cross-country swale.

We have met our flood standard in the 2-year and 10-year storm and exceed it by 0.2 cubic feet per second (CFS) in the 25-year storm. Therefore, we have requested that much of the peak rate of discharge from the new driveway be waived for the 25-year storm. As we have noted, the new road project proposes to discharge their increase of runoff onto Mr. Watson's property without flood control or treatment. We feel that this project's minimum peak discharge increase can easily be contained in the existing hay field as a natural buffer/detainable area.

Due to the discharge of offsite runoff, a by-pass culvert of 18-inches diameter will convey drainage from the new road project, and another culvert discharge from Pine Tree Paper's driveway, such that it will direct channel flows under our proposed driveway and empty into the cross-country swale. This large swale traverses the property line to the west to direct drainage from the Home Depot site northerly to a culvert system under Riverside Street via a drainage easement. All of our site's runoff eventually reaches the Presumpscot River.

The improvements to this remaining vacant land are very modest, and have been designed to mitigate wetland disturbance, and promote vehicle safety. We are hopeful the City will be cooperative with the stormwater review given the impacts from Warren Avenue and the historical use of the property for their own discharges. We have shown erosion control measures on the plan which will protect the site during construction. A fore-bay will be designed as part of the wetpond providing a depression for sediments to be captured.

Lastly, we understand that the applicant may be responsible for completing the pavement of the sidewalk per City Site Plan standards and policies. We are hoping that we can coordinate with the State's Contractor to alleviate some of the costs, and further work with them under separate contract to begin the pond and driveway base if weather conditions and schedules allow.

The project is under a very strict construction schedule against the Warren Avenue project. In the interim, while the City is reviewing this latest design revision, we intend to coordinate our

design improvements with the State's Engineer, the General/Site Contractor, and Public Work's Engineers. We will also be reviewing our Driveway Plans with the Pine Tree Paper owners to explain our driveway location design and minimal traffic impacts as it relates to their business.

We thank the City for its cooperation and appreciate their efforts to approve this project while the road construction project on Warren Avenue is currently in progress. If you have any questions, please do not hesitate to contact us.

Sincerely,

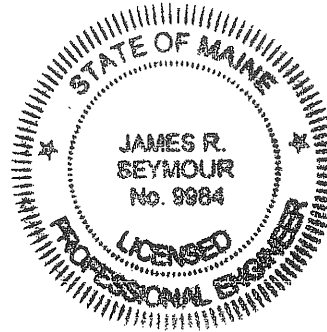
SEBAGO TECHNICS, INC.



James R. Seymour, P.E.  
Project Manager

JRS:jrs/kn  
Enc.

cc: Bradford Watson, Handyman Rental



## **Proposed Stormwater Management Summary**

### **Handyman Rental - Warren Avenue Access Design, Portland, Maine**

The proposed driveway improvements will be designed to City of Portland standards, which will require the owner to obtain a waiver for driveway separation such that the proposed location can maximize distance between abutters' driveways, and set opposite the Home Depot Access to Warren Avenue. To accomplish such setbacks, the driveway will be forced to cross a maintained grass field, containing pockets of seasonally saturated depressions, which due to hydrology, soils, and plants species, could be classified as wetlands. Upon review by the City Engineers we have located to driveway adjacent to a large culvert extension and cross country swale. We have additionally incorporated the State's Warren Avenue Improvement Project proposed drainage infrastructure additions to assist in directing that projects point discharge flows such that they will reach the cross country channel. This is an improvement to the overall area as the State's plan appeared to be simply directing pipe discharged runoff onto Mr. Watson's field which would flood and saturate his field. Previously, drainage sheet flowed from the road across the entire length of frontage.

The access drive connecting Warren Ave to the store will be approximately 525 linear feet of 24 foot wide driveway. The wetland impact is 4756 SF, of which we have received a Tier 1 NRPA permit but will need to file a revised plan with the state as the original driveway location and wetland impacts were lessened and shifted westward. Under the City's Site Plan Ordinance the project will fall into a Level II review. While the review is based on increase of impervious surface for the new driveway exceeding 7500 SF, there are no plans for installation of utilities, new buildings, or additions to the site. Due to the near saturated conditions of the site, treatment in compliance with Chapter 500 standards was very difficult to achieve through treatment appurtenances, or filters. We were able to adjust the driveway grading and super-elevate the grading to collect drainage along a curb and channel into a forebay area and a wetpond to meet treatment requirements. A large swale traverses the property line to the west to direct drainage from the Home Depot site northerly to a culvert system under Riverside Street. A new culvert is proposed to also direct drainage from the field's easterly front edge to interconnect with the swale system, and Riverside Street, which all eventually discharge to the Presumpscot River. The majority of this runoff is untreated flows resulting from runoff collected along Warren Avenue easterly from the I-95 overpass area to a new catch basin installed as part of the road widening currently in progress.

The improvements to this remaining vacant land are very modest, and have been designed to mitigate wetland disturbance, and promote vehicle safety. We are hopeful the City will be cooperative, with the stormwater review given the impacts from Warren Avenue runoff, and the need to use the property for their own stormwater impacts.

The calculations attached indicate that the designed wetpond size will treat the minimum 75% of impervious area as allowed for a linear road section. In addition we have included a spreadsheet



showing the pond design meets the minimum criteria for channel protection volume, permanent pool volume, sediment forebay volume, and mean depth calculations for a minimal treatment pond of 3 feet mean depth. (Actual pond depth = 9.0+ feet).

In addition we provided a basic stormwater model indicating that flood calculations have been maintained in the two, and ten year storms with the 25 yr storm slightly exceeded by 0.18 cfs. The increase is approximately a 2.5% increase over existing conditions per our model. Based on the topography as being generally level, and that the larger storms tend to flood the entire field area, as based on past observations by the owner, the small increase will not provide measureable or adverse impacts on the property or downstream collection systems as a result of the driveway addition. It should also be noted that the State's current widening of Warren Avenue neither provides flood control, nor treatment for Warren Avenue drainage collected by catch basins or roadside ditches. The street drainage discharges by a pipe outfall into Mr. Watson's field, but now will be redirected into the cross country swale by a new 18-inch culvert installed by our design as to further prevent flooding on his private property which he maintains as a mowed field, or allow transport of polluted sediment to further denigrate his field conditions.

A small portion of the new driveway will be directed away from Warren Avenue into the existing site where it will not be collected or treated by the wetpond. The driveway will be graded with a crown over this section to promote sheet flow through grass sideslopes to mitigate impacts.

We believe this design will promote safer customer access for the Handyman Rental store with improvements for runoff treatment generated from the new driveways paved surfaces in accordance with the City of Portland's stormwater management standards, and will have no adverse detrimental flooding affects on downstream areas or City drainage infrastructure. The project will incorporate the design features and grading of the Maine Department of Transportation Warren Avenue and Riverside Street intersection drainage improvements and through cooperation with Mr. Watson will allow continued access to the cross country swale for periodic maintenance.

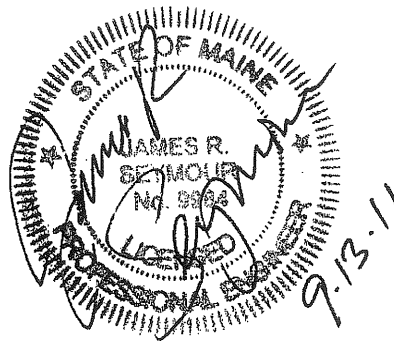
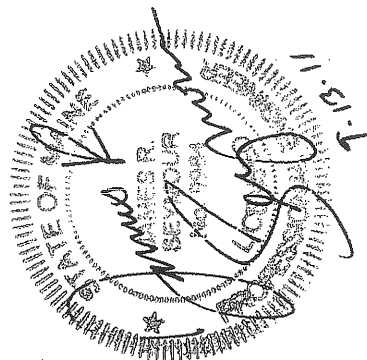


TABLE 1  
IMPERVIOUS AREA / DEVELOPED AREA  
TREATMENT SUMMARY

Area ID	On-Site Impervious (S.F.)	On-Site Landscaping (S.F.)	On-Site Developed (S.F.)	Receives Treatment (Yes/No)	Impervious Area Treated (S.F.)	Landscaped Area Treated (S.F.)	Developed Area Treated (S.F.)	TREATMENT BMP	Channel Protection Volume (C.F.)	Permanant Pool Volume (C.F.)	Sediment Forebay (C.F.)
STA. 0+00 THRU 4+00	9600	10880	20480	YES	9600	10880	20480	WET POND	1,163	1,744	11
STA. 4+00 THRU 5+09	2620	0	2620	NO	0	0	0	NONE	0	0	0
<b>S.F.</b>	<b>12,220</b>	<b>10,880</b>	<b>23,100</b>		<b>9,600</b>	<b>10,880</b>	<b>20,480</b>				
<b>ACRES</b>	<b>0.28</b>	<b>0.25</b>	<b>0.53</b>		<b>0.22</b>	<b>0.25</b>	<b>0.47</b>				

<b>TOTAL IMPERVIOUS AREA</b>	<b>12,220</b>	<b>23,100</b>
<b>TOTAL IMPERVIOUS AREA REQUIRING TREATMENT (75%)</b>	<b>9,165</b>	<b>11,580</b>
<b>TOTAL IMPERVIOUS AREA RECEIVING TREATMENT</b>	<b>9,600</b>	<b>20,480</b>
<b>% OF IMPERVIOUS AREA RECEIVING TREATMENT</b>	<b>78.6%</b>	<b>88.7%</b>

Required 75%  
is met.





**03375-POND SIZING**

Prepared by {enter your company name here}

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Rainfall not specified

Printed 9/13/2011

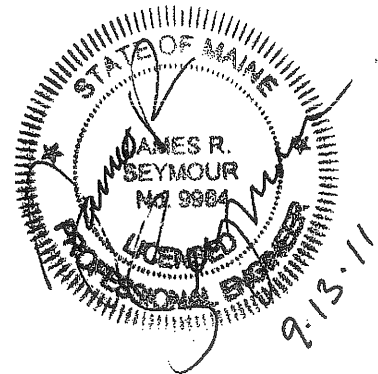
**Stage-Area-Storage for Pond 2P: PERMENANT POOL**

Elevation (feet)	Surface (sq-ft)	Storage (cubic-feet)	Elevation (feet)	Surface (sq-ft)	Storage (cubic-feet)
38.70	80	0	43.90	1,961	4,611
38.80	101	9	44.00	2,010	4,809
38.90	122	20	44.10	2,060	5,013
39.00	142	33	44.20	2,110	5,222
39.10	163	49	44.30	2,160	5,435
39.20	184	66	44.40	2,210	5,654
39.30	205	85	44.50	2,260	5,877
39.40	225	107	44.60	2,310	6,106
39.50	246	130	44.70	2,360	6,339
39.60	267	156	44.80	2,410	6,578
39.70	288	184	44.90	2,460	6,821
39.80	308	214	45.00	2,510	7,069
39.90	329	246	45.10	2,569	7,323
40.00	350	279	45.20	2,627	7,583
40.10	387	316	45.30	2,686	7,849
40.20	424	357	45.40	2,744	8,120
40.30	461	401	45.50	2,803	8,398
40.40	498	449	45.60	2,861	8,681
40.50	535	501	45.70	2,920	8,970
40.60	572	556	45.80	2,978	9,265
40.70	609	615	45.90	3,037	9,565
40.80	646	678	46.00	3,095	9,872
40.90	683	744	46.10	3,228	10,188
41.00	720	814	46.20	3,361	10,518
41.10	759	888	46.30	3,495	10,860
41.20	798	966	46.40	3,628	11,217
41.30	837	1,048	46.50	3,761	11,586
41.40	876	1,134			
41.50	915	1,223			
41.60	954	1,317			
41.70	993	1,414			
41.80	1,032	1,515			
41.90	1,071	1,620			
42.00	1,110	1,729			
42.10	1,151	1,843			
42.20	1,192	1,960			
42.30	1,233	2,081			
42.40	1,274	2,206			
42.50	1,315	2,336			
42.60	1,356	2,469			
42.70	1,397	2,607			
42.80	1,438	2,749			
42.90	1,479	2,895			
43.00	1,520	3,044			
43.10	1,569	3,199			
43.20	1,618	3,358			
43.30	1,667	3,523			
43.40	1,716	3,692			
43.50	1,765	3,866			
43.60	1,814	4,045			
43.70	1,863	4,229			
43.80	1,912	4,417			

$$\frac{8398}{2803} = 3.0' \text{ MEAN DEPTH}$$

$$11,586 > 1,744 \text{ CF REQ.}$$

Permanent Pool Elevation



**03375-POND SIZING**

Prepared by {enter your company name here}

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Rainfall not specified

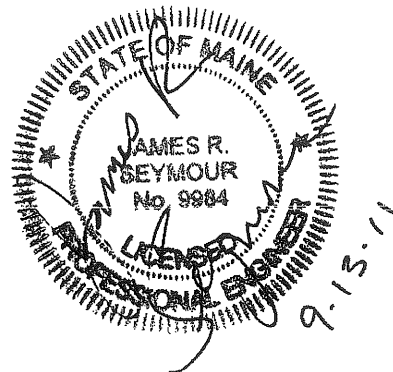
Printed 9/13/2011

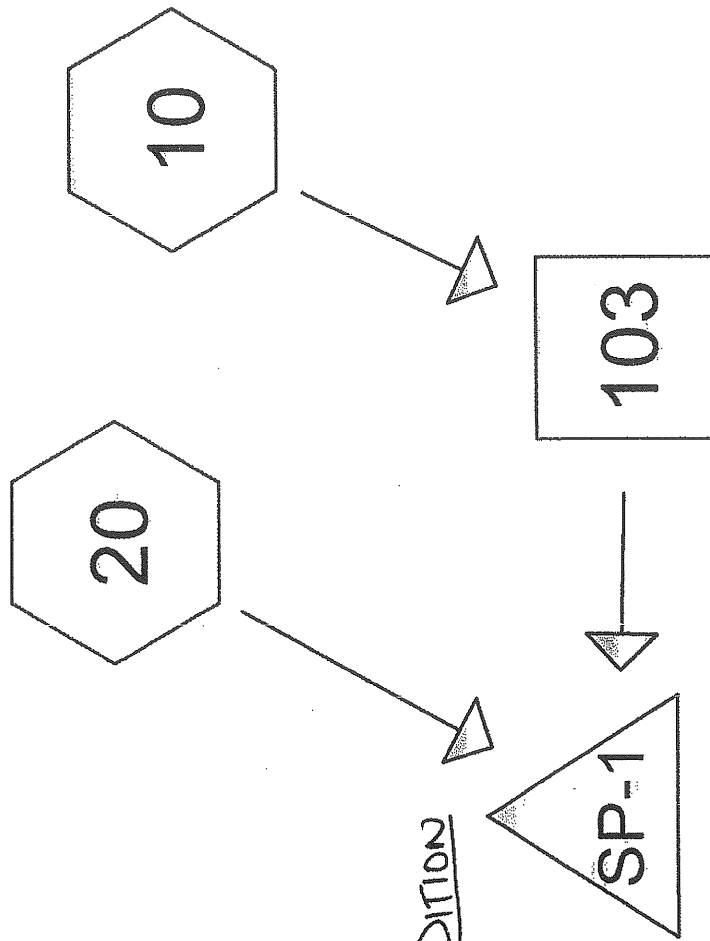
**Stage-Area-Storage for Pond WP1: WETPOND 1**

Elevation (feet)	Surface (sq-ft)	Storage (cubic-feet)	Elevation (feet)	Surface (sq-ft)	Storage (cubic-feet)
46.50	5,176	0	47.54	6,100	5,869
46.52	5,194	104	47.56	6,118	5,991
46.54	5,212	208	47.58	6,135	6,114
46.56	5,231	312	47.60	6,152	6,237
46.58	5,249	417	47.62	6,170	6,360
46.60	5,267	522	47.64	6,187	6,484
46.62	5,285	628	47.66	6,205	6,607
46.64	5,303	734	47.68	6,222	6,732
46.66	5,322	840	47.70	6,239	6,856
46.68	5,340	946	47.72	6,257	6,981
46.70	5,358	1,053	47.74	6,274	7,107
46.72	5,376	1,161	47.76	6,291	7,232
46.74	5,394	1,268	47.78	6,309	7,358
46.76	5,413	1,377	47.80	6,326	7,485
46.78	5,431	1,485	47.82	6,344	7,611
46.80	5,449	1,594	47.84	6,361	7,738
46.82	5,467	1,703	47.86	6,378	7,866
46.84	5,485	1,812	47.88	6,396	7,994
46.86	5,504	1,922	47.90	6,413	8,122
46.88	5,522	2,033	47.92	6,430	8,250
46.90	5,540	2,143	47.94	6,448	8,379
46.92	5,558	2,254	47.96	6,465	8,508
46.94	5,576	2,366	47.98	6,483	8,637
46.96	5,595	2,477	48.00	6,500	8,767
46.98	5,613	2,589			
47.00	5,631	2,702			
47.02	5,648	2,815			
47.04	5,666	2,928			
47.06	5,683	3,041			
47.08	5,701	3,155			
47.10	5,718	3,269			
47.12	5,735	3,384			
47.14	5,753	3,499			
47.16	5,770	3,614			
47.18	5,787	3,729			
47.20	5,805	3,845			
47.22	5,822	3,962			
47.24	5,840	4,078			
47.26	5,857	4,195			
47.28	5,874	4,312			
47.30	5,892	4,430			
47.32	5,909	4,548			
47.34	5,926	4,667			
47.36	5,944	4,785			
47.38	5,961	4,904			
47.40	5,979	5,024			
47.42	5,996	5,143			
47.44	6,013	5,264			
47.46	6,031	5,384			
47.48	6,048	5,505			
47.50	6,066	5,626			
47.52	6,083	5,747			

PILLWAY  
LEV.

