

From: "Peter Biegel" <pbiegel@landdesignsolutions.com>
To: "David Margolis-Pineo" <DMP@portlandmaine.gov>
CC: "Tim O'Donovan" <ocpminc@maine.rr.com>, "Jean Fraser" <JF@portlandmaine.gov>
Date: 1/25/2013 1:35 PM
Subject: RE: 1062 Ocean Avenue (Ledgewood Drive) Subdivision - Old BarnEstates - Street Lighting and Curbing
Attachments: Ledgewood Street Lighting.pdf; Curb Waiver Request Additional Information.pdf

Hi David,

I have information on two project elements we are requesting your feedback on:

1. Curb waiver request - per our phone discussion the other day I have prepared a memo which better clarifies how we believe our project meets the criteria required for a curb waiver (see attached Curb Waiver Request Additional Information).

2. Street Lighting - At the Planning Board meeting we discussed the proposed street lighting (use of the existing Ledgewood Drive fixture at the street entrance and a proposed pole mounted fixture at the end of the street turn around. I have pasted the information we included with our workshop cover letter supporting our proposal below.

"Lighting - An existing street light illuminates the Slocum Drive entrance which is directly across the street from our proposed entrance, we believe this existing illumination to be adequate for our street entrance. In keeping with the rural character of the area, Ledgewood Drive and the following adjacent residential developments, all off Ledgewood Drive:

a. Charlottes way - entrance street light on opposite side of Ledgewood Drive, light at drive intersection within the development and one light at the cul-de-sac.

b. Northledge Terrace - no light at entrance and one light at end of drive turn around.

c. Slocum Drive - street light at entrance and light at end of drive turn around.

d. Garden Way (currently under construction) - light at entrance and

one at cul-de-sac.

We propose a single pole mounted fixture at our street's turn around. We do not believe there is the need from a safety standpoint or a home owner desire to have the street fully lit, and it would be inconsistent with the adjacent developments and rural character of the area which is one of the characteristics we feel is attractive to the residents living here."

The Planning Board members who were in attendance were open and seemed supportive of our proposal, but did not know if they had the authority to waive the requirement. Upon review of the ordinance it was determined that the requirement can be waived by the Department of Public Services so we are passing the question on to you.

As context information I have attached a PDF (Ledgewood Street Lighting) which shows the location of the street lights along the entire length of Ledgewood Drive, there are only 4 currently, but I know an additional one is supposed to be installed at the entrance of Garden Way (development under construction). As you can see from the development information above and the attached street lighting map the predominant lighting pattern in the area is to have minimal lighting which the residents seem to enjoy and we would like to emulate.

Please let me know if we can provide any additional information to assist you in your review.

Thank you,

Peter

Peter Biegel, ASLA, LEED AP

Maine Licensed Landscape Architect

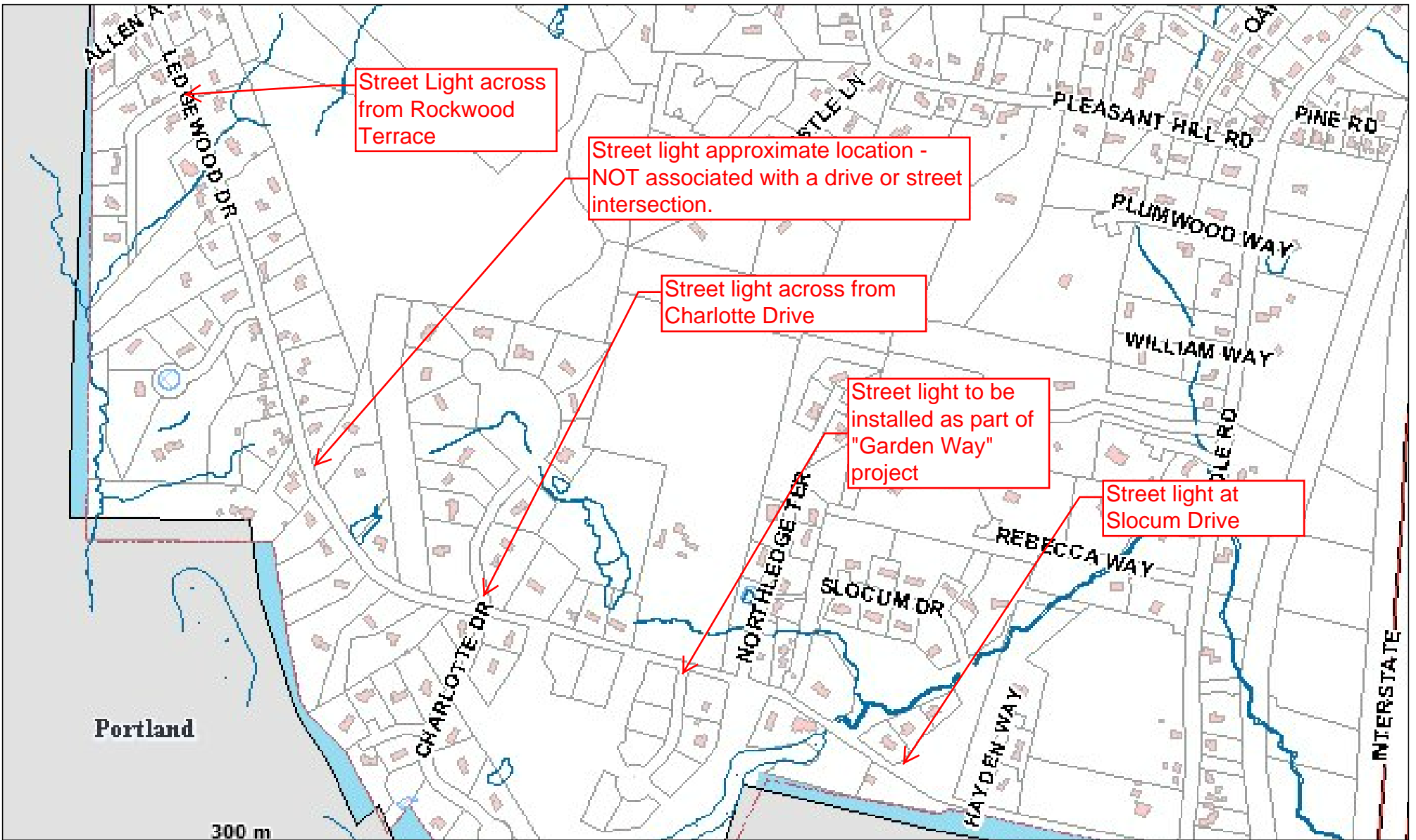
Land Design Solutions

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Ledgewood Street Lights



consulting - engineering - construction - operations

Land Design Solutions

Land Planning, Site Planning and Landscape Architecture

RE: Curb Waiver Request – Additional Information
Old Barn Estates - 1062 Ocean Avenue & Ledgewood Drive
January 25, 2013

Per Chapter 14, Section 14-506, (b) Curbing of the City of Portland Land Use Code we respectfully request a waiver for curbing along the south side of the proposed subdivision street. It is our understanding that the Planning Board has the authority to waive the curbing requirement should two or more of the following conditions exist.

1. *The cost to construct the curbing, including any applicable street opening fees, is in excess of 5% of the overall project cost.*
The estimated project infrastructure cost as proposed is approximately \$300,000. The addition of 660 l.f. of vertical granite curb with associated underdrain and stormdrain pipe, and two additional catch basins would cost an estimated \$40,000 or approximately 13% of the project.
2. *The reconstruction of the street is specifically identified and approved in the first or second year of the current capital Improvement Program or has been funded through an earlier CIP or through other sources.*
Not applicable
3. *The street has been rehabilitated without curbing in the last 60 months.*
Not applicable
4. *Strict adherence to the curb requirement would result in loss of significant site features related to landscaping or topography that are deemed to be of public value.*
It is our belief that the installation of vertical granite curb on the south side of the proposed subdivision street in place of the grassed swale would alter the landscape in a visual sense from a more pleasing “softer” rural section with woods, lawns and street trees adjacent to the paved street to a “harder” more urban feel which is inconsistent with the adjacent land uses (open space of the Dog Park and the Falmouth Land Trust) and adjacent residential developments (Slocum Drive, Charlotte Drive and North Ledge Terrace). We believe the visual aesthetic of this softer more natural landscape is of public value.
5. *Runoff from the developed site does not require curbing for stormwater management.*
The curbing is not required for stormwater management. Water conveyance is proposed to be done with a grass swale which we believe is more in keeping with the more “rural” setting of this residential housing project. A grassed swale also provides for minimizing the impact of stormwater runoff through cooling and infiltration.

From: "Peter Biegel" <pbiegel@landdesignsolutions.com>
To: "'Jean Fraser'" <JF@portlandmaine.gov>
CC: "'Tim O'Donovan'" <ocpminc@maine.rr.com>
Date: 1/28/2013 12:46 PM
Subject: RE: Timetable RE: 1062 Ocean Avenue (Ledgewood Drive) Subdivision - Old BarnEstates
Attachments: Street Extension Sketch 012813.pdf

Hi Jean,

We very much appreciate the flexibility on the 2/5/13 submission date.

I have attached a quick sketch to help show the impacts of the street extension. The sketch makes the following points:

- The street would really need to stop approximately 10 feet prior to the property line for grading transition and stormwater conveyance purposes. This would make the extension approximately 53 feet.

- The additional impervious area (28x53) would be 1,484 s.f.

- Approximately 1,000 s.f. of the street extension would be within the 75 ft. MDEP stream jurisdiction.