&gt; 1,163 CF REQ





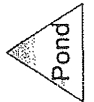
PRE-DEV CONDITION

$Q_{24r} = 2.59 \text{ cfs}$

$Q_{10yr} = 5.52 \text{ cfs}$

$Q_{25yr} = 6.98 \text{ cfs}$

STUDY POINT 1



Drainage Diagram for 03375-PRE

Prepared by {enter your company name here}, Printed 9/13/2011  
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**03375-PRE**

*Type III 24-hr 2-YEAR Rainfall=3.00"*

Prepared by {enter your company name here}

Printed 9/13/2011

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Page 1

Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points

Runoff by SCS TR-20 method, UH=SCS

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

**Subcatchment 10:**

Runoff Area=3.290 ac 3.04% Impervious Runoff Depth>1.14"  
Flow Length=612' Tc=35.5 min CN=80 Runoff=2.47 cfs 0.312 af

**Subcatchment 20:**

Runoff Area=0.260 ac 19.23% Impervious Runoff Depth>1.55"  
Tc=6.0 min CN=86 Runoff=0.50 cfs 0.034 af

**Reach 103:**

Avg. Depth=0.42' Max Vel=6.01 fps Inflow=2.47 cfs 0.312 af  
D=18.0" n=0.012 L=48.0' S=0.0154 '/' Capacity=14.13 cfs Outflow=2.47 cfs 0.312 af

**Pond SP-1: STUDY POINT 1**

Inflow=2.59 cfs 0.346 af  
Primary=2.59 cfs 0.346 af

**Summary for Subcatchment 10:**

Runoff = 2.47 cfs @ 12.51 hrs, Volume= 0.312 af, Depth> 1.14"

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

Area (ac)	CN	Description
* 0.100	98	Buildings and Parking
0.340	91	Gravel roads, HSG D
2.850	78	Meadow, non-grazed, HSG D
3.290	80	Weighted Average
3.190		Pervious Area
0.100		Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
33.0	150	0.0060	0.08		<b>Sheet Flow, SHEET A TO B</b> Grass: Dense n= 0.240 P2= 3.00"
2.0	379	0.0060	3.17	348.79	<b>Trap/Vee/Rect Channel Flow, CHANNEL B TO C</b> Bot.W=15.00' D=2.00' Z= 20.0 ' /' Top.W=95.00' n= 0.040
0.1	21	0.0100	6.44	11.38	<b>Circular Channel (pipe), PIPE C TO D</b> Diam= 18.0" Area= 1.8 sf Perim= 4.7' r= 0.38' n= 0.012
0.4	62	0.0042	2.64	47.57	<b>Trap/Vee/Rect Channel Flow, CHANNEL D TO E</b> Bot.W=3.00' D=2.00' Z= 3.0 ' /' Top.W=15.00' n= 0.040
35.5	612	Total			

**Summary for Subcatchment 20:**

Runoff = 0.50 cfs @ 12.09 hrs, Volume= 0.034 af, Depth> 1.55"

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

Area (ac)	CN	Description
* 0.050	98	Parking and Building
0.090	91	Gravel roads, HSG D
0.120	78	Meadow, non-grazed, HSG D
0.260	86	Weighted Average
0.210		Pervious Area
0.050		Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					<b>Direct Entry, 6 MINUTE MIN. TC</b>

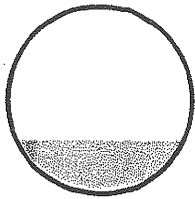
**Summary for Reach 103:**

Inflow Area = 3.290 ac, 3.04% Impervious, Inflow Depth > 1.14" for 2-YEAR event  
Inflow = 2.47 cfs @ 12.51 hrs, Volume= 0.312 af  
Outflow = 2.47 cfs @ 12.52 hrs, Volume= 0.312 af, Atten= 0%, Lag= 0.2 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs  
Max. Velocity= 6.01 fps, Min. Travel Time= 0.1 min  
Avg. Velocity= 2.96 fps, Avg. Travel Time= 0.3 min

Peak Storage= 20 cf @ 12.52 hrs, Average Depth at Peak Storage= 0.42'  
Bank-Full Depth= 1.50', Capacity at Bank-Full= 14.13 cfs

18.0" Diameter Pipe, n= 0.012  
Length= 48.0' Slope= 0.0154 '/'  
Inlet Invert= 42.82', Outlet Invert= 42.08'

**Summary for Pond SP-1: STUDY POINT 1**

Inflow Area = 3.550 ac, 4.23% Impervious, Inflow Depth > 1.17" for 2-YEAR event  
Inflow = 2.59 cfs @ 12.50 hrs, Volume= 0.346 af  
Primary = 2.59 cfs @ 12.50 hrs, Volume= 0.346 af, Atten= 0%, Lag= 0.0 min

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

**03375-PRE**

*Type III 24-hr 10-YEAR Rainfall=4.70"*

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Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points

Runoff by SCS TR-20 method, UH=SCS

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

**Subcatchment 10:**

Runoff Area=3.290 ac 3.04% Impervious Runoff Depth>2.43"  
Flow Length=612' Tc=35.5 min CN=80 Runoff=5.30 cfs 0.667 af

**Subcatchment 20:**

Runoff Area=0.260 ac 19.23% Impervious Runoff Depth>3.00"  
Tc=6.0 min CN=86 Runoff=0.94 cfs 0.065 af

**Reach 103:**

Avg. Depth=0.64' Max Vel=7.42 fps Inflow=5.30 cfs 0.667 af  
D=18.0" n=0.012 L=48.0' S=0.0154 '/' Capacity=14.13 cfs Outflow=5.30 cfs 0.667 af

**Pond SP-1: STUDY POINT 1**

Inflow=5.52 cfs 0.731 af  
Primary=5.52 cfs 0.731 af

**03375-PRE**

Type III 24-hr 25-YEAR Rainfall=5.50"

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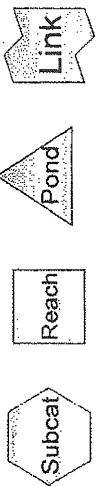
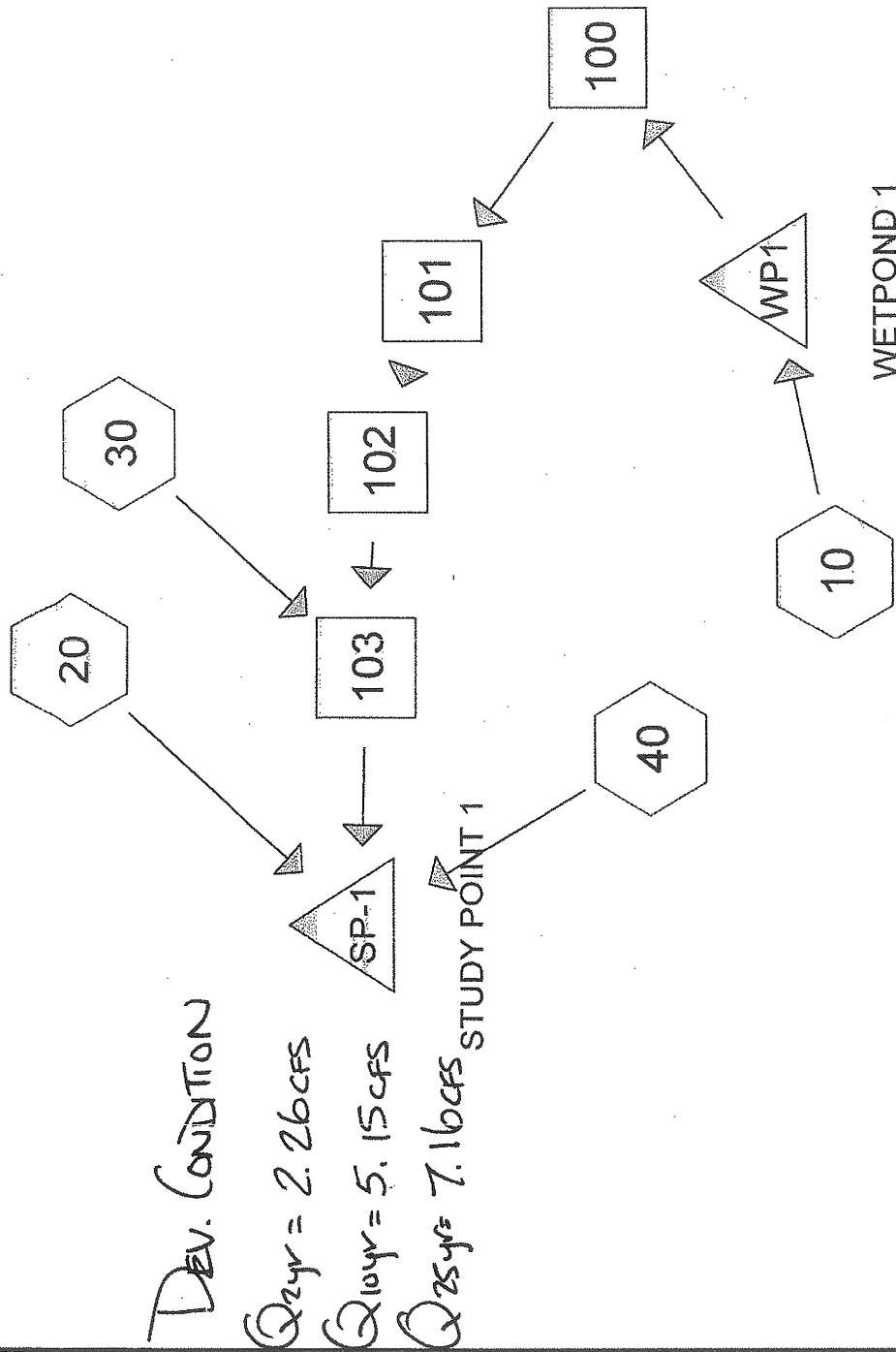
Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points

Runoff by SCS TR-20 method, UH=SCS

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

**Subcatchment 10:**Runoff Area=3.290 ac 3.04% Impervious Runoff Depth>3.09"  
Flow Length=612' Tc=35.5 min CN=80 Runoff=6.71 cfs 0.847 af**Subcatchment 20:**Runoff Area=0.260 ac 19.23% Impervious Runoff Depth>3.71"  
Tc=6.0 min CN=86 Runoff=1.15 cfs 0.080 af**Reach 103:**Avg. Depth=0.73' Max Vel=7.89 fps Inflow=6.71 cfs 0.847 af  
D=18.0" n=0.012 L=48.0' S=0.0154 '/' Capacity=14.13 cfs Outflow=6.71 cfs 0.847 af**Pond SP-1: STUDY POINT 1**Inflow=6.98 cfs 0.927 af  
Primary=6.98 cfs 0.927 af





**03375-POST**

Type III 24-hr 2-YEAR Rainfall=3.00"

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Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points

Runoff by SCS TR-20 method, UH=SCS

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

**Subcatchment 10:** Runoff Area=20,480 sf 46.88% Impervious Runoff Depth>2.04"  
Tc=6.0 min CN=92 Runoff=1.14 cfs 0.080 af

**Subcatchment 20:** Runoff Area=0.144 ac 65.28% Impervious Runoff Depth>2.41"  
Tc=6.0 min CN=96 Runoff=0.39 cfs 0.029 af

**Subcatchment 30:** Runoff Area=2.856 ac 4.10% Impervious Runoff Depth>1.14"  
Flow Length=566' Tc=35.3 min CN=80 Runoff=2.15 cfs 0.271 af

**Subcatchment 40:** Runoff Area=0.080 ac 0.00% Impervious Runoff Depth>1.04"  
Tc=6.0 min CN=78 Runoff=0.10 cfs 0.007 af

**Reach 100:** Avg. Depth=0.02' Max Vel=0.21 fps Inflow=0.06 cfs 0.017 af  
n=0.040 L=332.0' S=0.0060 ' Capacity=348.62 cfs Outflow=0.05 cfs 0.016 af

**Reach 101:** Avg. Depth=0.07' Max Vel=1.65 fps Inflow=0.05 cfs 0.016 af  
D=18.0" n=0.012 L=21.0' S=0.0105 ' Capacity=11.65 cfs Outflow=0.05 cfs 0.016 af

**Reach 102:** Avg. Depth=0.05' Max Vel=0.32 fps Inflow=0.05 cfs 0.016 af  
n=0.040 L=62.0' S=0.0042 ' Capacity=47.54 cfs Outflow=0.05 cfs 0.015 af

**Reach 103:** Avg. Depth=0.40' Max Vel=5.77 fps Inflow=2.15 cfs 0.286 af  
D=18.0" n=0.012 L=48.0' S=0.0154 ' Capacity=14.13 cfs Outflow=2.15 cfs 0.286 af

**Pond SP-1: STUDY POINT 1** Inflow=2.26 cfs 0.322 af  
Primary=2.26 cfs 0.322 af

**Pond WP1: WETPOND 1** Peak Elev=47.01' Storage=2,775 cf Inflow=1.14 cfs 0.080 af  
Outflow=0.06 cfs 0.017 af

**03375-POST**

Type III 24-hr 2-YEAR Rainfall=3.00"

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**Summary for Subcatchment 10:**

Runoff = 1.14 cfs @ 12.09 hrs, Volume= 0.080 af, Depth&gt; 2.04"

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

	Area (sf)	CN	Description
*	9,600	98	Paved Road
	7,119	80	>75% Grass cover, Good, HSG D
	3,761	98	Water Surface, 0% imp
	20,480	92	Weighted Average
	10,880		Pervious Area
	9,600		Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry, 6 MINUTE MIN. TC

**Summary for Subcatchment 20:**

Runoff = 0.39 cfs @ 12.09 hrs, Volume= 0.029 af, Depth&gt; 2.41"

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

	Area (ac)	CN	Description
*	0.044	98	Paved Road
*	0.050	98	Existing Building and Parking
	0.050	91	Gravel roads, HSG D
	0.144	96	Weighted Average
	0.050		Pervious Area
	0.094		Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry, 6 MINUTE MIN. TC

**Summary for Subcatchment 30:**

Runoff = 2.15 cfs @ 12.51 hrs, Volume= 0.271 af, Depth&gt; 1.14"

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

**03375-POST**

Type III 24-hr 2-YEAR Rainfall=3.00"

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Area (ac)	CN	Description
* 0.017	98	NEW ROAD
* 0.100	98	Buildings and Parking
0.340	91	Gravel roads, HSG D
2.399	78	Meadow, non-grazed, HSG D
2.856	80	Weighted Average
2.739		Pervious Area
0.117		Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
33.0	150	0.0060	0.08		Sheet Flow, SHEET A TO B Grass: Dense n= 0.240 P2= 3.00"
1.8	333	0.0060	3.17	348.79	Trap/Vee/Rect Channel Flow, CHANNEL B TO C Bot.W=15.00' D=2.00' Z= 20.0 ' /' Top.W=95.00' n= 0.040
0.1	21	0.0100	6.44	11.38	Circular Channel (pipe), PIPE C TO D Diam= 18.0" Area= 1.8 sf Perim= 4.7' r= 0.38' n= 0.012
0.4	62	0.0042	2.64	47.57	Trap/Vee/Rect Channel Flow, CHANNEL D TO E Bot.W=3.00' D=2.00' Z= 3.0 ' /' Top.W=15.00' n= 0.040
35.3	566	Total			

**Summary for Subcatchment 40:**

Runoff = 0.10 cfs @ 12.10 hrs, Volume= 0.007 af, Depth&gt; 1.04"

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

Area (ac)	CN	Description
0.080	78	Meadow, non-grazed, HSG D
0.080		Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry, 6 MINUTE MIN. TC

**Summary for Reach 100:**

Inflow Area = 0.470 ac, 46.88% Impervious, Inflow Depth > 0.44" for 2-YEAR event  
 Inflow = 0.06 cfs @ 14.59 hrs, Volume= 0.017 af  
 Outflow = 0.05 cfs @ 15.69 hrs, Volume= 0.016 af, Atten= 12%, Lag= 65.7 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs  
 Max. Velocity= 0.21 fps, Min. Travel Time= 26.6 min  
 Avg. Velocity= 0.21 fps, Avg. Travel Time= 26.6 min

Peak Storage= 80 cf @ 15.25 hrs, Average Depth at Peak Storage= 0.02'  
 Bank-Full Depth= 2.00', Capacity at Bank-Full= 348.62 cfs

**03375-POST**

Type III 24-hr 2-YEAR Rainfall=3.00"

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15.00' x 2.00' deep channel,  $n = 0.040$   
Side Slope Z-value= 20.0 ' Top Width= 95.00'  
Length= 332.0' Slope= 0.0060 '/'  
Inlet Invert= 0.00', Outlet Invert= -1.99'

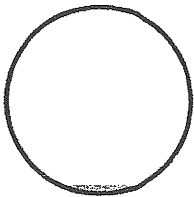
**Summary for Reach 101:**

Inflow Area = 0.470 ac, 46.88% Impervious, Inflow Depth > 0.40" for 2-YEAR event  
Inflow = 0.05 cfs @ 15.69 hrs, Volume= 0.016 af  
Outflow = 0.05 cfs @ 15.70 hrs, Volume= 0.016 af, Atten= 0%, Lag= 0.4 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs  
Max. Velocity= 1.65 fps, Min. Travel Time= 0.2 min  
Avg. Velocity= 1.42 fps, Avg. Travel Time= 0.2 min

Peak Storage= 1 cf @ 15.69 hrs, Average Depth at Peak Storage= 0.07'  
Bank-Full Depth= 1.50', Capacity at Bank-Full= 11.65 cfs

18.0" Diameter Pipe,  $n = 0.012$   
Length= 21.0' Slope= 0.0105 '/'  
Inlet Invert= 43.08', Outlet Invert= 42.86'

**Summary for Reach 102:**

Inflow Area = 0.470 ac, 46.88% Impervious, Inflow Depth > 0.40" for 2-YEAR event  
Inflow = 0.05 cfs @ 15.70 hrs, Volume= 0.016 af  
Outflow = 0.05 cfs @ 15.78 hrs, Volume= 0.015 af, Atten= 0%, Lag= 5.3 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs  
Max. Velocity= 0.32 fps, Min. Travel Time= 3.2 min  
Avg. Velocity= 0.27 fps, Avg. Travel Time= 3.8 min

Peak Storage= 10 cf @ 15.73 hrs, Average Depth at Peak Storage= 0.05'  
Bank-Full Depth= 2.00', Capacity at Bank-Full= 47.54 cfs

**03375-POST**

Type III 24-hr 2-YEAR Rainfall=3.00"

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3.00' x 2.00' deep channel, n= 0.040  
Side Slope Z-value= 3.0 '1' Top Width= 15.00'  
Length= 62.0' Slope= 0.0042 '1'  
Inlet Invert= 43.08', Outlet Invert= 42.82'

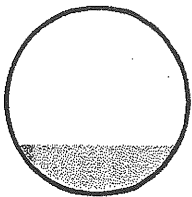
**Summary for Reach 103:**

Inflow Area = 3.326 ac, 10.14% Impervious, Inflow Depth > 1.03" for 2-YEAR event  
Inflow = 2.15 cfs @ 12.51 hrs, Volume= 0.286 af  
Outflow = 2.15 cfs @ 12.52 hrs, Volume= 0.286 af, Atten= 0%, Lag= 0.2 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs  
Max. Velocity= 5.77 fps, Min. Travel Time= 0.1 min  
Avg. Velocity= 2.93 fps, Avg. Travel Time= 0.3 min

Peak Storage= 18 cf @ 12.51 hrs, Average Depth at Peak Storage= 0.40'  
Bank-Full Depth= 1.50', Capacity at Bank-Full= 14.13 cfs

18.0" Diameter Pipe, n= 0.012  
Length= 48.0' Slope= 0.0154 '1'  
Inlet Invert= 42.82', Outlet Invert= 42.08'

**Summary for Pond SP-1: STUDY POINT 1**

Inflow Area = 3.550 ac, 12.15% Impervious, Inflow Depth > 1.09" for 2-YEAR event  
Inflow = 2.26 cfs @ 12.50 hrs, Volume= 0.322 af  
Primary = 2.26 cfs @ 12.50 hrs, Volume= 0.322 af, Atten= 0%, Lag= 0.0 min

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

**Summary for Pond WP1: WETPOND 1**

Inflow Area = 0.470 ac, 46.88% Impervious, Inflow Depth > 2.04" for 2-YEAR event  
Inflow = 1.14 cfs @ 12.09 hrs, Volume= 0.080 af  
Outflow = 0.06 cfs @ 14.59 hrs, Volume= 0.017 af, Atten= 95%, Lag= 150.3 min  
Primary = 0.06 cfs @ 14.59 hrs, Volume= 0.017 af

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Type III 24-hr 2-YEAR Rainfall=3.00"

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Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs  
 Peak Elev= 47.01' @ 14.59 hrs Surf.Area= 5,642 sf Storage= 2,775 cf

Plug-Flow detention time= 346.7 min calculated for 0.017 af (21% of inflow)  
 Center-of-Mass det. time= 213.2 min ( 982.0 - 768.7 )

Volume	Invert	Avail.Storage	Storage Description
#1	46.50'	8,767 cf	Custom Stage Data (Prismatic) Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
46.50	5,176	0	0
47.00	5,631	2,702	2,702
48.00	6,500	6,066	8,767

Device	Routing	Invert	Outlet Devices
#1	Primary	47.00'	<b>15.0' long x 6.0' breadth Broad-Crested Rectangular Weir</b> Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00 2.50 3.00 3.50 4.00 4.50 5.00 5.50 Coef. (English) 2.37 2.51 2.70 2.68 2.68 2.67 2.65 2.65 2.65 2.65 2.66 2.66 2.67 2.69 2.72 2.76 2.83

Primary OutFlow Max=0.05 cfs @ 14.59 hrs HW=47.01' (Free Discharge)  
 1=Broad-Crested Rectangular Weir (Weir Controls 0.05 cfs @ 0.27 fps)

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Type III 24-hr 10-YEAR Rainfall=4.70"

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Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points

Runoff by SCS TR-20 method, UH=SCS

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

**Subcatchment 10:** Runoff Area=20,480 sf 46.88% Impervious Runoff Depth>3.59"  
Tc=6.0 min CN=92 Runoff=1.95 cfs 0.141 af

**Subcatchment 20:** Runoff Area=0.144 ac 65.28% Impervious Runoff Depth>3.98"  
Tc=6.0 min CN=96 Runoff=0.63 cfs 0.048 af

**Subcatchment 30:** Runoff Area=2.856 ac 4.10% Impervious Runoff Depth>2.43"  
Flow Length=566' Tc=35.3 min CN=80 Runoff=4.61 cfs 0.579 af

**Subcatchment 40:** Runoff Area=0.080 ac 0.00% Impervious Runoff Depth>2.29"  
Tc=6.0 min CN=78 Runoff=0.23 cfs 0.015 af

**Reach 100:** Avg. Depth=0.08' Max Vel=0.50 fps Inflow=0.85 cfs 0.077 af  
n=0.040 L=332.0' S=0.0060 '/' Capacity=348.62 cfs Outflow=0.66 cfs 0.076 af

**Reach 101:** Avg. Depth=0.24' Max Vel=3.56 fps Inflow=0.66 cfs 0.076 af  
D=18.0" n=0.012 L=21.0' S=0.0105 '/' Capacity=11.65 cfs Outflow=0.65 cfs 0.076 af

**Reach 102:** Avg. Depth=0.23' Max Vel=0.79 fps Inflow=0.65 cfs 0.076 af  
n=0.040 L=62.0' S=0.0042 '/' Capacity=47.54 cfs Outflow=0.65 cfs 0.076 af

**Reach 103:** Avg. Depth=0.62' Max Vel=7.31 fps Inflow=5.00 cfs 0.654 af  
D=18.0" n=0.012 L=48.0' S=0.0154 '/' Capacity=14.13 cfs Outflow=5.00 cfs 0.654 af

**Pond SP-1: STUDY POINT 1** Inflow=5.15 cfs 0.717 af  
Primary=5.15 cfs 0.717 af

**Pond WP1: WETPOND 1** Peak Elev=47.08' Storage=3,172 cf Inflow=1.95 cfs 0.141 af  
Outflow=0.85 cfs 0.077 af



**03375-POST**

Type III 24-hr 25-YEAR Rainfall=5.50"

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Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points

Runoff by SCS TR-20 method, UH=SCS

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

**Subcatchment 10:** Runoff Area=20,480 sf 46.88% Impervious Runoff Depth>4.33"  
Tc=6.0 min CN=92 Runoff=2.33 cfs 0.169 af

**Subcatchment 20:** Runoff Area=0.144 ac 65.28% Impervious Runoff Depth>4.71"  
Tc=6.0 min CN=96 Runoff=0.75 cfs 0.057 af

**Subcatchment 30:** Runoff Area=2.856 ac 4.10% Impervious Runoff Depth>3.09"  
Flow Length=566' Tc=35.3 min CN=80 Runoff=5.84 cfs 0.735 af

**Subcatchment 40:** Runoff Area=0.080 ac 0.00% Impervious Runoff Depth>2.93"  
Tc=6.0 min CN=78 Runoff=0.29 cfs 0.020 af

**Reach 100:** Avg. Depth=0.11' Max Vel=0.61 fps Inflow=1.49 cfs 0.106 af  
n=0.040 L=332.0' S=0.0060 '/' Capacity=348.62 cfs Outflow=1.13 cfs 0.104 af

**Reach 101:** Avg. Depth=0.31' Max Vel=4.17 fps Inflow=1.13 cfs 0.104 af  
D=18.0" n=0.012 L=21.0' S=0.0105 '/' Capacity=11.65 cfs Outflow=1.12 cfs 0.104 af

**Reach 102:** Avg. Depth=0.31' Max Vel=0.94 fps Inflow=1.12 cfs 0.104 af  
n=0.040 L=62.0' S=0.0042 '/' Capacity=47.54 cfs Outflow=1.11 cfs 0.104 af

**Reach 103:** Avg. Depth=0.74' Max Vel=7.96 fps Inflow=6.94 cfs 0.840 af  
D=18.0" n=0.012 L=48.0' S=0.0154 '/' Capacity=14.13 cfs Outflow=6.93 cfs 0.839 af

**Pond SP-1: STUDY POINT 1** Inflow=7.16 cfs 0.916 af  
Primary=7.16 cfs 0.916 af

**Pond WP1: WETPOND 1** Peak Elev=47.12' Storage=3,388 cf Inflow=2.33 cfs 0.169 af  
Outflow=1.49 cfs 0.106 af

**Jean Fraser - Fwd: Timetable review of 357 Riverside (Handyman Rental access on Warren)**

---

**From:** Jean Fraser  
**To:** Seymour, Jim  
**Date:** 9/12/2011 2:22 PM  
**Subject:** Fwd: Timetable review of 357 Riverside (Handyman Rental access on Warren)

Jim

I refer to our telephone conversation earlier today and you will see that I have committed parts of it to print with my colleagues and please send the pdfs (especially re drainage) asap.

thanks  
Jean

>>> Jean Fraser 9/12/2011 2:18 PM >>>

Update and info re this review:

I understand from Jim Seymour, agent, that revised plans will be submitted tomorrow that flesh out the traffic details and add in revised drainage details and information. Meshing the drainage proposals with the DOT project has taken some extra time.

I also understand that the DOT contractors are nearing the point where they will be laying the curb so the review of the revised plans will need to be as quick as possible so that (assuming all OK):

- any approval is for the entire driveway rather than for just the end near Warren (the latter, as we discussed at Dev Rev last week, would entail additional conditions and be more complicated); and
- the approval can be issued in time to implement the curb cut prior to completion of that stretch by the DOT.

So this is a head's up that we will be requesting an expedited review.

thank you  
Jean

*pent BBI KE/DM.P/  
TE/OS/ cc MS, MF.*

# NOTE FOR FILE

## Site Plan Review discussions as of 9.7.2011:

### 1. Comments from DPS meeting 9.6.11 and Dev Rev discussion (incl AJ and BB) 9:30am Wed 9.7.2011:

- Tom Errico confirms that the location and scale of the curb cut is OK in principle, and that he will confirm in a memo that includes more analysis and documentation;
- Tom not sure amount of traffic justifies the right in right out, but probably will request restriping for center turning lane;
- Tom Errico likely to have these conditions:
  - Any new development may need redesign/relocation of access depending on scale and type of development; approval based on existing use as presented
  - Striping for middle turning lane.
- Alex Jaegerman requested a condition that requires reinstatement of the curb if the driveway project does not go forward. It was agreed the reinstatement could be done in five years (to avoid moratorium fees) but need PG. David Pineo mentioned that for curb reinstatement only maybe waiver of the moratorium fees could be made.
- After further discussion there was a suggestion that a PG for all should be requested if curb cut goes in in advance of design/final approval of the rest.
- Sidewalk to be completed as part of the project.
- Drainage: DOT design shows pipe into Watson land- more water from larger area of pavement- this has been brought to Jim Seymour's attention and Mike Farmer to discuss with DOT;
- Alex prefers that site plan review be completed based on complete submissions for the revised plan and Jean to press Jim Seymour to get storm water info etc in asap.
- Alex, Barbara and David Senus confirmed that whatever DOT are doing, this project needs to meet site plan requirements re drainage.

### 2. Telephone conversation with Jim Seymour 11am Wed 9.7.11

- Jim on way to see Brad and discuss:
  - Need for him to meet with the Tarsettis
  - DOT drainage implications and coordination with his driveway proposal (Brad had not understood there would be a structure or more water)
  - Timing of the driveway
- Jean confirmed:
  - Tom OK in principle with curb cut alignment etc but not completed final memo- likely to recommend striping for central turning lane;
  - Re meeting the Tarsettis: 2 separate issues: 1) to explore joint access and be able to confirm it not going to work; 2) to clarify why Handyman Rental needs 2 access drives)
  - Re drainage, stressed there are site plan requirements that apply to drive proposal but not to DOT- but we are investigating DOT plan as should not increase flows to that area
  - Re timing, staff will probably request a performance guarantee to cover cost of reinstatement of curbing (if curb cut placed in advance) and maybe to cover more...
- Jim confirmed he is almost ready to submit the storm water information, once he has got Brad's OK. Is generally aware (from other discussions with David Pineo) of the other issues but had not heard that Tom was OK with the plan.

*Jean Fraser, Planner- 9.7.11*

**Jean Fraser - Fwd: RE: Handyman Rental Warren Ave curb cut/site plan.**

**From:** Jean Fraser  
**To:** Seymour, Jim  
**Date:** 9/2/2011 11:47 AM  
**Subject:** Fwd: RE: Handyman Rental Warren Ave curb cut/site plan.  
**Attachments:** Traffic eng 8.16.2011 Handyman Rental.rtf; Peer eng rev2011.08.12 Handyman Rental Memo.pdf

Jim

This is what I sent on August 17, 2011 - just for the record. It was copied to Brad Watson, among others.

I see you have sent a revised plan around yesterday and I will follow up with Tom Errico and David Senus.

While we would prefer to complete the site plan review prior to the creation of the curb cut, if the MDOT "window" for getting the curb cut installed comes along first (and the revised plans are considered basically OK) then we will arrange an interim approval.

Phil diPierro understands that the MDOT are unlikely to be placing the curb along here for 2-3 weeks.

I think we need to talk about the sidewalk- the MDOT are doing the curb and the base for a sidewalk and I presume could do the top "coat" based on a contribution from Brad (or- since they will be saving on curbing and base for the curb cut stretch, they may be willing to do the sidewalk topcoat for nothing).

Have you discussed this with anyone- it would be cheaper if it was done by MDOT at same time. I have not resolved internally re if and what contribution would be appropriate here but we do want a sidewalk (see Tom Errico's review comments). The Rug Depot had to contribute \$15,000 towards the sidewalk and curbing being installed nearer to the intersection but that related to larger scale development (and you are aware of the Hammond contribution).

Jean

>>> Jean Fraser 8/17/2011 6:02 PM >>>

Jim

*Jim has not discussed -  
but has shown sidewalk  
on plan  
DP S need to comment?*

I would have appreciated a return call to give me an opportunity to clarify the position; a conversation would have covered these details as I was intending to discuss the attached comments from my colleagues.

Re curbing and sidewalks (see Traffic Comments), I understand that the MDOT will be incorporating curbing and a base for a sidewalk into their work along this frontage.

I am out of the office tomorrow (Thursday) so if you wish to follow up please call Barbara Barhydt (874 8699).

thank you

Jean Fraser, Planner

From: "James Seymour" [jseymour@sebagotechnics.com](mailto:jseymour@sebagotechnics.com)  
To: Errico, Tom; Farmer, Michael; Fraser, Jean  
CC: 03375@sebagotechnics.com; Margolis-Pineo, David  
Subject: RE: Driveway opening for Handyman on Warren Ave. To All,

*From  
Jim Seymour  
9-1-2011*

Here is our revised drawing showing the entrance as we believe it would have to be located to work adjacent to the current drainage swale easement. We did shift slightly easterly to consider where the curb inlet stone would end and how the driveway would have to offset this.

My concern is that there will need to be a handicap ramp at our driveway in the future when the sidewalk is extended. Rather than wrap a curved vertical curb to establish the driveway, I extended a 6 ft tip-down off the curb inlet stone and then drew the 15 ft radius for flush granite into the site to establish the edge of the driveway. Our entrance intersects in the taper on Warren Ave, which we wrapped the 15 ft radius into. We ran the sidewalk crossing at 90 degrees across our entrance such that the easterly side's HC ramp is closer to the ROW line, To match back into the Warren Ave granite curbing we will need to install a curved tip-down piece, or re-adjust the sidewalk crossing alignment.

Our driveway Centerline intersects the Warren Ave Sta. 213+59.86. If we have assumed incorrectly on the ramp issue we can shift it west a few feet. Our design also allows for some room to grade against the culvert extension. The driveway to the West (Carpet Depot) is 140 feet center line to centerline of driveway, and going east we are 210 feet centerline to centerline with the Pine Tree Paper driveway. This appears to still line up OK with Home Depot too.

I am not sure if the state's contractor will grade the ditch need to drain the new catch basin offset from Sta. 214+277 +/- but we will want to direct that to a future culvert under our driveway.

Our driveway design is super-elevated with 0.5% linear grade so we can collect runoff into a wetpond which narrowly will work per DEP standards. Realistically, this is all I can conceive to work at this point. Flow will travel along the curb for 350ft +/- and then will discharge into the wetpond which will then have a very shallow containment and be controlled by a spillway in the rear, which will release into another swale and then be conveyed by culvert back under the driveway to enter the main swale heading to Riverside St.

Dave, Mike, and Tom, if you can give me some input into the location, that would be great, or if you have concerns or recommendations, I am all ears. I will need to complete this layout and drainage aspect for planning, as well as formerly request a waiver of the Driveway separation standards.

If this is Ok with Public Services, and generally with Tom ( I know you need to comply with the Site Plan ordinance and Technical standards),

We will coordinate with the State's site engineer ASAP. We also know we take on some risk with the curb cut location until after it is approved and appeals periods lapse.

Thank you for your help in advance.

*James R. Seymour P.E.*  
**Sebago Technics Inc**  
**1 Chabot Street,**  
**PO Box 1339**  
**Westbrook, ME 04098-1339**  
**Tel. 207 856-0277 ext 277**  
**Fax 207 856-2206**



full set of correspondence  
to date

**Jean Fraser - Site plan review comments 8.31.2011 RE: Handyman Rental Warren Ave curb cut/site plan.**

---

**From:** Jean Fraser  
**To:** Seymour, James  
**Date:** 8/31/2011 12:14 PM  
**Subject:** Site plan review comments 8.31.2011 RE: Handyman Rental Warren Ave curb cut/site plan.  
**CC:** 03375; Sawyer, Steve; Bradford Watson; driley@sebagotechnics.com  
**Attachments:** Traffic eng 8.16.2011 Handyman Rental.pdf; Peer eng rev2011.08.12 Handyman Rental Memo.pdf

Jim

I understand that a curb cut has recently been constructed to access Mr Watson's property prior to the submission of a plan of the curb cut for review. I would note that the construction of the curb cut is at Mr Watson's risk as it may or may not be approved in terms of the detailed location and dimensions (and any changes may trigger moratorium fees).

In terms of the Level II site plan first submitted August 1, 2011, on 8.17.2011 I sent you the traffic and stormwater review comments (copies attached again) which confirm that the submitted plan does not meet site plan standards; the planning staff recommendation is to submit a revised preliminary plan that addresses the review comments and includes waiver request(s). Once we have received the revised plan(s) we will continue the site plan review of this application.

I would note that the August traffic review comments are similar to those given to you and Mr Watson at the January 18, 2011 meeting (when the submitted plan was first tabled), and at that meeting we also advised submission of a site plan application asap (with supporting traffic data) in view of the imminent MDOT work at that location. On June 8, 2011 we again advised you to make a formal site plan application asap so that our Traffic Engineering reviewer, Tom Errico, could confirm his views on the curb cut proposal in time for it to be coordinated with MDOT construction if approved. The site plan application was first received August 1, 2011.