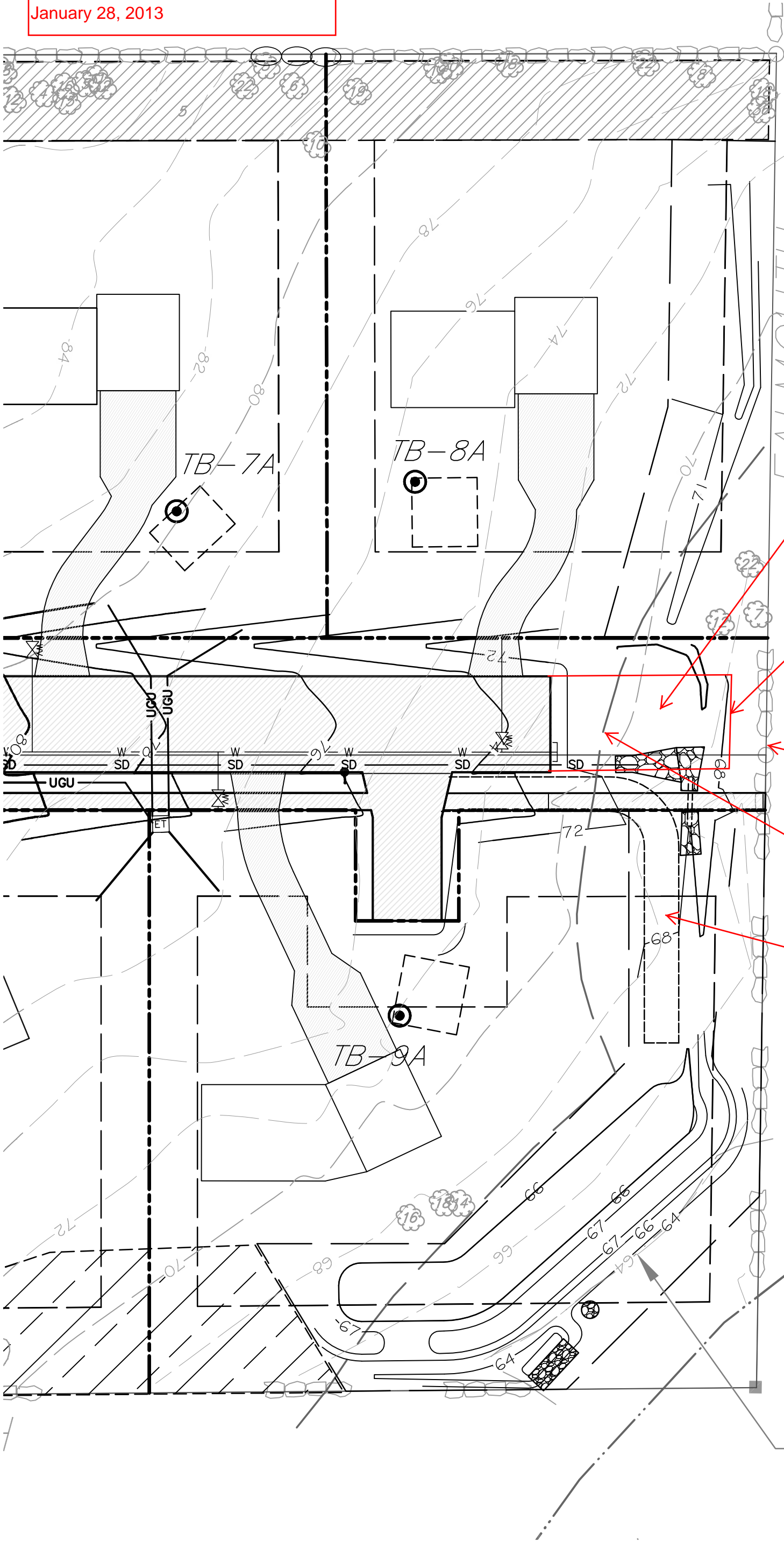
- I think it is important to note that the maintenance access drive to the underdrain soil filter does NOT benefit from the street extension. The maintenance typically needed by the underdrain soil filter is minimal and part of a scheduled maintenance plan. It will not be plowed and is designed to appear as if it is part of the homeowner's lawn.

Thank you,

Peter

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Old Barn Estates
 Subdivision Street Extension Sketch
 January 28, 2013



FALMOUTH

N/F
 Y A. LALUMIERE & PAUL R LALUMIERE JI
 24905/19

Approximately 1,000 sf of street extension would be within 75' of the wetland edge.

Street extension to stop 10' prior to PL for grading transition purposes. 53' extension (approx. 1,450 s.f. of impervious area.

PL - property line

Edge of wetland

Limit of 75 MDEP Stream Jurisdiction.

Grassed maintenance access drive - 6" of topsoil over 10" of gravel.

100 YEAR FLOOD BOUNDARY.