I am the assigned planner for this application and please send all submissions and other communications to me.

thank you  
Jean

*Jean Fraser, Planner  
City of Portland  
874 8728*

>>> "James Seymour" <jseymour@sebagotechnics.com> 8/18/2011 11:29 AM >>>  
Thanks Barbara and Jean,

First I will apologize for not calling Jean, but I have to communicate to and through multiple parties and the e-mail is an easier medium to share the conversation. We are very familiar with the concerns and options, and believe that Mr. Watson did not want any further liabilities

with a shared driveway as that is an arrangement he has now on Riverside Street. In this intersection /area all parties are concerned about their own access to Warren Avenue, and Mr. Watson would be the entity again being restricted, and burdened by additional costs above what he would do on his own property. For any one else to combine on his land is highly unlikely. The Carpet Depot would be then crossing a major drainage ditch, with substantial design and construction costs, and the Party Paper would have to impact additional wetlands, and both would incur additional costs for stormwater impacts.

I think we can agree to locate the driveway cut opposite Home Depot, and then we can work out a re-design of the driveway access, and waiver by a level II site plan. Stormwater is a challenge given the site constraints. The irony here is that the Road is being reconstructed and the point discharge of untreated runoff is being directed into the middle of Mr. Watson's lot. I think he's beginning to feel he is getting a little squeezed by everyone. He has legal frontage but needs a waiver due existing driveway locations, he has cooperated with the State for easements, he receives Warren Ave's dirty runoff, he is an existing established business, and the requirements for a simple driveway are not easy or inexpensive.

I believe once an entrance location acceptable to the City is determined, the rest is much straighter forward. I don't see the shared driveway option working for him. I think we discussed the alignment option before with the Home Depot access, but queuing backup was a concern. There is no real perfect solution, and hence it really is literally picking the lesser impacts.

We appreciate the City's response and concerns, and will prefer the entrance location to be opposite of Home Depot and work through the waiver. The catalyst for this whole discussion was the fact, we just wanted the curb cut planned into the design and construction for Warren Ave before the 5 yr moratorium was imposed. The selection of the location is the launching pad for all else.

That our application showed a possible location based on real data, but the City feels another possible location is better, is actually a good result. I know Tom had to have some data before he could recommend a preference.

I will discuss with Mr. Watson, Steve, and Tom about the location, and upon general agreement we will revise the plan and apply for a potential waiver. Stormwater treatment per ME DEP will still be a challenge, and I am hopeful we can possibly incorporate something to handle Warren Ave runoff in conjunction with the driveway runoff, to satisfy the City requirement, and the wetland permit may need a simple modification since the impact will be less if we chose the Home Depot access alignment as or curb cut location.

Thanks much. I will contact Jean next week to discuss, after we have a chance to meet with Mr. Watson.

*James R. Seymour P.E.*  
**Sebago Technics Inc**  
**1 Chabot Street,**  
**PO Box 1339**  
**Westbrook, ME 04098-1339**  
**Tel.207 856-0277 ext 277**  
**Fax 207 856-2206**

**From:** Barbara Barhydt [mailto:BAB@portlandmaine.gov]  
**Sent:** Thursday, August 18, 2011 8:38 AM  
**To:** Fraser, Jean; James Seymour  
**Cc:** 03375; Errico, Thomas; Farmer, Michael; Margolis-Pineo, David; Steve Sawyer; Watson, Bradford  
**Subject:** RE: Handyman Rental Warren Ave curb cut/site plan.

Hello Jim:

As I understand the conversations to date, Tom Errico would like to see the driveway aligned with Home Depot. With that alignment it could potentially meet the separation requirements between the proposed curb cut and the paper product site. A waiver would be required between the curb cut and the carpet depot driveway, but there is a greater separation there than proposed with the other driveway.

An alternative and probably the preferable solution would be to create a combined driveway with one of the neighbors. We do not know if that is a possibility that has been explored by your firm and Mr. Watson.

I am available to discuss further and if we need a conference call to include Tom Errico, please let me know.

Thank you.

Barbara

Barbara Barhydt  
Development Review Services Manager  
Planning Division  
389 Congress Street 4th Floor  
Portland, ME 04101  
(207) 874-8699  
Fax: (207) 756-8256

bab@portlandmaine.gov >>> Jean Fraser Wednesday, August 17, 2011 6:02 PM >>>  
Jim

I would have appreciated a return call to give me an opportunity to clarify the position; a conversation would have covered these details as I was intending to discuss the attached comments from my colleagues.

Re curbing and sidewalks (see Traffic Comments), I understand that the MDOT will be incorporating curbing and a base for a sidewalk into their work along this frontage.

I am out of the office tomorrow (Thursday) so if you wish to follow up please call Barbara Barhydt (874 8699).

thank you

*Jean Fraser, Planner*  
*City of Portland*  
874 8728

->>> "James Seymour" <jseymour@sebagotechnics.com> 8/17/2011 3:42 PM >>>  
Jean,



I just listened to my voice mail and will attempt to summarize the call for Mr. Watson and others.

Our plan will not be approved as submitted because of concerns with Traffic congestion and interaction with the abutter's driveway, and stormwater impacts. However, a curb cut may be allowed at some other described location as recommended by the City? Such curb cut will assist Mr. Watson avoiding the moratorium delay, but he would have to submit a revised plan for the driveway design to match the curb cut location. No construction of a driveway could take place until such time a new plan is approved by the Planning Staff.

Based on your call it sounds like staff is extremely uncomfortable with the proposed selected entrance location, and that an abutter may have expressed concern as well. As we have known going into this process no location on Warren Avenue will meet the required separation standards of the City, and the goal has been to identify a rational well thought out location, to provide all parties a safer access into the property.

I know Mr. Watson wants a curb cut, but also wants to be fiscally smart with his driveway investment. My suggestion is for the City to forward to us a location they feel the entrance is best suited, and we will discuss with him the implications, and costs associated to meet the City's tough Stormwater Standards and driveway design.

I know we here at Sebago Technics felt that the State and City could have considered a by pass route to be constructed between the Carpet Dept property and Mr. Watson's to provide access internally, and also alleviate the need for the right turn on Warren Ave westbound onto Riverside north. That seems highly unlikely at this point with budget restraints.

If someone could provide a sketch it would be very helpful. If another follow-up meeting is required, I am available. I also know from Mr. Farmer's e-mail that the construction could be underway in that vicinity within two to three weeks, so we need to resolve the entrance cut very quickly.

Thanks.

*James R. Seymour P.E.*  
**Sebago Technics Inc**  
**1 Chabot Street,**  
**PO Box 1339**  
**Westbrook, ME 04098-1339**  
**Tel.207 856-0277 ext 277**  
**Fax 207 856-2206**

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## Note for file

Dev Rev mtg 8-31-11

Alex Jaegerman attending  
Barbara Barkhyst on vacation

Present: TE / OM-P / PD /  
MS / AM / D Senus /  
CP / DW-C

357 Riverside St.  
Curb cut.

Phil de P. visiting site

- 1) A curb cut has recently been constructed; TE not seen any plans so if for Handyman Rental may not be OK re detailed location.
- 2) ~~After discuss~~ OPS confirmed it was created as part of construction work so didn't need a street opening permit.
- 3) AJ considered that nevertheless it constitutes a start on site for a proposal that is subject to site plan application already submitted but not approved and a "Stop work" order should be issued to clarify that the curb cut is not permitted as part of Handyman Rental project.
- 4) AF + OM-P will request plans from Jim Seymour
- 5) Review now is just re Site Plan and any appeal would be of site plan approval.

Note - if send email confirming current site plan comments.

**Jean Fraser - Handyman Rental, (address 357 Riverside) but proposing new access on Warren Ave**

---

**From:** Jean Fraser  
**To:** Jaegerman, Alex; St. Louis, Penny  
**Date:** 8/30/2011 4:37 PM  
**Subject:** Handyman Rental, (address 357 Riverside) but proposing new access on Warren Ave  
**CC:** Barhydt, Barbara

Penny and Alex

In Barbara's absence I am just alerting you to a potential issue re this level II Site Plan for a new curb cut and driveway near Rug Depot's drive access on Warren Ave.

I have just returned from vacation and tomorrow's Dev Rev will get update, but I understand that because the DOT/city Warren Ave intersection improvements are under construction that the applicant is installing a curb cut now without DPS nor site plan permits/approval. Kathi Earley and Mike Farmer are aware and no permit for curb cut has been issued.

Staff met with Handyman Rental (Brad Watson) and Jim Seymour (agent) in January this year and advised them there were concerns and to submit a site plan application with more info; it was lodged August 1, 2011 and the submitted plan is considered by staff to be unacceptable.

The next door business (Pine Tree papers) has lodged an objection in writing to any new access there on the grounds of traffic safety (and they note the applicant already has an access on Riverside) and are following this project closely.

Staff have suggested a curb cut in a different location from that on the submitted plan could be approved by DPS in advance of site plan (conditioned on site plan approval) so that the applicant could avoid the moratorium fees that would apply in a few weeks time.

Danielle advises that the neighbor could appeal any curb cut permit to the City Manager within 10 days of issuance (section 25-162)- leads to a hearing before the City Manager and there is also redress to court.

Jean

## Jean Fraser - Fwd: Proposal for curb cut and driveway

---

**From:** Jean Fraser  
**To:** Margolis-Pineo, David  
**Date:** 8/30/2011 12:51 PM  
**Subject:** Fwd: Proposal for curb cut and driveway  
**CC:** Farmer, Michael

---

Tom Errico saw this when it came in- this is just for info at this stage so you can let Mr Tarsetti know if a curb cut is under consideration/going to be approved as his contact details are at the end.

>>> "Jim Tarsetti Jr" <jimjr@pinetreepaper.com> 8/16/2011 2:55 PM >>>

Jean

Hello Jean

I'm e mailing you in reference to level II Site plan Application Submittal Proposed Driveway Curb Cut for Warren Ave Access Handyman Rental, 357 Riverside St. Portland, Maine.

I have spoken to my father who has just taken the time to see you today. We have just had a short time to look over this Proposal.

This is such a heavily trafficked area, to consider adding another driveway on Warren Ave so close to Riverside street. Would only create more congestion, accidents and confusion to an already very heavily trafficked area.

We have both been at the same locations with our existing businesses for well over 20 years with our existing driveways. I feel strongly that this proposed driveway will have a very negative effect on traffic flow and a negative effect on my business.

I would appreciate if you would keep me advised about this proposal.

Thank You

James R Tarsetti Jr  
Pine Tree Paper Co., Inc  
Paper Party House  
633 Warren Ave  
Portland, Me. 04103

P- 207 774-2218  
F- 207 774-7697  
C- 207 650-5304

## Jean Fraser - Re: Fwd: Proposal for curb cut and driveway

**From:** Jean Fraser  
**To:** Margolis-Pineo, David  
**Date:** 8/30/2011 12:49 PM  
**Subject:** Re: Fwd: Proposal for curb cut and driveway  
**CC:** Errico, Thomas; Farmer, Michael

David and Tom

I have seen nothing re Handyman Rental's site plan request for a new drive onto Warren and I don't know whether they have been liaising with you separately re any curb cut (given in advance of site plan review). Any curb cut would have to be conditioned on the receipt of site plan approval at that location.

As you know, there has been an objection from the abutters (Pine Tree Paper; they have followed up to ask what is happening and I need to get back to them today) so if any curb cut is under consideration we need to let Pine Tree know when its approved as they might want to appeal as based on the ordinance (see below).

As there are only 10 days to lodge the appeal, Pine Tree paper needs to know immediately any curb cut is approved (cc me). (they also could appeal the Site Plan approval if and when given)

Could you let me know today if any curb cut has been requested etc and if so the status.

thanks  
Jean

PS

I will forward the Pine Tree objection in the next e-mail for your information- Jim Seymour is aware of it. I have met with the father and my impression is that they may be willing to consider a joint access (using their existing one).

>>> Danielle West-Chuhta (Danielle West-Chuhta) 8/18/2011 9:13 AM >>>

Chapter 25 has two provisions regarding appeals within its text. The first is section 25-162 under the street opening section. This section indicates that appeals can be made from a Public Works Authority decision to the City Manager within 10 days and that a hearing on said appeal can be granted (either in front of the City Manager or his/her designee). The other section regarding appeals is section 25-204 (under the Moving of Structures division). This section is pretty broad and seems to indicate that any appeal under this "article" shall be made in thirty (30) days to the Maine Superior Court pursuant to Rule 80B.

Overall, I think that section 25-162 seems to apply regarding street opening permits (this was for a curb cut right, not a street opening - or are they considered one in the same for DPS purposes?). The other thing to note is that if they do not like the decision (and we do not think that section 25-162 applies), they do have the ability to appeal a decision of the City pursuant to Rule 80B directly to the Maine Superior Court.

Thanks,

Danielle

>>> Jean Fraser 8/17/2011 5:23 PM >>>

Danielle

I am following up re today's Dev Rev discussion to clarify whether any party (ie the abutters, see below) would be able to appeal the decision by DPS to grant a curb cut only on Warren (prior to the site plan review).

thank you

Jean

(pl cc Barbara as I am out of the office tomorrow)

>>> "Jim Tarsetti Jr" <jimjr@pinetreepaper.com> 8/16/2011 2:55 PM >>>

Jean

Hello Jean

I'm e mailing you in reference to level II Site plan Application Submittal Proposed Driveway Curb Cut for Warren Ave Access Handyman Rental, 357 Riverside St. Portland, Maine.

I have spoken to my father who has just taken the time to see you today. We have just had a short time to look over this Proposal.

This is such a heavily trafficked area, to consider adding another driveway on Warren Ave so close to Riverside street. Would only create more congestion, accidents and confusion to an already very heavily trafficked area.

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James R Tarsetti Jr  
Pine Tree Paper Co., Inc  
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633 Warren Ave  
Portland, Me. 04103

P- 207 774-2218  
F- 207 774-7697  
C- 207 650-5304

## Jean Fraser - Fwd: Proposal for curb cut and driveway

---

**From:** Jean Fraser  
**To:** Seymour, Jim  
**Date:** 8/30/2011 12:38 PM  
**Subject:** Fwd: Proposal for curb cut and driveway  
**CC:** Errico, Thomas

---

Jim

I have just returned from vacation and do not see any e-mail exchanges on this other than your e-mail of 8.17.2011, nor do I see any revised plans (either for a curb cut or for a revised site plan) for consideration at our Dev Review meeting tomorrow. Could you please give me an update (Barbara is on vacation this week).

As staff recommended in January, I think a discussion between Mr Watson and Mr Tarsetti would be appropriate (see his comments below). I understand from his father that at the time of the Home Depot site plan review there were proposals to make his existing entrance right in right out and he is very worried that this will be imposed on him again. They- and any other "aggrieved" person - would have the right to appeal any planning authority site plan approval of the proposal to the Planning Board and have up to 30 days form the date of approval to do so. If DPS approves a curb cut, that can also be appealed (to the City Manager and/or to court).

As you may be aware, joint access between Wendy's and Dunkin Donuts was required by the Planning Board at the time DD was proposed, so if this is appealed to the Planning Board this possibility could be on the table.

thank you

Jean

*Jean Fraser, Planner  
City of Portland  
874 8728*

>>> "Jim Tarsetti Jr" <jimjr@pinetreepaper.com> 8/16/2011 2:55 PM >>>

**Jean**

**Hello Jean**

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**Jean Fraser - RE: Handyman Rental Warren Ave curb cut/site plan.**

---

**From:** Barbara Barhydt  
**To:** Fraser, Jean; Seymour, James  
**Date:** 8/18/2011 8:37 AM  
**Subject:** RE: Handyman Rental Warren Ave curb cut/site plan.  
**CC:** 03375; Errico, Thomas; Farmer, Michael; Margolis-Pineo, David; Sawye...

Hello Jim:

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An alternative and probably the preferable solution would be to create a combined driveway with one of the neighbors. We do not know if that is a possibility that has been explored by your firm and Mr. Watson.

I am available to discuss further and if we need a conference call to include Tom Errico, please let me know.

Thank you.

Barbara

Barbara Barhydt  
Development Review Services Manager  
Planning Division  
389 Congress Street 4th Floor  
Portland, ME 04101  
(207) 874-8699  
Fax: (207) 756-8256  
bab@portlandmaine.gov >> Jean Fraser Wednesday, August 17, 2011 6:02 PM >>>  
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*Jean Fraser, Planner  
City of Portland*



874 8728

->>> "James Seymour" <jseymour@sebagotechnics.com> 8/17/2011 3:42 PM >>>

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I know Mr. Watson wants a curb cut, but also wants to be fiscally smart with his driveway investment. My suggestion is for the City to forward to us a location they feel the entrance is best suited, and we will discuss with him the implications, and costs associated to meet the City's tough Stormwater Standards and driveway design.

I know we here at Sebago Technics felt that the State and City could have considered a by pass route to be constructed between the Carpet Dept property and Mr. Watson's to provide access internally, and also alleviate the need for the right turn on Warren Ave westbound onto Riverside north. That seems highly unlikely at this point with budget restraints.

If someone could provide a sketch it would be very helpful. If another follow-up meeting is required, I am available. I also know from Mr. Farmer's e-mail that the construction could be underway in that vicinity within two to three weeks, so we need to resolve the entrance cut very quickly.

Thanks.

*James R. Seymour P.E.*  
**Sebago Technics Inc**  
**1 Chabot Street,**  
**PO Box 1339**  
**Westbrook, ME 04098-1339**  
**Tel.207 856-0277 ext 277**  
**Fax 207 856-2206**

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**Jean Fraser - RE: Handyman Rental Warren Ave curb cut/site plan.**

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**From:** Jean Fraser  
**To:** Seymour, James  
**Date:** 8/17/2011 6:02 PM  
**Subject:** RE: Handyman Rental Warren Ave curb cut/site plan.  
**CC:** 03375; Barhydt, Barbara; Errico, Thomas; Farmer, Michael; Margolis-P...  
**Attachments:** Traffic eng 8.16.2011 Handyman Rental.rtf; Peer eng rev2011.08.12 Handyman Rental Memo.pdf

Jim

I would have appreciated a return call to give me an opportunity to clarify the position; a conversation would have covered these details as I was intending to discuss the attached comments from my colleagues.

Re curbing and sidewalks (see Traffic Comments), I understand that the MDOT will be incorporating curbing and a base for a sidewalk into their work along this frontage.

I am out of the office tomorrow (Thursday) so if you wish to follow up please call Barbara Barhydt (874 8699).

thank you

*Jean Fraser, Planner  
City of Portland  
874 8728*

->>> "James Seymour" <jseymour@sebagotechnics.com> 8/17/2011 3:42 PM >>>

Jean,

I just listened to my voice mail and will attempt to summarize the call for Mr. Watson and others.

Our plan will not be approved as submitted because of concerns with Traffic congestion and interaction with the abutter's driveway, and stormwater impacts. However, a curb cut may be allowed at some other described location as recommended by the City? Such curb cut will assist Mr. Watson avoiding the moratorium delay, but he would have to submit a revised plan for the driveway design to match the curb cut location. No construction of a driveway could take place until such time a new plan is approved by the Planning Staff.

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*James R. Seymour P.E.*

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## Jean Fraser - Handyman Rental

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**From:** Tom Errico <thomas.errico@tylin.com>  
**To:** Jean Fraser <JF@portlandmaine.gov>  
**Date:** 8/16/2011 9:05 PM  
**Subject:** Handyman Rental  
**CC:** David Margolis-Pineo <DMP@portlandmaine.gov>, Katherine Earley <KAS@port...

---

Jean – I have reviewed the information provided by the applicant, including the supporting traffic analysis and driveway location plan on Warren Avenue and I have the following comments.

- I do not support the location of the driveway as illustrated on their plan. My specific concerns include:
  - The proposed driveway does not meet City driveway separation standards. Based upon a posted speed limit of 35 mph, 150 feet of separation is required. The proposed driveway configuration is significantly less than the noted standard.
  - While traffic volumes from the adjacent use and from the Handyman Rental site are relatively low, I am concerned that future land use changes could result in a greater traffic generating intensity, where the proposed configuration would be seriously problematic.
  - I do have some concern regarding the overlapping left-turn situation on Warren Avenue between the proposed driveway and Home Depot's driveway. Vehicle queues entering Home Depot may present some spillback blockage problems.
- I would be open to consideration of a driveway located directly opposite the Home Depot driveway. While driveway separation standards would not be met, I would be open to approving a waiver from the technical standards. I would note that a component of the separation standard is not only driveway spacing on the same side of the street, but consideration of alignment and separation on the opposite side of the street is a consideration.
- The applicant will be responsible for providing curb and sidewalk along the frontage of their property on Warren Avenue, unless waiver criteria established by the City can be met.

If you have any questions or comments, please contact me.

Best regards,

Thomas A. Errico, PE  
Senior Associate  
Traffic Engineering Director

**TYLIN** INTERNATIONAL

12 Northbrook Drive

Falmouth, ME 04105

207.347.4354 direct

207.400.0719 mobile

207.781.4753 fax

[thomas.errico@tylin.com](mailto:thomas.errico@tylin.com)

Visit us online at [www.tylin.com](http://www.tylin.com)

"One Vision, One Company"

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## MEMORANDUM

**TO:** Jean Fraser, Planner  
**FROM:** Ashley Auger, E.I.T. & David Senus, P.E.  
**DATE:** August 12, 2011  
**RE:** Handyman Rental – 357 Riverside Street

Woodard & Curran has reviewed the Preliminary Level II Site Plan Application for the Handyman Rental Warren Avenue Access Drive project located at 357 Riverside Street in Portland, Maine. The proposed project includes constructing a second driveway access approximately 600 feet long, which would connect Warren Avenue to the Handyman Rental store and create 15,500 square feet of additional impervious surface. According to the application, the project has received a Tier 1 Natural Resource Protection Act Permit for proposed wetland impacts.

### Documents Provided

- Preliminary Level II Site Plan Application and Attachments, dated July 29, 2011, prepared by Sebago Technics on behalf of Handyman Rental.
- Preliminary Site Plan, rev. date July 29, 2011, prepared by Sebago Technics on behalf of Watson Realty LLC.
- Amended Subdivision Plan, recorded August 2, 2004, prepared by Sebago Technics on behalf of Handyman Rental.

### Comments

#### ***Stormwater:***

**Basic Standards:** The Applicant has submitted an erosion control plan in general conformance with the Basic Standards. In addition to the erosion control measures identified on the plan, a detail and location for a stabilized construction exit should be included on the plans.

**General & Flooding Standards:** The Applicant acknowledges that the City requires a Level II project to provide stormwater management in accordance with MaineDEP Chapter 500 guidelines, including the submission of a stormwater management plan, but requests that the City allow the project to sheet flow the new impervious area into the fields adjacent to the roadway to act as a buffer. MaineDEP General Standards provide guidance for buffers as a means of stormwater management. A "Buffer Adjacent to the Down Hill Side of a Road" requires 50' of buffer length for each travel lane (proposed roadway is crowned), which cannot include areas of wetland soils (Vegetated Buffers, Section 5.2.3 of the MaineDEP's BMPs Technical Design Manual). Much of the site within 50' of the proposed road includes wetlands, and therefore would not qualify as a MaineDEP approved meadow buffer. The west side of the roadway, from STA 2+50 to 6+00, would drain almost directly into an existing drainage channel with little to no buffer area. We acknowledge that treatment options are limited for linear projects that have minimal vertical separation from wetland soils, and recommend that the Applicant evaluate whether a stormwater management feature can be retrofit on the Handyman Rental site to treat an equivalent impervious area. It should be noted that this project would qualify as a linear project, and therefore the Applicant can reduce the treatment requirements to 75% of the new impervious area.

The Applicant should provide pre and post development stormwater plans and model data to evaluate changes in peak flow during the 2, 10 & 25-year, 24-hour storm events. If the post development peak flows exceed the existing condition, the Applicant may request a waiver from the Flooding Standard, but should provide backup to this waiver request in accordance with the waiver criteria identified within the Flooding Standard.



*Urban Impaired Stream Standard:* The project site is located within the watershed of the Presumpscot River, which is not classified as an urban impaired stream. The project is not required to meet the Urban Impaired Stream Standard.

**General:**

- The Applicant should provide a detail for the vertical granite curbing and tipdowns proposed within the City Right-of-Way. Details should be in accordance with Figure I-17 of the City of Portland Technical Manual.
- It appears that the proposed roadway will cross an existing culvert at approximately STA 5+55. The plans should note the size, material, and inlet / outlet invert elevations of this existing culvert, along with an analysis of the condition of the culvert, if this culvert is to remain.
- The recorded Subdivision Plan (recorded 8/2/2004) appears to show different wetland limits than the Preliminary Site Plan (rev. date July 29, 2011); however, both plans reference the same "Plan References" and survey source. Please clarify.

**Jean Fraser - RE: Handyman Rental Warren Ave curb cut/site plan.**

---

**From:** "James Seymour" <jseymour@sebagotechnics.com>  
**To:** "Jean Fraser" <JF@portlandmaine.gov>  
**Date:** 8/17/2011 3:42 PM  
**Subject:** RE: Handyman Rental Warren Ave curb cut/site plan.  
**CC:** "03375" <03375@sebagotechnics.com>, "Errico, Thomas" <thomas.errico@tyli...

---

Jean,

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Our plan will not be approved as submitted because of concerns with Traffic congestion and interaction with the abutter's driveway, and stormwater impacts. However, a curb cut may be allowed at some other described location as recommended by the City? Such curb cut will assist Mr. Watson avoiding the moratorium delay, but he would have to submit a revised plan for the driveway design to match the curb cut location. No construction of a driveway could take place until such time a new plan is approved by the Planning Staff.

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If someone could provide a sketch it would be very helpful. If another follow-up meeting is required, I am available. I also know from Mr. Farmer's e-mail that the construction could be underway in that vicinity within two to three weeks, so we need to resolve the entrance cut very quickly.

Thanks.

*James R. Seymour P.E.*  
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**1 Chabot Street,**  
**PO Box 1339**  
**Westbrook, ME 04098-1339**  
**Tel.207 856-0277 ext 277**  
**Fax 207 856-2206**



---

**From:** Jean Fraser [mailto:JF@portlandmaine.gov]  
**Sent:** Wednesday, June 08, 2011 12:31 PM  
**To:** James Seymour  
**Cc:** 03375; Errico, Thomas; Farmer, Michael; Margolis-Pineo, David; Steve Sawyer; Watson, Bradford  
**Subject:** Re: Handyman Rental Warren Ave curb cut/site plan.

Jim

I have discussed your request for a meeting with my colleagues and we feel that prior to another meeting Mr Watson and you/your team need to decide what option you wish to propose, based on the various issues which were explored at the January meeting, and make a formal site plan application with supporting info/data as to why you have chosen that option.

I believe this is a Level I Site Plan application -- but as I don't have your plan you need to check- this level covers creation of impervious surfaces up to 7500 sq ft and would include the curb cut creation. It would be an administrative (staff) review.

Once we have the package we would be happy to meet if there are any issues; it would be good for Tom to have the application in his hands prior to the meeting with MDOT so he can help with coordination (he is away the week of the 20th so submission by next tuesday June 14th would ensure he had it).

I understand that the pre-construction meeting for the intersection project is likely to be early the following week (week of June 27th) and Tom Errico and DPS staff will be attending.

Thank you  
Jean

>>> "James Seymour" <jseymour@sebagotechnics.com> 6/6/2011 3:22 PM >>>

**To All:**

As you know John Adams is no longer with Sebago Technics, and in his place Steve Sawyer has been heading up Traffic Design. We have acquired VHB's data and conducted our own counts at the points around the Handyman Rental facility. We would like to meet as soon as possible to review our findings. John's absence from the process makes it important to review the program and options again so we are on the same page and so that as construction rolls ahead we have explored the most rational decision for a new curb cut on Warren Ave for Handyman Rental.

I was informed a pre construction meeting is planned for June 22<sup>nd</sup> at the MDOT Division 6 office in Scarborough.

Please let me know when you are each available.

Thanks.

*James R. Seymour P.E.*  
**Sebago Technics Inc**  
**1 Chabot Street,**  
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**Fax 207 856-2206**

**Jean Fraser - Re: Handyman Rental - proposed driveway on Warren Ave.**

---

**From:** Jean Fraser  
**To:** Farmer, Michael  
**Date:** 8/16/2011 10:35 AM  
**Subject:** Re: Handyman Rental - proposed driveway on Warren Ave.  
**CC:** Barhydt, Barbara; Errico, Tom; Margolis-Pineo, David  
**Attachments:** Peer eng rev2011.08.12 Handyman Rental Memo.pdf; 03375.Handyman Rental Level 2 Site Plan Application Package 7-29-11.pdf; 03357.Handyman Rental Site Plan Sheet 1 of 1 Rev A 7-29-11.PDF

Mike

I feel that these comments are out of order and not based on the facts.

We met with Mr Watson (with Jim Seymour of Sebago Technics) in January this year; the meeting included you and Tom Errico. At that meeting they were informed of the likely DOT timetable, that they needed to submit a site plan application, that Tom had concerns (among other things preferred the driveway opposite Home Depot driveway, requested explanation of why this would not work, asked for more traffic info to support their proposal and info on their development intentions (re future trip generation)); also there were issues re wetlands to be clarified.

We did not hear anything from them until early June 2011 when Jim Seymour said they had the traffic info and requested another meeting because the applicants former traffic engineer had left Sebago. We discussed this request at Dev Rev and agreed that they needed to first submit the site plan application with the supporting info as previously requested so we could cover the extensive review costs.

The site plan application was logged on August 1, 2011 (I think they waited until they got DEP permit re wetlands) and relates to 23,400 sq ft of disturbed area and 15,500 sq ft new impervious area, includes the same plan as seen in January (drive not opposite Home depot) with no other options discussed (ie as to why rejected) and no stormwater info. Not only is Tom concerned about traffic issues, but I attach the Peer Engineering Review comments which confirm that the proposal has other issues and we could not approve it as it stands (submitted application also attached).

Also, it is my view, having deal with many Warren Ave properties where we have required the installation of curbs and sidewalks for smaller projects than this, that they also have to install curb and sidewalk since curb and sidewalk here has not been included in the DOT plans - or they need to request a waiver and go through the stringent reviews that have been done on other industrial/retail properties re curbs and sidewalks.

I completely understand regarding the moratorium street issues and am sympathetic with Mr Watson re his business and with you re the need for coordination on the DOT contract; however, its only just 2 weeks since they submitted the site plan application and I do not believe we can approve it as submitted (it will be discussed tomorrow morning at Dev Rev).

This stretch of Warren is dangerous already (I drive it often) and Tom has already expressed concerns about their proposal back in January- so safety is an issue and we should not hurry to approve it until we are confident this will not make it unacceptably dangerous. You should assume a denial is also possible.

Any delay has been with the applicant and we are simply doing a review in the usual timescales.

Jean

>>> Barbara Barhydt 8/16/2011 8:50 AM >>>

Good morning:

I was out on Friday and Monday. I am adding Jean to this e-mail as she is the planner for this project.

Barbara

>>> Michael Farmer Friday, August 12, 2011 8:41 AM >>>

Peters Construction plans to start working on Warren Avenue in the vicinity of the proposed driveway in about 2 weeks. If the proposed driveway is not approved before then, Mr. Watson faces the prospect that the curb will be set and base paving will be placed without incorporating his driveway opening. If that happens, and Mr. Watson is able to get approval for his driveway in the next few weeks, he might have to pay to reset some curbing, relocate or build a new catch basin, replace some storm drain pipe, and replace base pavement. We should not assume that we can delay approving the driveway until the day Peters starts work in that area, because MDOT may need to change the drainage design to accommodate the driveway and they may need some time to consider their design options. I have not yet asked MDOT to redesign to incorporate the driveway, since I am waiting for approval before I tell them to go ahead. If the delay in getting approval is several weeks, two months, or more, Mr. Watson could be faced with a 5-year construction moratorium for his driveway.

My preference is to get the driveway approved during the next week so the driveway opening can be constructed by Peters Construction in conjunction with their MDOT work.

I have a copy of a letter from Mr. Watson dated Dec. 9, 2010 stating his intent to obtain a curb cut. From Mr. Watson's perspective, he might think that he has spent 8 months and a significant amount of money, and he still does not know if he can have a driveway opening. I bet he would not give City high marks if he were asked to grade the City's approval process for a curb cut opening.

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

**Jean Fraser - Re: Handyman Rental Warren Ave curb cut/site plan.**

---

**From:** Jean Fraser  
**To:** Seymour, James  
**Date:** 6/8/2011 12:30 PM  
**Subject:** Re: Handyman Rental Warren Ave curb cut/site plan.  
**CC:** 03375@sebagotechnics.com; Errico, Thomas; Farmer, Michael; Margolis-P...

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I was informed a pre construction meeting is planned for June 22<sup>nd</sup> at the MDOT Division 6 office in Scarborough.

Please let me know when you are each available.

Thanks.

*James R. Seymour P.E.*

Handyman Rental.

1-18-11.

Mr Watson / J Seymour / Ad

city: Tom E / M Farmer / J Fraser

1. L. hand turn onto R side very unsafe for HK customers
2. <sup>Brad Watson</sup> Looking at using his hand for access <sup>via</sup> Warren.
3. Intersection <sup>Imps R side / Warren</sup> indicated to be Spring
4. Paper warehouse - illegal filling - DEP - <sup>BW not approached</sup> - there is joint access.
5. DEP wd. grant waiver <sup>for access road</sup> if impact minimized <sup>(most of wetland are considered special significant)</sup>
6. Context: MTA lowering Warren 500' each way - impacts drainage, accesses and sidewalks.
7. Then proposal doesn't show sidewalk but all other projects except Paper Party Ho. paid or did sidewalk or curbing.  $\leftarrow$  (latter expensive); IF <sup>said likely to be required</sup>
8. Tom - TRAFFIC - might be better app. Home Depot OK to move away from intersection to avoid queuing. (queuing shd. improve when intersection improved)
- 8(cont). either way require waiver. Need to know what curb cut is for, eg details of assoc. dev.
  - 5 have gate so gated when not open
9. Jim S - if do any more <sup>(building)</sup> in wetland, wd be liable to "big time compensation (wetlands of sig importance).
10. Jean ref. appeal re Wendy / SD joint access - wd. encourage joint access Paper Party House - Tom supported <sup>that</sup> wd welcome no inc in curb cuts
11. <sup>Tom E</sup> Open to up to 30' if joint - wd look at -
12. TE: 4 options joint Bus Depot or PPH located opp HD located as shown on plan <sup>(wriggle to take curb cut further from w/e in intersection)</sup>
13. TE: wants cond. that app. only applies in no dev option
14. TE: asked for "real" #'s; peak in May - August
15. TE: discussion re cut - thru (BW wants it gated when HK - closed)

16. Clamped (MF?) : 1) drainage not main issue  
2) how far to clarify future dev.  
↑ is cond adequate.  
↳ usually trip generation
17. Brad Watson asked if intersection imp. allowed right on red ...  
new MDOT scheme, will right from  
Warren to R side be "right on red" —  
TE said he'd check re grade/sightlines and  
get back to John.

18. Discussion of intersection design  
merge remains which is in front of  
Handyman Rental + exacerbates situation

19. Re site plan application

<sup>need</sup> Narrative to show why ruling out  
other options & why going with  
the proposal + all associated dev and  
clar. no future <sup>bldg</sup> expansion

prop  
club out

Location is 500' from intersection

Location is about 800' from MTA so not likely to  
be affected by "lowering"

Planned

Note: JF highlighted likely need for sidewalk + curb  
requirement to be met but the meeting did not  
discuss this in detail — and whether any waiver  
criteria were met was not discussed JF.

WETLAND  
(Special sig)  
waiver as  
under \$10,000  
PBR/Tier 1.  
Flows Presumpt

Ordinance, the project will fall into a Level II review. While the review is based on an increase of impervious surface for the new driveway exceeding 7,500 sf, there are no plans for installation of utilities, new buildings, or additions to the site. We have attached a report from the traffic analysis indicating that the furthest location from the intersection is the optimum location for safety considerations. Due to the locations of several driveways in existence for other businesses, we will need a waiver of the technical standards to provide required separation between driveway curb cuts.

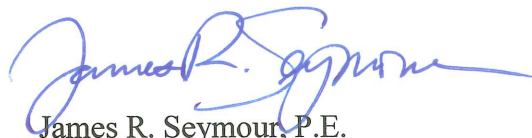
A formal Stormwater Management Plan has not been prepared due to the limitations of the seasonal saturated silty soil conditions of the site. Treatment in compliance with Chapter 500 Standards, which are also the City's Standards, is very difficult to achieve through ponds, treatment appurtences, or filters. Therefore, we have suggested that much like the State, the discharge from the new driveway and new road design be allowed to use the existing hay field as a natural buffer. A large swale traverses the property line to the west to direct drainage from the Home Depot site northerly to a culvert system under Riverside Street. Culverts also direct drainage from the field's northerly edge to interconnect with the swale system and Riverside Street, which all eventually discharge to the Presumpscot River.

The improvements to this remaining vacant land are very modest, and have been designed to mitigate wetland disturbance, and promote vehicle safety. We are hopeful the City will be cooperative with the stormwater review, given the impacts from Warren Avenue, and the historical use the property has for their own discharges. We will provide an Erosion Control Plan which will protect the site during construction, and will require vegetation to be replanted to maximize the sheet flow from the driveway onto the nearly level field. We feel this solution provides the best plan for limiting soil disturbance, providing natural areas for sediments to be filtered, will best blend the topography of the area with the applicants need to maintain the character of the land, and will be the most cost-effective and low maintenance.

The applicant is under a very strict construction schedule and would appreciate the earliest opportunity to meet and review this Preliminary Level II Application to initiate a formal design process in coordination with the construction currently in progress. If you have any questions on this application, please do not hesitate to contact us. We look forward to hearing from you.

Sincerely,

SEBAGO TECHNICS, INC.



James R. Seymour, P.E.  
Project Manager

JRS:jrs/kn  
Enc.

cc: Bradford Watson, Handyman Rental

**PROJECT NAME:** HANDYMAN RENTAL-WARREN AVENUE ACCESS DRIVE

**PROPOSED DEVELOPMENT ADDRESS:**

357 RIVERSIDE STREET & 643 WARREN AVENUE, PORTLAND, ME

**PROJECT DESCRIPTION:**

INSTALLATION OF A NEW DRIVEWAY TO OBTAIN VEHICULAR ACCESS FROM  
WARREN AVENUE.

**CHART/BLOCK/LOT:** MAP 317 <sup>B</sup> LOT 4 & 6 **PRELIMINARY PLAN** 7/8/11 (date)  
**FINAL PLAN** \_\_\_\_\_ (date)

**CONTACT INFORMATION:**

<b>Applicant – must be owner, Lessee or Buyer</b> Name: WATSON REALTY, LLC Business Name, if applicable: HANDYMAN RETNAL Address: 357 RIVERSIDE STREET City/State : PORTLAND, ME Zip Code: 04103	<b>Applicant Contact Information</b> Work # (207) 775-3441 Home# Cell # Fax# (207) 775-5023 e-mail:
<b>Owner – (if different from Applicant)</b> Name: Address: City/State : Zip Code:	<b>Owner Contact Information</b> Work # Home# Cell # Fax# e-mail:
<b>Agent/ Representative</b> Name: JAMES SEYMOUR, P.E. SEBAGO TECHNICS, INC. Address: 1 CHABOT STREET, PO BOX 1339 City/State : WESTBROOK, ME Zip Code: 04098	<b>Agent/Representative Contact information</b> Work # (207) 856-0277 x277 Cell # (207) 632-1199 e-mail: jseymour@sebagotechnics.com
<b>Billing Information - SAME AS OWNER</b> Name: Address: City/State : Zip Code:	<b>Billing Information</b> Work # Cell # Fax# e-mail:



<b>Engineer</b> Name: SAME AS REPRESENTATIVE Address: City/State : Zip Code:	<b>Engineer Contact Information</b> Work # Cell # Fax# e-mail:
<b>Surveyor</b> Name: SEBAGO TECHNICS, INC. Address: SAME AS ABOVE City/State : Zip Code:	<b>Surveyor Contact Information</b> Work # Cell # Fax# e-mail:
<b>Architect</b> Name: Address: City/State : Zip Code:	<b>Architect Contact Information</b> Work # Cell # Fax# e-mail:
<b>Attorney</b> Name: Address: City/State : Zip Code:	<b>Attorney Contact Information</b> Work # Cell # Fax# e-mail:

**APPLICATION FEES:**

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

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

## APPLICATION SUBMISSION

As of December 1, 2010, all site plans and written application materials must be uploaded to a website for review. At the time of application, instructions for uploading the plans will be provided to the applicant. One paper set of the plans, written materials and application fee must be submitted to the Planning Division Office to start the review process.

Until December 1, 2010, submissions shall include seven (7) packets with folded plans containing the following materials:


1. **Seven (7) full size site plans** that must be **folded**.
2. Seven (7) copies of all written materials or as follows, unless otherwise noted:
  - a. Application form that is completed and signed.
  - b. Cover letter stating the nature of the project.
  - c. All Written Submittals (Sec. 14-525 2. (c), including evidence of right, title and interest.
5. A stamped standard boundary survey prepared by a registered land surveyor at a scale not less than one inch to 100 feet.
6. Plans and maps based upon the boundary survey and containing the information found in the attached sample plan checklist.
7. Copy of the checklist completed for the proposal listing the material contained in the submitted application.
8. One (1) set of plans reduced to 11 x 17.

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

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

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

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

<b>Signature of Applicant:</b> 	<b>Date:</b> 7-29-11
---	-------------------------

## PROJECT DATA

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

Total Site Area	240,461 sq. ft.
Proposed Total Disturbed Area of the Site	23,400 sq. ft.
(If the proposed disturbance is greater than one acre, then the applicant shall apply for a Maine Construction General Permit (MCGP) with DEP and a Stormwater Management Permit, Chapter 500, with the City of Portland)	
<b>IMPERVIOUS SURFACE AREA</b>	
• Proposed Total Paved Area	15,500 sq. ft.
• Existing Total Impervious Area	54,615 sq. ft.
• Proposed Total Impervious Area	70,115 sq. ft.
• Proposed Total Impervious Area	sq. ft.
• Proposed Impervious Net Change	15,500 sq. ft.
<b>BUILDING AREA</b>	
• Proposed Building Footprint	10,412 sq. ft.
• Proposed Building Footprint Net change	0 sq. ft.
• Existing Total Building Floor Area	- sq. ft.
• Proposed Total Building Floor Area	- sq. ft.
• Proposed Building Floor Area Net Change	0 sq. ft.
• New Building	(yes or <u>no</u> )
<b>ZONING</b>	
• Existing	BUSINESS (B-4)
• Proposed, if applicable	B-4
<b>LAND USE</b>	
• Existing	EQUIPMENT RENTAL
• Proposed	- SAME -
<b>RESIDENTIAL, IF APPLICABLE</b>	
• Proposed Number of Affordable Housing Units	NA
• Proposed Number of Residential Units to be Demolished	↓
• Existing Number of Residential Units	↓
• Proposed Number of Residential Units	↓
• Subdivision, Proposed Number of Lots	↓
<b>PARKING SPACES</b>	
• Existing Number of Parking Spaces	NA
• Proposed Number of Parking Spaces	↓
• Number of Handicapped Parking Spaces	↓
• Proposed Total Parking Spaces	↓
<b>BICYCLE PARKING SPACES</b>	
• Existing Number of Bicycle Parking Spaces	0 NA
• Existing Number of Bicycle Parking Spaces	↓
• Proposed Number of Bicycle Parking Spaces	↓
• Total Bicycle Parking Spaces	↓
<b>ESTIMATED COST OF PROJECT</b>	\$50,000 -

**General Submittal Requirements – Preliminary Plan (Optional)  
Level II Site Plan**

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

Applicant Checklist	Planner Checklist	Number of Copies	Written Submittal Requirements
<input checked="" type="checkbox"/>	<input type="checkbox"/>	7 (1 paper copy as of Dec. 1)	Completed application form
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	Application fees
<input checked="" type="checkbox"/>	<input type="checkbox"/>	7 (1 paper copy as of Dec. 1)	Written description of project
<input checked="" type="checkbox"/>	<input type="checkbox"/>	7 (1 paper copy as of Dec. 1)	Evidence of right, title and interest.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	7 (1 paper copy as of Dec. 1)	Copies of required State and/or Federal permits.
<input checked="" type="checkbox"/> COVER LETTER	<input type="checkbox"/>	7 ((1 paper copy as of Dec. 1)	Written assessment of zoning.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	7 (1 paper copy as of Dec. 1)	Written description of existing and proposed easements or other burdens.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	7 (1 paper copy as of Dec. 1)	Written requests for waivers from individual site plan and/or technical standards, where applicable.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	7 (1 paper copy as of Dec. 1)	Traffic analysis (may be preliminary, in nature, during the preliminary plan phase).
<input checked="" type="checkbox"/>	<input type="checkbox"/>	7 (1 paper copy as of Dec. 1)	Written summary of significant natural features located on the site.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	7 (1 paper copy as of Dec. 1)	Written summary of project's consistency with related city master plans.
Applicant Checklist	Planner Checklist	Number of Copies	Site Plan Submittal Requirements
<input checked="" type="checkbox"/>	<input type="checkbox"/>	7 (1 paper copy as of Dec. 1)	Boundary Survey meeting the requirements of Section 13 of the City of Portland Technical Manual.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	7 (1 paper copy as of Dec. 1)	<b>Preliminary Site Plan including the following: (*information provided may be preliminary in nature during preliminary plan phase):</b>
<input checked="" type="checkbox"/>	<input type="checkbox"/>		▪ Existing and proposed structures with distance from property line (including location of proposed piers, docks or wharves if in Shoreland Zone).
<input checked="" type="checkbox"/>	<input type="checkbox"/>		▪ Location of adjacent streets and intersections and approximate location of structures on abutting properties.
<input checked="" type="checkbox"/>	<input type="checkbox"/>		▪ Proposed site access and circulation.
<input checked="" type="checkbox"/>	<input type="checkbox"/>		▪ Proposed grading and contours.
<input checked="" type="checkbox"/>	<input type="checkbox"/>		▪ Location and dimension of existing and proposed paved areas including all parking areas and vehicle, bicycle and pedestrian access ways.
<input checked="" type="checkbox"/>	<input type="checkbox"/>		▪ Preliminary landscape plan including existing vegetation to be preserved, proposed site landscaping and street trees.
<input checked="" type="checkbox"/>	<input type="checkbox"/>		▪ Existing and proposed utilities (preliminary layout).
<input checked="" type="checkbox"/>	<input type="checkbox"/>		▪ Preliminary infrastructure improvements (e.g. - curb and sidewalk improvements, roadway intersection modifications, utility connections, transit infrastructure, roadway improvements).
<input checked="" type="checkbox"/>	<input type="checkbox"/>		▪ Preliminary stormwater management and erosion control plan.
<input checked="" type="checkbox"/>	<input type="checkbox"/>		▪ Existing significant natural features located on the site (including wetlands, ponds, watercourses, floodplains, significant wildlife habitats and fisheries or other important natural features listed in Section 14-526 (b) 1. of the Land Use Code).



- *Proposed alterations to and protection measures for significant natural features located on the site (including wetlands, ponds, watercourses, floodplains, significant wildlife habitats and fisheries or other important natural features listed in Section 14-526 (b)1. of the Land Use Code).*



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

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

#### Level II Site Plan

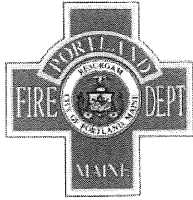
#### Final Plan Phase Check list (including items listed above in General Requirements for Preliminary Plan, if applicant did not elect to submit for a preliminary plan review)

Applicant Checklist	Planner Checklist	Number of Copies	Written Submittal Requirement
<input type="checkbox"/>	<input type="checkbox"/>	1	Evidence of financial and technical capacity.
<input type="checkbox"/>	<input type="checkbox"/>	1	Evidence of utilities' capacity to serve the development.
<input type="checkbox"/>	<input type="checkbox"/>	1	Written summary of fire safety (referencing NFPA fire code and Section 3 of the City of Portland Technical Manual).
<input type="checkbox"/>	<input type="checkbox"/>	1	Construction management plan.
<input type="checkbox"/>	<input type="checkbox"/>	1	Traffic Plan (if development will (1) generate 100 or more PCE or (2) generate 25 or more PCE and is located on an arterial, within 1/2 mile of a high crash location, and/or within ¼ mile of an intersection identified in a previous traffic study as a failing intersection).
<input type="checkbox"/>	<input type="checkbox"/>	1	Stormwater management plan.
<input type="checkbox"/>	<input type="checkbox"/>	1	Written summary of solid waste generation and proposed management of solid waste.
<input type="checkbox"/>	<input type="checkbox"/>	1	Written assessment of conformity with applicable design standards.
<input type="checkbox"/>	<input type="checkbox"/>	1	Manufacturer's verification that HVAC and manufacturing equipment meets applicable state and federal emissions requirements.

#### Final Plan Phase

<input type="checkbox"/>	<input type="checkbox"/>	7 (1 paper copy as of Dec. 1)	<b>Final Site Plan Including the following</b>
<input type="checkbox"/>	<input type="checkbox"/>		▪ <i>Existing and proposed structures on the site with distance from property line (including location of proposed piers, docks or wharves if in Shoreland Zone).</i>
<input type="checkbox"/>	<input type="checkbox"/>		▪ <i>Location of adjacent streets and intersections and approximate location of structures on abutting properties.</i>
<input type="checkbox"/>	<input type="checkbox"/>		▪ <i>Proposed site access and circulation.</i>
<input type="checkbox"/>	<input type="checkbox"/>		▪ <i>Proposed grading and contours.</i>
<input type="checkbox"/>	<input type="checkbox"/>		▪ <i>Location and dimension of existing and proposed paved areas including all parking areas and vehicle, bicycle and pedestrian access ways. Proposed curb lines must be shown.</i>
<input type="checkbox"/>	<input type="checkbox"/>		▪ <i>Proposed loading and servicing areas, including applicable turning templates for delivery vehicles</i>
<input type="checkbox"/>	<input type="checkbox"/>		▪ <i>Proposed snow storage areas or snow removal plan.</i>
<input type="checkbox"/>	<input type="checkbox"/>		▪ <i>Proposed trash and recycling facilities.</i>
<input type="checkbox"/>	<input type="checkbox"/>		▪ <i>Landscape plan including existing vegetation to be preserved, proposed site landscaping and street trees.</i>
<input type="checkbox"/>	<input type="checkbox"/>		▪ <i>Existing and proposed utilities.</i>

<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>▪ Location and details of proposed infrastructure improvements (e.g. - curb and sidewalk improvements, roadway intersection modifications, utility connections, public transit infrastructure, roadway improvements).</li> </ul>
<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>▪ Proposed septic system, if not connecting to municipal sewer. (Portland Waste Water Application included in this application)</li> </ul>
<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>▪ Proposed finish floor elevation (FFE).</li> </ul>
<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>▪ Exterior building elevation(s) (showing all 4 sides).</li> </ul>
<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>▪ Proposed stormwater management and erosion controls.</li> </ul>
<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>▪ Exterior lighting plan, including street lighting improvements..</li> </ul>
<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>▪ Proposed signage.</li> </ul>
<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>▪ Identification of existing significant natural features located on the site (including wetlands, ponds, watercourses, floodplains, significant wildlife habitats and fisheries or other important natural features listed in Section 14-526 (b)1. of the Land Use Code). Wetlands must be delineated.</li> </ul>
<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>▪ Proposed alterations to and protection measures for of existing significant natural features located on the site (including wetlands, ponds, watercourses, floodplains, significant wildlife habitats and fisheries or other important natural features listed in Section 14-526 (b)1. of the Land Use Code).</li> </ul>
<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>▪ Total area and limits of proposed land disturbance.</li> </ul>
<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>▪ Soil type and location of test pits and borings.</li> </ul>
<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>▪ Details of proposed pier rehabilitation (Shoreland areas only).</li> </ul>
<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>▪ Existing and proposed easements or public or private rights of way.</li> </ul>



PORTLAND FIRE DEPARTMENT  
SITE REVIEW  
FIRE DEPARTMENT CHECKLIST



NA

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

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

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

-NA-

# CITY OF PORTLAND WASTEWATER CAPACITY APPLICATION

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



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

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

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

Site Address: \_\_\_\_\_

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

Proposed Use: \_\_\_\_\_

Previous Use: \_\_\_\_\_

Existing Sanitary Flows: \_\_\_\_\_ GPD

Existing Process Flows: \_\_\_\_\_ GPD

Description and location of City sewer, at proposed  
building sewer lateral connection: \_\_\_\_\_

Chart Block Lot Number: \_\_\_\_\_

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

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

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

Estimated Domestic Wastewater Flow Generated: \_\_\_\_\_ GPD

Peaking Factor/ Peak Times: \_\_\_\_\_

Specify the source of design guidelines: (i.e. "Handbook of Subsurface Wastewater Disposal in Maine,"  
"Plumbers and Pipe Fitters Calculation Manual," \_\_ Portland Water District Records, \_\_ Other (specify)

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

## 3. Please, Submit Contact Information.

Owner/Developer Name: \_\_\_\_\_

Owner/Developer Address: \_\_\_\_\_

Phone: \_\_\_\_\_ Fax: \_\_\_\_\_ E-mail: \_\_\_\_\_

Engineering Consultant Name: \_\_\_\_\_

Engineering Consultant Address: \_\_\_\_\_

Phone: \_\_\_\_\_ Fax: \_\_\_\_\_ E-mail: \_\_\_\_\_

City Planner's Name: \_\_\_\_\_ Phone: \_\_\_\_\_

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

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

Estimated Industrial Process Wastewater Flows Generated: \_\_\_\_\_ GPD

Do you currently hold Federal or State discharge permits? Yes \_\_\_\_\_ No \_\_\_\_\_

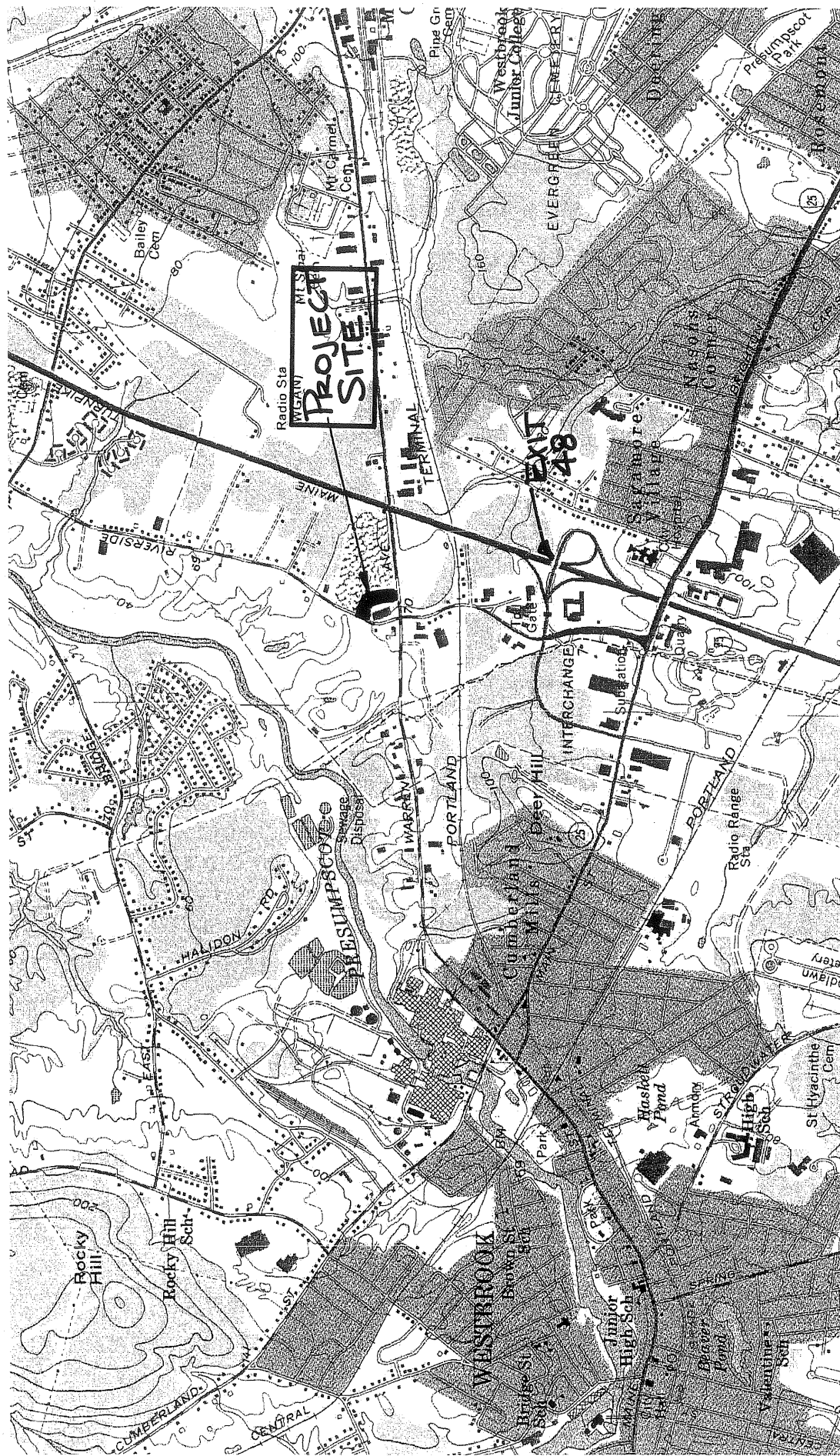
Is the process wastewater termed categorical under CFR 40? Yes \_\_\_\_\_ No \_\_\_\_\_

OSHA Standard Industrial Code (SIC): \_\_\_\_\_ (http://www.osha.gov/oshstats/sicser.html)

Peaking Factor/Peak Process Times: \_\_\_\_\_

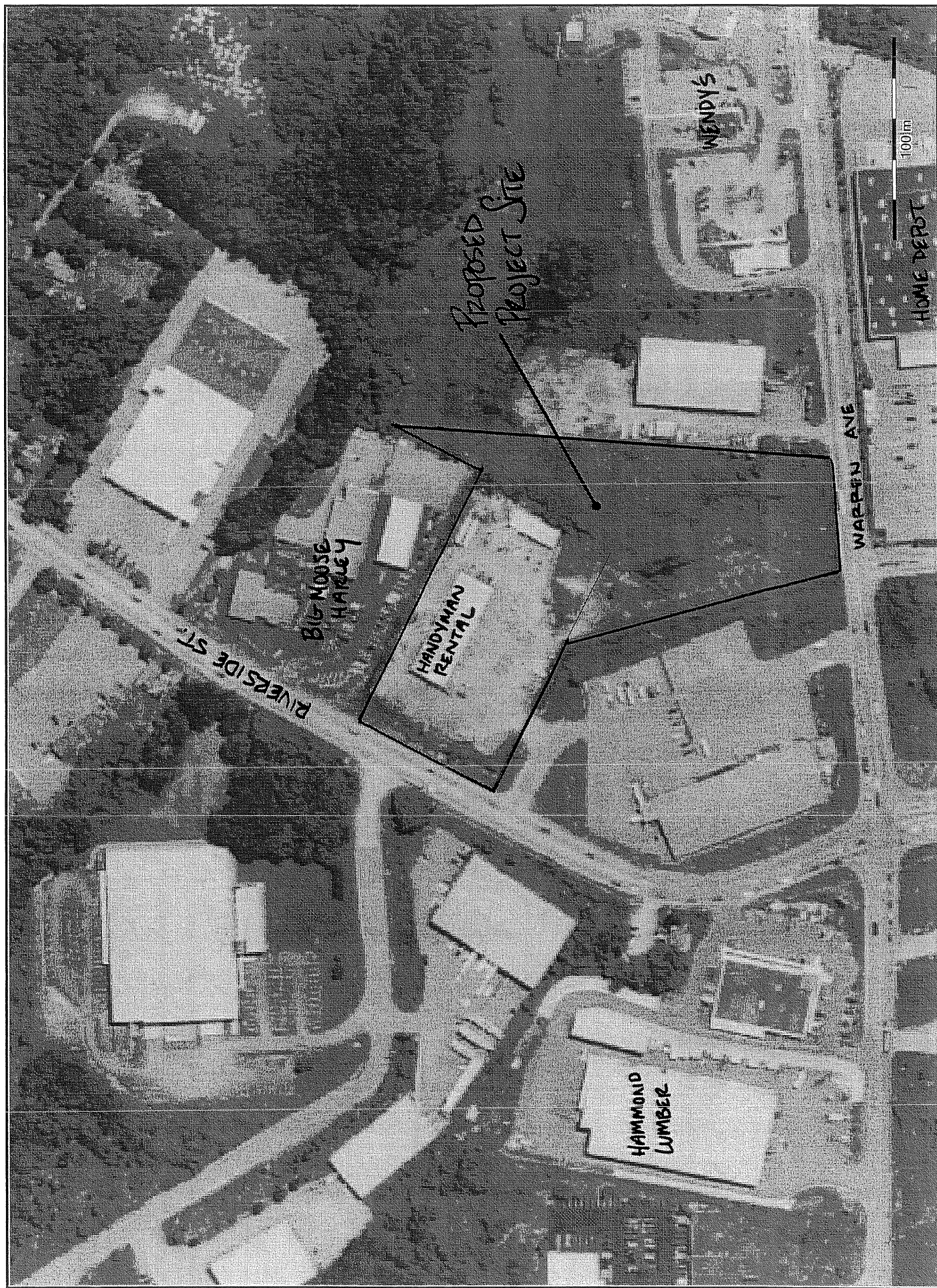


5. 7. 2.



HANDYMAN RENTAL  
357 RIVERSIDE ST.  
PORTLAND, ME

Aerial Map of Handyman Rental





## PROJECT DESCRIPTION

### **Handyman Rental Warren Avenue Access Design Portland, Maine**

The owner currently owns and operates a Handyman Rental facility at 357 Riverside Street on lots holding 5.5 + acres which front on both Riverside Street and Warren Avenue. Currently, Handyman Rental has one driveway which is located off Riverside Street, approximately 560 feet on the northerly side of the Warren Avenue and Riverside Street intersection. Given the poor sight distance, heavy traffic volume at rush hour, and that this connector road is a major link from Exit 48 to Rt. 302 and the Sebago Lakes Region; it can create dangerous traffic movements, especially with heavy equipment and trailers.

Bradford Watson, owner of Handyman Rental, has discussed with the City of Portland's Engineer an opportunity to build a second driveway access onto Warren Avenue to alleviate the Riverside Street left hand turns exiting the property. The State of Maine currently has begun construction to improve the intersection. Our understanding is that prior to construction at the location of the driveway Mr. Watson, the City, and the State's General Contractor will need to coordinate the final location, such that it can be incorporated into the Final Construction Plans.

The proposed driveway improvements will be designed to City of Portland standards, which will require the owner to maintain the maximum distance possible from the major intersection of Warren Avenue and Riverside Street. To accomplish such setbacks, the driveway will be forced to cross a maintained grass field containing pockets of seasonally saturated depressions, which due to hydrology, soils, and plants species, could be classified as wetlands. We have received the State's design drawings and find that one catch basin may be required to be shifted to the west of the return radius of our proposed entrance. The structure appears to have some flexibility with the shifting, as the pipe from the structure discharges onto Mr. Watson's property. Additionally, we have incorporated grading to assist in directing flows to allow for the drainage to reach nearby channels. This is an improvement of the State's Plan as they appear to be simply outletting onto Mr. Watson's field, which would flood and saturate his field as a result of the road runoff being concentrated to one location. Currently, drainage sheet flows from the road across the entire length of the frontage.

The access drive connecting Warren Avenue to the store will be approximately 600 linear feet. The wetland impact is 5,195 square feet (sf), of which we have received a Tier 1 Natural Resources Protection Act Permit. Under the City's Site Plan Ordinance, the project will fall into a Level II review. While the review is based on the increase of impervious surface for the new driveway exceeding 7,500 sf, there are no plans for installation of utilities, new buildings, or additions to the site. We have attached a report from the traffic analysis indicating that the furthest location from the intersection is the optimum location for safety considerations. Due to the locations of several driveways in existence for other businesses, we will need a waiver of the technical standards to provide required separation between driveway curb cuts.

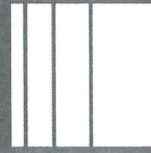
## PROPOSED STORMWATER MANAGEMENT

### **Handyman Rental Warren Avenue Access Design Portland, Maine**

The proposed driveway improvements will be designed to City of Portland standards, which will require the owner to maintain the maximum distance possible from the major intersection of Warren Avenue and Riverside Street. To accomplish such setbacks, the driveway will be forced to cross a maintained grass field containing pockets of seasonally saturated depressions, which due to hydrology, soils, and plants species, could be classified as wetlands. We have received the State's design drawings and find that one catch basin may be required to be shifted to the west of the return radius of our proposed entrance. The structure appears to have some flexibility with the shifting, as the pipe from the structure discharges onto Mr. Watson's (Bradford Watson, owner of Handyman Rental) property. Additionally, we have incorporated grading to assist in directing flows to allow for the drainage to reach nearby channels. This is an improvement of the State's Plan as they appear to be simply directing discharge runoff onto Mr. Watson's field, which would flood and saturate his field as a result of the road runoff being concentrated to one location. Currently, drainage sheet flows from the road across the entire length of frontage.

The access drive connecting Warren Avenue to the store will be approximately 600 linear feet of a 24-foot wide driveway. The wetland impact is 5,195 square feet (sf), of which we have received a Tier 1 Natural Resource Protection Act Permit. Under the City's Site Plan Ordinance, the project will fall into a Level II review. While the review is based on any increase of impervious surface for the new driveway exceeding 7,500 SF, there are no plans for installation of utilities, new buildings, or additions to the site. Due to the near saturated conditions of the site, treatment in compliance with Chapter 500 Standards is very difficult to achieve through ponds, treatment appurtenances, or filters. Therefore, we have suggested that much like the State, the discharge from the new driveway and new road design be allowed to use the existing hay field as a natural buffer. A large swale traverses the property line to the west to direct drainage from the Home Depot site northerly to a culvert system under Riverside Street. Culverts also direct drainage from the field's northerly edge to interconnect with the swale system, and Riverside Street, which all eventually discharge to the Presumpscot River.

The improvements to this remaining vacant land are very modest and have been designed to mitigate wetland disturbance and promote vehicle safety. We are hopeful the City will be cooperative with the stormwater review given the impacts from Warren Avenue runoff, and the need to use the property for their own stormwater impacts. We will provide an Erosion Control Plan which will protect the site during construction and will require vegetation to be replanted to maximize the sheet flow from the driveway onto the nearly level field. We feel this solution provided the best plan for limiting soil disturbance, providing natural areas for sediments to be filtered, will best blend the topography of the area with the applicant's need to maintain the character of the land, and will be the most cost-effective and low maintenance.



## Findings Memo

**Date:** June 6, 2011

**Project No.:** 03375

**To:** File

**From:** Steve Sawyer

**Subject:** Handyman Rental - Warren Avenue Access Drive - Portland

---

The purpose of this memo is to follow up on the tasks completed by Sebago Technics in order to determine an appropriate location for the addition of an access driveway onto Warren Avenue for Handyman Rental Company in Portland. The following points outline and summarize the tasks and findings made since our last meeting with the City.

1. **Turning Movement Counts.** PM turning movement counts (TMC's) were conducted on June 1 in order to gather a baseline of driveway activity through the study area during the peak hour. Counts were gathered at the entrances to the Home Depot, Rug Depot, and Paper Party Store on Warren Avenue and at the entrance to Handyman Rental on Riverside Street. Summaries of these counts are presented in Figures 1 and 2 at the end of this memo. PM peak hour volumes at the intersection of Warren Avenue and Riverside Street were provided by the MaineDOT (taken from the recent redesign of this intersection).

Given that MaineDOT's redesign of the Warren Avenue/Riverside Street intersection was based on the PM peak hour condition, we limited our investigation and data collection to this time period, as it should represent the worst case condition.

2. **Traffic Analysis.** Synchro/SimTraffic Models and design plans of the approved Alternative 4 changes to the intersection of Warren Avenue and Riverside Street were provided to Sebago Technics by MaineDOT. The models representing 2009 volumes with the proposed design indicated a 95<sup>th</sup> percentile queue of 400 ft. in the westbound direction of Warren Avenue during the PM peak hour. This would indicate that the entrance to the Rug Depot will be blocked and occasionally so will the Home Depot entrance which is about 350 ft. from the Warren/Riverside intersection. In order to avoid exacerbating this situation further it was determined that a new entrance to Handyman should be in excess of 400 ft from the intersection of Warren Ave and Riverside Street.

The MaineDOT's Synchro/SimTraffic simulations were expanded to include a new entrance to Handyman Rental off Warren Avenue and the existing Rug Depot, Home

Depot and Party Store driveways. The location of the new Warren Avenue entrance for Handyman Rental was modeled as shown on a plan produced by Sebago Technics, Inc dated October 2010. This new proposed access driveway is adjacent to the existing entrance to the Paper Party Supply store, and approximately 500 ft from the intersection of Warren Ave and Riverside Street. Volumes that were observed entering and exiting the existing Handyman Rental driveway off Riverside Street during the PM peak hour counts from Task 1 were redistributed among both drives based on intersection movement ratios of the nearby intersection of Warren Ave and Riverside Street. The simulation of this additional entrance on Warren Avenue had little impact on the traffic operations in the area because of the extremely low volumes patronizing the Handyman Rental during this time period. See Figure 2.

3. **Crash Data.** Crash data was obtained from the MaineDOT for the years 2008-2010. There are no high crash locations in the vicinity of the study location.
4. **Sight Distance.** Sight distances from the existing driveway location and the proposed driveway location were measured. As the posted speed limits on both roads are 35 mph, MaineDOT requires the minimum sight distance in each location to be at a minimum of 390 ft.

At the existing entrance to Handyman on Riverside Street, sight distance to the right of the driveway is in excess of 500 ft. To the left of the entrance, sight distance was measured to be approximately 370 ft, 20 ft short of the required minimum sight distance. The obstruction to this sight line is the corner of a building housing Rug Depot.

Sight distance to the right of the proposed driveway on Warren Ave is unobstructed to the intersection of Riverside and Warren, over 500 ft away. Likewise sight distance in the left direction is in excess of 500 ft.

Based on the above findings, Sebago Technics would recommend the proposed entrance near the driveway to the Paper Party Store as an optimum location for the Warren Avenue entrance to the Handyman facility. While normally we would suggest that aligning this entrance opposite the Home Depot driveway would be proper access management, in this case we feel that it would instead be preferred to locate this new entrance beyond the expected queue from the Warren/Riverside intersection. As shown on the Sebago Plan, the proposed driveway will be about 500 ft. from the Warren/Riverside intersection and approximately 100 ft. beyond the expected 95-percentile queue. In addition, by locating the entrance as we have, patrons can take advantage of the existing center left turn lane while entering and exiting the store. This will increase safety and preserve mobility along this important arterial.

Figure 1 – TMC Warren Avenue

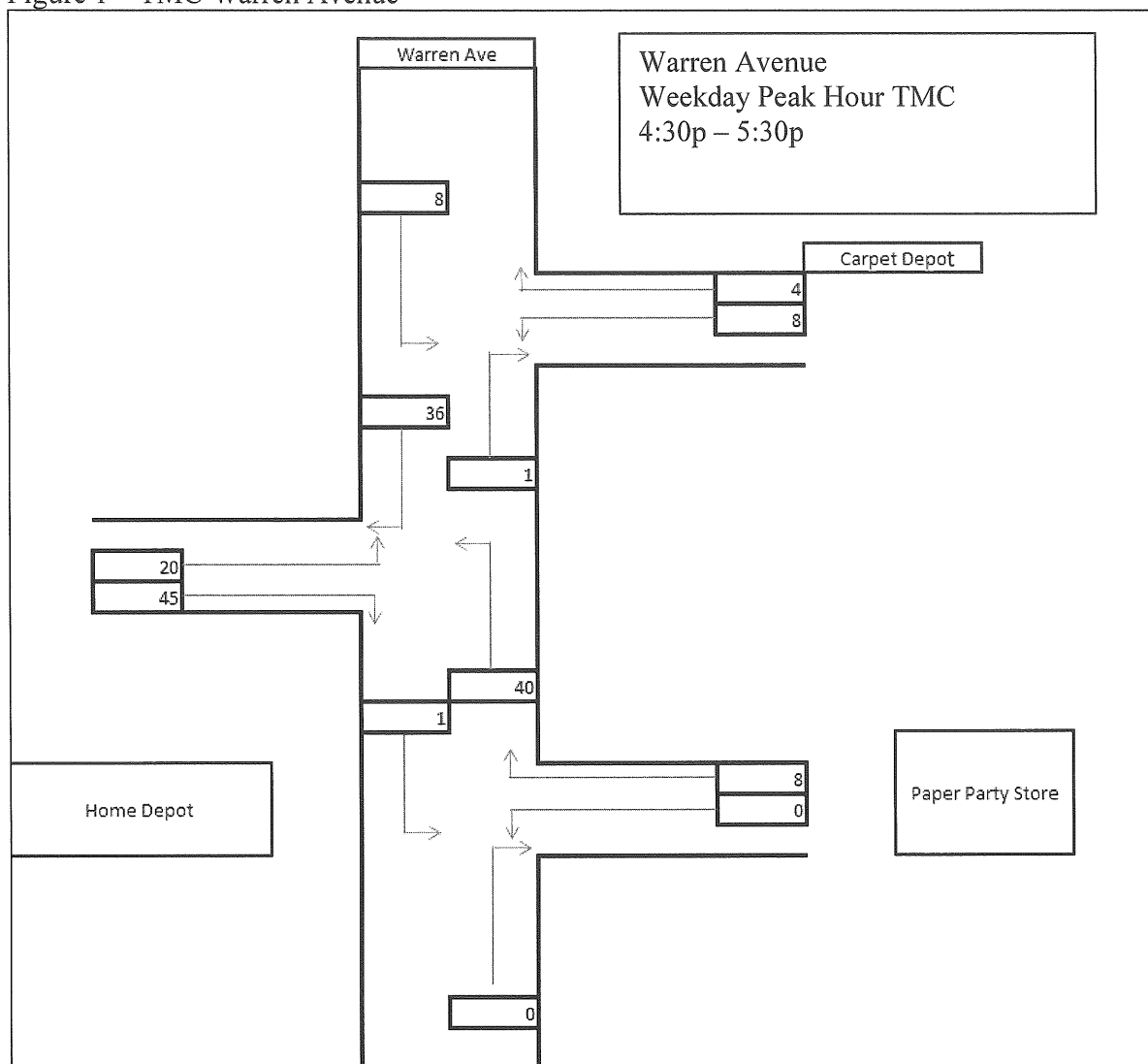
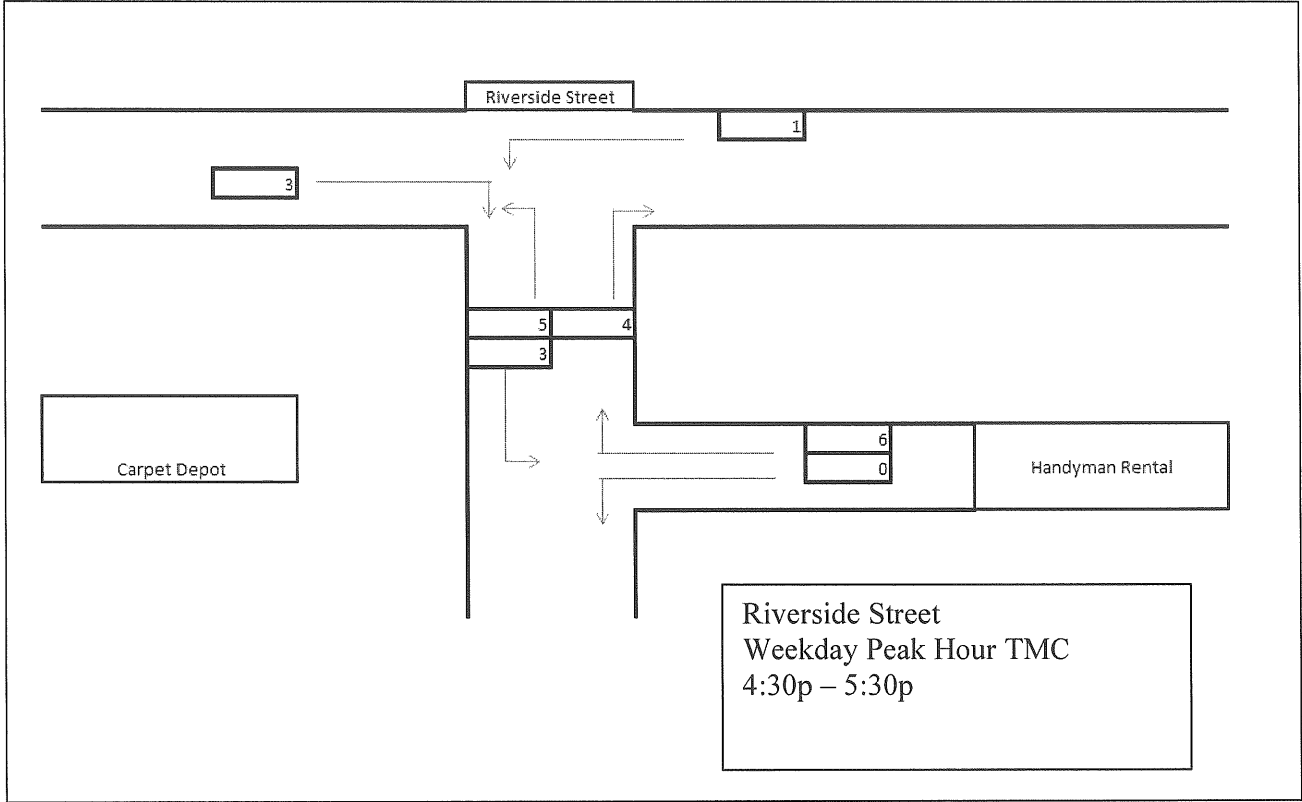


Figure 2 – TMC Riverside Street





WARRANTY DEED

KNOW ALL MEN BY THESE PRESENTS, That I, C. MERLE WATSON, of South Portland in the County of Cumberland and State of Maine,

in consideration of One Dollar and other valuable considerations

paid by BRADFORD M. WATSON of West Gray, County of Cumberland, State of Maine, LYNNE W. COUSINS of South Portland, County of Cumberland, State of Maine, and KIMBERLY W. CARTER of Scarborough, County of Cumberland, State of Maine,

the receipt whereof I do hereby acknowledge, do hereby give, grant, bargain, sell and convey unto the said BRADFORD M. WATSON, LYNNE W. COUSINS and KIMBERLY W. CARTER, their successors and assigns forever.

A certain lot or parcel of land situated on the south-easterly side of Riverside Street in Portland, County of Cumberland and State of Maine, and being Parcel #2, containing 2.3 acres, more or less, as shown on the Plan of Turner Barker Associates recorded in the Cumberland County Registry of Deeds in Plan Book 96, Page 22, together with a right-of-way in common with others as shown on said plan for access to Riverside Street, said right-of-way being thirty-eight (38) feet in width and extending southwesterly from the southwesterly sideline of said lot and then turning to the right northwesterly to Riverside Street.

Being the same premises conveyed by Gardner A. Hall et al to C. Merle Watson by deed dated 10/18/73 and recorded in Cumberland County Registry of Deeds in book 3474, Page 4.

The above-described premises are subject to blanket mortgages to Casco Northern Bank, N.A. dated 3/30/76 and recorded in said Registry in Book 3822, Page 33, and dated 9/8/88 recorded in Book 8464, Page 113, and to an assignment of leases to Casco Northern Bank, N.A. dated 9/26/88 as recorded in Book 8464, Page 25.

TO HAVE AND TO HOLD the aforegranted and bargained premises, with all the privileges and appurtenances thereof, to the said BRADFORD M. WATSON, LYNNE W. COUSINS and KIMBERLY W. CARTER, their successors and assigns, to them and their use and behoof forever.

And I do covenant with the said Grantees, their successors and assigns, that I am lawfully seized in fee of the premises, that they are free of all encumbrances, that I have good right to sell and convey the same to the said Grantees to hold as aforesaid; and that I and my heirs shall and will warrant and defend the same to the said Grantees, their successors and assigns forever, against the lawful claims and demands of all persons.

IN WITNESS WHEREOF, the said C. Merle Watson, being the said Grantor, has hereunto set his hand and seal this 31 day of the month of Dec, A.D. 1992.

Signed, Sealed and Delivered  
in presence of

[Signature]

C. Merle Watson  
C. Merle Watson

State of Maine  
County of Cumberland

Dec. 31, 1992

Then, personally appeared the above named C. Merle Watson and acknowledged the foregoing instrument to be his free act and deed.

Before me,

[Signature]  
Notary Public *Attorney at Law*  
Gregory L Foster  
Print or Type Name

Float.BJ1

Recorded  
Cumberland County  
Registry of Deeds  
12/31/92 02:15:13PM  
Robert P. Titcomb  
Register

816823B



STATE OF MAINE  
Department of Environmental Protection

JOHN ELIAS BALDACCI  
GOVERNOR

Beth A. Nagusky  
ACTING COMMISSIONER

November, 2010

Watson Realty, LLC  
C/o Bradley Watson  
357 Riverside Drive  
Portland, ME 04103

RE: Natural Resources Protection Act Application, Portland, DEP #L-25143-TB-A-N

Dear Mr. Watson:

Please find enclosed a signed copy of your Department of Environmental Protection land use permit. You will note that the permit includes a description of your project, findings of fact that relate to the approval criteria the Department used in evaluating your project, and conditions that are based on those findings and the particulars of your project. Please take several moments to read your permit carefully, paying particular attention to the conditions of the approval. The Department reviews every application thoroughly and strives to formulate reasonable conditions of approval within the context of the Department's environmental laws. You will also find attached some materials that describe the Department's appeal procedures for your information.

If you have any questions about the permit or thoughts on how the Department processed this application please get in touch with me directly. I can be reached at 207- 822-6300 or at [robert.green@maine.gov](mailto:robert.green@maine.gov)

Yours sincerely,

A handwritten signature in cursive script that reads "Robert L. Green, Jr.".

Robert L. Green, Jr., Project Manager  
Division of Land Resource Regulation  
Bureau of Land & Water Quality

pc: File

AUGUSTA  
17 STATE HOUSE STATION  
AUGUSTA, MAINE 04333-0017  
(207) 287-7688 FAX: (207) 287-7826  
RAY BLDG., HOSPITAL ST

BANGOR  
106 HOGAN ROAD  
BANGOR ME 04401  
(207-941-4570 FAX 207-941-4584

PORTLAND  
312 CANCO ROAD  
PORTLAND, MAINE 04103  
(207) 822-6300 FAX: (207) 822-6303

PRESQUE ISLE  
1235 CENTRAL DRIVE, SKYWAY PARK  
PRESQUE ISLE, MAINE 04769-2094  
(207) 764-0477 FAX: (207) 764-3143

WEB SITE: [WWW.MAINE.GOV/DEP](http://WWW.MAINE.GOV/DEP)



STATE OF MAINE  
DEPARTMENT OF ENVIRONMENTAL PROTECTION  
17 STATE HOUSE STATION  
AUGUSTA, ME 04333

DEPARTMENT ORDER  
IN THE MATTER OF

WATSON REALTY, LLC  
Portland, Cumberland County  
HANDYMAN RENTAL – SECOND ACCESS WAY  
L-25143-TB-A-N (approval)

) NATURAL RESOURCES PROTECTION ACT  
) FRESHWATER WETLAND ALTERATION  
) WATER QUALITY CERTIFICATION  
) FINDINGS OF FACT AND ORDER

Project Description: The applicant proposes to construct a 24-foot wide, 600-foot long access way from Warren Avenue to its store, Handyman Rental, located on Riverside Drive. The purpose of the project is to improve traffic movement around the intersection of Warren Avenue and Riverside Drive by eliminating the need for left-hand turns onto Riverside Drive.

The applicant proposes to alter approximately 5,195 square feet of wet meadow wetlands to construct the access way. The proposed project is in a field with pockets of saturated depressions, which is routinely mowed. The wetland is classified as a wetland of special significance because it lies within 250 feet of a freshwater wetland area containing greater than 20,000 square feet of aquatic vegetation. The proposed project would not be eligible for a Tier 1 review under 38 M.R.S.A. § 480-X(4)C, unless the Department first determines that the activity will not negatively affect the freshwater wetlands and other protected natural resources. Based on a July 15, 2010, site visit by Department staff, the Department determined that the proposed project will not negatively affect the freshwater wetlands resources and the proposed project is eligible for Tier 1 review. Therefore, the Department waived the requirement for an individual NRPA permit, in accordance with Department Wetland and Waterbodies Protection Rules, Chapter 310(4)(B). The Department reviewed GIS maps and did not find any records of significant, threatened or endangered species habitat in the project location.

In order to minimize wetland impacts to the greatest extent practicable, the applicant aligned the access way to have one wetland crossing. The access way will be constructed with 2:1 sideslopes. The proposed wetland impacts are shown on a set of plans, the first of which is entitled "Site Plan of Handyman Rental – Warren Avenue Access", drawn by Sebago Technics, and dated October 15, 2010.

<b>Permit for:</b>	<input checked="" type="checkbox"/> Tier 1
<b>DEP Decision:</b>	<input checked="" type="checkbox"/> Approved <input type="checkbox"/> Denied (see attached letter)
<b>CORPS Action:</b>	<input checked="" type="checkbox"/> The Corps has been notified of your application. The following are subject to Federal screening: (1) projects with previously authorized or unauthorized work, in combination with a Tier 1 permit for a single and complete project, which total more than 15,000 square feet of altered area; (2) projects with multiple state permits and/or state exemptions which apply to a single and complete project that total more than 15,000 square feet of altered area; and (3) projects that may impact a vernal pool, as determined by the State of Maine or the Corps. If your activity is listed above, <i>Corps approval is required for your project.</i> For information regarding the status of your application contact the Corps' Maine Project Office at 623-8367.

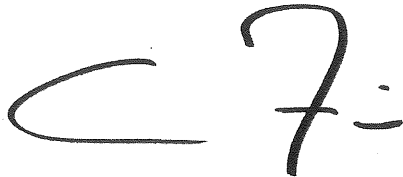
X Special Conditions: Further wetland alteration shall require Department approval prior to construction.

Standard Conditions:

- 1) If construction or operation of the activity is not begun within two (2) years from the date signed, this permit shall lapse and the applicant shall reapply to the Department for a new permit. This permit is transferable only with prior approval from the Department. If the activity is associated with a larger project, starting any aspect of that project constitutes start of construction.
- 2) The project shall be completed according to the plans in the application. Any change in the project plans must be reviewed and approved by the Department.
- 3) Properly installed erosion control measures shall be installed prior to beginning the project, and all disturbed soil should be stabilized immediately upon project completion.
- 4) A copy of this approval will be sent to the City of Portland. Department approval of your activity does not supersede or substitute the need for any necessary local approvals.

THIS APPROVAL DOES NOT CONSTITUTE OR SUBSTITUTE FOR ANY OTHER REQUIRED STATE, FEDERAL OR LOCAL APPROVALS NOR DOES IT VERIFY COMPLIANCE WITH ANY APPLICABLE SHORELAND ZONING ORDINANCES.

DEPARTMENT OF ENVIRONMENTAL PROTECTION



This permit has been digitally signed by Andrew C. Fisk on behalf of Acting Commissioner Beth Nagusky. It is digitally signed pursuant to authority under 10 M.R.S.A. § 9418. It has been filed with the Board of Environmental Protection as of the signature date 2010.11.17 10:54:47 -05'00'

PLEASE NOTE THE ATTACHED SHEET FOR GUIDANCE ON APPEAL PROCEDURES...

rlg/ats#72700/l#25143an

DEPLW 0429



## NATURAL RESOURCE PROTECTION ACT (NRPA) STANDARD CONDITIONS

THE FOLLOWING STANDARD CONDITIONS SHALL APPLY TO ALL PERMITS GRANTED UNDER THE NATURAL RESOURCE PROTECTION ACT, TITLE 38, M.R.S.A. SECTION 480-A ET.SEQ. UNLESS OTHERWISE SPECIFICALLY STATED IN THE PERMIT.

- A. **Approval of Variations From Plans.** The granting of this permit is dependent upon and limited to the proposals and plans contained in the application and supporting documents submitted and affirmed to by the applicant. Any variation from these plans, proposals, and supporting documents is subject to review and approval prior to implementation.
- B. **Compliance With All Applicable Laws.** The applicant shall secure and comply with all applicable federal, state, and local licenses, permits, authorizations, conditions, agreements, and orders prior to or during construction and operation, as appropriate.
- C. **Erosion Control.** The applicant shall take all necessary measures to ensure that his activities or those of his agents do not result in measurable erosion of soils on the site during the construction and operation of the project covered by this Approval.
- D. **Compliance With Conditions.** Should the project be found, at any time, not to be in compliance with any of the Conditions of this Approval, or should the applicant construct or operate this development in any way other the specified in the Application or Supporting Documents, as modified by the Conditions of this Approval, then the terms of this Approval shall be considered to have been violated.
- E. **Initiation of Activity Within Two Years.** If construction or operation of the activity is not begun within two years, this permit shall lapse and the applicant shall reapply to the Board for a new permit. The applicant may not begin construction or operation of the activity until a new permit is granted. Reapplications for permits shall state the reasons why the applicant will be able to begin the activity within two years form the granting of a new permit, if so granted. Reapplications for permits may include information submitted in the initial application by reference.
- F. **Reexamination After Five Years.** If the approved activity is not completed within five years from the date of the granting of a permit, the Board may reexamine its permit approval and impose additional terms or conditions to respond to significant changes in circumstances which may have occurred during the five-year period.
- G. **No Construction Equipment Below High Water.** No construction equipment used in the undertaking of an approved activity is allowed below the mean high water line unless otherwise specified by this permit.
- H. **Permit Included In Contract Bids.** A copy of this permit must be included in or attached to all contract bid specifications for the approved activity.
- I. **Permit Shown To Contractor.** Work done by a contractor pursuant to this permit shall not begin before the contractor has been shown by the applicant a copy of this permit.

Revised (4/92)

DEP LW0428